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A BILL

24-1

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA



To amend the District of Columbia Comprehensive Plan Act of 1984 to reflect revised policies, actions, and determinations and to update the Future Land Use Map and the Generalized Policy Map accordingly, and to require the Mayor to transmit the District of Columbia Comprehensive Plan Future Land Use Map and the District of Columbia Generalized Policy Map to the Council for approval, and to publish the Comprehensive Plan; to amend the School Based Budgeting and Accountability Act of 1998 to require that every 10 years the Mayor prepare and submit to the Council for its review and approval a proposed comprehensive Master Facilities Plan for public education facilities; to require the Office of Planning to provide to the Council a report giving additional guidance with respect to Production Distribution and Repair land; to provide that the text, maps, and graphics of the District Elements of the Comprehensive Plan for the National Capital need not be published in the District of Columbia Register to become effective; and to provide that no element of the Comprehensive Plan for the National Capital shall take effect until it has been reviewed by the National Capital Planning Commission.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “Comprehensive Plan Amendment Act of 2021”.

Sec. 2. The District of Columbia Comprehensive Plan Act of 1984, effective April 10, 1984 (D.C. Law 5-76; D.C. Official Code § 1-306.01 *et seq.*), is amended as follows:

(a) Section 3 is amended as follows:

(1) Chapter 1 (10-A DCMR § 100.1 *et seq.*) is repealed and replaced with the attached Chapter 1 of the District Elements of the Comprehensive Plan for the National Capital,

32 submitted by the Mayor to the Council on January 4, 2021, and modified by the Council. The
33 text and graphics of the submittal are incorporated into and deemed a part of this act as if
34 contained herein.

35 (2) Chapters 3 through 25 (10-A DCMR § 300.1 *et seq.*) are repealed and replaced
36 with the attached Chapters 3 through 25 of the District Elements of the Comprehensive Plan for
37 the National Capital, submitted by the Mayor to the Council on January 4, 2021, and modified by
38 the Council. The text and graphics of the submittal are incorporated into and deemed a part of
39 this act as if contained herein.

40 (3) The Implementation Table is repealed and replaced with the attached
41 Implementation Table of the District Elements of the Comprehensive Plan for the National
42 Capital, submitted by the Mayor to the Council on January 4, 2021, and modified by the Council.
43 The text and graphics of the submittal are incorporated into and deemed a part of this act as if
44 contained herein.

45 (4) The Future Land Use Map is repealed and replaced with the Future Land Use
46 Map submitted by the Mayor to the Council on January 4, 2021, amended as follows:

47 (A) The public right of way between 19th Street NW and the 1900 block of
48 Lamont Street NW is changed from Moderate Density Residential to Parks Recreation and Open
49 Space.

ENGROSSED ORIGINAL

50 (B) The area 150 feet on either side of Mount Pleasant Street NW between
51 Newton Street NW and Park Road NW is changed from Moderate Density Residential to
52 Medium Density Residential.

53 (C) The following area, roughly bounded by 16th Street NW, Oak Street
54 NW, Meridian Place NW, and Hertford Place NW, is changed from Moderate Density
55 Residential to Medium Density Residential (Trinity AME Church):

56 (i) Square 2683;

57 (ii) Square 2684, lots 491, 490, 489, 821, 820, 558, 555, 826, 827
58 and 825; and

59 (iii) Square 2686, lots 619, 620, 803, 816, 805, 016, and 818.

60 (D) Two areas, one at the southeast corner of Irving Street NW and 15th
61 Street NW, and the second just east of the northeast corner of Columbia Road NW and 14th
62 Street NW, both Moderate Density Residential, are changed to Medium Density Residential.

63 (E) The area shown in the Mayor's proposed amendment #9933.1 is
64 changed from Moderate Density Residential to Moderate Density Residential/Parks Recreation
65 and Open Space.

66 (F) The area bounded by Columbia Road NW to the north, Warder Street
67 NW to the west, and Michigan Avenue to the south and east is changed from Parks Recreation
68 and Open Space to Moderate Density Residential / Parks Recreation and Open Space.

ENGROSSED ORIGINAL

69 (G) The area on the north side of Columbia Road NW between Quarry
70 Road NW and Biltmore Street NW currently designated as Moderate Density Residential / Low
71 Density Commercial is changed to Medium Density Residential / Low Density Commercial.

72 (H) On both sides of Georgia Avenue NW between Columbia Road NW
73 and Euclid Street NW, the area currently designated as Moderate Density Residential / Low
74 Density Commercial is changed to Medium Density Residential / Low Density Commercial.

75 (I) The area 300 feet to the west of 16th Street NW between Crescent Place
76 NW and Belmont Street NW is changed from Moderate Density Residential to Medium Density
77 Residential.

78 (J) The area shown in the Mayor's proposed amendment #5014 north of
79 Florida Avenue NW between 11th Street NW and Sherman Street NW is changed from Medium
80 Density Residential /Medium Density Commercial to Medium Density Residential /Medium
81 Density Commercial / Parks Recreation and Open Space.

82 (K) Square 2557, generally bounded by Florida Avenue NW, California
83 Avenue NW and 18th Street NW is changed from Low Density Commercial to Moderate Density
84 Residential / Low Density Commercial.

85 (L) The area shown in the Mayor's proposed amendment #9813 generally
86 bounded by U Street NW, V Street NW, between 14th and 15th Street NW is changed from
87 Medium Density Residential / Medium Density Commercial / Local Public Facility to High
88 Density Residential / Medium Density Commercial / Local Public Facility.

ENGROSSED ORIGINAL

89 (M) The area of Squares 3082, 3083, 3084, and 3085, and generally
90 located between V Street NW, Elm Street NW, 2nd Street NW, and 4th Street NW, that is
91 currently designated Local Public Facility is changed to Parks Recreation and Open Space.

92 (N) The area of Square 3095 generally located between 3rd and 4th Streets
93 NW and north of Rhode Island Avenue NW that is currently designated Moderate Density
94 Residential / Moderate Density Commercial is changed to Medium Density Residential /
95 Moderate Density Commercial.

96 (O) The area shown in the Mayor's proposed amendment #9981, bounded
97 by 9th, 10th and E Streets NW and Pennsylvania Avenue NW, is changed from High Density
98 Commercial to Federal/ High Density Commercial.

99 (P) The area shown in the Mayor's proposed amendment #2123 as High
100 Density Residential / Medium Density Commercial, and generally a corridor on either side of
101 Connecticut Avenue NW and bounded by Macomb Street, NW on the north and Porter Street,
102 NW on the south is changed to Medium Density Residential / Moderate Density Commercial.

103 (Q) The areas shown in the Mayor's proposed amendments 2154.1,
104 2154.3, 2154.23 and 2154.21 are changed and extended as follows:

105 (i) The area bounded by Western Avenue, 100 feet east of
106 45th Street NW, the north edge of the alley that is approximately 100 feet north of Harrison
107 Street, NW, and Wisconsin Avenue NW, is designated as High Density Residential/High Density
108 Commercial.

ENGROSSED ORIGINAL

109 (ii) A Local Public Facility designation is applied to the area
110 bounded by Western Avenue, 45th Street NW, Harrison Street, NW, Jenifer Street NW and
111 Wisconsin Avenue NW.

112 (R) The area generally bounded by Western Avenue NW, Wisconsin
113 Avenue NW, and Jenifer Street NW and designated on the existing FLUM as Medium Density
114 Commercial / Medium Density Residential is changed to High Density Commercial / High
115 Density Residential.

116 (S) The areas shown in the Mayor's proposed amendments 2353.2 and
117 2353.1, on the Howard Law School property generally in the area bounded by Connecticut
118 Avenue NW and Upton Street NW, are changed to push north the Institutional / Low Density
119 Residential designation for 2353.2 to Van Ness Street NW and to encompass the library building.

120 (T) The area generally bounded by Woodley Road NW, Shoreham Drive
121 NW, Calvert Street NW and 29th Street NW, except for the area designated for LPUB at the
122 corner of 29th and Calvert Streets NW, is striped Low Density Commercial, creating a High
123 Density Residential / Low Density Commercial and Medium Density Residential / Low Density
124 Commercial areas.

125 (U) The area shown in the Mayor's proposed amendment #5001 and
126 generally bounded by Western Avenue NW, Military Road NW, Livingston Street NW and 42nd
127 Street NW is changed to Moderate Density Residential / Institutional.

ENGROSSED ORIGINAL

128 (V) The area shown in the Mayor's proposed amendment #5013, at the
129 southeast corner of Nebraska Avenue NW and Connecticut Avenue NW, is changed to Moderate
130 Density Commercial / Medium Density Residential.

131 (W) The area shown in the Mayor's proposed amendment #2803, on the
132 western side of Wisconsin Avenue NW from Idaho Avenue NW to Lowell Street NW, is
133 changed so that the Moderate Density Commercial Designation extends only as far south as the
134 existing Low Density Commercial Designation, midblock between Macomb Street NW and
135 Lowell Street NW.

136 (X) The area occupied by Children's Hospital, Square 2950, Lot 808, and
137 generally located in the area bounded by 14th Street, NW extended, Fern Street NW, Dahlia
138 Street NW and east of 13th Street, NW extended is changed from Federal to Institutional.

139 (Y) The change shown as the Mayor's proposed amendment #2377, to the
140 area generally bound by Aspen Street NW, Willow Street NW, and Laurel Street NW is rejected.
141 The area retains the existing FLUM designation of Low Density Commercial / Low Density
142 Residential / Institutional.

143 (Z) The change shown as the Mayor's proposed amendment #1590, to the
144 area generally the northeast corner of South Dakota Avenue and Kennedy Street NE, is rejected.
145 The area retains the existing FLUM designation of Moderate Density Commercial / Low Density
146 Residential.

ENGROSSED ORIGINAL

147 (AA) The change shown as the Mayor's proposed amendment #9946, to
148 the area generally located at the southwest corner of 1st Place NE and Riggs Road NE is rejected.
149 The area retains the existing FLUM designation of Parks Recreation and Open Space.

150 (BB) The change shown as the Mayor's proposed amendment #649, to the
151 area generally located between 14th and 17 Streets NE and Otis Street NE, is rejected. The area
152 retains the existing FLUM designation of Institutional.

153 (CC) The change shown as the Mayor's proposed amendment #2503, to
154 the area generally at the northeast corner of 13th Street NE and Rhode Island Avenue NE, is
155 rejected. The area retains the existing FLUM designation of Moderate Density Residential.

156 (DD) The change shown as the Mayor's proposed amendments #1614,
157 1678, and 2072, to the area generally bounded by Okie, Fenwick, Gallaudet and Kendall Streets,
158 NE is rejected. The area retains the existing FLUM designation of Production, Distribution and
159 Repair.

160 (EE) For Square 3636, Lot 5, generally the area bounded by Franklin
161 Street NE, 7th Street NE, and the Metrorail line to the east is changed from Production
162 Distribution and Repair to Production Distribution and Repair / Moderate Density
163 Residential/Moderate Density Commercial.

164 (FF) The change shown as the Mayor's proposed amendment #1920 is
165 rejected in part. The area north of ~~Everts~~ Franklin Street, NE retains the existing FLUM
166 designation of Production Distribution Repair. The area generally south of Franklin Street NE

167 and bounded by the centerline of the alley approximately 100 feet north of Evarts Street NE and
168 the centerline of the alley that is approximately 100 feet west of 10th Street NE and 280 feet west
169 of 10th Street NE is changed to Medium Density Residential / Production Distribution and
170 Repair.

171 (GG) The change shown as the Mayor's proposed amendments #2419.2
172 and 2419.3, to the area generally west of the Metrorail line and extending between R Street to W
173 Street NE, is rejected. The area retains the existing FLUM designation of Production Distribution
174 and Repair, except for that portion of #2419.2 located west of 5th Street NE, which is changed to
175 Moderate Density Residential / Production Distribution and Repair.

176 (HH) The area shown in the Mayor's proposed amendment #9997, as
177 Medium Density Commercial / Medium Density Residential, and generally bounded by
178 Michigan Avenue NE, Newton Street NE, and 10th Streets NE (Square 3826 Lot 0800, Square
179 3826 Lot 0014, Square 3826 Lot 0009, Square 3826 Lot 0010, Square 3826 NE corner of Lot
180 0804) is changed to Parks, Recreation and Open Space.

181 (II) The area shown in the Mayor's proposed amendment #2191, as
182 Moderate Density Commercial / Medium Density Residential, and generally bounded by Rhode
183 Island Avenue NE, Montana Avenue NE, Saratoga Avenue NE and Brentwood Road NE, is
184 changed to remove all of the proposed Moderate Density Commercial except for the area
185 currently designated as Moderate Density Commercial on the existing FLUM.

ENGROSSED ORIGINAL

186 (JJ) The area shown as the Mayor's proposed amendment #1691, as High
187 Density Commercial/Medium Density Residential/Parks Recreation and Open Space, and
188 generally bounded by 1st Street NW, Michigan Avenue NW, North Capitol Street, and Evarts
189 Street NW (extended), is changed to Medium Density Commercial/Medium Density
190 Residential/Parks Recreation and Open Space.

191 (KK) The change shown as the Mayor's proposed amendments #1906 and
192 #2061.5, to the area generally north of Michigan Avenue NE, east of the Metrorail line, and west
193 of 10th Street NE, is rejected. The area retains the existing FLUM designation of Production
194 Distribution and Repair / Moderate Density Commercial.

195 (LL) The area generally bounded by Florida Avenue NE, 5th Street NE, 6th
196 Street NE and Morse Street NE is changed from Moderate Density Residential / Medium Density
197 Commercial to Medium Density Residential / High Density Commercial.

198 (MM) The change shown as the Mayor's proposed amendment #9928, to
199 the area generally south of I Street SW between 3rd and 4th Streets SW is rejected. The area
200 retains the existing FLUM designation of Moderate Density Residential.

201 (NN) Lots 2, 819-825 and 833-835 in Square 365, and Lot 30 in Square
202 397, generally on the northern corners of 9th and P Streets NW, and currently Moderate Density
203 Residential, Medium Density Residential / Medium Density Commercial and Local Public
204 Facility are changed to Medium Density Commercial / Medium Density Residential.

ENGROSSED ORIGINAL

205 (OO) The change shown as the Mayor's proposed amendment #9903, to
206 the area generally on the southwest corner of D Street NE and 14th Street NE west of Kentucky
207 Avenue NE ~~is rejected~~ is changed from Commercial Low Density / Residential Medium Density
208 is changed to Commercial Low Density / Residential Moderate Density. ~~The area retains the~~
209 ~~existing FLUM designation of Commercial Low Density.~~

210 (PP) The area shown in the Mayor's proposed amendment #2373, at the
211 northeast corner of 12th Street NW and Maryland Avenue NW is changed to High Density
212 Residential / High Density Commercial.

213 (QQ) The changes shown as the Mayor's proposed amendments # 1587
214 and #9978 to the area located between Martin Luther King Jr Avenue SE and 2nd Street SE are
215 rejected. The areas retain the existing FLUM designation of Low Density Residential.

216 (RR) The area bounded by W Street SE, Pleasant Street SE, 13th Street
217 SE, and east of the area designated for mixed use Medium Density Residential/Medium Density
218 Commercial, is changed from Moderate Density Residential to Medium Density Residential/Low
219 Density Commercial.

220 (SS) Square 2596, Lots 1057 and 1054, generally located on the south side
221 of Mount Pleasant Street, NW along Kenyon Street NW are changed from Low Density
222 Commercial to Moderate Density Residential / Low Density Commercial.

ENGROSSED ORIGINAL

223 (TT) The property located at 3515 Wisconsin Avenue NW, Lot 0020,
224 Square 1911 and occupied by the Washington Ballet is changed from Moderate Density
225 Residential to Institutional / Medium Density Residential.

226 (UU) Square 5126, Lots 92, 808, and 810, generally bounded by 44th
227 Street, N.E. and Sheriff Road, N.E. and currently Moderate Density Residential is changed to
228 Low Density Commercial / Moderate Density Residential.

229 (VV) Lot 13 in Square 5545, Parcel 02060122 and Parcel 02060066, at the
230 northeast corner of the intersection of Pennsylvania Avenue SE and 30th Street SE and currently
231 designated Low Density Residential is changed to Moderate Density Residential.

232 (WW) Square 6170S Lots 35, 36, 38, 807, 808, 809, and 810, generally
233 bounded by Brandywine Street SE to the north, Chesapeake Street SE to the south, 1st Street, SE
234 to the east, and a public alley to the west is changed from Moderate Density Residential to
235 Moderate Density Residential / Low Density Commercial.

236 (XX) The area shown as the Mayor's proposed amendment #707 is
237 changed from Medium Density Residential/Moderate Density Commercial/Local Public
238 Facilities to High Density Residential/Moderate Density Commercial/Local Public Facilities.

239 (YY) Square 2875 bounded by 9th Street, N.W., V Street, N.W., 8th
240 Street, N.W., and Florida Avenue, N.W., is changed from Medium Density Residential/Medium
241 Density Commercial to High Density Residential/Medium Density Commercial.

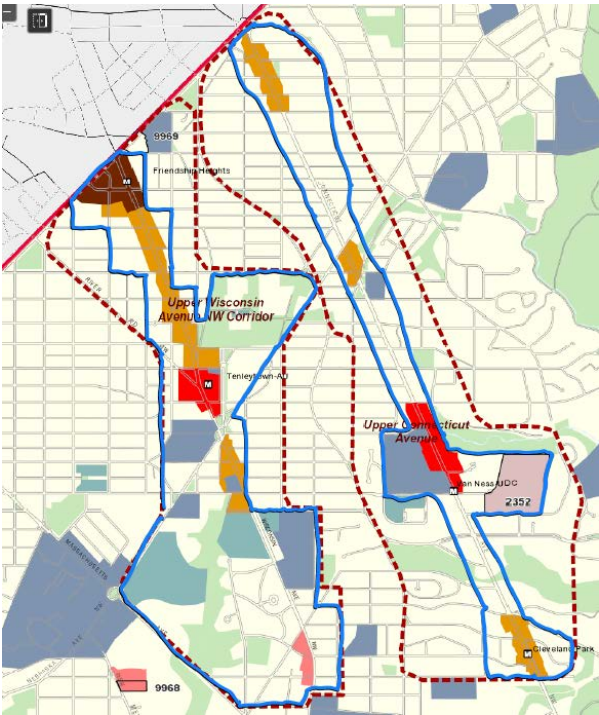
242 (5) The Generalized Policy Map is repealed and replaced with the Generalized
243 Policy Map submitted by the Mayor to the Council on January 4, 2021, amended as follows:

244 (A) The legend under “Proposed State of Washington, Douglass
245 Commonwealth” is amended by adding the following: “The proposed state encompasses all of
246 the District of Columbia except an area around the Monumental Core that would remain the
247 Constitutional enclave of the federal government. The boundary would only be applicable after
248 approval of statehood by Congress and proclamation of the President admitting the State of
249 Washington, DC. The proposed boundary was adopted by the Council of the District of
250 Columbia (R. 16-621, effective November 18, 2016) and affirmed by majority vote for the
251 advisory referendum during the November 8, 2016 general election. The boundaries are
252 included here for illustrative purposes only.”

253 (B) The description of the Future Planning Analysis Area is amended to
254 read as follows: “As further discussed in Sections 2503.2 and 2503.3 of the Implementation
255 Element, A areas of large tracts or corridors where future analysis is anticipated to ensure
256 adequate planning for equitable growth development. Boundaries shown are for illustrative
257 purposes. Final boundaries will be determined as part of the future planning analyses process for
258 each area. Planning analyses generally establish guiding documents including, but not limited to,
259 Small Area Plans, development frameworks, technical studies, retail strategies, or design
260 guidelines. Such analyses shall precede any zoning changes in this area. The planning process
261 should evaluate current infrastructure and utility capacity against full build out and projected

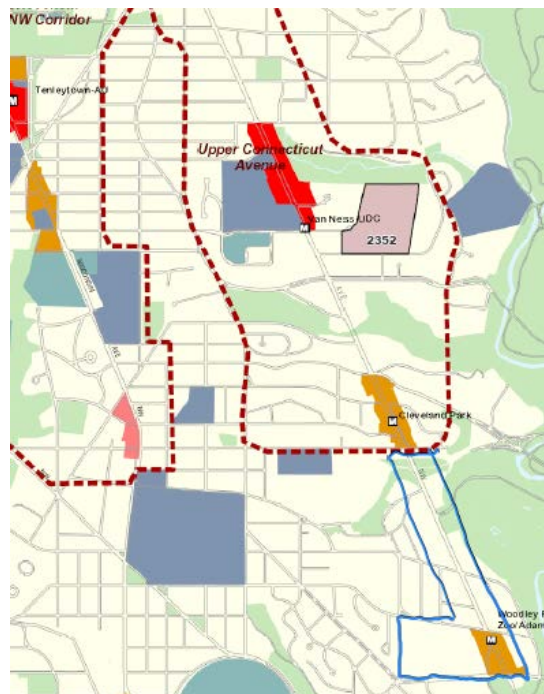
262 population and employment growth. Planning should also focus on issues most relevant to the
 263 community that can be effectively addressed through a ~~neighborhood~~ planning process.
 264 Individual planning analyses may study smaller areas than the Analysis Area.
 265 For the purposes of determining whether a planning analysis is needed before a zoning change,
 266 the boundaries of the Future Planning Analysis Areas shall be considered as drawn. The
 267 evaluation of current infrastructure and utility capacity should specify the physical or operational
 268 capacity both inside the boundaries and any relevant District-wide infrastructure available.”

269 (C) The boundaries of the Future Planning Analysis Areas designated
 270 around Wisconsin Avenue NW and Connecticut Avenue NW are modified to generally reduce
 271 the width of these areas, as shown in blue in the image below.



272

273 (D) The Future Planning Analysis Area designated for Connecticut
274 Avenue NW is extended further south to include an area bounded by Macomb Street NW on the
275 north, 34th Street NW and Cleveland Avenue NW on the west, Calvert Street, NW on the south,
276 and an area east of Connecticut Avenue, NW, and including the Woodley Park Metro Station,
277 and the Omni Shoreham and Marriott Woodley Park hotels, as shown in blue in the image below.



278
279 (E) The area occupied by Children’s Hospital, Square 2950, Lot 808, and
280 generally located in the area bounded by 14th Street, NW extended, Fern Street, NW, Dahlia
281 Street, NW and east of 13th Street, NW extended is changed from Federal/Land Use Change to
282 Institutional.

283 (F) The Future Planning Analysis Area located around Benning Road NE,
284 east of the Anacostia River, is removed.

285 (b) Section 7 (D.C. Official Code § 1-306.02) is amended by adding a new subsection (f)
286 to read as follows:

287 “(f)(1) The Mayor shall transmit 2 generalized maps—a Future Land Use Map and a
288 Generalized Policy Map—to the Council within 90 days of the effective date of the
289 Comprehensive Plan Amendment Act of 2021, passed on 2nd reading on XXX, 2021 (Enrolled
290 version of Bill 24-1) (“Act”).

291 “(2) The maps transmitted under this section shall:

292 “(A) Incorporate the map amendments enacted in section 2(a)(4) and (5)
293 of the Act;

294 “(B) Conform to the requirements of sections 225 through 228 of Chapter
295 200 (“the Framework Element”) of the Comprehensive Plan;

296 “(C) Be printed at a scale of 1,500 feet to 1 inch;

297 “(D) Use standardized colors for planning maps;

298 “(E) Indicate generalized land use policies; and

299 “(F) Include a street grid and any changes in format or design to improve
300 the readability and understanding of the adopted policies.

301 “(3)(A) The Council shall hold a public hearing to determine if the maps
302 transmitted under this section conform to the requirements of paragraph 2 of this subsection. If

303 the Council determines that a map transmitted under this section conforms as required, the
304 Council shall approve the map by resolution.

305 “(B) If the Council determines that a map transmitted under this section
306 does not conform to the requirements of paragraph 2 of this section but requires corrections to
307 conform, the Council shall approve the map by resolution, identifying the required corrections,
308 and the Mayor shall publish a new map with the required corrections.”.

309 (b) Section 9a (D.C. Official Code § 1 -306.05) is amended by adding a new subsection
310 (d) to read as follows:

311 “(d) Within 90 days of the effective date of the Comprehensive Plan Amendment Act of
312 2021, passed on 2nd reading on XXXX XX, 2021 (Enrolled version of Bill 24-1), the Mayor
313 shall publish the Comprehensive Plan, as amended, in its entirety. The Comprehensive Plan shall
314 be consolidated by the District of Columbia Office of Documents into a single new or
315 replacement title of the District of Columbia Municipal Regulations to be designated by the
316 District of Columbia Office of Documents. The Comprehensive Plan shall be published in the
317 format furnished by the Mayor and need not conform to the Office of Documents’ publication
318 standards.”.

319 Sec. 3. Master Facilities Plan.

320 Section 1104 (a) of The School Based Budgeting and Accountability Act of 1998,
321 effective March 26, 1999 (D.C. Law 12-175; D.C. Official Code 38-2803(a)), is amended to read
322 as follows:

323 “(a)(1) Beginning on December 15, 2017, and every 10 years thereafter, the Mayor shall
324 prepare and submit to the Council for its review and approval a proposed comprehensive 10-year
325 Master Facilities Plan for public education facilities which shall comply with the requirements of
326 this section. The Mayor’s submission shall be accompanied by a proposed resolution to approve
327 the Plan.

328 “(2) The Council shall conduct at least one public hearing on the proposed 10-
329 year Master Facilities Plan before voting to approve or disapprove the Plan.

330 “(3) If the Council disapproves the proposed Plan, it shall state its reasons for
331 disapproval or make recommendations in the disapproval resolution or in an accompanying
332 legislative report. Thereupon, the Mayor shall submit a revised Master Facilities Plan within 180
333 days after the Council’s disapproval.

334 “(4) If the Council approves the Master Facilities Plan, the Plan shall take effect
335 no later than the first day of the succeeding fiscal year.

336 “(5) If, subsequent to Council approval of the Master Facilities Plan, material
337 changes become necessary, the Mayor may modify the Plan; provided, that the modification
338 shall be submitted to the Council, with an accompanying proposed resolution, for consideration
339 in the same manner as specified in paragraphs (2), (3), and (4) of this subsection.

340 “(6) Notwithstanding paragraph (1) of this subsection, the Mayor shall prepare
341 and submit to the Council by December 15, 2022 a proposed comprehensive 5-year Master

342 Facilities Plan for public education facilities. The process for its review and approval shall be
343 the same as provided in paragraphs (1) through (4) of this subsection.”.

344 Sec. 4 PDR Retention Land Report

345 (a) ~~No later than~~ By January 2025~~2024, or one year prior to initiating the full rewrite of~~
346 ~~the Comprehensive Plan,~~ if earlier, the Office of Planning shall provide to the Council a report
347 giving additional guidance on the following:

348 (1) Identification of the amount, location, and characteristics of land sufficient to
349 meet the District’s current and future needs for Production Distribution and Repair (PDR) land;

350 (2) Quantifiable targets for PDR land retention; and

351 (3) Strategies to retain existing and accommodate future PDR uses, particularly
352 for high-impact uses.

353 (b) Further, the study will address the Council’s concern that mixing other uses,
354 particularly residential, with PDR uses will create economic conditions and land use conflicts
355 that will reduce land and areas available for PDR uses, particularly high-impact uses.

356 (c) Any strategies to expand PDR land designations or accommodate future PDR uses
357 shall prioritize areas that do not currently have a disproportionate amount of PDR-designated
358 land. Strategies should consider technological advances or efficiency measures to utilize PDR
359 land more effectively. The study shall incorporate racial equity analyses.

360 ~~(d)~~ This study shall be completed prior to or concurrent with any future planning
361 analyses in the New York Avenue NW corridor.

362 Sec. 5. Publication requirement exemption.

363 Notwithstanding section 8, subsection 308(b) of the District of Columbia Administrative
364 Procedure Act, effective March 6, 1979 (D.C. Law 2-153; D.C. Official Code § 2-558(b)), and
365 section 204 of the District of Columbia Administrative Procedure Act of 1975, October 8, 1975
366 (D.C. Law 1-19; D.C. Official Code § 2-602), the text, maps, and graphics of the District
367 elements of the Comprehensive Plan for the National Capital, as amended by this act, need not
368 be published in the District of Columbia Register to become effective.

369 Sec. 6. Applicability.

370 (a) No District Element of the Comprehensive Plan for the National Capital shall apply
371 until it has been reviewed by the National Capital Planning Commission as provided in section
372 2(a) of the National Capital Planning Act of 1952, approved June 6, 1924 (43 Stat. 463; D.C.
373 Official Code § 2-1002(a)), and section 423 of the District of Columbia Home Rule Act,
374 approved December 24, 1973 (87 Stat. 792; D.C. Official Code § 1-204.23).

375 (b)(1) Sections 3 and 4 of this act shall apply upon the date of inclusion of its fiscal effect
376 in an approved budget and financial plan.

377 (2) The Chief Financial Officer shall certify the date of the inclusion of the fiscal
378 effect in an approved budget and financial plan and provide notice to the Budget Director of the
379 Council of the certification.

380 (3)(A) The Budget Director shall cause the notice of the certification to be
381 published in the District of Columbia Register.

382 (B) The date of publication of the notice of the certification shall not affect
383 the applicability of this act.

384 Sec. 7. Fiscal impact statement.

385 The Council adopts the fiscal impact statement in the committee report as the fiscal
386 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
387 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

388 Sec. 8. Effective date

389 This act shall take effect following approval by the Mayor (or in the event of veto by the
390 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
391 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
392 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
393 Columbia Register.

Comprehensive Plan Introduction

100 Planning an Inclusive City 100

100.1 The nation’s capital, a global center of knowledge and power, is the central city of one of America’s largest and most prosperous metropolitan areas. It is also home – a District of great neighborhoods, a vibrant downtown, historic buildings, diverse shopping, renowned institutions, and magnificent parks and natural areas. 100.1

100.2 Washington, DC bears the imprints of many past plans, each a reflection of the goals and visions of its era. The influence of these plans can be seen everywhere—they affect the way residents live and work, the way residents travel, and the design of the District’s communities. Planning is part of the District’s heritage. It has shaped Washington, DC’s identity for more than two centuries and has made it the District it is today. 100.2

100.3 Washington, DC is changing. At this moment, more housing is planned and under construction in the District than was built during the entire decade of the 2000s. Federal properties—some larger in land area than all of Georgetown or Anacostia—are being studied for new uses. These changes generate excitement and tension at the same time. Issues of race, class, and equity rise to the surface as the District grows. The effort to be a more inclusive city never stops—to make economic opportunities equitable and available to all residents, and to enhance the most valuable things about the District’s communities. The effort to make Washington, DC more resilient in response to changing conditions that bring new stressors and new opportunities alike is also ceaseless. 100.3

100.4 As one thinks about the future, other issues arise. How will people get around Washington, DC in 20 years? Where will children go to school? Will police and fire services be adequate? Will the rivers be clean? Will the air be healthy? How to address housing affordability and ensure that current and longtime residents have a place in the future of the District? How to ensure the Washington, DC continues to produce jobs and that District residents have the supports they need to take these jobs and find pathways to success? How will the best parts of

neighborhoods be preserved and the challenging parts be improved? How will federal and local interests be balanced? 100.4

- 100.5 This Comprehensive Plan addresses these important questions and establishes a framework to achieve the District's goals. 100.5

Planning in the District Then and Now

- 100.6 Washington, DC is widely known for being steeped in American history. This reputation extends to city planning too, starting with the very origin of the District in 1791. 100.6

- 100.7 More than two centuries ago, George Washington commissioned Pierre L'Enfant to plan a new national capital on the banks of the Potomac and Anacostia Rivers. L'Enfant and surveyor Benjamin Banneker designed the District's unique diagonal and grid system and sited some of America's most important landmarks, including the U.S. Capitol and the White House. In 1893, the Olmsted Highway Plan further reinforced the District's grand avenues and connections to nature. 100.7

- 100.8 Subsequently, the U.S. Congress asked the McMillan Commission to transform Washington, DC into a world-class capital city. The commission responded with a grand plan to beautify the District with the National Mall, many neighborhood parks, and an expanded Rock Creek Park. 100.8

- 100.9 Today, the L'Enfant and McMillan plans are regarded as major milestones in Washington, DC's history. The plans of the mid to late 20th century are less celebrated but are no less important. In 1924, federal legislation created the National Capital Park and Planning Commission. Its initial focus was on District parks and playgrounds, but its focus soon expanded to include land use, transportation, and public facilities. The commission produced a Comprehensive Plan in 1950, another in 1961, and yet another in 1967. These plans proposed radical changes to the District's landscape, including freeways and urban renewal. The mid-century Comprehensive Plans were largely driven by federal interests and a desire to retain the beauty and functionality of Washington, DC as a capital city. 100.9

- 100.10 In 1973, the federal Home Rule Act designated the mayor of the District of Columbia as the District's principal planner. The Comprehensive Plan was

divided into District Elements to be prepared by the District's Office of Planning, and Federal Elements to be prepared by the National Capital Planning Commission (NCPC). The first Comprehensive Plan of the post-Home Rule era, containing both District and Federal Elements, was completed in 1984. 100.10

100.11 Between 1984 and 2005, the District Elements were amended four times. A 1985 amendment added the Land Use Element and Maps. The 1989 and 1994 amendments added Ward Plans to the document, roughly tripling its size. The 1998 amendments included a variety of map and text changes to reflect then-current conditions. . In 2004, the District completed a vision for Washington, DC called a Vision for Growing an Inclusive City. This document established a new philosophy about planning in Washington, DC, which has been carried forward into the Comprehensive Plan. The Comprehensive Plan's overarching purpose is to improve the quality of life for current and future District residents. 100.11

100.12 Since 2006, when the District's modern Comprehensive Plan was adopted, the Office of Planning (OP) has undertaken additional planning efforts that have focused on distinct areas within Washington, DC, producing a total of 29 Small Area Plans (SAPs), as well as other place-based planning documents. In addition, District agencies have produced many strategic and long-range plans on topics such as transportation, parks, housing, sustainability, and culture. These plans have not only deepened and refined the general guidance of the Comprehensive Plan but have also applied systems thinking to tackle issues and opportunities across traditional silos. 100.12

100.13 The Comprehensive Plan includes detailed maps and policies for the physical development of Washington, DC. It also addresses social and economic issues that affect and are linked to the development of the District and its residents. The Comprehensive Plan allows the community to predict and understand the course of future public actions and shape private sector investment and actions too. It allows the District to ensure that its resources are used wisely and efficiently, and that public investment is focused on the areas where it is needed most. 100.13

100.14 The Comprehensive Plan provides guidance on the choices necessary to make Washington, DC better . No single person or organization is in a position to make these decisions alone. Many residents, governmental agencies, businesses, institutions, and leaders have helped shape this plan. Their continued commitment will be needed to carry it out in the coming years. 100.14

100.15 Collectively, federal, regional, and local planning plays an important role in the character, development and growth, and livability of Washington, DC. A vibrant District should both accommodate the needs of our national government and enhance the lives of the District’s residents, workers, and visitors. It should embody an urban form and character that builds upon a rich history, reflects the diversity of its people, and embodies the enduring values of the American Republic. Furthermore, it should create a development trajectory in in which residents leverage the unique assets and identity of the nation’s capital through their day-to-day lives. 100.15

100.16 The Comprehensive Plan for the National Capital is comprised of two parts: the Federal Elements and the District Elements. The Federal Elements of the Comprehensive Plan are developed by the NCPC and the District Elements by the District’s OP. Combined, these elements guide development in the District to balance federal and local interests with a collective responsibility for the natural, cultural, economic, and social environments. Many of the elements have local, regional, and national significance; together they advance Washington, DC’s great design and planning heritage. 100.16

100.17 The NCPC and OP work together to enhance Washington, DC as a great national capital and plan for its equitable development through inspiring civic architecture, rich landscapes, distinct neighborhoods, vibrant public spaces, environmental stewardship, and thoughtful land-use management. 100.17

101 The Comprehensive Plan’s Legal Basis, Role and Content 101

102 Legislative Foundation 102

102.1 The District Charter vests the mayor with the authority to initiate, develop, and submit a Comprehensive Plan to the DC Council, as well as the power to propose amendments following the Comprehensive Plan’s adoption (87 Stat. 792, Pub. L. 93-198, title IV, § 423 (DC Official Code § 1-204.23). The DC Council adopts the Comprehensive Plan, subject to the approval of the mayor and review by the NCPC and Congress. 102.1

- 102.2 From 1985 to 2005, a Comprehensive Plan drafted in the early 1980s governed land use decisions in the District. By the early 2000s, it was becoming clear that the Comprehensive Plan was out of date. The future—as envisioned by the plan—was already history. 102.2
- 102.3 In 2004, the mayor and DC Council agreed to move ahead with a major revision of the Comprehensive Plan, rather than starting another round of piecemeal amendments. It was time for an in-depth analysis of existing conditions and trends, and a fresh look at the District’s future. In 2011, the District adopted a minor amendment to the 2006 Comprehensive Plan, consisting primarily of technical corrections and a limited number of policy updates. In 2016, the OP launched a second amendment to the 2006 Comprehensive Plan. While not a full update of the Comprehensive Plan, the changes are substantive and constitute a major revision. 102.3
- 102.4 Since the 2006 Comprehensive Plan was adopted, the District has experienced significant population and revenue growth. While the 2006 Comprehensive Plan anticipated growth, such growth occurred at a much faster pace than expected. The second amendment process also addresses new challenges that have arisen since the adoption of the 2006 Comprehensive Plan. Having a visionary and current Comprehensive Plan is critical to the District’s long-term success. 102.4
- 102.5 Section 1-301.62 of the DC Code states that: “(t)he purposes of the District Elements of the Comprehensive Plan for the National Capital are to:
- Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;
 - Guide executive and legislative decisions on matters affecting the District and its citizens;
 - Promote economic growth and jobs for District residents;
 - Guide private and public development in order to achieve District and community goals;
 - Maintain and enhance the natural and architectural assets of the District; and
 - Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District.” 102.5
- 102.6 The District Charter broadly defines the plan’s scope. Section 1-204.23 states that the Comprehensive Plan may include land use elements, urban renewal and

redevelopment elements, a multi-year program of municipal public works for the District, and physical, social, economic, transportation, and population elements. 102.6

102.7 The DC Comprehensive Plan Act of 1984 (DC Law 5-76, § 7 (as amended); DC Official Code (§ 1-306.02) also specifies that the Land Use Element include a generalized land use map or a series of maps representing the land use policies set forth in the Land Use Element. 102.7

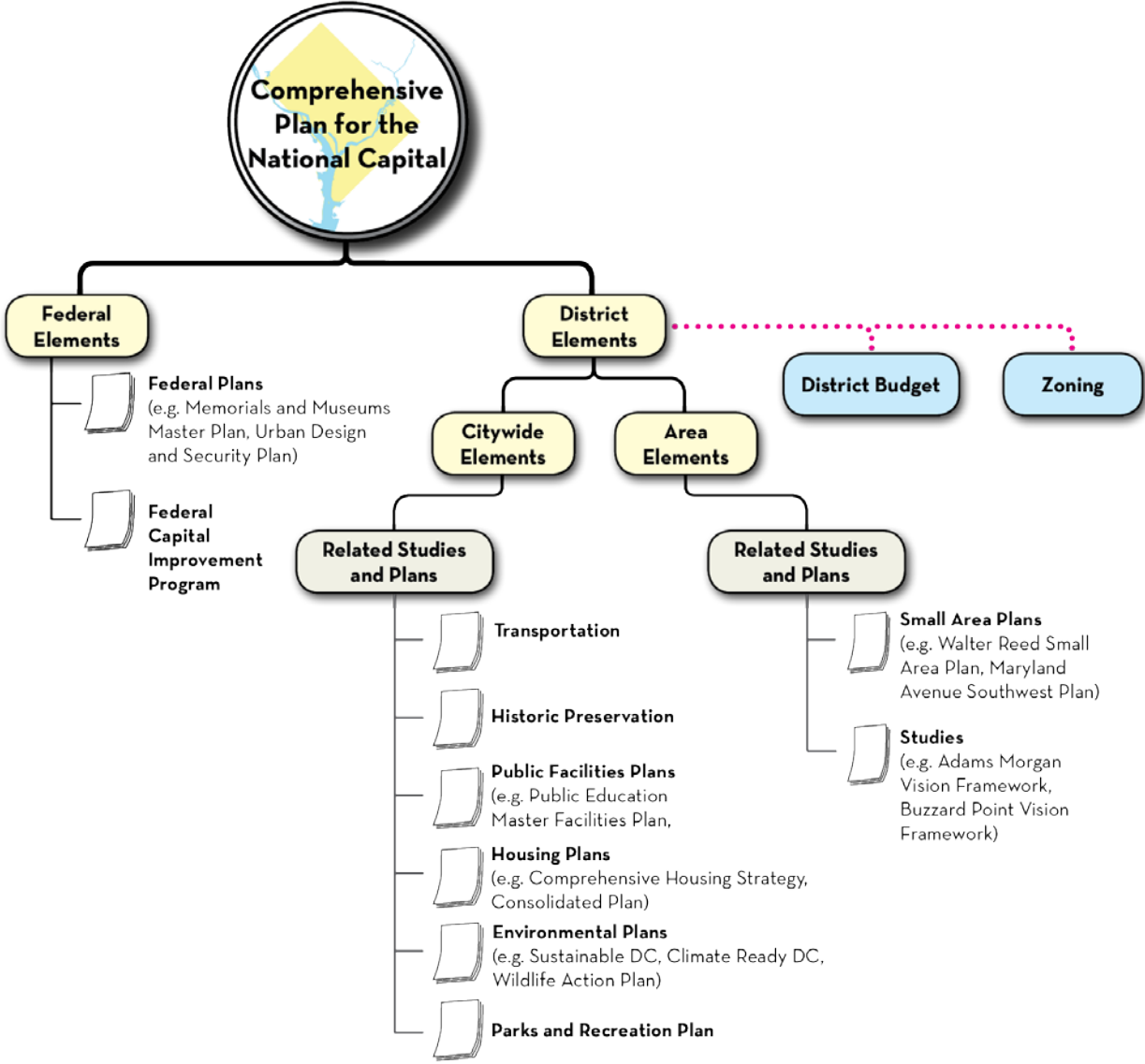
103 The Family of Plans 103

103.1 The Comprehensive Plan can be thought of as the centerpiece of a Family of Plans that guide public policy in the District (See Figure 1.1). In the past, there was a lack of clarity about the relationship between the Comprehensive Plan and the many other plans prepared by District agencies. This has reduced the Comprehensive Plan’s effectiveness and even resulted in internal inconsistencies between agency plans. 103.1

103.2 Under District Code, the Comprehensive Plan is the one plan that guides the District’s development . Thus, it carries special importance in that it provides overall direction and shapes all other physical plans that the District government adopts. In fact, all plans relating to the District’s physical development should take their leads from the Comprehensive Plan, building on common goals and shared assumptions about the future. For example, the growth projections contained in the Comprehensive Plan should be incorporated by reference into other plans that rely on such forecasts. 103.2

103.3 As the guide for all District planning, the Comprehensive Plan establishes the priorities and key actions that other plans address in greater detail. The broad direction it provides may be implemented through agency strategic plans, operational plans, long-range plans on specific topics (such as parks or housing), and focused plans for small areas of Washington, DC. 103.3

103.4 Figure 1.1: The Family of Plans 103.4



103.5 The Comprehensive Plan is not intended to be a substitute for more detailed plans, nor dictate precisely what other plans must cover. Rather, it is the one document that bridges all topics and is crosscutting in its focus. It alone is the Comprehensive Plan that looks at the big picture of how change will be managed in the years ahead. 103.5

103.6 Where appropriate, this Comprehensive Plan includes cross-references and text boxes to highlight other documents in the Family of Plans. Some examples include the federally mandated State Transportation Plan (known as moveDC), the Historic Preservation Plan, the Parks and Recreation Master Plan, Sustainable DC, and the Comprehensive Economic Development Strategy (CEDS). 103.6

104 The Three Tiers of Planning 104

104.1 Before 2006, the District used a three-tiered system of city planning comprised of:

- Citywide policies
- Ward-level policies
- Small area policies 104.1

104.2 Since 2006, the Comprehensive Plan has been the repository for the District-wide and Large Planning Area policies. The small area policies, meanwhile, have appeared in separately bound Small Area Plans for particular neighborhoods and business districts. 104.2

104.3 The 2006 Comprehensive Plan retains three geographic tiers but incorporates a number of changes to improve the Comprehensive Plan's effectiveness and readability. One of the most significant changes is the replacement of Ward Plans with Area Elements. While Ward Plans were an effective way to express local priorities within the Comprehensive Plan, the boundaries changed dramatically in 1990 and 2000 due to population shifts. Redistricting occurred after the 2010 Census and will occur again after the 2020 Census and subsequent censuses. Moreover, the District's wards are drawn to ensure an equal number of residents reside in each Council district rather than to provide a coherent rationale for planning Washington, DC. Thus, places like Downtown Washington, DC (divided by a ward boundary) and the Anacostia River (divided by four ward boundaries) have been covered in multiple places in past Comprehensive Plans. This has resulted in redundancy and fragmented policies for many areas in the District. The relationship between the Comprehensive Plan and the three tiers is described below. 104.3

104.4 The Comprehensive Plan includes 13 Citywide Elements, shown in Figure 1.2, each addressing a topic that is District-wide in scope, followed by an Implementation Element:

- Framework (setting the Comprehensive Plan’s guiding principles and vision)
- Land Use
- Transportation
- Housing
- Economic Development
- Parks, Recreation, and Open Space
- Educational Facilities
- Environmental Protection
- Infrastructure
- Urban Design
- Historic Preservation
- Community Services and Facilities
- Arts and Culture
- Implementation 104.4

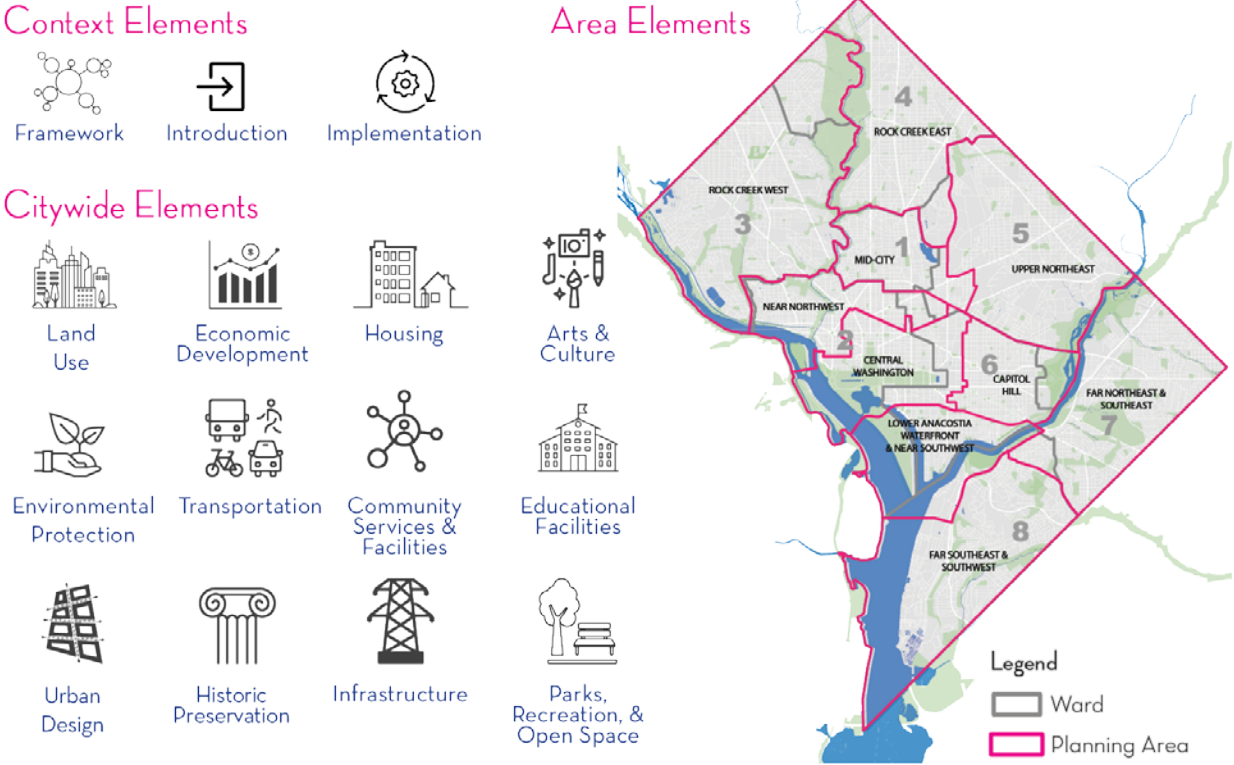
104.5 The Comprehensive Plan includes 10 Area Elements, shown on Figure 1.2. Taken together, these ten areas encompass the entire District:

- Capitol Hill
- Central Washington
- Far Northeast and Southeast
- Far Southeast and Southwest
- Lower Anacostia Waterfront and Near Southwest
- Mid-City
- Near Northwest
- Rock Creek East
- Rock Creek West
- Upper Northeast 104.5

104.6 Although the Citywide and Area Elements appear in separate sections of this document, they carry the same legal authority. The Area Elements focus on issues that are unique to particular parts of the District. Many of their policies are place-based, referencing specific neighborhoods, corridors, business districts, and local landmarks. However, the policies are still general in nature and do not prescribe specific uses or design details. Nor do the Area Elements repeat policies that already appear in the Citywide Elements. They are intended to provide a sense of

local priorities and to recognize the different dynamics at work in each part of Washington, DC. 104.6

104.7 Figure 1.2: Comprehensive Plan Organization 104.7



104.8 Small Area Plans supplement the Comprehensive Plan by providing detailed direction for areas ranging in size from a few city blocks to entire neighborhoods or corridors. In the past, Small Area Plans have been prepared for places in Washington, DC where District action was necessary to manage growth, promote revitalization, or achieve other long-range planning goals. Examples include Southwest, Mid-City East, and Walter Reed. 104.8

104.9 In the future, additional plans focused on distinct geographies will be developed. The Implementation Element of this Comprehensive Plan outlines where and under what conditions such plans should be undertaken. Existing Small Area Plans are cross-referenced in the Comprehensive Plan Area Elements and should

be consulted for further detail about the areas they cover. In addition to Small Area Plans, OP and sister agencies will use other neighborhood planning and design tools to provide analysis of, and direction for, the built environment. These focused tools address specific conditions, such as the quality of the public realm, access to locally serving amenities and opportunities, and access to opportunities for economic and community development. For example, in recent years, OP has produced Vision Frameworks, Design Guidelines, Technical Studies, Placemaking Interventions, and Retail Toolkits to respond to the tailored needs of communities. OP anticipates additional neighborhood planning and design tools will be created for future planning work. 104.9

105 Moving from Plan to Action 105

105.1 This Comprehensive Plan also includes a chapter on plan implementation. The Implementation Element describes how the Comprehensive Plan’s recommended actions are to be carried out, and by which government agencies. Time frames for implementation are also provided so that the plan’s implementation steps can be measured and monitored. The addition of this element plays an important part in assuring accountability. OP published Comprehensive Plan Progress Reports in 2010 and 2013, which contained thorough assessments of how well the District had implemented the plan’s major policy themes and actions. 105.1

105.2 The Implementation Element alone is no guarantee that the policies of this Comprehensive Plan will be followed or that its actions will be carried out. It is the job of the District administration to abide by the Comprehensive Plan and coordinate with other government agencies to ensure that future actions respect its policies. The most important tools for doing this are zoning and coordination of capital improvement programming with the policies and actions set forth in the Comprehensive Plan. The use of these tools to carry out the Comprehensive Plan is described in the Implementation Element. 105.2

106 Comprehensive Plan Technical Data 106

106.1 Developing policies for the District’s future requires an extensive and detailed baseline of information about existing conditions and planning issues. Thus, a series of technical datasets was assembled to supplement the Comprehensive Plan and to inform all of the District’s planning efforts. The District’s State Data

Center is housed within the OP and is the official liaison with the U.S. Census Bureau. The State Data Center handles the dissemination and targeted analysis of Census data and periodically produces reports. It also produces the required projections for population, households, and jobs in the District, and coordinates with the Metropolitan Washington Council of Governments to finalize and publish forecasts each year. The Framework Element should be consulted for further details . 106.1

107 How This Plan Was Prepared 107

- 107.1 The 2006 Comprehensive Plan was the outcome of a five-year revision process, from 2002 to 2006, and two subsequent amendments: a minor amendment in 2011, and a major revision that began in 2016. 107.1
- 107.2 In 2002, the mayor and DC Council deferred the regularly scheduled amendment of the District Elements and instead asked OP to conduct a Comprehensive Plan assessment. A 29-member citizens task force was convened to advise the District as it evaluated changes that would improve the Comprehensive Plan’s effectiveness, organization, and format. The Comprehensive Plan Assessment Report, issued in February 2003, recommended a major Comprehensive Plan revision and fundamental changes to the document’s structure. The report also suggested that the first step in the revision process should be to develop a broad vision for the District’s future. 107.2
- 107.3 A Vision for Growing an Inclusive City was developed in response. The Vision included an appraisal of the District’s major planning issues and an articulation of goals for addressing these issues in the future. Its content was shaped by position papers on topics ranging from education to housing, workshops with department heads and civic leaders, and input from more than 3,000 District residents at the Mayor’s Citizens Summit in November 2003. The Vision was endorsed by DC Council in June 2004. 107.3
- 107.4 Work on the Comprehensive Plan revision began in Fall 2004. With the Vision’s directive to “grow an inclusive city,” the revision was designed to be an inclusive process. The goal of this process was not merely to involve the public in creating the Comprehensive Plan—it was to build a constituency for the Comprehensive Plan that could advocate for more effective implementation in the future. Thus,

education and outreach about the Comprehensive Plan became as important as public input. 107.4

- 107.5 The 2006 Comprehensive Plan was the first to be prepared during the digital era and, as such, a host of new tools were used to convey it to the community. The project website, www.inclusivecity.org, was used to publicize meetings, display information, provide drafts for comment, and receive feedback through bulletin boards and e-mail. The website received more than 1.3 million hits over the course of the project. Television and radio were also used, drawing residents to town meetings, workshops, and public hearings. 107.5
- 107.6 The 2006 Comprehensive Plan's content was also shaped by a Plan Revision Task Force. The 28-member task force represented diverse interests and geographic areas, and advised OP on the Comprehensive Plan's content as well as its maps and place-specific recommendations. Similarly, an interagency working group representing more than 20 District and federal agencies was convened throughout the process to provide policy feedback and technical assistance. Small group discussions, attended by stakeholders and others with a particular interest in plan topics, were convened on specific issues such as higher education and environmental quality. 107.6
- 107.7 Large community workshops were also essential to the 2006 Comprehensive Plan revision. Three rounds of workshops were held, each comprised of four to eight interactive meetings or gatherings. In all, the workshops drew more than 1,500 participants, with virtually every neighborhood of the District taking part. The workshops were supplemented by dozens of meetings with Advisory Neighborhood Commissions, citizen and civic associations, interest groups, and individuals. 107.7
- 107.8 While public involvement was the driver behind the Comprehensive Plan's content, its policies and actions have also been shaped by many other sources. Foremost among these is the prior Comprehensive Plan; many of its policies have been edited and carried forward. Similarly, recent plans and planning efforts, including the newly updated Federal Elements, also guide the Comprehensive Plan's content. Finally, an enormous amount of data collection and analysis underpins the Comprehensive Plan's recommendations. This data was largely absent from the prior Comprehensive Plan, which led to findings and recommendations that were not always supported by fact. 107.8

- 107.9 The 2006 Comprehensive Plan was presented to the DC Council in the summer of 2006, with DC Council public hearings held in the fall. Revisions to the draft Comprehensive Plan were made based on DC Council comments and public testimony, and the document was adopted in December 2006. 107.9
- 107.10 In 2009, OP launched the planning process for the first amendment to the 2006 Comprehensive Plan and held several community meetings to converse with stakeholders. Using an open call to the public, OP received approximately 250 proposed amendments. 107.10
- 107.11 Following a period of evaluation and drafting, OP introduced legislation to the DC Council, detailing recommended amendments to the Comprehensive Plan. Public hearings were held in the fall of 2010. Based on public testimony and the DC Council feedback, OP revised the recommended amendments, and an amended plan was adopted in April 2011. 107.11
- 107.12 In 2016, OP began the second amendment to the 2006 Comprehensive Plan. At the outset, OP determined that the Comprehensive Plan’s Core Themes and Guiding Principles, which are outlined in the Framework Element, would remain intact—maintaining the fundamental structure of the document. During the spring of 2016, OP assessed the Comprehensive Plan, met with other District agencies, and began to consult with community stakeholders. In the summer and fall of 2016, OP administered a major advertising campaign, branded as [PLAN]DC, to generate awareness and interest in the Comprehensive Plan update process. The campaign reached over 12 million people through Metrorail and Metrobus ad circulation and more than two million people through newspaper readership. A project website, plandc.dc.gov, was used to publicize meetings and share related information and materials. Since 2017, the [PLAN]DC website has received more than 46,000 page views and 13,000 PDF downloads. In the fall of 2016, OP held seven town hall meetings throughout the District, as well as several Advisory Neighborhood Commission workshops, to educate participants and provide forums for dialogue about community priorities. 107.12
- 107.13 From March to June 2017, OP held a 90-day open call to receive proposed amendments from the public, an approach designed to give all stakeholders a chance to suggest specific changes or contributions to the Comprehensive Plan. During that time, OP held 26 technical assistance sessions in locations around the District to help residents draft amendments in the appropriate format and navigate online and paper application forms. As a result of the community engagement and

open call process, the District received approximately 2,816 submissions for proposed text amendments and approximately 248 submissions for proposed map amendments. 107.13

- 107.14 In January 2018, OP introduced legislation to amend the Framework Element of the Comprehensive Plan in advance of the other District Elements, to allow debate and establish a common foundation for other plan changes. In January 2019, legislation to amend the Framework Element was reintroduced. 107.14
- 107.15 During the second amendment process, OP took care to correct out-of-date information and ensure that text throughout the Comprehensive Plan is current and relevant. As part of this effort, complete and obsolete actions were documented as such and synchronized with the table in the Implementation Element. Descriptions of community engagement results from 2004 through 2006 were removed from the Area Elements and placed in appendices as a historical record. The Implementation Element was also modified to reflect current planning practices, and the guidance for future amendments was updated. 107.15
- 107.16 In 2019, OP shared its recommended amendments to the remaining District Elements with the public and led another round of community engagement to highlight important changes to the Comprehensive Plan and articulate key themes and goals. 107.16
- 107.17 In Spring 2019, OP conducted a DC Values campaign, with a survey and in-person outreach efforts. The DC values identified in the campaign were derived from the public amendments OP received throughout the open call process. OP analyzed all of the public input received since the Comprehensive Plan amendment process began in 2016: open call amendment proposals, community meeting notes, and agency feedback. OP distilled the responses into eight cross-cutting, high-level values: accessibility, diversity, equity, livability, opportunity, prosperity, resilience, and safety. A report was published on the results of the engagement. 107.17
- 107.18 The eight DC Values can be considered overarching concepts that are aligned with and support the Core Themes and Guiding Principles that are outlined in the Framework Element. The results of the DC Values campaign helped reflect resident aspirations for the District’s growth and how this amendment process can align policies for long-term growth in a manner that builds towards a vibrant and inclusive Washington, DC. The results of this campaign are provided in the

introduction to establish the context in which the District is evolving and to capture shared values for the future. 107.18

107.19 OP developed a two-pronged outreach approach that sought public feedback on these values through an online survey and on-the-ground outreach. The survey link was distributed through Advisory Neighborhood Commissioners and community networks, and OP staff developed a mobile outreach activity for neighborhood events, meetings, and festivals. 107.19

107.20 OP reached nearly 3,100 District stakeholders across all eight wards. The online survey asked residents and stakeholders which values resonated most with them and which values should be the highest priorities for amending the Comprehensive Plan. The online survey received 2,494 responses and, overall, each of the values resonated with respondents. Of the eight values, livability (57 percent of respondents), safety (51 percent of respondents), and equity (46 percent of respondents) received the highest number of votes. prosperity (21 percent) received the lowest number of votes. 107.20

107.21 Respondents who chose livability frequently touched on affordability, development impacts, and public amenities. When choosing equity, respondents shared concerns about rising costs and inequitable access to opportunity, not just for housing, but for businesses, employment, and other necessities. A desire for racial equity seemed to be a driving reason for selecting equity as a priority, as well. When safety was prioritized, respondents discussed pedestrian and bike safety and violent crime prevention as their most prevalent reasons for so prioritizing. 107.21

107.22 For District residents who participated in the survey, not only were livability, equity and safety considered the most important values, they were also considered to be foundations for the rest of the values and critical for retaining growth in the District. 107.22

107.23 Figure 1.3. Values Relationship to Core Themes. 107.23



108 The Comprehensive Plan Update and Coronavirus

108.1 While the draft update of the Comprehensive Plan was available for public review, a new and aggressively contagious Coronavirus emerged in Wuhan, China, infecting thousands of people across the globe and causing Coronavirus Disease (COVID-19). In response, Mayor Bowser issued orders to close nonessential businesses and, along with the governors of Maryland and Virginia, issued a stay at home order. The number of cases and deaths caused by COVID-19 and the economic and social impacts of the resulting crisis are still unknown, but even when related data become available, it will take months and possibly years to fully comprehend and respond to the impacts of this public health emergency.

108.2 The 2020 public health emergency and resulting economic crisis arising from the Coronavirus and resultant COVID-19 disease have altered and will continue to change many aspects of Washington, DC and its residents' lives. This experience also highlights the importance of a relevant and updated Comprehensive Plan. A long-term, high-level plan is always important, but especially during uncertain times and emergencies. The Comprehensive Plan serves as a critical anchor to help the District move toward its goals based on its underlying values, which remain unchanged during unexpected and traumatic events. The policies set forth in the Comprehensive Plan can unify and align communities as well as address unprecedented circumstances and their ongoing effects.

109 How to Use the Comprehensive Plan 109

109.1 This document has been designed for use by elected officials, District government agencies and staff, residents, businesses and developers, and others with an interest in the future of Washington, DC. The fact that so many different users will consult the Comprehensive Plan shapes the way information is presented. Although it is a legal document, the Comprehensive Plan was written with readability in mind. Key issues are described with data to make the purpose of policies more apparent. Graphics, maps, photos, and charts are used to illustrate major points and improve the legibility of the text. Text boxes are used to present background information. The Comprehensive Plan is organized to eliminate the duplication of policies and actions that made the previous Comprehensive Plan

difficult to use. Cross-references are used to direct the reader to other relevant and related policies and actions within the document. 109.1

109.2 This Comprehensive Plan was written to be an effective resource for those who seek general information on how Washington, DC may change over the next 20 years, as well as those who want or need to understand how the District plans to respond to particular issues and problems. As the District's primary planning document, the Comprehensive Plan is of particular interest to elected officials (who must adopt it and fund its implementation), as well as agency heads, whose work it guides . 109.2

109.3 The Comprehensive Plan's Generalized Policy Map and Future Land Use Map are incorporated as part of the document and provide the basic foundation for land use decision-making and zoning. Both maps are described in detail in the Framework Element. These maps appear as poster-sized foldouts. They are supplemented by numerous smaller maps that appear throughout the text. 109.3

109.4 At the heart of the Comprehensive Plan are a series of goal, policy, and action statements

- Goals describe ideal future conditions for a particular topic, such as housing or transportation. Following the Framework Element, each of the Citywide Elements begins with a single goal statement.
- Policies provide guidance to the District as it makes decisions relating to each goal. This document contains hundreds of policies, each preceded by a title that indicates the subject being addressed.
- Actions identify the specific steps to be taken by the District to implement the policies. These are prioritized and assigned to District agencies in the Implementation Element. 109.4

109.5 The policies and actions of the Comprehensive Plan are principally intended to guide the decisions of District government. As these policies and actions are carried out, continuous and ongoing consultation with Advisory Neighborhood Commissions, residents, community organizations, businesses, institutions, and property owners is essential. 109.5

110 How Does This Plan Affect Me? 110

110.1 The Comprehensive Plan is relevant to most people’s daily lives and interests since it directs how and where change and development will occur. As the Comprehensive Plan is successfully implemented, it will have many far-reaching effects on everyone who lives or works in the District. It will affect where development occurs; where green space, recreation facilities, and parks are improved; and how neighborhoods are conserved and enhanced as desirable places to live. The Comprehensive Plan affects everyone, not just public employees, developers and property owners. 110.1

Text Boxes

Growing inclusively means that individuals and families are not confined to particular economic and geographic boundaries and are able to make important choices: where they live, how and where they earn a living, how they get around the District, and where their children go to school. Growing inclusively also means that every resident can make these choices—regardless of whether their families have lived here for generations or they moved here last week, and regardless of their race, income, or age.

The Comprehensive Plan is not intended to be a substitute for more detailed plans nor dictate precisely what other plans must cover. Rather it is the one document that bridges all topics and is crosscutting in its focus. It is the Comprehensive Plan, alone, that looks at the big picture of how change will be managed now and in the years ahead.

The Comprehensive Plan includes 10 Area Elements, which together encompass the entire District. Area Elements focus on issues unique to that part of Washington, DC.

Many of the Area Element policies are place-based, referencing specific neighborhoods, corridors, business districts, and local landmarks. However, the policies are still general in nature and do not prescribe specific uses or design details.

The Implementation Element identifies priority actions—the actions that should be completed in the near term. This element plays an important part in assuring accountability.

This Comprehensive Plan was written to be an effective resource for those who seek general information on how Washington, DC may change over the next 20 years, as well as those who want or need to understand how the District plans to respond to particular issues and problems.

As the Comprehensive Plan is successfully implemented, it will have many far-reaching effects on everyone who lives or works in the District. It will affect where development occurs; where green space, recreation facilities, and parks are improved; and how neighborhoods are conserved and enhanced as desirable places to live

300 Overview 300

300.1 The Land Use Element is the cornerstone of the Comprehensive Plan. It establishes the basic policies guiding the physical form of the District, and provides direction on a range of development, preservation, and land-use compatibility issues. The element describes the range of considerations and balancing of priorities involved in accommodating an array of land uses within Washington, DC. 300.1

300.2 The critical land use issues are addressed in this element. These include the following:

- Providing adequate housing, particularly affordable housing;
- Conserving, creating, and maintaining inclusive neighborhoods, while allowing new growth that fosters equity, including racial equity, and accessibility;
- Strengthening downtown;
- Enhancing neighborhood commercial districts and centers;
- Balancing competing demands for finite land resources;
- Directing growth and new development to achieve economic vitality and creating jobs while minimizing adverse impacts on residential areas and open spaces;
- Promoting transit-accessible, sustainable development;
- Improving resilience; and
- Siting challenging land uses. 300.2

300.3 More than any other part of the Comprehensive Plan, this element lays out the policies through which growth and change occur, while conserving and enhancing neighborhoods, commercial districts, and other areas. The Land Use Element integrates and balances competing policies of all the other District Elements and should be given greater weight than other elements. 300.3

300.4 Although Washington, DC was almost fully developed by 1960, the demand for land, housing, and jobs has continued to fuel land use change. The changing needs of the federal government, private industry, and other institutions continually reshape the landscape. Aging, environmentally inefficient, and underused building stock requires refurbishment and replacement. The renewed popularity of urban living generates the need for more housing and new amenities. 300.4

300.5 Land use changes have the potential to make Washington, DC more vibrant, economically healthy, exciting, and even more environmentally sustainable, equitable, and resilient than it is today. But without proper direction and coordinated public investment, change can also be adverse. Not all areas of the District are as economically healthy, and not all are positioned to benefit from future change. The Land Use Element strives for positive outcomes in all parts of the District and for all residents by setting policies on appropriate uses and densities and describing how different uses can successfully co-exist. 300.5

300.7 The element is divided into several sections. The first section provides basic data on land use and density in Washington, DC. Subsequent sections of the element present policies and actions organized under the following major topic headings:

- Shaping the District;
- Creating and Maintaining Vibrant Neighborhoods; and
- Balancing Competing Demands for Land. 300.7

The definitions of land use categories and descriptions of the Future Land Use Map and Generalized Policies Map may be found in Chapter 2 (Framework Element).

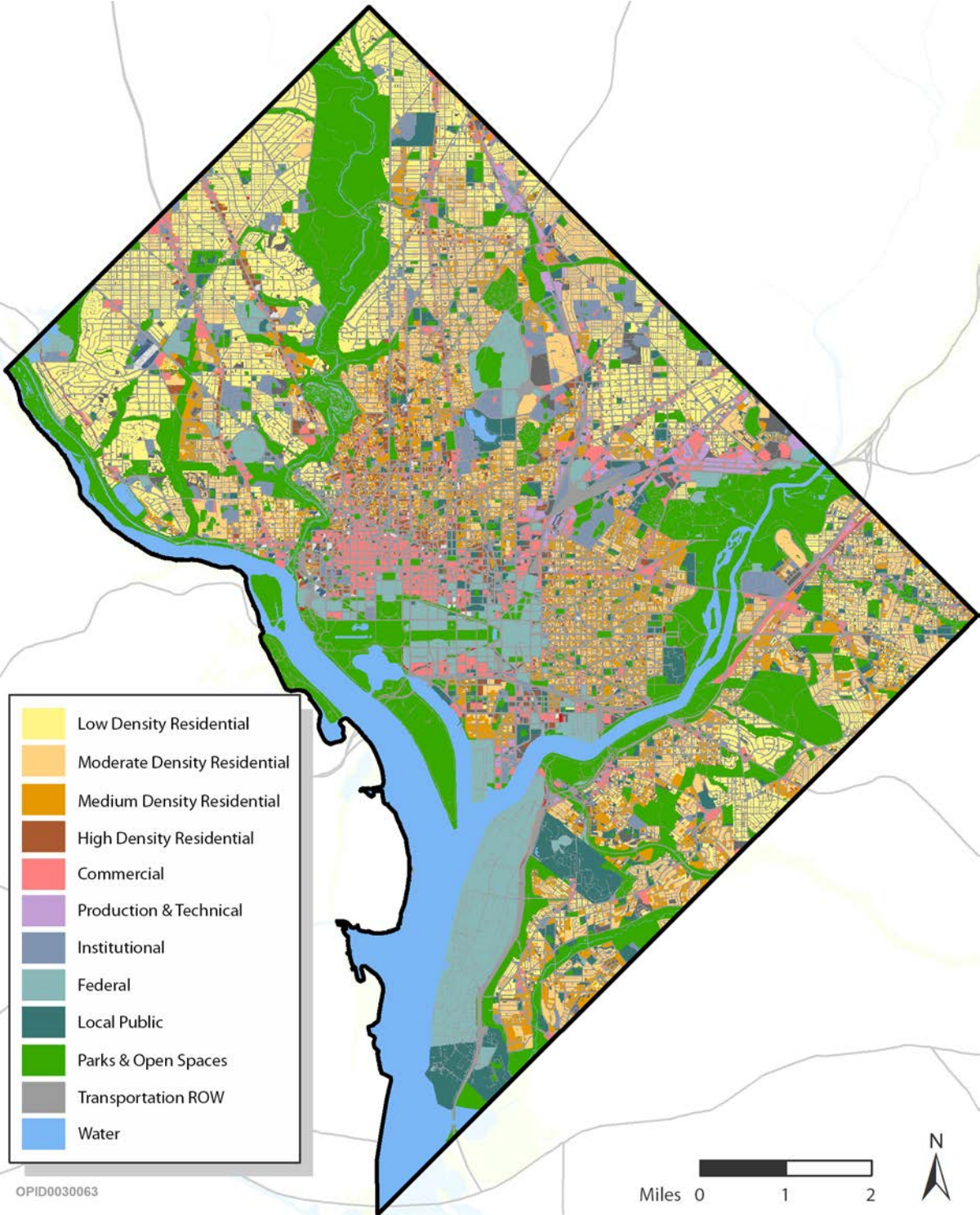
301 Land Use Profile of Washington, DC 301

301.1 The District of Columbia comprises 69 square miles, including approximately eight square miles of water and 61 square miles of land. Land use patterns, illustrated in Map 3.1, reveal an expansive District core of about four-square

miles centered on the open spaces of federal Washington, DC. The core is surrounded by an inner ring of moderate- to high-density residential and mixed-use neighborhoods, extending west to Georgetown, north to Columbia Heights and Petworth, east across Capitol Hill, and south to the Anacostia River and Near Southwest. Beyond the inner ring is an outer ring of less dense development, characterized largely by single-family housing and garden apartments. The two rings generally correspond to historic development patterns, with most of the inner ring developed by 1920 and the outer ring developed after 1920. 301.1

301.2 The impact of the District's transportation network on land use patterns is apparent in Map 3.1. Most of the commercial and higher-density development beyond the core of Washington, DC hugs radial avenues like Connecticut Avenue NW and Pennsylvania Avenue SE. Most of the District's industrial development follows the railroad corridors running from Union Station east along New York Avenue and north to Silver Spring. The historic connection between transportation and land use continues to shape the District today, with Metrorail station areas being the most robust activity centers. 301.2

301.3 Map 3.1: Existing Land Use 2017 301.3

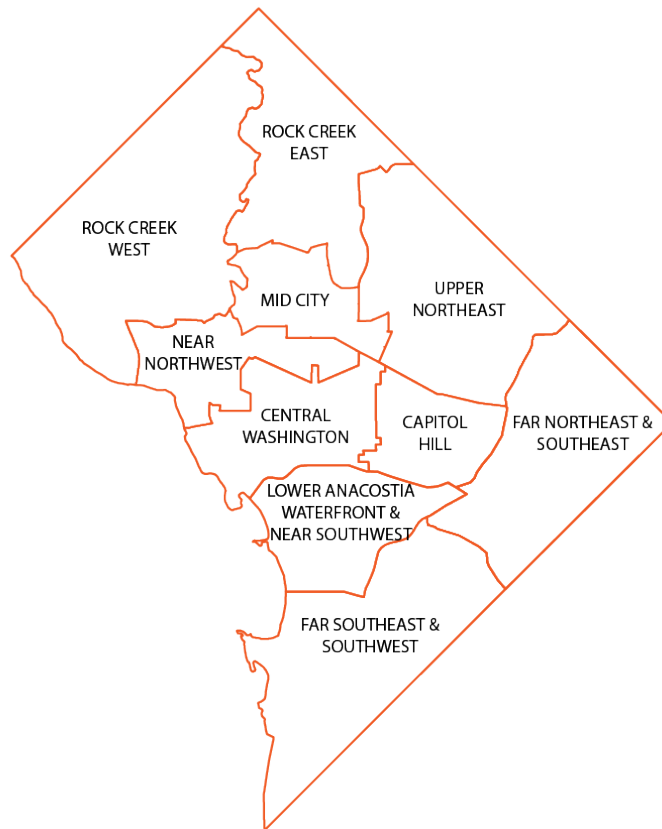


- 301.4 Map 3.1 reveals other distinctive land use patterns. Open space networks, particularly those along Rock Creek and the Potomac and Anacostia rivers, are apparent. Large institutional uses including some 2,000 acres of colleges, universities, hospitals, seminaries, and similar uses are visible. Federal enclaves beyond Washington, DC's core, such as Joint Base Anacostia-Bolling, the St. Elizabeths Hospital West Campus, and the Armed Forces Retirement Home, appear prominently. Many of the federal and institutional uses are located in areas that are otherwise residential in character. While this creates the potential for land use conflicts, these uses are also important open space buffers, job centers, community anchors, and resources for the surrounding neighborhoods. 301.4
- 301.5 Figure 3.1 shows the location of each of the city's 10 Planning Areas. Each of these planning areas are of different acreage and land use configuration. About 27 percent of the District consists of road rights-of-way, although only about 60 percent of this acreage actually consists of the paved streets. For instance, road rights-of-way constitute 40 percent of Capitol Hill, but most of this land consists of landscaped or bricked front yards along streets with exceptionally wide rights-of-way. 301.5
- 301.6 Despite the significant number of jobs in Washington, DC, commercial uses represent less than five percent of the District's land area, and industrial uses represent less than one percent. Commercial uses represent about 14 percent of the land area in Central Washington but less than two percent of the land area in Far Southeast/Southwest. Many of the District's jobs are associated with federal facilities and institutional uses, which together make up about 10 percent of its land area. Institutional lands appear throughout the District but are especially prevalent in the four Northwest Planning Areas: Central Washington, Near Northwest, Mid-City, Rock Creek West, as well as in Upper Northeast. 301.6
- 301.7 Maps 3.2 and 3.3 show estimated population and employment density in Washington, DC and approximate suburbs as of 2017. The data is based on the traffic analysis zones used by the Metropolitan Washington Council of Governments (MWCOCG) for transportation modeling. Map 3.2 again illustrates the ring of fairly dense neighborhoods around the District center, and the denser residential development along major corridors like Connecticut Avenue NW and 14th Street NW. It also shows areas of fairly dense development in Wards 7 and 8, primarily associated with large low-rise garden apartment complexes in Far

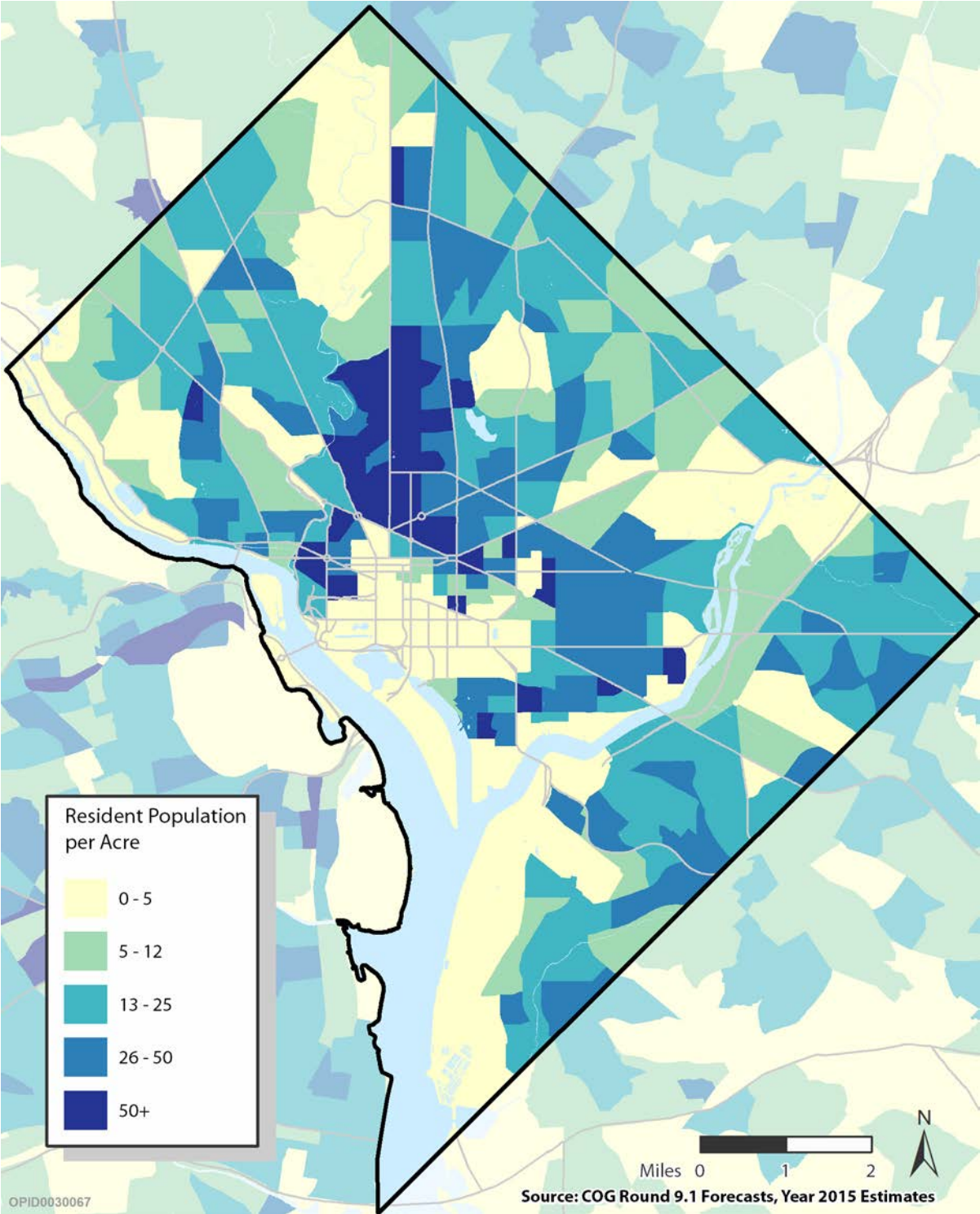
Southeast. Areas like Woodridge, Burrville, and Shepherd Park have low population densities and, in some cases, even lower than the adjacent neighborhoods in suburban Maryland. The contrast is especially stark with the intense residential and commercial development in Silver Spring. 301.7

301.8 Map 3.3 shows that employment is highly concentrated in Central Washington. Beyond the District center, other major employment centers include the universities and federal enclaves, the New York Avenue corridor, the West End, the Georgetown waterfront, the Capitol Riverfront area, and several corridors in Upper Northwest. Large concentrations of employment also appear beyond the District limits in Downtown Bethesda and Silver Spring, Maryland, and in Rosslyn, Crystal City, the Pentagon area, and Alexandria, Virginia. 301.8

301.9 Figure 3.1: Planning Areas 301.9

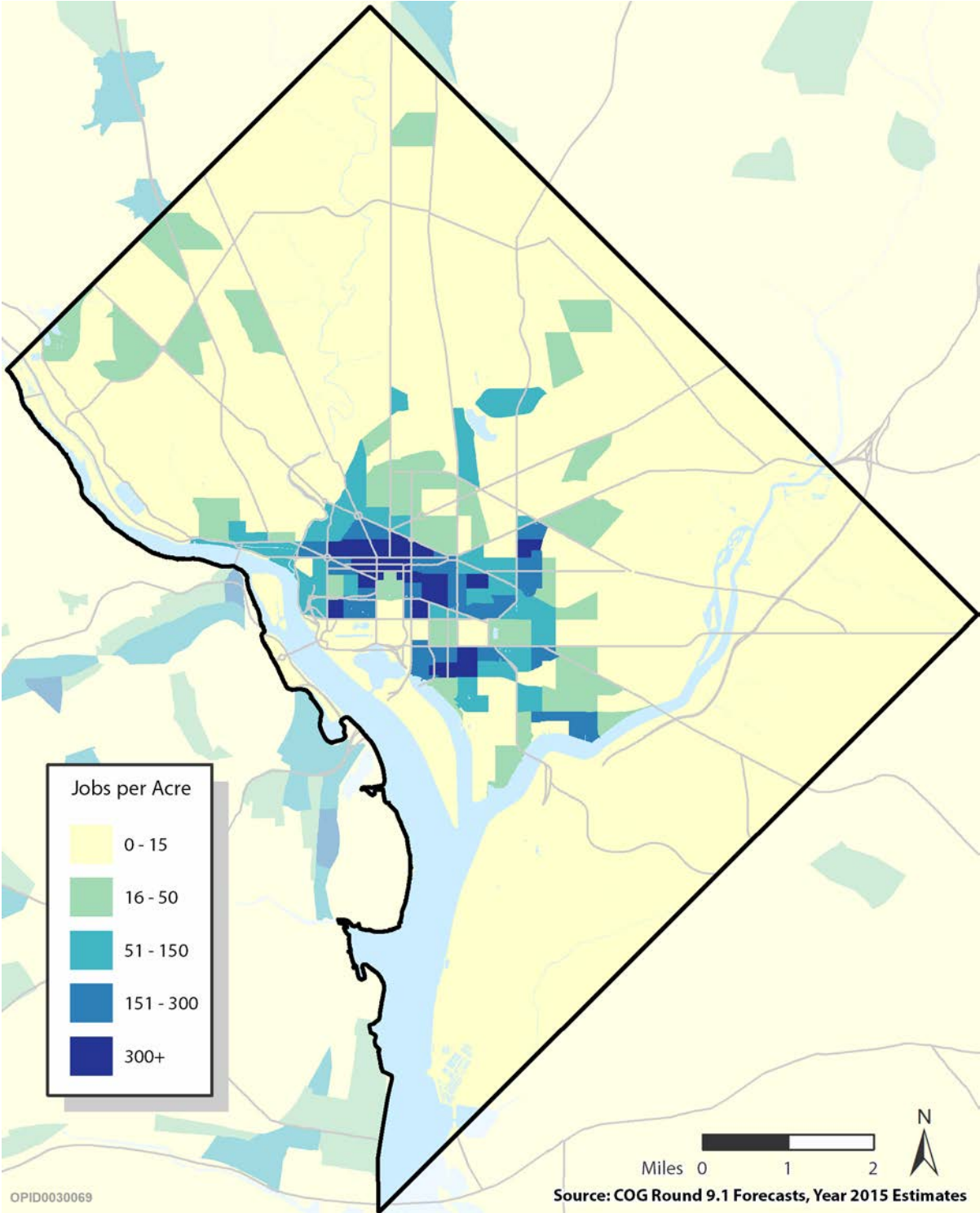


301.10 Map 3.2: Population Density 2017 301.10



ENGROSSED ORIGINAL

301.11 Map 3.3: Employment Density 2017 301.11



302 Land Use Goal 302

302.1 Ensure the efficient use of land resources to meet long-term neighborhood, District-wide, and regional needs to help foster other District goals; to protect the health, safety, and welfare of District residents, institutions, and businesses; to address past and current inequalities disproportionately impacting communities of color; to sustain, restore, or improve the character, affordability, and equity of neighborhoods in all parts of the District; to provide for additional housing and employment opportunities; and to effectively balance the competing demands for land to support a growing population and the many activities that take place within Washington, DC’s boundaries. 302.1

303 LU-1 Shaping Washington, DC 303

303.1 This section of the Land Use Element describes the desired pattern of growth and development in the District. Its focus is on the specific areas or types of areas where change is most likely to take place. The section begins with information about supporting growth and guiding policies for the District. It then turns to the large sites where changes are envisioned. This is followed by information about the opportunities for change along corridors and transit station areas. Policies for neighborhood infill development are also included. 303.1

304 LU-1.1 Supporting Growth 304

304.1 Washington, DC has been experiencing a shift in growth over the past decade. This growth has occurred in a variety of forms: land development, income, economic strength, population, and innovation. Previous planning efforts focused on retaining residents and attracting growth to strengthen the economy. Since the Comprehensive Plan was developed in 2006, the District’s population has grown almost 20 percent and is anticipated to reach 987,200 residents after 2045. The continued interest in living and working in the District requires a shift in planning efforts to manage such growth and the challenges it brings, while also supporting current residents. The needs and desires of a growing District in the 21st century are different and the approach to how growth is supported reflects that difference. While growth is anticipated as the long-term trend, the District may experience periodic slowdowns or declines during the time horizon of this plan. 304.1

- 304.2 The Comprehensive Plan’s companion document, A Vision for an Inclusive City, sets forth the District’s desire to employ the highest and best use of its land for the benefit of all residents. Managing growth through an equity lens means providing additional attention and support to communities of color, low-income households, and vulnerable populations and neighborhoods to allow them to share in the prosperity of the District. Vulnerable and underserved communities experience high and rising housing costs, persistent unemployment, worse health outcomes than their higher-income peers, and potential displacement. 304.2
- 304.3 Supporting growth through an equity lens places a different emphasis on development guidance and expectations. Growth cannot be ignored, as it is necessary for continued prosperity and revenues to provide for social supports and municipal services. A change in the Future Land Use Map designations can affect the value of the designated and neighboring properties, the capacity of the infrastructure and civic services, and the short- and long-term expectations of development. Previous benefits and amenities used to catalyze growth are now necessities for supporting growth: affordable housing, transportation improvements, infrastructure improvements, open space development and maintenance, sustainable and resilient design, and arts and culture. Affordable housing is described in detail in the Housing Element. As used here, it is housing available to households earning 80 percent or less of the regional median family income. 304.3
- 304.4 Growth through an equity lens must address and reduce existing racial inequities resulting from systemic racism and meet the needs of the District’s most vulnerable residents. The District has divides by income and race, a result of factors that include urban renewal, redlining, segregation, restrictive racial covenants, infrastructure development, and disinvestment. Washington, DC has some of the country’s highest disparities in income, education, and access to jobs and housing by race. The District’s Black population saw declines between 1980 and 2010, with the most recent period of decline between 2000 and 2010, where the Black population decreased by 11 percent (39,030 residents). Between 2010 and 2019, the Black population has increased by five percent (14,105 residents). As the Land Use Element guides the direction of future growth, it also affects future access to housing, education, jobs, services, amenities, and transportation and impacts the health and safety of residents. Growth can and must occur in a way that expands access to affordable housing, education, transportation, employment, and services for communities of color, low-income households, and

vulnerable populations. Achieving equitable development requires attention to both the context and needs of different planning areas and to District-wide equity issues, described throughout the Comprehensive Plan. 304.4

304.5 Washington, DC’s built environment and natural features can buffer against the acute shocks and reduce the chronic stresses the District is facing; conversely, without proper planning or maintenance, the built environment and natural features can make communities vulnerable to these shocks and stresses, particularly communities of color and low-income residents. The Land Use Element addresses the provision, preservation, and enhancement of physical assets and critical facilities, including housing, infrastructure and transportation systems, and its natural, historic, and cultural resources to become truly resilient. The vulnerability of buildings, infrastructure, and ecosystems to the adverse effects of climate change is expected to increase due to more days with high temperatures, more flooding caused by heavy rainfall and rising sea levels, and more economic disruption from extreme weather events. 304.5

304.6 Washington is a city of distinctive neighborhoods. The terms “neighborhood character” and “historic character” are used extensively in the Land Use Element and other elements. Neighborhood “character,” however, has been a term associated with exclusion and discrimination by race, income, religion, and other categories. As used in the comprehensive plan, neighborhood “character” and historic “character” reflect the sense of place defined by neighborhood architecture, visual landmarks and vistas, streets, public spaces, and historic or cultural places; for instance, the differences between the Anacostia and Bloomingdale neighborhoods. This term must not be construed to refer to the characteristics of people living and working in these areas. Many policies referencing neighborhood character also speak to the interest in improving affordability and racial equity, recognizing the potential balance needed between policy objectives. 304.6

304.67 Innovations, such as autonomous vehicles (AVs), sustainable infrastructure, and smart city technology, will shape growth. The unprecedented impacts of the global pandemic may accelerate or create new changes in land use patterns. The change in retail from brick-and-mortar businesses to online platforms, the mobile workplace, and the increasingly prevalent use of automation across sectors are recent examples of why continuously monitoring and adjusting the understanding of the District and responding to change is needed. 304.67

304.78

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:

- New York Avenue NE corridor;
- Upper Wisconsin Avenue NW corridor;
- Upper Connecticut Avenue NW corridor;
- Foggy Bottom/West End;
- Benning Road corridor;
- Poplar Point;
- Congress Heights;
- North Capitol Crossroads—Armed Forces Retirement Home; and
- RFK Stadium.

For areas within the 100- and 500-year floodplain, future planning efforts are intended to guide resilience to flooding for new and existing development and infrastructure projects, including public capital projects. Resilience focus areas will explore watershed resilience to encourage the implementation on a neighborhood scale, as well as site-specific solutions, design guidelines and policies for a climate adaptive and resilient District. Watershed resilience analysis areas include the following:

- Georgetown;
- Federal Triangle;
- Hains Point;
- Southwest Waterfront;
- RFK;
- Watts Branch; and
- Poplar Point. 304.78

304.89 ***Policy LU-1.1.2: Resilience and Land Use***
Implement District-wide, neighborhood-scale, and site-specific solutions for a climate adaptive, emergency responsive, and resilient Washington, DC. 304.9

304.910 ***Action LU-1.1.A: Resilience Equity and Land Use***
Develop projects that decrease the vulnerability of people and places to climate risks and public health emergencies, as well as promote future resilience. Use an equity lens to consider and address the disproportionate impacts of climate change on low income and vulnerable residents and communities of color. 304.910

Please refer to the Implementation Element for additional guidance on the Future Planning Analysis Areas, Small Area Plans, and other planning studies, and periodic progress reports.

305 LU-1.2 Strengthening the Core 305

305.1 Key to the Comprehensive Plan is the transformation of Washington, DC’s core (generally referred to throughout the Comprehensive Plan as Central Washington) into a lively, connected urban center. The Central Business District and the Central Employment Area (CEA) may overlap with Central Washington, but do not comprise the total Planning Area. The distinct commercial districts that make up Central Washington already comprise one of the largest central business districts in the United States. Yet, with a few notable exceptions, much of the area lacks the dynamic 24/7 character that defines other great world capitals. For decades, the District’s planners aspired to create a living downtown: a place alive with housing, theaters, retail stores, and restaurants, as well as the vast expanse of office space that defines central Washington, DC today. New neighborhoods such as the area around Gallery Place, Penn Quarter, North of Massachusetts Avenue (NoMa), and downtown have been developed with a mix of uses. Physical barriers, including the Center Leg Freeway and Union Station open railyard, are being bridged over with mixed-use developments that will reconnect the District. These efforts are paying off, but the area has even more potential for lively mixed-use, mixed-income, transit-friendly developments and easy and safe connectivity among neighborhoods. 305.1

305.2 Between 2005 and 2025, approximately 30 percent of the District’s housing growth and 70 percent of its job growth occurred, and will have occurred, within

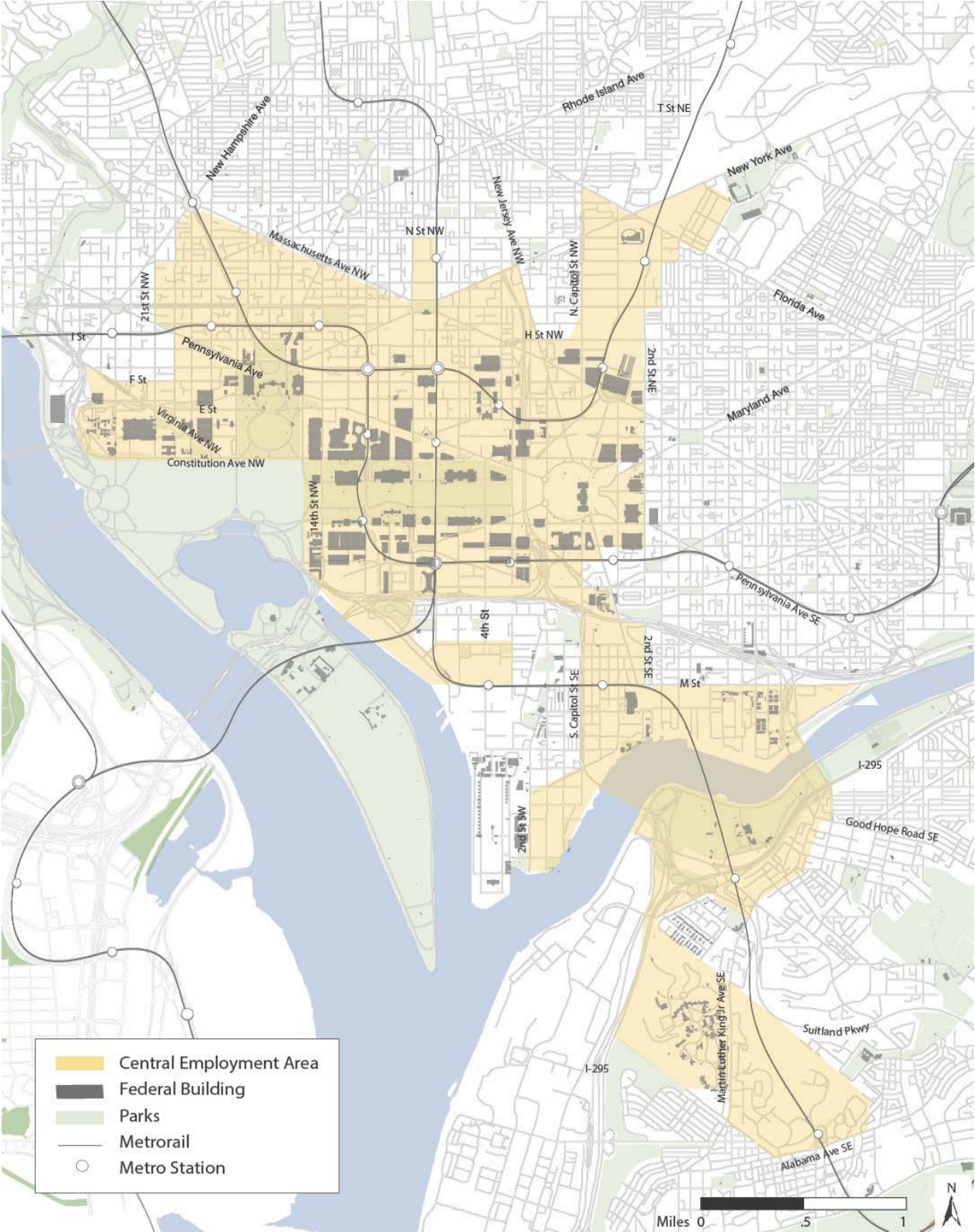
the District's urban core and adjacent close-in areas along the Anacostia River. After 2025, growth is anticipated to occur throughout Washington, DC, including outside of the urban core. This growth must be accommodated in a way that protects the area's historic character, including the street and open space frameworks, civic vistas, and monumental spaces established by the Plan of the City of Washington and the 1910 height limit and the concentration of architectural landmarks downtown. Infill and redevelopment will take place within the established business districts west of 5th Street NW, but a majority of downtown Washington, DC's future growth will be achieved through redevelopment of areas on its east side. 305.2

305.3 NoMa and Capitol Riverfront, two areas adjoining the traditional downtown and each more than 300 acres in size, have accommodated much of the central District's growth. The former includes land in the triangle bounded by New York Avenue, Massachusetts Avenue NW, and the CSX railroad, along with adjacent lands around the New York Avenue Metro station. The latter area includes the South Capitol corridor and Near Southeast, including the Capitol Riverfront area. Whereas much of traditional downtown Washington was redeveloped for single purpose (office) uses during the second half of the 20th century, recent development focused on a walkable and mixed-use environment, including housing, employment, and recreation with an emphasis on modes of transportation other than the individual automobile. 305.3

305.4 As the urban core expands, reinvestment in established business districts, such as the Golden Triangle, the Downtown Core, and the Near Southwest should also continue. These areas are being modernized, better connected to one another, and developed with new infill uses and public improvements. Areas outside the traditional downtown, such as the Florida Avenue Market and Rhode Island Avenue, NE, provide opportunities for revitalization and re-envisioning how people work and live in the District, while smaller sites present the opportunity for new retail, housing, and office development. Across larger and smaller sites, efforts to strengthen the core should serve and attract businesses and people from across the income spectrum, including through the creation and preservation of affordable housing. 305.4

305.5 Additional information on planning issues in these areas may be found in the Central Washington Area Element, the Upper Northeast Area Element, and the Lower Anacostia Waterfront/Near Southwest Area Element. These chapters should be consulted for specific policies and actions. 305.5

- 305.6 ***Policy LU-1.2.1: Sustaining a Strong District Center***
Provide for the continued vitality of Central Washington as a thriving business, government, retail, financial, hospitality, cultural, and residential center. Promote continued reinvestment in central District buildings, infrastructure, and public spaces; continued preservation and restoration of historic resources; and continued efforts to create safe, attractive, and pedestrian-friendly environments, while minimizing displacement of residents and community-focused businesses. 305.6
- 305.7 ***Policy LU-1.2.2.: CEA***
Continue the joint federal/District designation of a CEA within Washington, DC. The CEA shall include existing core federal facilities, such as the U.S. Capitol Building, the White House, and the Supreme Court, as well as most of the legislative, judicial, and executive administrative headquarters of the U.S. government. Additionally, the CEA shall include the greatest concentration of the District's private office development, and higher-density mixed land uses, including commercial/retail, hotel, residential, and entertainment uses. Given federally imposed height limits, the scarcity of vacant land in the core of the District, and the importance of protecting historic resources, the CEA may include additional land necessary to support economic growth and federal expansion. The CEA may be used to guide the District's economic development initiatives and may be incorporated in its planning and building standards (e.g., parking requirements) to reinforce urban character. The CEA is also important because it is part of the point system used by the General Services Administration (GSA) to establish federal leases. The boundaries of the CEA are shown in Map 3.4. 305.7
- 305.8 ***Policy LU-1.2.3: Appropriate Uses in the CEA***
Ensure that land within the CEA is used in a manner which reflects the area's national importance, its historic and cultural significance, and its role as the center of the metropolitan region. Federal siting guidelines and District zoning regulations should promote the use of this area with high-value land uses that enhance its image as the seat of the national government and the center of Washington, DC and that make the most efficient possible use of its transportation facilities. An improved balance in the mix of uses will help to achieve Washington, DC's aspiration for an even larger living downtown. 305.8
- 305.9 Map 3.4: Central Employment Area (CEA) Map 305.9



305.10 Both the District and Federal Elements include a joint federal/District designation of a Central Employment Area (CEA) within Washington, DC. The CEA includes the existing core of federal facilities, such as the U.S. Capitol Building, the White House, as well as the Supreme Court, and most of the legislative, judicial, and executive administrative headquarters of the United States government. The CEA is the District of Columbia's commercial core where the greatest concentration of employment is encouraged. Additional Federal Employment Areas, such as Parkside, are located in other parts of the District. Federal Employment Areas are also part of the GSA point system used to establish federal leases. 305.10

305.11 ***Policy LU-1.2.4: Urban Mixed-Use Neighborhoods***
Encourage new mixed-use neighborhoods combining high-density residential, office, retail, cultural, and open space uses in the following areas:

- Mt Vernon Triangle;
- NoMa;
- Downtown East and Pennsylvania Avenue;
- Buzzard Point/National Park/Audi Field;
- Near Southeast/Navy Yard;
- Capitol Crossing (neighborhood between Capitol Hill and Gallery Place);
- Union Station air rights; and
- Near Southwest/Wharf/L'Enfant Plaza Metro Area.

The location of these areas is shown in the Central Washington, and Lower Anacostia Waterfront/Near Southwest Area Elements. Land use regulations and design standards for these areas should require that they are developed as attractive pedestrian-oriented neighborhoods, with high-quality architecture and public spaces. Housing, including affordable housing, is particularly encouraged and ~~should~~ must be a vital component of the future land use mix. As areas continue to redevelop, community engagement and actions shall be undertaken to retain existing residents, particularly communities of color and vulnerable populations, and enable them to share in the benefits of area redevelopment while addressing adverse short and long-term impacts. 305.11

305.12 ***Policy LU-1.2.5: CEA Historic Resources***
Preserve the scale and character of the CEA's historic resources, including historic landmarks and districts and the features of the Plan of the City of

Washington. Development must be sensitive to the area's historic character and should enhance important reminders of Washington, DC's past. 305.12

Please consult the Historic Preservation and Urban Design Elements for related policies.

305.13 ***Policy LU-1.2.6: CEA Edges***

Support the retention of ~~the established~~ residential neighborhoods adjacent to the CEA. Appropriate building setbacks, lot coverage standards, and transitions in land use intensity and building height shall be required along the edges of the CEA to protect the integrity and scale of adjacent neighborhoods and to establish a compatible relationship between new structures and the existing neighborhood fabric. 305.13

Please refer to the Urban Design Element for additional guidance on the appropriate transition of intensity at the edges of the CEA .

305.14 ***Policy LU-1.2.7: Reconnecting the District Through Air Rights***

Support the development of air rights over rail tracks, major corridors, and highways. In several parts of central Washington, DC there is the potential to build over existing railway tracks, major corridors, and highways. These undeveloped air rights are the result of the interjection of massive transportation infrastructure after the establishment and development of the original District. The tracks, major corridors, and highways have created gaps in the historic urban fabric that have left large areas of the center District divided and difficult to traverse. With substantial investment, these sites represent opportunities for development of housing, retail, and commercial buildings, as well as for the reconnection of neighborhoods and the street grid. While maximizing opportunities to provide housing and various amenities, future development should equitably address the potentially adverse impacts of locating housing uses next to active transportation corridors. 305.14

305.15 Where possible, streets should be reconnected, and air rights development should be constructed at and measured from a grade level consistent with adjacent land. When development at grade level is not physically possible, air rights should be measured by a means that provides for density and height commensurate with the zone district. Establishment of a measuring point for any particular air rights development shall be consistent with the act that regulates the height of buildings in the District of Columbia, approved June 1, 1910 (36 Stat. 452; D.C. Official

Code § 6-601.01 et seq., known as the Height Act), and should not be taken as precedent for other development projects in the District. Densities and heights should be sensitive to the surrounding neighborhoods and developments and be sufficient to induce the investment needed for such construction. 305.15

- 305.16 ***Policy LU-1.2.8: New Waterfront Development***
New and renovating waterfront development shall actively address flood risk and incorporate adaptive siting and design measures. 305.16
- 305.17 ***Policy LU-1.2.9: Public Space Design***
Strongly encourage the design of parks, wetlands, open spaces, natural covers, and rights-of-way that can withstand a 100-year flood event or stricter standards as prescribed by District law while improving quality of life in neighborhoods. 305.17
- 305.18 ***Action LU-1.2A: CEA Boundary***
Work with the National Capital Planning Commission (NCPC) to ensure the boundary of the CEA depicted in the Federal Elements matches the boundary shown in the District Elements of the Comprehensive Plan. 305.18
- 305.19 ***Action LU 1.2.B Explore Alternative CEA Approaches***
Considering Washington, DC's unique role as the seat of federal government and nation's capital, work with NCPC, GSA, and other stakeholders to consider other approaches to the CEA, including non-contiguous sites, to designate locations for future federal facilities and uses that reflects the diverse missions of federal agencies, security, transportation, and the economic development considerations, existing development constraints, and goals of the District. 305.19
- 305.20 ***Action LU-1.2.C: Center City Action Agenda***
Update the 2008 Center City Action Agenda to reflect changing conditions, priorities, and projections (the agenda is Center City's strategic plan for future growth, improvement, and conservation). The revised agenda should define Center City more broadly to include the multiple business districts that comprise the CEA. 305.20

More specific policies for this area are contained in the Central Washington Area Element and the Lower Anacostia Waterfront/Near Southwest Area Element.

- 305.21 ***Action LU-1.2D: Development of Air Rights***
Analyze the unique characteristics of the air rights development sites within Washington, DC. Development sites should address the growing need for housing, and especially affordable housing, reconnect the L’Enfant grid, and enhance mobility. 305.21
- 305.22 ***Action LU-1.2.E: Development on Former Federal Sites***
When sites in the CEA shift from federal to private or local use, employ planning and zoning approaches that provide for the integration of the sites into the surrounding fabric. Replace the monumental scale needed for major federal buildings with a scale suitable to the local context by reconstructing historic rights-of-way, dividing superblocks into smaller parcels, and encouraging vibrant contemporary architectural expression. Encourage mixed-use, mixed-income, development with residential, retail, and cultural uses visible from the street and open outside of core business hours, as well as offices, to help support a living downtown. 305.22
- 305.23 ***Action LU-1.2.F Reuse of Existing Buildings***
Evaluate opportunities to encourage appropriate use repositioning of existing buildings (for example, from office to mixed housing and retail) to provide varied office and retail space, more housing and especially affordable housing, and a mix of uses that support District goals. 305.23
- 306 LU-1.3 Large Sites and the District Fabric 306**
- 306.1 During the next 20 years, about 15 percent of Washington, DC’s housing growth and 10 percent of its job growth will take place on 11 large sites outside of the CEA. The large sites include properties in federal ownership, District ownership, and private ownership. The status of each site varies; redevelopment on a few is imminent, but others may be over a decade away. Some still contain vital, active uses. Others have been dormant for years. 306.1
- 306.2 Four of the 11 sites are owned (at least in part) by the federal government. Consequently, policies in the District Elements for these lands are intended only to express the District’s vision for these properties should they be transferred out of federal ownership or use. In collaboration with the federal government and the community, Washington, DC will make its planning and development decisions

regarding these sites to be compatible with adjacent neighborhoods and to further the goals and policies of the District Elements. 306.2

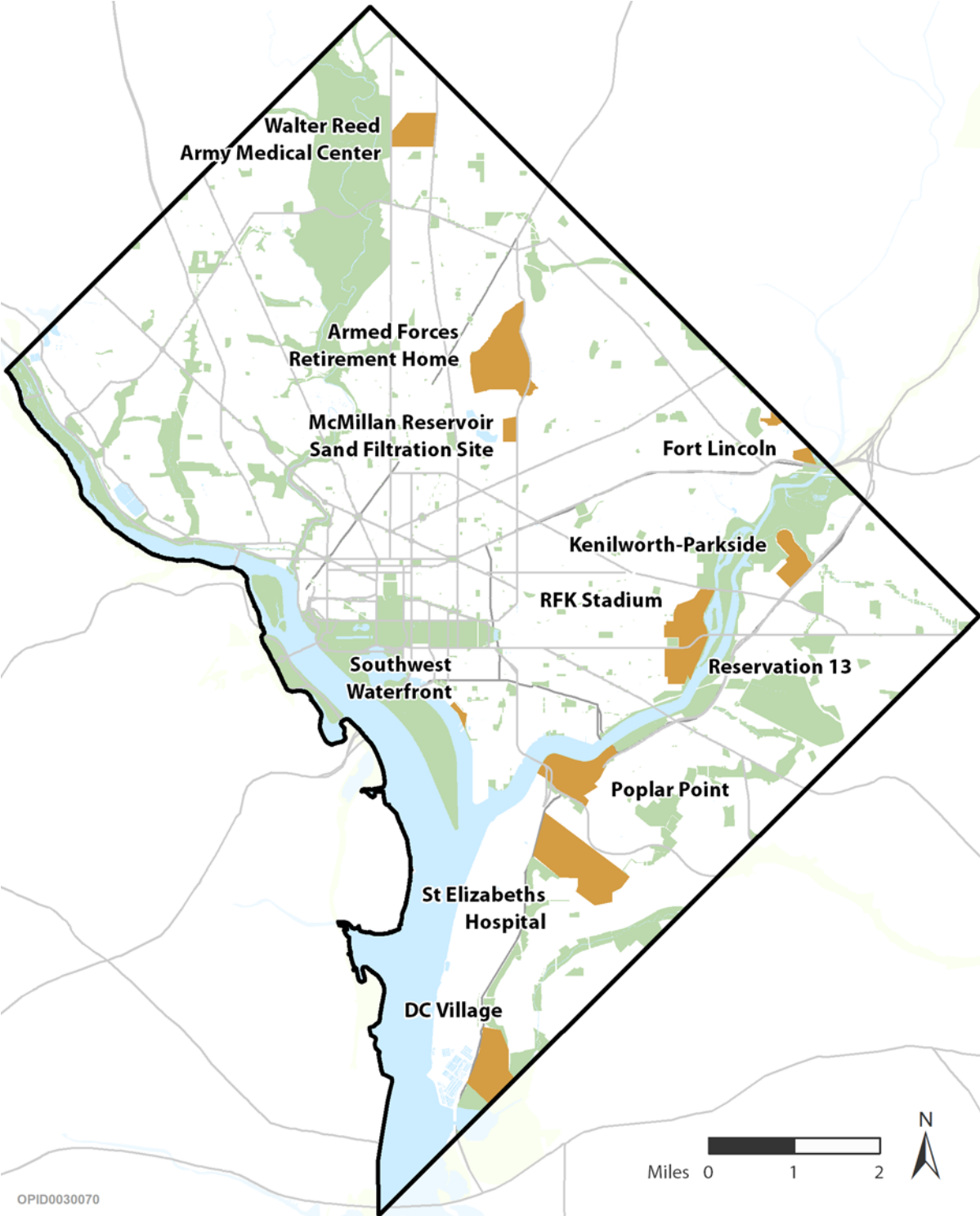
306.3 Some large recreational sites owned by the federal government are not intended to be transferred out of federal ownership and are not included in this list. However, the District continues to work with and advocate for community-friendly management of these lands. The golf courses at East Potomac Park, Rock Creek, and the historic Langston Golf Course have the potential to become assets and positive defining features for their neighborhoods. 306.3

306.4 The large sites are shown in Map 3.5 and listed in Figure 3.2. The Area Elements should be consulted for a profile of each site and specific policies for its future use. The policies in this section focus on broader issues that apply to all sites. As shown on Map 3.5, several of the sites fall within the boundaries of the Anacostia Waterfront Initiative (AWI), an economic revitalization and environmental protection program now being implemented by the District government. 306.4

306.5 Figure 3.2: Large Sites 306.5

Sites	Acres	Consult the following Plan Area Element for more detail:
Armed Forces Retirement Home	272	Rock Creek East
DC Village	167	Far SE/SW
Fort Lincoln (remainder)	80	Upper Northeast
Kenilworth-Parkside	60	Far NE/SE
McMillan Sand Filtration Site	25	Mid-City
Poplar Point	60	Lower Anacostia Waterfront/Near Southwest
Reservation 13	67	Capitol Hill
St. Elizabeths Hospital	336	Far SE/SW
Southwest Waterfront	45	Lower Anacostia Waterfront/Near Southwest
Walter Reed Army Medical Center	113	Rock Creek East
RFK Stadium	80	Capitol Hill

- 306.6 ***Policy LU-1.3.1: Reuse of Large Publicly-Owned Sites***
Recognize the potential for and encourage the reuse of large, government-owned properties to supply needed community services and facilities; provide significant affordable housing and desired housing types such as family housing; create education and employment opportunities; remove barriers between neighborhoods; enhance equity, including racial equity, and inclusion; provide large and significant new parks, including wildlife habitats; enhance waterfront access; improve resilience; and enhance Washington, DC's neighborhoods. 306.6
- 306.7 Map 3.5: Large Sites 306.7



- 306.8 ***Policy LU-1.3.2: Mix of Uses on Large Sites***
Ensure that the mix of new uses on large, redeveloped sites is compatible with adjacent uses and provide benefits to surrounding neighborhoods and to Washington, DC as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning should be compatible with adjacent uses but need not be identical. 306.8
- 306.9 ***Policy LU-1.3.3: Federal Sites***
Work closely with the federal government and the community on reuse planning for those federal lands where a change of use may take place. Even where such properties will remain in federal use, the impacts of new activities on adjacent neighborhoods should be acknowledged and proactively addressed by federal parties. 306.9
- 306.10 ***Policy LU-1.3.4: New Methods of Land Regulation***
Recognize the opportunity afforded by large sites for innovative land regulation and the application of sustainable design and resilience principles (green building, biophilic design, and low-impact development) on a large scale. 306.10
- 306.11 ***Policy LU-1.3.5: Public Benefit Uses on Large Sites***
Given the significant leverage the District has in redeveloping properties that it owns, include appropriate public benefit uses on such sites if and when they are reused, and involve the public in identifying benefits. Examples of such uses are housing, especially deeply affordable housing, and housing serving families, older adults, and vulnerable populations; new parks and open spaces; health care and civic facilities; public educational facilities and other public facilities; and uses providing employment opportunities for District residents. 306.11
- 306.12 ***Policy LU-1.3.6: New Neighborhoods and the Urban Fabric***
On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the District to the greatest extent feasible. Incorporate extensions of the street grid, public access and circulation improvements, and new public open spaces. Establish a compatible relationship between new structures and uses and the existing neighborhood fabric. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings, and they should enhance community resilience, equitable development, and promote inclusion. 306.12

- 306.13 ***Policy LU-1.3.7: Protecting Existing Assets on Large Sites***
Identify and protect existing assets, such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped. 306.13
- 306.14 ***Policy LU-1.3.8: Large Sites and the Waterfront***
Use the redevelopment of large sites to achieve related urban design, open space, environmental, resilience, equity, accessibility, and economic development objectives along the Anacostia Waterfront, as well as other shoreline areas. Large waterfront sites should be used for water-focused recreation, housing including affordable housing, commercial, and cultural development, with activities that are accessible to both sides of the river. Create opportunities for adjacent communities to benefit from site redevelopment. Large sites should further be used to enhance the physical and environmental quality of the rivers. 306.14
- 306.15 ***Action LU-1.3.A: Federal Land Transfer***
Continue to work with the federal government to transfer federally owned sites to local control, long-term leases, or ownership to capitalize more fully on unrealized development and parkland opportunities. 306.15
- Policies and actions for large sites are also contained in the Comprehensive Plan Area Elements.*
- 306.16 ***Action LU-1.3.B: Encouraging Livability of Former Federal Lands***
When land is identified to shift from federal to private or local use, develop planning and zoning approaches that provide for, as appropriate, the reconstruction of historic rights-of-way and reservations, integration of the sites into the adjoining neighborhoods, and the enhancement of special characteristics or opportunities of the sites. Foster uses that create jobs. Encourage cultural, residential, open space, recreational, and retail uses to advance mixed-use, and as appropriate, mixed income neighborhoods, even if the site is designated as high-density commercial on the District of Columbia Comprehensive Plan Future Land Use Map. Coordinate with the NCPC as appropriate. 306.16
- 307 LU-1.4 Transit-Oriented and Corridor Development 307**
- 307.1 Over the last five decades, Washington, DC, the federal government, and neighboring jurisdictions have invested billions of dollars in a mass transit system

that effectively connects residents in many parts of the District with major employment centers and other destinations. Additional investments in rapid transit, consisting primarily of streetcars, dedicated bus lanes, transit signal priority, and express/limited-stop service, are planned along major corridors. These improvements are essential to enhancing regional mobility and accessibility, responding to future increases in demand, and providing alternatives to single-passenger automobiles. The improvements also create the potential to reinforce one of the signature elements of Washington, DC's urban form: its major streets and thoroughfares. 307.1

307.2 Fully capitalizing on the investment made in Metrorail requires effective use of the land around transit stations and along transit corridors. While many of the District's 40 Metrorail stations epitomize the concept of a transit village, with pedestrian-oriented commercial and residential development of varying scales, a few do not. Some stations continue to be surrounded by large surface parking lots and auto-oriented commercial land uses. The same is true for those corridors where premium surface transit service has been implemented or proposed. Some commercial buses pass through fairly dense, walkable neighborhoods. Other station areas consist of long, undifferentiated commercial strips with vacant storefronts, little or no housing, and few amenities for pedestrians. 307.2

307.3 Much of the planning during the last decade has focused on making better use of transit station areas. Plans have been developed for Columbia Heights, Takoma, Anacostia, Georgia Avenue-Petworth, Brookland, Deanwood, Hill East, Southwest, Maryland Avenue NE, Rhode Island Avenue NE/NW, Florida Avenue Market, H Street NE, and Shaw/Howard University. In each case, the objective was to identify ways to better capitalize on Metrorail and more efficiently use land in the station vicinity. One objective of these initiatives has been to strengthen transit stations as neighborhood centers and attract new investment to business districts facing economic challenges. Another important objective has been to accommodate growth in a way that minimizes the number and length of auto-trips generated and reduce household expenses on transportation by providing options for car-free (or one car) living. 307.3

307.4 The District's Metrorail stations include 15 stations within the CEA and 25 neighborhood stations (see Map 3.6). Looking forward, certain principles should be applied in the management of land around all of the neighborhood stations. These principles include:

- A preference for mixed residential and commercial uses rather than single-

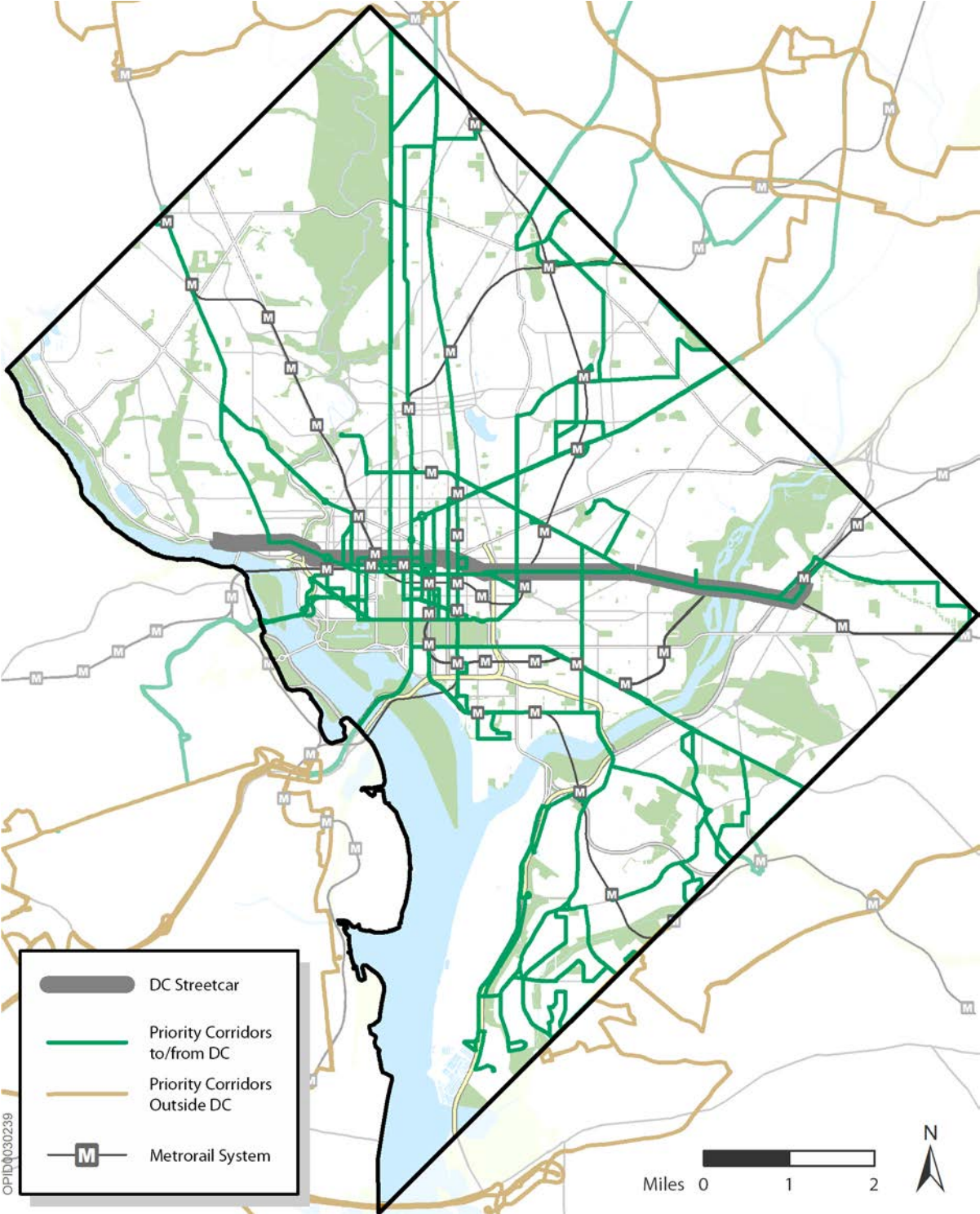
purpose uses and in many areas a preference for housing above ground-floor retail uses;

- Providing diverse housing types, including both market rate and affordable units; a mix of unit sizes that can accommodate both smaller and larger households; and housing for older adults and persons with disabilities;
- A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking;
- Provision of well-designed, well-programmed, and well-maintained public open spaces;
- Appropriate transitions of densities and heights between stations and lower-density uses in the vicinity recognizing, however, that some major corridors well served by transit can support higher-density uses even farther away from the Metrorail station;
- Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the District; and
- Pedestrian and bicycle connectivity between the stations and the surrounding neighborhoods 307.4

307.5 Beyond these core principles, station area development policies must respond to the unique needs of each community and the unique setting of each station, and seek community and broader public input in station area planning and development. Some station areas wrestle with concerns over too much development, while others experience difficulties attracting development. Moreover, the District's role in facilitating transit-oriented development (TOD) must vary from station to station. In some parts of Washington, DC, weak demand may require public investment and zoning incentives to catalyze development or achieve the desired mix of uses. In other areas, the strength of the private market provides leverage to require public benefits (such as affordable housing, plazas, parks, and childcare facilities) when development approval is requested. 307.5

307.6 While TOD is most commonly thought of as a strategy for Metrorail station areas, it is also applicable to premium transit corridors. 307.6

307.7 Map 3.6: Priority Transit Corridors and Transit Stations 307.7



307.8 The reach of TOD around any given station or along a high-volume transit corridor should vary depending on neighborhood context. While a quarter to a half-mile is generally used across the country to define the walkable radius around each station, and therefore the area in which higher densities may accommodate growth without unacceptable increases in traffic congestion, applying a uniform radius is not always appropriate in the District. The established character and scale of the neighborhood surrounding the station should be considered, as should factors such as topography, demographics, and the station's or corridor's capacity to support new transit riders. Many stations abut historic or low-density neighborhoods. Similarly, many priority transit corridors transition to single-family homes or row houses just one-half block or less off the street itself. Careful planning and design to appropriately transition from desired growth around stations and corridors to adjacent neighborhoods is needed when development is planned.

307.9 ***Policy LU-1.4.1: Station Areas as Neighborhood Centers***
Encourage the development of Metro stations as anchors for residential, economic, and civic development and to accommodate population growth with new nodes of residential development, especially affordable housing, in all areas of the District in order to create great new walkable places and enhance access and opportunities for all District residents. The establishment and growth of mixed-use centers at Metrorail stations should be supported as a way to provide access to housing opportunities at all income levels and emphasizing affordable housing, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities that the stations provide. Station area development should have population and employment densities guided, but not dictated, by desired levels of transit service. This policy should be balanced with other land use policies, which include conserving neighborhoods. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. 307.9

307.10 ***Policy LU-1.4.2: Development Around Metrorail Stations***
In developments above and around Metrorail stations emphasize land uses and building forms that minimize the need for automobile use and maximize transit

ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. 307.10

- 307.11 ***Policy LU-1.4.3: Housing Around Metrorail Stations***
Build housing adjacent to Metrorail stations that serves a mix of incomes and household types, including families, older adults, and persons with disabilities, and prioritize affordable housing production. Leverage the lowered transportation costs offered by proximity to transit to increase affordability for moderate and low-income households. 307.11
- 307.12 ***Policy LU-1.4.3: Affordable Rental and For-Sale Multi-family Housing Near Metrorail Stations***
Explore and implement as appropriate mechanisms, which could include community land trusts, public housing, and shared appreciation models, to encourage permanent affordable rental and for-sale multi-family housing, adjacent to Metrorail stations, given the need for accessible affordable housing and the opportunity for car-free and car-light living in such locations. 307.12
- 307.13 ***Policy LU-1.4.4: Design to Encourage Transit Use***
Require architectural and site-planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort, and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include sidewalks, bicycle lanes, lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots or low-density housing. 307.13
- 307.14 ***Policy LU-1.4.5: 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, including appropriate transitions, or and buffers, while balancing against the District's broader need for housing. 307.14
- 307.15 ***Policy LU-1.4.6: Parking Near Metro Stations***
Encourage the creative management of parking around transit stations, ensuring that multimodal needs are balanced. New parking should generally be set behind

or underneath buildings. Parking should be managed and priced to focus on availability and turnover rather than serving the needs of all-day commuters, while considering the commuting characteristics of District residents, such as access to transit stations and mode use, to provide equitable outcomes. As existing parking assets are redeveloped, one-for-one replacement of parking spaces should be discouraged, as more transit riders will be generated by people living, working, and shopping within walking distance of the transit station. 307.15

307.16 ***Policy LU-1.4.7: Transit-Oriented Development Boundaries***

Tailor the reach of TOD policies and associated development regulations to reflect the specific conditions and community input at each Metrorail station and along each transit corridor. The opportunity to provide affordable housing and access to employment for low-income households, presence of historic districts, landmark status, and conservation areas should be significant considerations as these policies are applied. 307.16

307.17 ***Policy LU-1.4.8: Public Facilities***

Encourage the siting (or retention and modernization) of public facilities, such as schools, libraries, and government offices, near transit stations and along transit corridors. Such facilities should be a focus for community activities and enhance neighborhood identity. 307.17

307.18 ***Policy LU-1.4.9: Co-location of Private and Public Facilities***

District-wide, analyze the opportunity to co-locate private and public uses, including multiple public uses, where the District seeks to modernize, expand, or build new public facilities. Co-located uses should align with District-wide priorities and can include affordable housing for older adults and families, affordable multi-family housing, recreation facilities, and health-related facilities. 307.18

307.19 ***Action LU-1.4.A: Station Area and Corridor Planning***

Conduct detailed station area and corridor plans and studies collaboratively with the Washington Metropolitan Area Transit Authority (WMATA) and local communities that include detailed surveys of parcel characteristics (including lot depths and widths), existing land uses, structures, street widths, potential for buffering, and possible development impacts on surrounding areas. Plans should also address joint public-private development opportunities, urban design improvements, transportation demand and parking management strategies, integrated bus service and required service facilities, capital improvements,

neighborhood conservation and enhancement, and recommended land use and zoning changes throughout the District. Conduct studies District-wide but prioritize stations and corridors in Future Planning Analysis Areas. 307.19

- 307.20 ***Action LU-1.4.B: Zoning Around Transit***
With public input, develop and use zoning incentives to facilitate new and mixed-use development, and particularly the provision of new housing, and new affordable housing in high opportunity areas to address more equitable distribution, 307.20
- 307.21 ***Action LU-1.4.C: Metro Station and Inclusionary Zoning***
Encourage developments in and around Metro station areas to exceed the affordable units required by the Inclusionary Zoning Program, with appropriate bonus density and height allowances. 307.21
- 307.22 ***Action LU-1.4.D: Co-Location Opportunity Evaluation***
District-wide, encourage the co-location of new development, such as housing or retail, as part of public facilities' modernization, expansion, and new construction. 307.22

308 LU-1.5 Neighborhood Infill Development 308

- 308.1 Hundreds of small vacant lots across Washington, DC are located away from transit stations and off the major boulevards. Analysis conducted through the Comprehensive Plan revision determined that vacant, residentially zoned lots totaled more than 400 acres in 2005. Approximately 50 percent of this acreage was zoned for single-family homes, 15 percent was zoned for townhomes and row houses, and 35 percent was zoned for multi-family development. Most of the sites were less than one acre in size. Some of this land may not be developable to the limits allowed by zoning due to site constraints, such as poor access, awkward parcel shapes, and steep topography. 308.1
- 308.2 Infill development on vacant lots is strongly supported in the District, provided that such development is compatible with its surroundings and consistent with environmental protection and public safety objectives. There are opportunities for change from vacant to vibrant in residential and commercial areas. In residential areas, infill sites present some of the best opportunities for family housing and low-to-moderate-density development, as well as community gardens and pocket

parks. In commercial areas, infill development can fill gaps in the street wall and create more cohesive and attractive neighborhood centers. Vacant lots in such settings may also present opportunities for public uses 308.2

308.3 In both residential and commercial settings, infill development must be sensitive to neighborhood context including density and scale. High-quality design standards should be required. 308.3

308.4 Infill development may also include the restoration of vacant and abandoned structures. In 2003, there were an estimated 2,700 vacant and abandoned residential properties in the District. While the number has declined since then, some parts of Washington, DC continue to have a relatively higher amount of vacant buildings. 308.4

308.5 Accessory dwelling units as part of new infill development can provide opportunities for addressing affordability, aging in community, or help pay a mortgage. 308.5

308.6 ***Policy LU-1.5.1: Infill Development***
Encourage infill development on vacant land within Washington, DC, particularly in areas where there are vacant lots that create gaps in the urban fabric and detract from the character of a commercial or residential street. Such development should reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern. 308.6

308.7 ***Policy LU-1.5.2: Long-Term Vacant Sites***
Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these constraints. 308.7

See the Housing Element for policies on the development of New Communities on the sites of aging public affordable housing complexes and information about the District's PADD Home Again program for rehabilitating vacant property.

309 LU-2 Creating and Maintaining Inclusive Neighborhoods 309

309.1 This section of the Land Use Element focuses on land use issues within Washington, DC's neighborhoods. It begins with a set of broad policies, which state the District's commitment to sustaining neighborhood diversity and enhancing the defining characteristics of each community. This is followed by information about neighborhood appearance, particularly the treatment of abandoned and underused properties. This section then turns to residential land use compatibility issues, followed by neighborhood centers and commercial land use compatibility issues. 309.1

310 LU-2.1 A District of Neighborhoods 310

310.1 The same effort given to keep Washington, DC's monumental core a symbol of national pride must be given to the District's neighborhoods. After all, Washington, DC's public image is defined as much by the diversity and vibrancy of its communities, local culture, homes, businesses, streets, and neighborhood spaces as it is by its monuments and federal buildings. For Washington, DC's residents, the neighborhoods are the essence of the District's social and physical environment. Strong neighborhoods are key to continued livability in a growing and changing District. Land use policies must seek to ensure that all neighborhoods have adequate access to commercial services, parks, educational and cultural facilities, economic mobility, and sufficient and accessible housing opportunities while protecting their rich historic and cultural legacies. In addition, land use policies and actions must be viewed through a racial equity lens to provide equitable development that provides adequate access to these services and opportunities within neighborhoods of color and low-income communities. 310.1

310.2 Today, Washington, DC has no fewer than 130 distinct and identifiable neighborhoods. They range from high-density, urban mixed-use communities like the West End and Mount Vernon Square to quiet, low-density neighborhoods like Crestwood and Spring Valley, providing a wide range of choices for many different types of households. Just as their physical qualities vary, the social and economic characteristics of neighborhoods also vary. In 2001, the DC Office of Planning (OP) studied neighborhoods using a range of social and economic indicators, including income, home value and sales, school performance, crime rates, poverty rates, educational attainment, and building permit activity, among others. While much has changed since 2001, including substantial population growth, the emergence of new residential neighborhoods, and the revitalization of established neighborhoods, the neighborhood data remains instructive for the

purposes of land use policy and should be updated when a new Comprehensive Plan is undertaken. 310.2

- 310.3 Many of the District’s planning efforts have focused on transitional, emerging, and underfunded neighborhoods. Land use strategies for these areas have emphasized the reuse of vacant sites, the refurbishment (or replacement) of abandoned or deteriorating buildings, the removal of illegal land uses, and the improvement of the public realm (e.g., streets and public buildings). These strategies have been paired with incentives for the private sector to reinvest in each neighborhood and provide new housing choices and services. A different set of land use strategies has been applied in established neighborhoods, emphasizing commercial enhancement strategies, public space design, neighborhood character, and appropriate infill. Land use policies in these areas have focused on retaining neighborhood character, mitigating development impacts on services and infrastructure, preventing demolition in historic districts, and improving the connection between zoning and present and desired land uses. To advance the vision of an inclusive, equitable city, future planning must guide all neighborhoods to stable, high-opportunity outcomes while addressing issues specific to each area. 310.3
- 310.4 Other planning efforts have focused on reconnecting neighborhoods divided by large transportation infrastructure, such as highways and railyards. This infrastructure, often developed as part of urban renewal, frequently destroyed or physically divided Black and Brown neighborhoods. Reconnection must strengthen and bring benefits to existing neighborhoods and create new neighborhoods to accommodate growth, such as in the NoMa, Capitol Crossing, and Southwest. These planning efforts include framework plans to provide design guidance, define and activate the public realm, support neighborhood sustainability and resilience, and identify retail strategies. 310.4
- 310.5 Continued growth, competing demands for land, and the desire to manage policy priorities across Washington, DC requires renewed attention to all areas in the District. 310.5
- 310.6 During the coming decades, the District will keep striving for equity across all neighborhoods in terms of access to housing affordable to a range of incomes and household types, job opportunities, economic mobility, energy innovation, and amenities. This does not mean that all neighborhoods should become the same or that a uniform formula should be applied to each community. Rather, it means

that each neighborhood should have certain basic assets and amenities (see What Makes a Great Neighborhood). These assets and amenities should be protected and enhanced where they exist today and created or restored where they do not.
310.6

310.7

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

310.8

An inclusive neighborhood should create a sense of belonging, civic pride, and a collective sense of stewardship and responsibility for the community's future among all residents. Indeed, a neighborhood's vibrancy has to be measured by more than the income of its residents or the size of its homes. The 2004 A Vision for Growing an Inclusive City identified essential physical qualities that all neighborhoods should share. These included the following:

- Transportation options for those without a car, including convenient bus service, carsharing, bicycle facilities, and safe access for pedestrians;
- Easy access to shops and services that meet day-to-day needs, such as child care, groceries, and sit-down restaurants;
- Housing choices, including homes for renters and for owners, and a range of units that meet the different needs of the community;
- Safe, clean public gathering places, such as parks and plazas—places to meet neighbors, places for children to play, and places to exercise or connect with nature;
- Quality public services, including police and fire protection, high-quality, safe, and modernized schools, health services, as well as libraries and recreation centers that can be conveniently accessed ;
- Distinctive character and a sense of place defined by neighborhood architecture, visual landmarks and vistas, streets, public spaces, and historic places;
- Evidence of visible public maintenance and investment—proof that the District is responsive to neighborhood needs; and
- A healthy natural environment, with street trees and greenery, and easy access to Washington, DC's open space system.

The understanding of what makes a great neighborhood has evolved, particularly in terms of eliminating existing inequalities by race, income, and geography and promoting equitable development, advancing sustainability, and building community resilience to everyday and long-term challenges, such as environmental and manmade disasters and public health emergencies. Where a resident lives—a person’s neighborhood—remains one of the greatest predictors of individual health and economic outcomes. Vibrant neighborhoods have distinct character and can support growth. Investment and development should advance neighborhood vitality, growth, and economic mobility, and increase access, equity, and where appropriate, jobs. The positive elements that create the identity and character of each neighborhood should be preserved and enhanced. 310.8

310.9 ***Policy LU-2.1.2: Neighborhood Revitalization***

Facilitate neighborhood revitalization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need, especially where projects advance equitable development and racial equity, and create opportunities for disadvantaged persons. Engage and partner in these efforts with the persons intended to be served by revitalization, especially residents. Use social, economic, and physical indicators, such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate, as key indicators of need. 310.9

310.10 ***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 ~~protect neighborhood character, preserve historic resources, and restore the environment~~ 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. ~~although a~~ 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

310.11 ***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

- 310.12 ***Policy LU-2.1.5: Support Low-Density Neighborhood***
Support and maintain the District’s established low-density neighborhoods and related low-density zoning. However, through additional study develop strategies to diversify housing options and affordability. Carefully manage the development of vacant land and alterations to existing structures to be compatible with the general design character and scale of the existing neighborhood and preserve civic and open space.310.12
- 310.13 ***Policy LU-2.1.6: Teardowns and Mansionization***
Discourage the replacement of quality homes in good physical condition with new single-family homes that are substantially larger, taller, bulkier or likely to require more energy than the prevailing building stock. 310.13
- 310.14 ***Policy LU-2.1.7: Row House Neighborhood Character***
Respect the character of row house neighborhoods by ensuring that infill development is compatible with existing design patterns and maintains or expands the number of family-sized units. Upward and outward extension of row houses that compromise their design should be discouraged. 310.14
- 310.15 ***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, detailed neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the ~~general~~ design character and scale of existing neighborhoods, ~~and in~~ Minimize demolition of housing in good condition.
- 310.16 ***Policy LU-2.1.9: Alterations to Row Houses and Apartments***
Generally discourage alterations to existing row houses and apartments that result in a loss of family sized units. Encourage alterations if it results in an increase in family-sized units. Roof structures should only be permitted if they respect the

architectural character of the building on which they are proposed and of other nearby buildings.

310.16

310.17 ***Policy LU-2.1.10: Multi-Family Neighborhoods***

Maintain the multi-family residential character of the District's medium- and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and explore opportunities for compatible commercial development which provides jobs for nearby residents.

310.17

310.18 ***Policy LU-2.1.11: Residential Parking Requirements***

Parking requirements for residential buildings should respond to the varying levels of demand associated with different unit types, unit sizes, unit locations (including proximity to transit), and emerging transportation trends and new technology (such as the sharing economy and autonomous vehicles (AVs)). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation-demand management measures are implemented and a reduction in demand can be demonstrated. 310.18

Please refer to the Transportation Element for additional policies and actions related to parking management.

310.19 ***Policy LU-2.1.12: Reuse of Public Buildings***

Rehabilitate vacant or outdated public and semi-public buildings for continued use including residential uses, particularly if located within residential areas. Reuse plans should be compatible with their surroundings and co-location of uses considered to meet broader District-wide goals. Reuse of public buildings should implement Small Area and Framework Plans where possible. 310.19

310.20 ***Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors***

Planned unit developments (PUDs) in neighborhood commercial areas shall provide high-quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space 310.20

310.21 ***Action LU-2.1.A: Residential Rezoning***
Provide a better match between zoning and existing land uses in residential areas, with a particular focus on:

- Blocks of well-established, single-family and semi-detached homes that are zoned R-3 or higher;
- Blocks that consist primarily of row houses that are zoned R-5-B or higher; and
- Historic districts where the zoning does not match the predominant contributing properties on the block face.

In all three of these instances, consider rezoning to appropriate densities to protect the predominant architectural character and scale of the neighborhood. 310.21

310.22 ***Action LU-2.1.B: Study of Neighborhood Indicators***
Conduct an ongoing review with periodic publication of social and economic neighborhood indicators for the purpose of targeting neighborhood investments, particularly for the purposes of achieving neighborhood diversity, equitable development, and fair housing. 310.22

310.23 ***Action LU-2.1.C Study of Land Use Inequalities***
Additional study, public engagement, and consideration of the District’s history of systemic racism, distinct land use and housing patterns, and understanding of best practices to address land use inequalities are needed to address housing affordability, meet equitable development objectives, and address past land use practices that segregated areas by race and income.310.23

311 LU-2.2 Maintaining Community Standards 311

311.1 Community standards encompasses a broad range of topics relating to the physical appearance and quality of neighborhoods. The District maintains planning, building, housing, zoning, environmental, tax, and other regulations and codes aimed at protecting public safety and keeping neighborhoods in first-rate physical condition. However, instances of neglected and abandoned properties, illegal uses, unpermitted construction, and code violations are still common in many parts of Washington, DC. Despite dramatic improvements in code enforcement during recent years and a 50 percent drop in the number of vacant properties since 2000, more effective and responsive enforcement remains one of the most frequently raised planning issues. 311.1

- 311.2 ***Policy LU-2.2.1: Code Enforcement as a Tool for Neighborhood Stabilization***
Recognize the importance of consistent, effective, and comprehensive code enforcement, and enforcement of the higher tax rates applied to vacant and underused property, to the enhancement of neighborhoods. Housing, building, property tax, and zoning regulations must be strictly applied and enforced in all neighborhoods to prevent deteriorated, unsafe, and unhealthy conditions; reduce illegal activities; maintain the general level of residential uses, densities, and heights; provide incentives for rehabilitating property and getting it occupied; and promptly correct health and safety hazards. Efforts should recognize and focus on consistent enforcement in disproportionately affected areas to improve neighborhood outcomes. 311.2
- 311.3 ***Policy LU-2.2.2: Appearance of Vacant Lots and Structures***
Maintain and enforce programs that keep vacant lots and buildings free of debris, litter, and graffiti. Such sites must be treated in a way that eliminates underused or under-maintained properties, improves visual quality, and enhances public safety. 311.3
- 311.4 ***Policy LU-2.2.3: Restoration or Removal of Vacant and Abandoned Buildings***
Reduce the number of vacant and abandoned buildings through renovation, rehabilitation, and, as necessary, demolition. Implement programs that encourage the owners of such buildings to sell or renovate them, and apply liens, fines, higher taxes, charges for public clean-up of the property, and other penalties for noncompliant properties. 311.4
- 311.5 ***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
- 311.6 ***Policy LU-2.2.5: Enforcement of Approval Conditions***
Fully enforce conditions of approval for new development, reuse and renovation, including design, building, and operating criteria 311.6
- 311.7 ***Policy LU-2.2.6: Public Stewardship***

Support efforts by local Advisory Neighborhood Commissions (ANCs), citizen/civic associations, garden clubs, homeowner groups, and other organizations to initiate neighborhood improvement and beautification programs. Provide information, guidance, and technical assistance to these groups as appropriate or feasible. 311.7

311.8 ***Policy LU-2.2.7: Alley Use***

Discourage the conversion of alleys into private yards or developable land when the alleys are part of the historic fabric of the neighborhood and would otherwise continue to perform their intended functions, such as access to rear garages and service areas for trash collection. Support the greening of residential alleys where feasible to enhance sustainability and stormwater management. Encourage potential activation of commercial alleys in business districts through art, programming, and events where not in conflict with the intended function of the alley network. 311.8

311.9 ***Action LU-2.2.A: Vacant Building Inventories***

Maintain and continuously update data on vacant and abandoned buildings, follow up on public reports of vacant buildings, and regularly assess the potential for such buildings to support new uses and activities. This should include periodic assessment of vacant building monitoring and taxation programs and exploring creative ways to deal with vacant properties and long-term vacant sites. Strategically purchase such properties at tax delinquency sales when such properties could be put to use for affordable housing. 311.9

311.10 ***Action LU-2.2.B: Education and Outreach on Public Space Maintenance***

Develop a public outreach campaign on the District's public space regulations (including the use of such space for announcements, campaign signs, and advertising) and resident/District responsibilities for maintenance of public space, including streets, planting strips, sidewalks, and front yards. 311.10

312 LU-2.3 Residential Land Use Compatibility 312

312.1 Many of Washington, DC's neighborhoods were developed before 1920 when its first zoning regulations were applied. As a result, the older neighborhoods tend to have a patchwork pattern of land uses, with business and residential activities sometimes occurring on the same block. While this pattern has created some desirable and interesting neighborhoods, it has also introduced the potential for

conflict. Certain commercial and industrial uses may generate noise, odor, traffic, litter, and other impacts that affect the quality of life in adjacent residential neighborhoods. Similarly, introducing new residential uses to commercial or industrial areas can make it difficult for established businesses to operate effectively. 312.1

312.2 Land use compatibility is addressed through the District’s zoning regulations. The regulations list uses that are permitted as a matter-of-right and those that are permitted with a special exception (and in some cases uses that are prohibited) in each zone. Over the years, a variety of standards for external effects have been applied to address the effects of different activities on adjacent uses. In 2016, the Zoning Commission adopted a comprehensive update to the zoning regulations—the first comprehensive revision in more than 50 years. The revised zoning regulations, referred to as ZR16, address land use compatibility issues, more effective use of performance standards, buffering and screening requirements, updated development and design standards, and new standards for parking and loading. ZR16 also includes new definitions, new zones, and changes to matter-of-right and special exception uses. ZR16 is an important step in implementing goals for achieving a healthy, vibrant, diverse, and environmentally sustainable and resilient District. 312.2

312.3 ***Policy LU-2.3.1: Managing Non-Residential Uses in Residential Areas***
Maintain zoning regulations and development review procedures that prevent the encroachment of inappropriate commercial uses in residential areas. Limit the scale and extent of non-residential uses that are generally compatible with residential uses but present the potential for conflicts when they are excessively concentrated or out of scale with the neighborhood. 312.3

312.4 ***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

312.5 ***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

- 312.6 ***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
- 312.7 ***Policy LU-2.3.5: Institutional Uses***
Recognize the importance of institutional uses, such as private schools, childcare facilities, hospitals, churches, and similar uses, to the economy, character, history, livability, and future of Washington, DC and its residents. Ensure that when such uses are permitted in residential neighborhoods, their design and operation is sensitive to neighborhood issues and neighbors' quality of life. Encourage institutions and neighborhoods to work proactively to address issues, such as transportation and parking, hours of operation, outside use of facilities, and facility expansion. 312.7
- 312.8 ***Policy LU-2.3.6: Places of Worship and Other Religious Facilities***
Recognize places of worship and other religious facilities as an ongoing, important part of the fabric of the District's neighborhoods. Work proactively with the faith-based community, residents, ANCs, and neighborhood groups to address issues associated with these facilities' transportation needs, operations, and expansions so that existing and new religious facilities may be sustained as neighborhood anchors and a source of spiritual guidance. Recognize also that places of worship or religious assembly, and some other religious facilities or institutions, are accorded important federal constitutional and statutory protections under the First Amendment (U.S. Const. Amend. I) and the Religious Land Use and Institutionalized Persons Act of 2000, approved September 22, 2000 (114 Stat. 803; 42 U.S.C. 2000cc). The missions of many religious institutions involve service to those in need, and institutions offer important services, such as providing food banks, meals, clothing, counseling services, shelter, and housing. 312.8

- 312.9 ***Policy LU-2.3.7: Nonconforming Institutional Uses***
Carefully control and monitor institutional uses that do not conform to the underlying zoning to promote long-term compatibility. In the event such institutions are sold or cease to operate, encourage conformance with existing zoning and continued compatibility with the neighborhood. 312.9
- 312.10 ***Policy LU-2.3.8: Nonconforming Commercial and Industrial Uses***
Limit nonconforming uses in residential areas that generate noise, truck traffic, odors, air and water pollution, and other adverse effects. Consistent with the zoning regulations, limit the expansion of such uses and fully enforce regulations regarding their operation to avoid harmful effects on their surroundings. 312.10
- 312.11 ***Policy LU-2.3.9: Transient Accommodations in Residential Zones***
Continue to distinguish between transient uses, such as hotels, bed and breakfasts, and inns, and permanent residential uses, such as homes and apartments in the District's zoning regulations. The development of new hotels on residentially zoned land should continue to be prohibited, and owner occupancy should continue to be required for transient accommodations in residential zones, consistent with applicable laws. Short-term housing for persons receiving social services is outside the scope of this policy's prohibition. 312.11
- 312.12 ***Policy LU-2.3.10: Conversion of Housing to Guest Houses and Other Transient Uses***
Control the conversion of entire residences to guest houses, bed and breakfast establishments, clinics, and other non-residential or transient uses. Zoning regulations should continue to allow larger bed and breakfasts and small inns within residential zones through the special exception process, with care taken to avoid the proliferation of such uses in any one neighborhood. Short term rental uses shall conform to existing regulations. 312.12
- Please refer to Policy 2.4.11 of this element for additional guidance on hotel uses and the need to address their impact.*
- 312.13 ***Policy LU-2.3.11: Home Occupations***
Maintain appropriate regulations (including licensing requirements) to address the trend toward home occupations, accommodating such uses but also ensuring that they do not inappropriately impact residential neighborhoods. 312.13
- 312.14 ***Policy LU-2.3.12: Arts and Culture Uses in Neighborhoods***

Recognize the importance of low-profile, neighborhood-serving arts and culture as assets for community preservation and building. Encourage the preservation or expansion of arts and culture in discretionary review of development projects. 312.14

Please refer to the Arts and Culture Element for additional guidance.

312.15 ***Action LU-2.3.A: Analysis of Nonconforming Uses***
Complete an analysis of nonconforming commercial, industrial, and institutional uses in residential areas. Use the findings to identify the need for appropriate actions, such as zoning text or map amendments and relocation assistance for problem uses. 312.15

312.16 ***Action LU-2.3.B Short-Term Rental Studies***
Conduct periodic studies of short-term rental locations and numbers and examine their impact on neighborhood livability and affordable housing. 312.16

313 LU-2.4 Neighborhood Commercial Districts and Centers 313

313.1 Commercial uses and local public facilities are an essential part of the District’s neighborhoods. Many of these uses are clustered in well-defined centers that serve as the heart of the neighborhood. These areas support diverse business, civic, and social activities. Each center reflects the identity of the neighborhood around it through the shops and establishments it supports and the architecture and scale of its buildings. These centers are also often connecting points for public transit lines—in fact, many originated around streetcar stops and continue to be important transit points today. 313.1

313.2 Since 2006, the District has experienced significant population growth with the emergence of new neighborhoods and revitalization of existing ones. Growth of commercial centers has favored walkability and a retail mix led by food establishments and neighborhood shopping options. Residential growth has also spurred local commercial growth, buoying the success of more commercial centers and alleviating the District’s long-standing retail gap. These changes have reshaped the retail landscape. Established retail areas have new competition while new opportunities emerged in underused centers. Commercial centers in

neighborhoods provide amenities to residents, help to define public life, and provide community anchors and places for social interaction. Planning areas east of the Anacostia River remain underserved by retail and grocery stores, limiting access and options for the predominantly Black communities in these areas. Online retail and other emerging issues, some created or accelerated by the pandemic, will also shape future commercial development. 313.2

- 313.3 In 2012, OP developed the DC Vibrant Retail Streets Toolkit to help community and business leaders maximize the potential of their commercial centers with a road map based on extensive market research. The most important factor for vibrant commercial districts is support from a management organization, such as a business improvement district (BID), Main Street, merchants' association, or other community group. Management organizations present a unified identity and efficiently communicate the center's interests and needs. 313.3
- 313.4 The structure of retail space is another important factor. Retail space is most likely to be most vibrant when it is contiguous with other retail spaces, ceilings are at least 12 feet high, storefronts are transparent, and sidewalks are at least eight feet wide. Each commercial center has its own market position based on numerous factors, including the characteristics of the residential and daytime populations, function and composition of nearby centers, and accessibility. The type of retail mix and amount of space that can be supported depends on a center's market position, which can change by increasing housing and jobs in or near the center and/or increasing access to the center. 313.4
- 313.5 Improving access to neighborhood commercial centers for pedestrians, transit riders, bicyclists, and drivers is an important factor for vibrant retail operations. Pedestrian access is the most important accessibility factor for all commercial centers because it is the common thread that connects retail space with patrons using all other modes. 313.5
- 313.6 Curbside management is another major factor for vibrant commercial areas. Manage the curbside of streets in commercial centers to promote greater access and turnover for customers. Curbside management may be done through strategies such as adjusting parking prices and time limits. Curbside lanes are used for multiple purposes, including parking, loading, bicycle lanes, and transit movements. All such uses should be carefully considered when determining how to manage access in each commercial center. Additionally, management organizations should manage off-street parking in commercial centers to promote

shared parking among different uses at different times of day and days of the week. 313.6

313.7 Even the most inclusive neighborhood centers have to deal with land use conflicts. Areas with a high prevalence of bars, liquor stores, fast-food outlets, convenience stores, and similar uses are causes for concern regarding noise, litter, traffic, and other sources of potential conflict in almost every part of the District. Commercial parking demand affects nearby residential streets around many centers. In some locations, commercial and residential rear yards abut one another, causing concerns over rodents, odors, noise, shadows, view obstruction, and other effects. Effective zoning and buffering requirements are important in addressing such concerns while accommodating growth, enhancing local amenities, and protecting neighborhood character. Zoning has been used in some commercial districts to limit the range of allowable uses and reduce the likelihood of external impacts. 313.7

313.8 Not all commercial uses occur in defined centers. Many thoroughfares are lined with strip commercial development, much of it auto-oriented and not particularly focused on residents of the adjacent neighborhoods. Activities such as auto dealerships and repair services, motels, and similar uses can be important contributors to the economy. Again, zoning regulations establish where these uses are appropriate and should set buffering and screening requirements and other standards that improve the compatibility of such uses with their surroundings. 313.8

313.9 ***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

313.10 ***Policy LU-2.4.2: Hierarchy of Commercial Centers***
Maintain and reinforce a hierarchy of neighborhood, multi-neighborhood, regional, and main street commercial centers in the District. Activities in each type of center should reflect the center's intended role and market area, as defined

in the Framework Element. Established centers should be expanded in areas where the existing range of goods and services is insufficient to meet community needs. 313.10

- 313.11 ***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
- 313.12 ***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
- 313.13 ***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
- 313.14 ***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
- 313.15 ***Policy LU-2.4.7: Location of Nightclubs and Bars***

Provide zoning and alcoholic beverage control laws that encourage a mix of ground-floor uses in commercial areas, creating stronger retail environments and minimizing potential negative effects of liquor licensed establishments (e.g., nightclubs and bars) in neighborhood commercial districts and adjacent residential areas. New uses that generate late-night activity and large crowds should be prioritized downtown, in designated arts or entertainment districts, and in areas where there is a limited residential population nearby. 313.15

313.16

Policy LU-2.4.8: Addressing Commercial Parking Impacts

Apply zoning and other regulations, and as needed develop new regulations, to consider the transportation and parking impacts of different commercial activities and include provisions to mitigate the parking demand and congestion problems that may result as new development occurs, especially related to loading and goods delivery. 313.16

Please refer to the Transportation Element, Section 3.2 for additional policies and actions related to parking.

313.17

Policy LU-2.4.9: High-Impact Commercial Uses

Limit the location and proliferation of fast-food restaurants, sexually oriented businesses, late-night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high-impact commercial establishments that generate excessive late-night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods. Efforts should recognize and focus on consistent enforcement in disproportionately affected areas to improve neighborhood outcomes.313.17

313.18

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

313.19 ***Policy LU-2.4.11: Hotel Impacts***
Manage the impacts of hotels on surrounding areas, particularly in the Near Northwest neighborhoods where large hotels adjoin residential neighborhoods. Provisions to manage truck movement and deliveries, overflow parking, motor coach parking, and other impacts associated with hotel activities should be developed and enforced. 313.19

Please refer to Policies 2.3.9 and 2.3.10 of this element for additional guidance on hotel uses within residential neighborhoods.

312.20 ***Policy LU-2.4.12: Monitoring of Commercial Impacts***
Maintain a range of monitoring, inspection, and enforcement programs for commercial areas to ensure that activities are occurring in accordance with local planning, building, zoning, transportation, health, alcoholic beverage control, and other District rules and regulations. Prompt and effective action should be taken in the event non-compliance with these rules and regulations is observed. 312.20

313.21 ***Policy LU-2.4.12: Commercial Uses Outside Designated Centers***
Not all commercial uses can be appropriately sited within designated neighborhood, multi-neighborhood, and regional centers. For example, automobile sales, nurseries, building supply stores, large nightclubs, hotels, and similar uses may require locations near parking and major roads. Retain and support such uses and accommodate them on appropriately located sites. 313.21

314 LU-3 Balancing Competing Demands for Land 314

314.1 This section of the Land Use Element addresses five specific activities that require a greater level of direction than can be covered in the neighborhood policies listed and described in the previous sections. These activities are an essential part of Washington, DC and are vital to the District's future. Each of these uses presents a unique set of challenges and land use compatibility issues. They include:

- Public works and industrial uses that are essential to government operations and the local economy but also create external impacts and face displacement for higher value land uses;
- Institutional uses, including places of worship and other religious facilities that seek vacant land or developed properties for expansion but where expansion is limited because the properties are hemmed in by adjacent

neighborhoods;

- Foreign missions—namely, the chanceries and embassies of foreign governments that seek to locate or expand in some of the District’s most vibrant neighborhoods;
- Federal facilities that often operate in immediate proximity to residential neighborhoods, creating the need for sensitive planning as these uses expand, contract, and implement new security measures. 314.1

315 LU-3.1 Public Works and Production, Distribution, and Repair (PDR) Land Uses 315

315.1 Approximately 333 acres of land in Washington, DC are zoned for industrial uses. PDR areas support a variety of uses, many of which are essential to the delivery of municipal services or that are part of the business infrastructure that underpins the local economy. Furthermore, PDR businesses and uses create opportunities for entrepreneurship, creativity and innovation, and higher-paying jobs than comparable jobs for similar education attainment in economic sectors like retail and health care. It is estimated that nine percent of the employment in the District is in PDR industries. These jobs are often accessible to residents with lower education attainment and returning citizens. In 2005, the inventory of private industrial floor space in the District was approximately 13 million square feet. 315.1

315.2 Washington, DC’s industrial land exists largely in part because of historic development factors that made certain areas suitable for these uses or unsuitable for residential and commercial development. Such factors include proximity to road, rail, or water routes needed to transport heavy goods, relative isolation from residential areas, and effects of noisy or noxious uses and infrastructure. Where these factors remain, PDR facilities are likely to continue to be an appropriate use of this land. Since much of this land has always been devoted to industrial use, many of Washington, DC’s prominent examples of historic industrial architecture are located here. Of the 25 properties identified as potentially significant in the DC State Historic Preservation Office’s 1991-1992 historic resources study of District warehouses and workshops, 16 have received historic designation. 315.2

315.3 Additionally, racial discrimination including local and federal policies affected the site selection of industrial uses in the District. A challenge today is recognizing that industrial land is almost entirely located proximate to

predominantly low-income (i.e. Black) neighborhoods. Accordingly, there are racial equity and environmental justice concerns about the use of PDR lands.
315.3

315.34 Some of the municipal activities housed on industrial land include trash transfer and hauling, bus storage and maintenance, vehicle impoundment, police and fire training, street repair and cleaning equipment storage, and water and sewer construction services. Private activities on industrial lands include food and beverage services, laundries, printers, concrete and asphalt batching plants, distribution centers, telecommunication facilities, construction contractors and suppliers, and auto salvage yards, to name only a few. The contribution and importance of these uses to the economy is covered below and in the Economic Development Element of the Comprehensive Plan. 315.34

315.45 Given the lenient zoning standards within industrial areas (most of which actually favor commercial uses over industrial uses), as well as the market pressure to provide additional residential housing, much of the industrial land supply is at risk. In addition, many of the public works uses that take place on industrial land are not optimally organized, resulting in inefficient use of space. Plans to reorganize and consolidate many of these activities have been developed. The repositioning of these resources should result in more effective service delivery reduced impacts to nearby properties, provision of amenities for surrounding neighborhoods, and creation of jobs on land freed up for further public or private investment. 315.45

315.56 Some historically industrial areas now have mixed-use land use designations that combine PDR with commercial and/or residential uses. These designations indicate that PDR uses with lower impacts, such as maker space, beverage manufacturing and food preparation should be integrated with a broader range of uses including housing. The intent is to support community revitalization while supporting existing PDR uses and encouraging new PDR businesses and more affordable housing. 315.56

315.67 In areas not identified by mixed-use land use designations, the District should continue to review PDR zoning, to encourage needed and efficiently developed production, distribution, and repair uses. This approach reflects increasing clarity within land use policy on where PDR uses should be accompanied by other uses while recognizing that the District benefits from focused areas where higher-impact commercial and governmental activities can occur. 315.67

315.78 In 2005, the District commissioned an analysis of industrial land supply and demand to provide a framework for new land use policies (see text box). In 2014, another industrial land study was released by the District: Ward 5 Works: Ward 5 Industrial Land Transformation. This study furthered the findings in 2005 with particular emphasis on the Upper Northeast area where approximately 50 percent of the District's industrial uses are located. The recommendations of these studies are incorporated in the policies and actions that follow.315.78

315.89 One of the most important findings of the 2005 industrial land use analysis was an immediate unmet need of approximately 70 acres for municipal-industrial activities. Facility needs range from a Metropolitan Police Department (MPD) Evidence Warehouse to replacement bus garages for WMATA. Several agencies, including the Architect of the Capitol (AOC), indicate that their acreage needs will increase even more in the next 10years. At the same time, efficiencies could be achieved through better site layouts and consolidation of some municipal functions, particularly for vehicle fleet maintenance. The findings provide compelling reasons to protect the limited supply of industrial land and to organize municipal-industrial activities more efficiently. One example of this approach is showcased in the Department of Public Works (DPW) Campus Master Plan, a study conducted as a recommendation from the 2014 Ward 5 Works Industrial Land Transformation Study. The DPW Campus Master Plan aims to consolidate operations and administrative offices to a new state-of-the-art campus at West Virginia Avenue NE that would transform the current site into a neighborhood asset while efficiently using the District-owned industrial land. 315.89

316 LU-3.2 Taking a Hard Look at the District's Industrial Lands 316

316.1 The 2005-2006 Industrial Land Use Study classified DC's industrially zoned lands into four categories:

- Areas for retention and reinforcement have healthy PDR uses and have good prospects for hosting such uses in the future.
- Areas for intensification/evolution will continue to be desirable for PDR activities but show patterns of underuse and opportunities for intensified uses. Some non-PDR activities may take place in these areas in the long-term future.
- Areas for strategic public use are needed to accommodate municipal and utility needs.

- Areas for land use change are areas where a move away from PDR uses may be appropriate due to a lack of viable PDR businesses and the desirability of these sites for other uses. In some of these areas, the District may let the market take its course. In others, proactive measures such as rezoning may be in order.

The District developed criteria for evaluating rezoning requests, which reflect these typologies and further consider the land use, transportation, and environmental context of each site, its unique characteristics, and its potential need for future municipal purposes. 316.1

316.2

Policy LU-3.2.1 Retain Areas for Industrial Uses

Retain an adequate, appropriate supply of industrial land designated for the range of Production, Distribution, and Repair (PDR) uses to meet the District's current and future PDR activities and economic needs. These needs include public works functions, retail warehousing, transportation storage and maintenance, construction staging such as concrete manufacturing, and back-office service needs. These services are essential to support the local economy. This policy recognizes that these services are a benefit to the entire District, yet impacts are disproportionately borne by those residents living in close proximity to industrial uses; therefore, opportunities to reduce or eliminate environmental impacts, abate nuisances, and ensure residents have neighborhood services and amenities shall be considered. The supply of PDR-designated land should not fall below its current level. Accordingly, efforts to convert PDR land to other uses must be resisted. Any further designation of PDR land must consider the racial impact, and ideally should be designated throughout the District. The supply of areas designated for PDR should not fall below its current level of approximately three percent of the District's land area and should reflect retention of the areas designated for PDR uses on the Future Land Use Map. Zoning regulations and land use decisions shall continue to preserve active and viable PDR land uses while considering compatible uses and development under standards established within PDR zoning. Economic development programs should work to include the retention of PDR uses. 316.2

316.3

Policy LU-3.2.2 Retain Areas for High-Intensity Industrial Activities

Within the supply of land retained for PDR uses, ensure adequate areas are provided for essential and high ~~intensity-impact~~ PDR uses such as municipal services, utilities, and asphalt and concrete batch plants. Uses such as retail, office, or residential, if considered, must be accessory to these PDR facilities, and

must not overwhelm the PDR use or pose potential conflicts in use. Users of these areas must minimize any adverse impacts on adjacent areas ~~with~~ that have more restrictive land uses. 316.3

316.4 ***Policy LU 3.2.3: Retain and Support PDR Uses in Areas Designated for Mixed PDR Uses***

To promote long term retention of PDR uses, development on areas striped to include PDR on the Future Land Use Map must include ~~PDR-industrial~~ space intended for use during the life of the project, and on sites containing existing ~~PDR-industrial~~ space the amount of ~~PDR-industrial~~ space on-site should be substantially preserved. The mix of uses and site design of these areas must support the long-term retention of PDR uses, and minimize potential conflicts with PDR uses. PDR uses that are less intense and/or have less impacts may be more appropriate for striped PDR sites. Use the Ward 5 Industrial Land Transformation Study recommendations to guide current and future uses and redevelopment in that area. 316.4

316.5 ***Policy LU-3.2.4: Redevelopment of Obsolete Industrial Uses***

Encourage the reuse of nonproductive industrial sites, such as vacant warehouses and open storage yards, with higher value PDR uses, including public works facilities, and other activities that support the core sectors of the District economy (federal government, hospitality, higher education, etc.). 316.5

316.6 ***Policy LU-3.2.3: Location of PDR Areas***

Accommodate PDR uses, including municipal public works facilities, in areas that are well buffered from residential uses (and other sensitive uses such as schools), easily accessed from major roads and railroads, and characterized by existing concentrations of PDR and industrial uses. Such areas are generally designated as PDR on the Comprehensive Plan's Future Land Use Map. 316.6

316.7 ***Policy LU-3.2.4: Rezoning of Industrial Areas***

Allow the rezoning of industrial land for non-industrial purposes only when the land can no longer viably support industrial or PDR activities is located such that industry cannot co-exist adequately with adjacent existing uses. Examples include land in the immediate vicinity of Metrorail stations and small sites in the midst of established residential neighborhoods. In the event such rezoning results in the displacement of active uses, assist these uses in relocating to designated PDR areas. 316.7

- 316.8 ***Policy LU-3.2.5: Mitigating Industrial Land Use Impacts***
Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses. Industrial uses shall meet all environmental and operational requirements to reduce or eliminate impacts such as pollution to the surrounding neighborhoods and to the environment. Uses shall provide buffers, screening, operational strategies and other measures to reduce or abate nuisances including noise, light, odor, vibration, and trash to adjacent residential communities. As appropriate, create amenities for adjacent residents through art, creative uses, retail, and other services. Encourage continuing outreach to adjoining neighborhoods to identify and reduce impacts. 316.8
- 316.9 ***Policy LU-3.2.6: Siting of Industrial-Type Public Works Facilities***
Use performance standards (such as noise, odor, and other environmental controls), minimum distance requirements, and other regulatory and design measures to ensure the compatibility of industrial-type public works facilities, such as trash transfer stations with surrounding land uses. Improve the physical appearance and screening of such uses and strictly regulate operations to reduce the incidence of land use conflicts, especially with residential uses. 316.9
- 316.10 ***Policy LU-3.2.7: Promote Efficient and High-Performing PDR Uses***
Promote new, and transform existing, PDR uses to achieve high environmental performance and be efficient, sustainable, and resilient in design and operations. Encourage pro-active facility management and continuous improvements to reduce impacts on adjacent residential neighborhoods. 316.10
- 316.11 ***Policy LU-3.2.8: Cottage Industries and Makers***
Support low-impact cottage industries and makers in neighborhood commercial districts and on appropriate industrial lands. Maintain zoning regulations that regulate such uses in residential areas to avoid land use conflicts and negative business-related impacts while allowing residents to explore low-impact entrepreneurship in or near their homes. 316.11
- 316.12 ***Policy LU-3.2.9: Optimizing Municipal Public Works Functions***
Strategically manage District-owned land in industrial areas to improve operational capacity, use land effectively, incorporate principles of environmental stewardship, resilience, and sustainability, and create community amenities and

job opportunities. Demonstrate leadership in effective, exemplary measures to address impacts to adjacent neighborhoods. This approach may include the consolidation of public works activities on a smaller number of sites, enabling vacated sites to be repurposed for other PDR uses, or high-priority, but hard to site, public uses. Use the Ward 5 Industrial Land Transformation Study recommendations to guide current and future uses and redevelopment in that area. 316.12

See also the Infrastructure Element, for additional information.

316.13 ***Policy LU-3.2.10: Land Use Efficiency Through Technology***
Encourage the more efficient use of PDR land through the application of technologies that reduce acreage requirements for public works. Examples of such applications include the use of diesel-electric hybrid or electric buses (that can be accommodated in multilevel garages), using distributed power generation rather than large, centralized facilities, and emphasizing green building technologies to reduce infrastructure needs. 316.13

316.14 ***Policy LU-3.2.11: Infrastructure Adequacy***
The District and utility providers shall seek to provide adequate, equitable levels of infrastructure District-wide currently, and appropriately plan and develop infrastructure to address existing service deficiencies and meet the future needs of growing and existing neighborhoods. As needed, upgrades to ensure infrastructure adequacy and reliability should occur in tandem with proposed development. Infrastructure upgrades should be developed to achieve multiple objectives, such as sustainable development, green buildings, or undergrounding. 316.14

316.15 ***Action LU-3.2.A: Industrial Zoning Use Changes***
Provide a new zoning framework for industrial land, including:

- Prohibiting high-impact heavy industries in low intensity PDR zones to reduce the possibility of land use conflicts;
- Prohibiting certain civic uses that detract from the industrial character of exclusively PDR areas and that could ultimately interfere with business operations;
- Requiring special exceptions for potentially incompatible large retail uses in the PDR zones to provide more control over such uses without reducing height and bulk standards. Avoid displacing existing PDR uses or foreclosing opportunities for future PDR uses. Where appropriate, encourage retail or commercial uses that are accessory to PDR uses as a way to activate ground

- floors;
- Limiting non-industrial uses in high-intensity PDR areas to avoid encroachment by uses that could impair existing industrial and public works activities (such as trash transfer); and
- Creating a mixed-use district where residential, commercial, and lesser-impact PDR uses are permitted, thereby accommodating live-work space, artisans and studios, and more intensive commercial uses.

Once these changes have been made, update zoning as appropriate. The zoning changes should continue to provide the flexibility to shift the mix of uses within historically industrial areas and should not diminish the economic viability of existing industrial activities or the other compatible activities that now occur in PDR areas. 316.15

- 316.16 ***Action LU-3.2.B: Joint Facility Development***
Actively pursue intergovernmental agreements to develop joint facilities for District and federal agencies (such as the Department of Parks and Recreation (DPR) and National Park Service (NPS)), District and transit agencies (DPW and WMATA), multiple public utilities, and multiple District agencies performing different public works functions. 316.16
- 316.17 ***Action LU-3.2.C: Inventory of Housing in Industrial Areas***
Compile an inventory of existing housing units within industrially zoned areas to identify pockets of residential development that should be rezoned (to mixed-use or residential) to preserve the housing stock. 316.17
- 316.18 ***Action LU-3.2.D: DPW Co-location and Campus***
Actively pursue funding resources or allocation for the implementation of the West Virginia Avenue DPW Campus Master Plan study that was conducted by District agencies in 2015. 316.18
- 316.19 ***Action LU-3.2.E: Ward 5 Works Industrial Land Transformation Study***
Implement the recommendations provided in the Ward 5 Works Industrial Land Transformation Study released in 2014. 316.19
- 316.20 ***Action: LU-3.2.F PDR Land Use Retention Study***

Prepare a study for submittal to the Council on the following: (1) identification of the amount, location, and characteristics of land sufficient to meet the District’s current and future needs for PDR land; (2) quantifiable targets for PDR land retention; and (3) identification of strategies to retain existing and accommodate future PDR uses, particularly for high impact uses. Any strategies to expand PDR land designations or accommodate future PDR uses shall prioritize areas that do not currently have a disproportionate amount of PDR-designated land. Strategies should consider technological advances or efficiency measures to utilize PDR land more effectively. The study shall incorporate racial equity analyses. Further, the study will address the Council’s concern that mixing other uses, particularly residential, with PDR uses will create economic conditions and land use conflicts that will reduce areas available for PDR uses. Any industrial zoning use changes as identified in Action LU-3.2.A must be informed by this study.

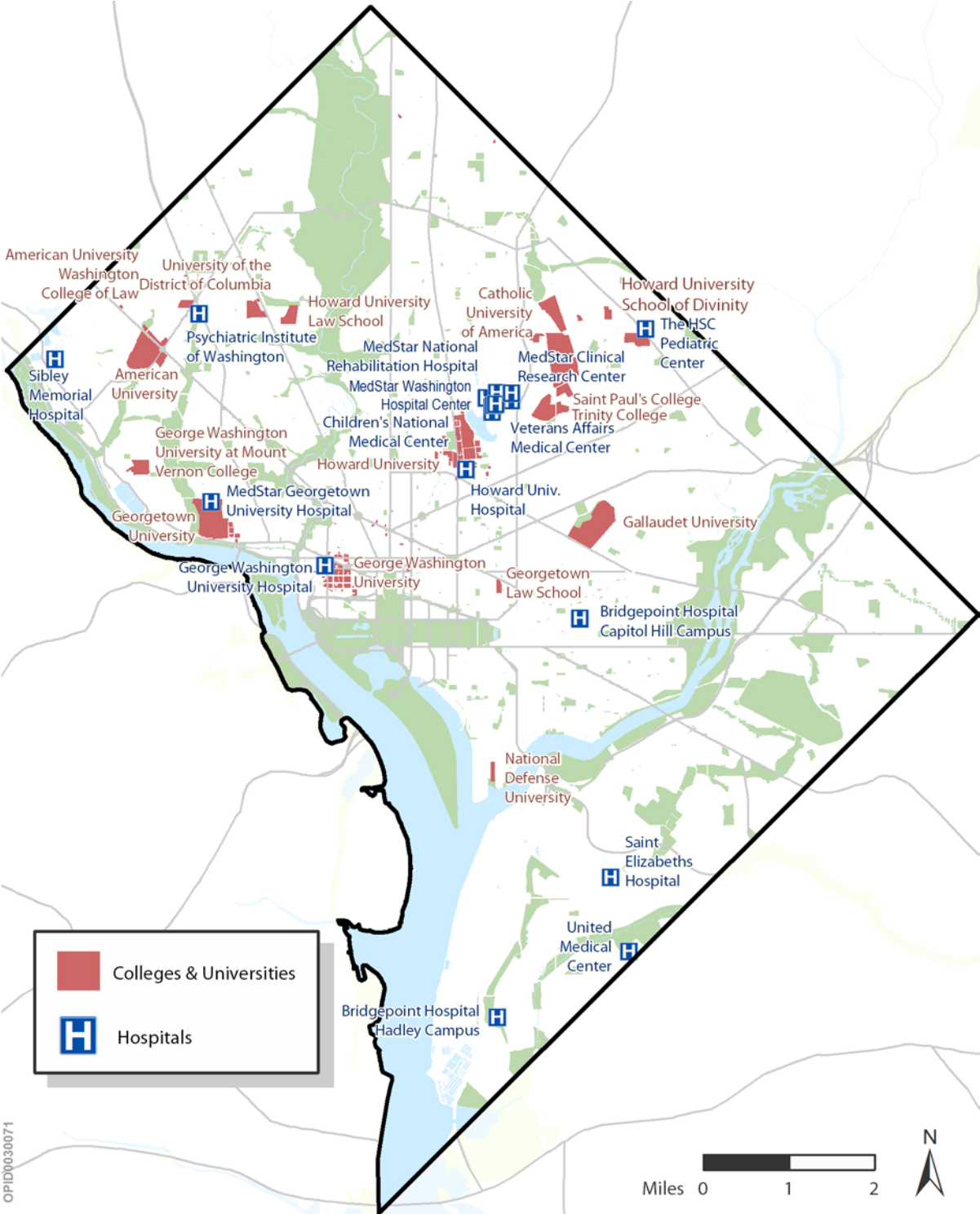
Please see the Economic Development, Environment, and Urban Design Elements for additional policies and actions related to industrial uses. Please see the Infrastructure Element for additional policies and actions related to infrastructure adequacy.

317 LU-3.3 Institutional Uses 317

317.1 Institutional uses occupy almost 2,300 acres—an area larger than all of Washington, DC’s retail, office, and hotel uses combined. These uses include colleges and universities, private schools, childcare facilities, places of worship and other religious facilities, hospitals, private and nonprofit organizations, and similar entities. 317.1

317.2 The District is home to about a dozen colleges and universities, enrolling more than 85,000 students. There are also nearly 70 non-local college and university programs that occupy space in Washington, DC. The District contains more than a dozen hospitals, some located on the campuses of its universities and others occupying their own campuses or federal enclaves. Hundreds of nonprofit and private institutions also operate within the District, ranging from private schools and seminaries to historic home museums and the headquarters of leading international organizations. Major institutional uses are shown on Map 37. 317.2

317.3 Map 3.7: Colleges, Universities, and Hospitals 317.3



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317.4 Institutions make an important contribution to the District economy and are an integral part of Washington, DC’s landscape and history. The colleges and universities alone employ 29,682 workers. Through partnerships with government and private industry, museums, higher education, and health care institutions provide services and resources to the community that could not possibly be provided by the government alone. 317.4

317.5 Private institutions are stewards of historic and architecturally distinguished campuses. Several of these campuses are already recognized by historic designations but other historically significant campuses are not. 317.5

317.6 The growth of private institutions has generated significant concern in many neighborhoods. These concerns relate both to external impacts, such as traffic and parking, and broader concerns about the character of communities where institutions are concentrated or expanding. 317.6

Please see the Educational Facilities Element for additional policies and actions related to colleges and universities.

317.7 ***Policy LU-3.3.1: Transportation Impacts of Institutional Uses***
Support ongoing efforts by institutions to mitigate their traffic and parking impacts by promoting ridesharing, carpooling, public transportation, shuttle service and bicycling; providing on-site parking; and undertaking other transportation demand management measures. 317.7

317.8 ***Policy LU-3.3.2: Corporate Citizenship***
Support continued corporate citizenship among large institutions, including colleges, universities, hospitals, private schools, and nonprofits. Given the large land area occupied by these uses and their prominence in the community, institutions (along with the District itself) should be encouraged to be role models for smaller employers in efforts to improve the physical environment. This should include a continued commitment to high-quality architecture and design on local campuses, expanded use of green building methods and low-impact development, and adaptive reuse and preservation of historic buildings. 317.8

Please see the Economic Development Element for additional policies and actions related to encouraging corporations to support the local economy through hiring and contracting.

- 317.9 ***Policy LU-3.3.3: Nonprofits, Private Schools, and Service Organizations***
Plan, design, and manage large nonprofits, service organizations, private schools, seminaries, colleges and universities, and other institutional uses that occupy large sites within residential areas in a way that minimizes objectionable impacts on adjacent communities. Expansion of these areas should not be permitted if the quality of life in adjacent residential areas is significantly adversely impacted.
317.9

318 LU-3.4 Foreign Missions 318

- 318.1 There are more than 170 countries across the globe with foreign missions in Washington, DC. These missions assist the U.S. government in maintaining positive diplomatic relations with the international community. By international treaty, the U.S. government is obligated to help foreign governments in obtaining suitable facilities for their diplomatic missions. This obligation was reinforced through the Foreign Missions Act of 1982, which established an Office of Foreign Missions within the Department of State and empowered the secretary of state to set criteria relating to the location of foreign missions in the District. As noted in the section entitled Washington’s Foreign Missions, foreign missions are housed in many different types of buildings, ranging from row houses and mansions to custom-designed office buildings. 318.1
- 318.2 The number of foreign missions in the District is dynamic, with some growth likely. In addition, some of the existing missions are likely to relocate as they outgrow their facilities, respond to increased security requirements, and move beyond their traditional diplomatic functions. The Federal Elements of the Comprehensive Plan indicate that sites for as many as 100 new and relocated chanceries may be needed during the next 25 years. The availability of sites that meet the needs of foreign missions within traditional diplomatic areas is limited and the International Chancery Center on Van Ness Avenue has no available sites remaining. A portion of the Walter Reed campus is planned for chancery use, but additional areas may be needed for chancery use, and it may be necessary for foreign missions to look beyond traditional diplomatic enclaves. 318.2

- 318.3 The facilities that house diplomatic functions in Washington, DC are commonly referred to as embassies. To differentiate the functions that occur in buildings occupied by foreign missions, a variety of designations are used:
- Chanceries, colloquially referred to as embassies, are the principal offices used by a foreign mission.
 - Chancery annexes are used for diplomatic purposes in support of the mission, such as cultural attaches or consular operations.
 - Ambassadors' residences are the official homes of ambassadors or chiefs of missions. 318.3
- 318.4 Many foreign governments occupy chanceries, chancery annexes, and ambassador's residences in more than one location. In 2004, the federal government indicated that there were 483 separate facilities in the District serving these functions. 318.4
- 318.5 Since 1982, chanceries have been allowed to locate in most of Washington, DC's non-residential zone districts as a matter-of-right. They are also permitted in higher-density residential and special purpose (SP) zones, as well as in less dense residential areas covered by a diplomatic overlay district. 318.5
- 318.6 Historically, chanceries have been concentrated in Northwest Washington, particularly along Massachusetts Avenue NW (also known as Embassy Row), and in the adjacent Sheridan-Kalorama and Dupont Circle neighborhoods. There are also 16 chanceries on a large federal site adjacent to the Van Ness-UDC Metro station, specifically created to meet the demand for foreign missions. 318.6
- 318.7 The Foreign Missions Act of 1982 established procedures and criteria governing the location, replacement, or expansion of chanceries in the District. The act identifies areas where foreign missions may locate without regulatory review (matter-of-right areas), including all areas zoned commercial, industrial, waterfront, or mixed-use. These areas are located in all quadrants of Washington, DC, and include large areas south of the National Mall and in Wards 7 and 8. The 1982 act also identifies areas where foreign missions may locate subject to disapproval by the District of Columbia Foreign Missions Board of Zoning Adjustment (FMBZA). These include areas zoned medium-high and high-density residential, SP, and areas within a diplomatic overlay zone. 318.7
- 318.8 As a result of the analysis accomplished in support of the Foreign Missions Act, a methodology was developed in 1983 to determine the most appropriate areas for

foreign missions to locate, subject to FMBZA review. The 1983 methodology allows foreign missions to locate in low- and moderate-density District blocks (squares) in which one-third or more of the area is used for office, commercial, or other non-residential uses. In some cases, a consequence of the square-by-square determination has been an unanticipated increase in chanceries. 318.8

318.9 In 2015, NCPC updated the Federal Elements of the Comprehensive Plan, including the Foreign Missions and International Organization Element. The Foreign Mission Element recognizes “a key challenge with locating chanceries is balancing the need to plan secure locations for diplomatic activities while being sensitive to residential neighborhoods.” The Foreign Mission Element acknowledges that the State Department is preparing a master plan for a new foreign mission center to be developed on the former Walter Reed Medical Center site and suggests that new chanceries be encouraged to locate first in areas where their use is considered a matter-of-right under local zoning. Working with NCPC and the State Department, clarified zoning regulations were written regarding applications to locate, replace, or expand a chancery use not otherwise permitted as a matter-of-right. The new zoning standards were adopted as part of the 2016 amendments to the zoning regulations. 318.9

318.10 ***Policy LU-3.4.1: Chancery Encroachment in Low-Density Areas***
Encourage foreign missions to locate their chancery facilities where adjacent existing and proposed land uses are compatible (i.e., office, commercial, and mixed-use), taking special care to protect the integrity of residential areas. Discourage the location of new chanceries in any area that is essentially a residential use area to the extent consistent with the Foreign Missions Act. 318.10

318.11 ***Policy LU-3.4.2: Target Areas for New Chanceries***
Encourage the development of new chancery facilities in locations where they would support neighborhood revitalization and economic development goals, particularly in federal enclaves and east of 16th Street NW. Work with the Department of State, the NCPC, and other organizations to encourage foreign missions to locate in these areas. 318.11

318.12 ***Policy LU-3.4.3: Compatibility of New Chanceries***
Promote the design and maintenance of chanceries in a manner that protects open space and historic resources, mitigates impacts on nearby properties, is compatible with the scale and character of its surroundings, and enhances

Washington, DC's international image as a city of great architecture and urban design. 318.12

- 318.13 *Action LU-3.4.A: Foreign Mission Mapping Improvements*
On an ongoing basis, accurately inventory foreign mission locations, distinguishing, chanceries, ambassador's residences, and institutional land uses. 318.13

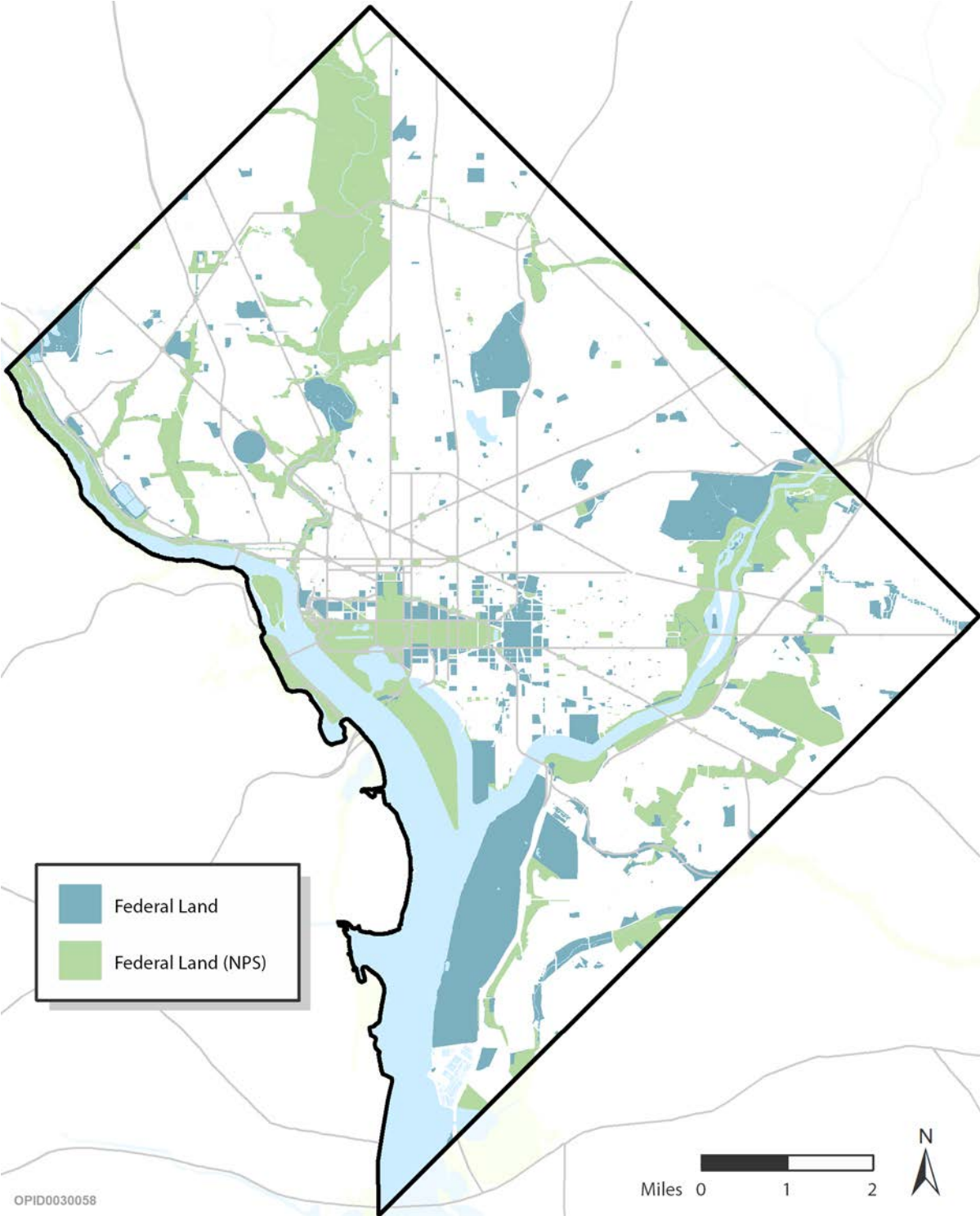
319 LU-3.5 Federal Facilities 319

- 319.1 When streets and highways are subtracted out, about one-third of the land area of the District is owned by the federal government. Most of this land is managed by the NPS, but a significant amount—more than 2,700 acres—consists of federal installations, offices, military bases, and similar uses. This acreage includes nearly 2,000 buildings, with more than 95 million square feet of floor space. Federal uses occupy a range of physical settings, from self-contained enclaves, such as Joint Base Anacostia-Bolling, to grand office buildings in the heart of Downtown Washington, DC. Federal uses operate in all quadrants of the District, often amid residential neighborhoods. Since they are largely exempt from zoning, coordination and communication are particularly important to ensuring land use compatibility. 319.1
- 319.2 Many of the District's federal uses have unique security requirements and operational needs. This became particularly apparent after September 11, 2001, as streets around the U.S. Capitol were permanently closed and major federal offices and monuments were retrofitted to improve security. Security needs are likely to create further changes to the District's landscape; the ongoing relocation of thousands of Homeland Security workers to the west campus of St. Elizabeths Hospital is just one example. 319.2
- 319.3 The size of the federal workforce in the District is not expected to grow substantially during the next decade, following more than 25 years of downsizing. The District supports continued adherence to a 1968 federal policy to maintain 60 percent of the region's federal employees within Washington, DC. At the same time, the federal government is in the process of transferring several tracts of land to the District, potentially reducing the land area for expansion. This suggests the need for even greater coordination on the planning and development front. Several successful joint planning efforts have recently been completed, including

plans for the Armed Forces Retirement Home, Poplar Point, and Walter Reed Army Medical Center. Efforts like these must continue as the future of the Federal Bureau of Investigation and Labor Department buildings, RFK Stadium, and other large federal sites is resolved. 319.3

319.4 Major federal activities in the District are shown on Map 3.8. Priorities for the use of these lands are expressed in the Federal Elements of the Comprehensive Plan. The Federal Workplace Element of that Plan includes policies to reinforce the preeminence of the monumental core through future siting decisions, give preference to urban and transit-served sites when siting new workplaces, and emphasize the modernization of existing structures before building new structures. The Federal Elements include guidelines on the types of federal functions that are appropriate within the Capitol Complex, CEA, federal installations, and other areas within the District, as well as elsewhere in the region. 319.4

5319.5 Map 3.8: Federal Lands, 2017 319.5



- 319.6 ***Policy LU-3.5.1: District/Federal Joint Planning***
Coordinate with NCPC, NPS, GSA, AOC, and other federal agencies to address planning issues involving federal lands, including the monumental core, the waterfront, and the park and open space network. Encourage the use of master plans, created through participatory planning processes, to guide the use of large federal sites. 319.6
- 319.7 ***Policy LU-3.5.2: Federal Sites and Adjacent Neighborhoods***
Support expansion of the federal workforce and redevelopment of federal sites in a manner that is compatible with neighborhood revitalization, urban design, housing, economic development, environmental quality, and socioeconomic equity goals. Federal land uses should strive to maintain land use compatibility with adjacent neighborhoods. 319.7
- 319.8 ***Policy LU-3.5.3: Recognition of Local Planning and Zoning Regulations***
Encourage the federal government to abide by local planning and zoning regulations to the maximum extent feasible. Ensure federal partners are aware of local priorities and goals, and when decisions require the input or actions of federal agencies, encourage swift decision-making so as not to delay achievement of local goals.319.8
- 319.9 ***Policy LU-3.5.4: Federal Workplaces and District Goals***
Strongly support the implementation of Federal Element policies for federal workplaces calling for parking guidelines that align with local guidelines, sustainable design, energy conservation, additional low- and moderate-income housing, and creation of job opportunities in underserved communities within the District. 319.9
- 319.10 ***Policy LU-3.5.5: Neighborhood Impact of Federal Security Measures***
Consistent with the Federal Elements, ensure that federal security measures do not impede the District's commerce and vitality, excessively restrict or impede the use of public space or streets, or affect the health of the existing landscape. Additional street closures are to be avoided to the maximum extent possible. 319.10

319.11 ***Policy LU-3.5.6: Reducing Exposure to Hazardous Materials***
Avoid locating and operating federal facilities that produce hazardous waste or increase the threat of accidental or terrorist-related release of hazardous materials in heavily populated or environmentally sensitive areas. 319.11

Actions relating to federal facility sites may be found in the Comprehensive Plan Area Elements.

400 Overview 400

400.1 The Transportation Element provides policies and actions to maintain and improve the District’s transportation system and enhance the travel choices of current and future residents, visitors, and workers. These policies are complemented by policies in the Land Use, Urban Design, and Environmental Protection Elements on related topics, such as air quality and the management of public space. Recognizing the interplay between transportation and these related topics is critical to improving safety, mobility, and accessibility in Washington, DC. 400.1

400.2 The critical transportation issues facing the District are addressed in this element. These include:

- Eliminating fatalities and serious injuries on the transportation network;
- Expanding the District’s transportation system to provide alternatives to the use of single-occupant autos;
- Enhancing the District’s corridors for all modes of transportation;
- Increasing bicycle and pedestrian connections, routes, and facilities;
- Improving the efficiency of the existing transportation system;
- Investing in bridge and roadway maintenance and repair;
- Investing in transit network maintenance and repair;
- Providing equitable transportation choices and access that meet the needs of communities of color, residents at all income levels, and vulnerable populations.
- Reducing pollution and negative health and environmental effects resulting from transportation; and
- Promoting transportation demand management (TDM). 400.2

400.3 A safe, well-balanced, and multimodal transportation system is integral to the District’s efforts to sustain and enhance residents’ quality of life. It is also key to

the District's future economic growth and its role as the nation's capital. Creating such a system requires integrating land use and transportation and implementing a range of improvements that enhance safety, connectivity, livability, equity, health, sustainability, resiliency, and vitality. 400.3

400.4 As the nation's capital and the center of one of the country's fastest-growing metropolitan areas, Washington, DC faces increasingly complex mobility challenges as it plans for its future. The District has the largest share of the region's jobs; however, the region continues to grow, creating longer commutes, increased peak congestion, and poor air quality. Within the District, the major surface transportation arteries are highly congested during morning and evening commuting, and Metrorail has faced safety and reliability issues related to deferred maintenance. Funding to maintain the existing transportation system, let alone expand the system to meet increased demand, is severely constrained. 400.4

400.5 However, these challenges also present opportunities. The District has one of the most extensive mass transit systems in the country, densities that support and promote transit use, a growing network of bicycle and pedestrian trails, and a unique system of radial boulevards that distinguish it from all other American cities. Washington, DC's gracious avenues, bridges, and parkways are part of its history and are defining elements of its urban form and character. With appropriate strategies, these transportation assets can enhance the quality of life in Washington, DC and increase the District's attractiveness while still performing their essential function to move people and goods in and around the District. 400.5

400.6 The District is also augmenting and sustaining its existing transportation network. It is expanding transit via limited-stop bus routes to areas not served by Metrorail and has established streetcar service on a major commercial corridor. It is replacing the Anacostia River bridges to improve mobility and roadway operations and to support economic development and urban beautification. It is improving sidewalks and bicycle routes across the District. It has instituted a highly successful bikeshare system and has supported private sector innovations in car sharing, ride-hailing services, and dockless bicycle and scooter sharing. The on-demand ride-hailing services offered by transportation network companies (TNCs) have created new opportunities and challenges for mobility in the District. They provide individuals with new transportation options but increase demands on the District's limited roadway capacity. Figure 4.1 summarizes the transportation assets of the District. 400.6

400.7 Emerging smart-city technologies—such as dynamic parking meters, connected signals, and digital sensors—provide new opportunities to meet many of the transportation challenges facing the District. These technologies build on existing transportation infrastructure, including the signal network, transit and vehicle technologies, and user tools and applications. The District aims to employ these technologies in an integrated, accessible, and equitable fashion, encouraging coordination among the District, regional agencies, smart infrastructure providers, and users. Data exchange will be a critical part of the process—as will feedback and adaptation—to encourage greater safety within, equity regarding, and accessibility to the transportation network. 400.7

400.8 Figure 4.1: Transportation Assets of the District 400.8

Transportation Asset	Description
Roadway System	1,171 miles
Rail Mass Transit (Metrorail)	38 miles (total for region = 117 miles) 40 stations (total for region = 91 stations)
Bus Mass Transit Metrobus DC Circulator	Service on 281 miles of road Service on 52 miles of road
Sidewalks	1,808 miles
Bicycle Routes <i>Protected bicycle lanes</i> <i>On-road bicycle lanes</i> <i>Signed routes</i> <i>Off-road trails</i>	9 miles 75 miles 100 miles 60 miles
Capital Bikeshare <i>Bikes</i> <i>Stations</i>	2,300 Capital Bikeshare bikes (total for region = 3,600 bikes) 300 Capital Bikeshare stations (total for region = 525 stations)
Parking Meters	11,166 parking meters serving 18,903 spaces
Street Lights	70,263 street lights
Airports*	Two international airports (Washington Dulles International and Baltimore/Washington International) and one domestic (Reagan National)

Railroads	27.2 miles of rail line (serving Amtrak passenger rail, Maryland Area Regional Commuter (MARC) and Virginia Rail Expressway (VRE) commuter rail, and CSX and Norfolk Southern freight rail). Union Station, within walking distance of the Capitol, provides connections to bus and rail transit, and to shared cars, rental cars, and sightseeing services.
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Source: DC Office of Planning, 2017

* Facilities serving Washington, DC, located outside of its boundaries

- 400.9 In the District, the transportation system should strike a careful balance between serving the needs of its residents—a large workforce that arrives and departs Washington, DC each day—and serving the many people who visit. The system must meet residents’ needs, which should be coordinated with regional infrastructure and policy. In 2014, the District Department of Transportation (DDOT) produced moveDC, a multimodal transportation vision plan that addresses these challenges. 400.9
- 400.10 moveDC, the District’s multimodal long-range transportation plan, presents a transportation infrastructure model and District-wide multimodal policies that will guide the District’s transportation vision for the next two decades. The plan describes the recommended networks of facilities, services, and policies to achieve the District’s transportation goals. The Comprehensive Plan accepts moveDC’s policies and recommendations as the basis for transportation planning and policy in the District and integrates them within the broader policy framework laid out in the Comprehensive Plan. 400.10
- 400.11 The policies and actions in this section must be considered in the context of racial equity to address existing disparities and historic inequities. Transportation options are critical to access job opportunities, healthy food, education, and many services, and for the ability to afford to live in the District. In planning areas east of the Anacostia River, where 90 percent of residents are Black, people travel farther for employment opportunities, often by car. Black and Brown residents are proportionately higher users of transit, particularly bus services. Historically, many of the District’s transportation initiatives in the 20th century, such as highways, caused displacement of Black communities and many facilities such as the Metrorail system were sited and designed to limit use by communities of color. Communities of color and low-income communities disproportionately reside near highways, rail, and freight routes and thus experience the negative environmental and health impacts of this infrastructure. It is important to design

and implement transportation systems, including new technologies, that consider the specific needs of these communities through a racial equity lens, reduce barriers to access, and increase transportation accessibility and mobility. 400.11

401 Transportation Goal 401

401.1 The overarching goal for transportation in the District is: Create a safe, sustainable, equitable, efficient, and multimodal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents. 401.1

402 T-1 Linking Land Use and Transportation 402

402.1 Transportation and land use are fundamental components of development and are inextricably linked to each other and to the formation of cities. The construction of a new transportation facility, such as a Metrorail station or streetcar line, influences the nature and location of new development in that area. The nature and location of development, in turn, influence patterns of travel for residents. 402.1

402.2 Transportation facilities themselves are a significant element of the built environment, creating connections but at times also creating barriers. They can spur economic development and help attract private investment, but they can also create land use conflicts and environmental and health issues if land use, equity, and environmental concerns are not considered in the planning process. 402.2

403 T-1.1 Land Use: Transportation Coordination 403

403.1 As laid out in the Framework Element of the Comprehensive Plan, the District and region are expected to continue to gain jobs and households over the next 20 years. Coordination of transportation and land use decisions is critical to making the best use of the infrastructure and finite land resources as these gains occur. The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on the transportation system are reduced when homes are located close to places of employment, shopping, and leisure. People spend less time traveling, and overall quality of life may be improved. The transportation

system as a whole benefits when more mixed-use residential and employment areas are situated along major transit routes. Travel times are reduced, and there is better use of public transportation investments. Future efforts should account for differences in transportation options and access available to households with varying incomes and to communities of color, and seek to improve affordability and access to services for underserved areas of the District. 403.1

403.2 Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. Design features play an important role in this equation. Residential communities should be developed so that services, such as shopping, are accessible by walking, taking transit, or riding a bicycle—not just by driving a car. The design of transportation infrastructure can also have a major impact on travel behavior and system performance. For example, the redesigns of the Anacostia River crossings that are planned, under construction, and implemented provide for pedestrian and bicycle access across the river, improving the historical bridge crossings, which discouraged or prohibited access. There are also opportunities to enhance bike and pedestrian connectivity with the redesign of the Long Bridge across the Potomac River. 403.2

403.3 The space needs of transportation support facilities, including space for bus garages, service yards, and motor vehicle inspection facilities, also call for stronger coordination of land use and transportation planning. The Washington Metropolitan Area Transit Authority (WMATA) already has a critical need for additional and improved bus storage and service yards and anticipates a need for greater rail yard space when the Metrorail fleet adds more eight-car trains. The lack of modern bus garages in the District severely impedes better bus service. As new transit lines are developed for the Circulator and DC Streetcar, additional land will be needed for new support facilities. Just as corridor preservation efforts anticipate the future need for transportation facilities, there is a need for land use planning to preserve opportunities for transportation support facilities, such as vehicle maintenance and storage. Failure to preserve areas for this use forces the location of facilities at great distances from service areas, increasing costs and limiting vehicle availability in emergencies. In some cases, as with rail facilities, location of vehicle maintenance and storage with operation service is essential. As service needs grow, transportation support facilities are needed to support existing services and future growth across the District. 403.3

- 403.4 Closer coordination of transportation and land use planning can result in better congestion management, more efficient use of transit and parking, and transportation infrastructure that is sensitive and complementary to its surrounding context. 403.4
- 403.5 Assessing and measuring the transportation impacts of land use decisions are also important steps in integrated land use and transportation planning. New development generates new trips—be they auto trips, transit trips, pedestrian trips, or bicycle trips. Major land use changes, such as the development of large housing complexes or office buildings, should be evaluated for their impacts on existing and planned transportation infrastructure to ensure that the network can function adequately when the projects are completed. New methods of managing transportation impacts—such as TDM (additional information can be found in Section T-3.1 of this chapter)—should be pursued in lieu of simply building more roads. Additionally, as new technologies—such as transportation network companies (TNCs) and connected and autonomous vehicles (AVs)—emerge, the District will evaluate potential land use impacts and continue to encourage mixed-use and accessible development patterns. 403.5
- 403.6 In the past, the traditional way of measuring traffic impacts was to use a series of lettered grades (A through F) based on factors such as vehicle speed, the volume of cars that pass along a street compared to the street’s capacity, and the length of time for a car to pass through an intersection. These level of service (LOS) standards continue to be widely used in the suburbs, where most trips are made by car. But traditional LOS measures are not appropriate in a built out District, where widening streets to increase capacity is rarely an option (or a desired outcome). In the District, LOS measures should integrate vehicular, bicycle, pedestrian, and transit travel. The benchmark should be the number of people who can pass along a corridor or through an intersection rather than just the number of cars. 403.6
- 403.7 ***Policy T-1.1.1: Transportation Impact Assessment***
Require appropriate environmental analysis for major transportation projects, including new roadways, bridges, transit systems, road design changes, and rerouting of traffic from roads classified as principal arterials or higher onto minor arterials or neighborhood streets with lesser volumes. 403.7
- 403.8 ***Policy T-1.1.2: Land Use Impact Assessment***
Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle standards to more accurately measure and

more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including that of carbon dioxide, should be included in the assessment of land use impacts. 403.8

403.9 ***Policy T-1.1.3: Context-Sensitive Transportation***

Design transportation infrastructure to support current land uses as well as land use goals for mixed-use, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. Facilities should comply with the District's Complete Streets policy, adopted in October 2010, with an emphasis on pedestrian and bicycle-friendly design. 403.9

403.10 ***Policy T-1.1.4: Transit-Oriented Development***

Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. 403.10

See also Section LU-1.4 of the Land Use Element for transit-oriented development policies.

403.11 ***Policy T-1.1.5: Joint Development***

Maximize ridership potential, housing including affordable housing, and economic development opportunities by fostering transit-supportive commercial and residential joint development projects on WMATA-owned or -controlled land, public land, and private properties adjacent to Metrorail stations. 403.11

403.12 ***Policy T-1.1.6: Transportation Support Facilities***

Prioritize in place preservation and rehabilitation for mass transit facilities and prioritize new, efficient support facility locations for storage and/or maintenance for Metrobus, DC Circulator, commuter bus, motor coach, Metrorail, streetcar, commuter rail, and intercity rail to serve residential and commercial areas throughout the District to equitably distribute access to these services throughout all wards. Recognize bus service and its support facilities as critical components of the District's public transportation system. Agencies should work to integrate mass transit facilities in the urban form and development program. 403.12

- 403.13 ***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
- 403.14 ***Policy T-1.1.8: Minimize Off-Street Parking***
An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. 403.14
- 403.15 ***Action T-1.1.A: Transportation Measures of Effectiveness***
Implement moveDC performance measures and the District Mobility Project to quantify transportation service and assess land use impacts on the transportation system. Priority performance measures include mode share, access to transportation options, person-carrying capacity or throughput, travel time reliability, and accessibility and equity for potentially vulnerable populations. 403.15
- 403.16 ***Action T-1.1.B: Transportation Improvements***
Require TDM measures and transportation support facilities—such as crosswalks, bus shelters, transit resource and information kiosks, Capital Bikeshare stations, and bicycle facilities—with large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) process. Consider improvements to transit stations—such as additional stairs, escalators, and in some cases new entrances—with large developments. 403.16
- 403.17 ***Action T-1.1.C: Create Regional Network of Transportation Support Facilities***
Work with WMATA and regional jurisdictions and partners to strategically locate new transportation infrastructure support facilities for the greater Washington metropolitan area where they best serve the transportation network and complement nearby land uses. 403.17
- 403.18 ***Action T-1.1.D: Land Use—Transportation Coordination***
Establish regular meetings with neighboring jurisdictions to discuss planned

transportation projects and transportation needs. Encourage all jurisdictions to engage in planning and project coordination so that projects that occur near borders are considered by all those impacted. 403.18

- 403.19 ***Action T-1.1.E Update Zoning Regulations Regarding Mass Transit***
Include Metrobus service and its support facilities (i.e., parking, refueling, routine cleaning and maintenance, cosmetic repairs, employee breakrooms and lockers, offices and training facilities) in the definition of “mass transit facilities” in the Zoning Regulations to ensure that bus service is recognized as a critical component of the District’s public transportation system.403.19

Please consult the Land Use and Economic Development Elements for additional policies and actions on transit-oriented development. Policies on parking are included in Section T3.2 of this element and in the Land Use Element. Please see Section T-3.1 for additional policies on transportation demand management.

404 T-1.2 Transforming Corridors 404

- 404.1 Avenues and boulevards are much more than simple transportation routes. They are a legacy of the 1791 L’Enfant Plan and are still one of Washington, DC’s most distinctive features. They were designed to be beautiful corridors lined with distinctive buildings, affording dramatic vistas for those passing by. Today, these corridors handle hundreds of thousands of private vehicles each day, as well as pedestrians, bicycles, trucks, and buses. 404.1
- 404.2 Different corridors in Washington, DC serve different functions. Some, like New York Avenue, carry heavy truck and commuter traffic. Others have wide sidewalks that provide a safe and pleasant environment for pedestrians. Still others were once vital shopping streets or streetcar lines that today have lost their neighborhood-serving activities and are checkered by drive-through and auto-oriented uses. As the gateways to Washington, DC’s communities, the District’s corridors should once again become the centers of civic and economic life for surrounding neighborhoods and serve as vital transportation corridors. Major avenues will also serve as focus areas for future smart-city investments that support these goals through enhancements in safety, transit service, and public amenities. The challenges facing the District as it plans for and reinvests in its corridors include balancing the various transportation modes, providing diverse

and accessible transit options for all users, and tailoring its transportation strategies to recognize the function of each major street and foster economic growth. 404.2

- 404.3 Transit and non-auto travel have become major travel modes in the District, yet these modes have little roadway space dedicated to their exclusive use. One of the key moveDC strategies to enhance the District’s multimodal system is to establish modal priorities on District streets. Per moveDC, every non-local street should prioritize pedestrians, accommodate driving and local deliveries, and support one of the following modes:
- Protected bicycle facilities;
 - Dedicated high-capacity surface transit lane(s);
 - Dedicated freight routes; or
 - A combination of these modes in a simpler form.

Decisions on which modes will be prioritized on streets are illustrated in the moveDC plan and are based on network connectivity, land use, and travel demand. 404.3

- 404.4 ***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

- 404.5 ***Policy T-1.2.2: Targeted Investment***
Target planning and public investment toward the specific corridors with the greatest potential to foster neighborhood improvements, create equitable outcomes that reduce barriers and transportation burdens, and enhance connectivity across Washington, DC and corridors that serve as gateways to the District, welcoming visitors, residents, and workers. 404.5

- 404.6 ***Policy T-1.2.3: Discouraging Auto-Oriented Uses***
Discourage certain uses, like drive-through businesses or stores with large surface parking lots and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.6

- 404.7 ***Policy T-1.2.4: Providing Roadway Space for All Modes***
Roadway space should be determined by the potential person-carrying capacity of

the lane; modes with the ability to move the most people should be prioritized. These changes should be informed by the modal priorities identified in moveDC. 404.7

- 404.8 ***Action T-1.2.A: Crosstown Corridors***
Implement the recommendations of the Crosstown Multimodal Transportation Study and the Florida Avenue Multimodal Transportation Study to improve mobility across town for all users of those corridors. 404.8

Please consult the Urban Design Element for additional policies and actions on streetscape and design standards for corridors.

405 T-1.3 Regional Smart Growth Solutions 405

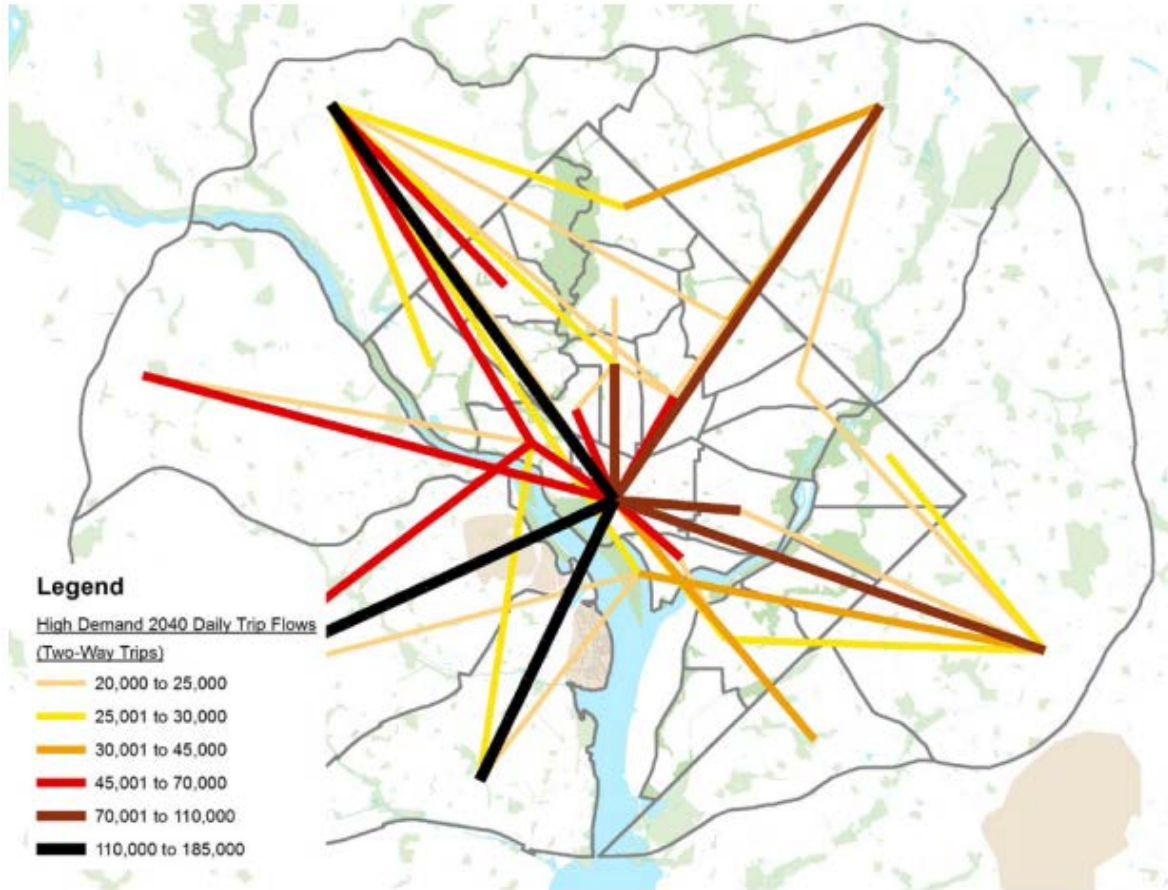
- 405.1 While this Transportation Element is focused on the District, transportation issues do not stop at jurisdictional boundaries. As the core of the Washington metropolitan region, the District has a high level of interest in transportation issues being addressed at a regional level. Consistently ranked among the most congested areas in the nation, and one with very high levels of auto-related air pollution, the Washington metropolitan region should work cooperatively to promote more environmentally responsible transportation. Continued strong regional action on expanding transit and smart-growth land use policies are critical for both the transportation system and the environment. 405.1
- 405.2 In 2014, the Metropolitan Washington Council of Governments (MWCOG) released its Regional Transportation Priorities Plan, examining the impacts of projected regional growth between 2010 and 2040 on the metropolitan transportation system—and exploring alternatives to reduce future congestion. The study found that daily vehicle miles traveled in the region are projected to grow by 25 percent by 2040, while freeway and arterial lane miles are projected to grow by only seven percent. As a result, many transportation facilities will be congested. The key finding of the MWCOG study is that long-term increases in congestion can be reduced by adjusting local land use plans to better match the transportation system, shifting jobs to the east side of the region and encouraging housing closer to the region’s job centers. 405.2
- 405.3 A regional strategy of promoting infill, mixed-use, and transit-oriented development in urbanized areas is needed to encourage transportation efficiency

both in the District and the region. A robust and meaningful dialogue that involves federal, state, and local leaders is absolutely essential. This dialogue should focus on improving the jobs/housing balance, investing in transit, and limiting sprawl on the region's edge. Among other things, the District should establish direct avenues of communication with the planning, zoning, transportation, and economic development agencies of immediately surrounding jurisdictions. 405.3

405.4 Existing trip patterns reflect the District's role as the region's major employment destination. When moveDC was adopted in 2016, approximately 67 percent of persons working in the District commuted from the suburbs. Of the daily trips to and from the District, 66 percent are driven, 24 percent are taken on transit, and 10 percent are pedestrians or cyclists. Daily trips to and from the District can be seen in Figure 4.2. 405.4

405.5 Approximately 35 percent of the District's residents commute to suburban destinations, with many of these trips going to large regional activity centers, such as Tysons and Rosslyn, Virginia, and Silver Spring and Bethesda, Maryland. The majority of District residents work within the District, with a significant portion of those jobs in the downtown core. Within the District, 39 percent of daily trips are driven; 33 percent are taken on transit; and 28 percent are taken on foot, by bike, or on personal mobility devices. 405.5

405.6 Figure 4.2 2040 Daily Person Trip Flows for Regional Trips 405.6



Source: moveDC, 2014

405.7 *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

405.8 *Policy T-1.3.2: Reverse Commuting*
Utilize data on the travel patterns of District workers as the basis for programs to improve transit service, particularly programs that increase reverse commuting options for District workers employed in major suburban employment centers.

405.8

405.9 ***Policy T-1.3.3: Regional Transportation Planning Initiatives***

Advocate for large-scale regional transportation planning initiatives that involve local, regional, state, and federal governments. Such initiatives are essential given the long lead times and high expense of increasing regional transportation capacity. 405.9

405.10 ***Action T-1.3.A: Regional Jobs/Housing Balance***

Continue the efforts to promote infill, mixed-use, housing, particularly affordable housing, and transit-oriented development at the regional level, design transportation systems that connect District residents to local jobs, and provide opportunities for non-resident workers to also live in Washington, DC. 405.10

405.11 ***Action T-1.3.B: Regional Transportation Infrastructure Study***

Actively participate in efforts by MWCOG and other regional organizations that address long-term transportation infrastructure needs in greater Washington, DC. in—Participate in the preparation of the 30-year Regional Long-Range Transportation Plan, which takes a broad-based look at these needs, taking into account expected growth patterns and emerging technologies. 405.11

406 T-1.4 Placemaking in Public Space 406

406.1 In addition to the transportation function of streets, associated features—such as medians, curbsides, edges, and sidewalks—provide opportunities to make the District more active and livable. Some corridors have more space than is needed for transportation. This excess space may be found on wide avenues or in triangular spaces where the grid is intersected by diagonal streets. Currently, there are hundreds of small non-transportation areas of land that exist within the public right-of-way, offering opportunities to establish spaces for cultural presentation and exchange in the District. 406.1

406.2 ***Policy T-1.4.1: Street Design for Placemaking***

Design streets, sidewalks, and transportation infrastructure—such as bike racks and other public places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities. 406.2

406.3 ***Policy T-1.4.2: Cultural Use of Public Space***
Support social, cultural, and commercial activities in public spaces through permitting and other government functions. Reduce permitting and other barriers to cultural use of streets and the adjoining public right-of-way. 406.3

406.4 ***Action T-1.4.A: Develop a Placemaking in Public Space Program***
Develop a placemaking in public space program within DDOT. DDOT should encourage and actively promote opportunities for enhancement in ineffective and under-used spaces District-wide. Any enhancements within the public realm should prioritize the safety and functionality of the space and carefully consider the impacts of the change to the space prior to any modifications being made. 406.4

Please consult the Urban Design Element for additional policies and actions on placemaking in public space, and the Environmental Protection Element for guidance on tree canopy and green infrastructure.

406.5 ***Action T-1.4.B: Tree Planting and Removal***
Develop further guidance on tree planting and removal. 406.5

407 T-2 Multimodal Transportation Choices 407

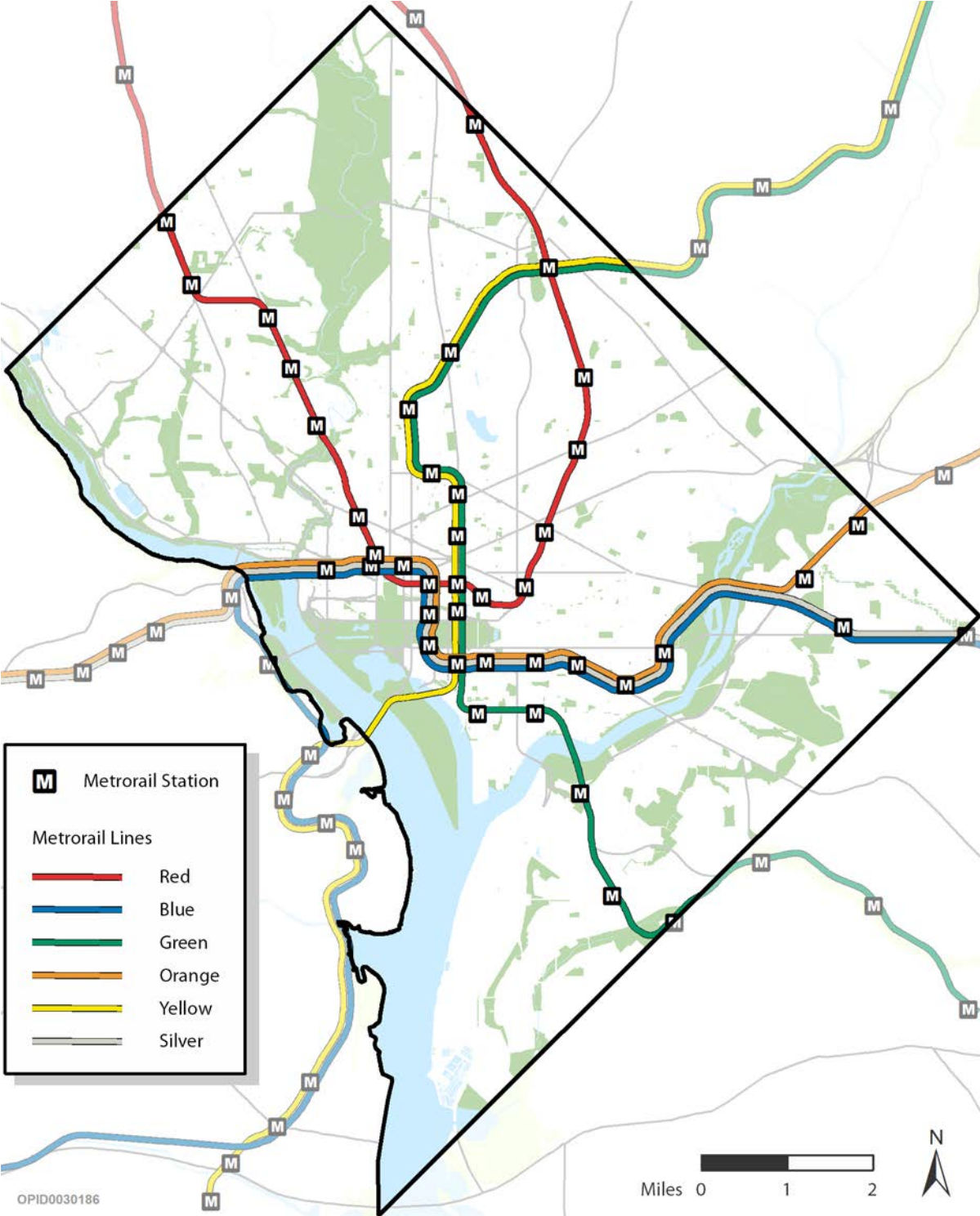
407.1 As of 2017, the District has one of the most balanced transportation systems in the country. Of the 50 largest cities in the U.S., the District has the highest percentage of residents who walk or bike to work and ranks fourth following New York, Boston, and San Francisco in the percentage who take public transportation. Approximately 25 percent of the District's households have no automobile. Access, mobility and mode use differ across the District and should be considered by race and income: the average commute times in the District are the highest in Wards 7 and 8, and more residents in these wards drive to work than any other ward, despite low access to cars. Low income Metrobus riders comprise 48 percent of the District's bus ridership, compared with 18 percent of rail ridership, attributed in part to cost. Providing transportation choices that are more efficient and environmentally friendly than driving—such as walking, bicycling, commuter rail, passenger rail, and public transit—is a key goal of the Comprehensive Plan. 407.1

408 T-2.1 Transit Accessibility 408

- 408.1 The District and the surrounding region are served by the second largest rail transit system and the sixth largest bus network in the United States. The bus and rail systems are operated by WMATA, which provides service throughout the Washington metropolitan region. 408.1
- 408.2 WMATA was created in 1967 by an interstate compact to plan, develop, build, finance, and operate a balanced regional transportation system in the national capital area. Construction of the planned 103-mile Metrorail system began in 1969 and was largely funded by the federal government. The first phase of Metrorail began operation in 1976 and was completed in early 2001. In 2004, three new stations opened—two extended the Blue Line east of the Beltway and the first infill station (NoMa-Gallaudet U) opened on the Red Line. With the opening of the first phase of the Silver Line in 2014, the system now totals 117 miles, 38.3 miles of which are located within the District itself. Close to half of the stations on the system—40 of 91—are located in the District. The Metrorail system is shown in Map 4.1. While much of the District is within a half mile of a station, some areas—such as Georgetown, the New York Avenue corridor, and Bolling Air Force Base—are not. 408.2
- 408.3 As the core of the region and the hub of the Metrorail system, much of WMATA’s transit usage centers in the District. In 2016, the total average weekday boardings at all Metrorail stations was 639,000. Nearly 57percent of these boardings occurred at District stations. 408.3
- 408.4 Downtown station platforms are often congested in the peak period. The District and WMATA continue to coordinate on opportunities to relieve overcrowding and improve safety through short- and long-term design modifications of platforms and station access points. 408.4
- 408.5 The capacity of the core of the Metrorail system—in particular the Blue, Orange, and Silver Lines—is constrained because various lines share tracks. WMATA will continue to work with partner jurisdictions to advance capacity solutions, such as moving to eight-car trains and expanding core stations to accommodate more passengers. Long-term solutions to core capacity constraints are needed and should be considered, including the potential for new stations and lines in the District. 408.5

408.6 Because of the very high cost of building entirely new Metrorail subway lines within Washington, DC, the District is proposing better connections, to and among, the various spokes of the Metrorail system, with investments in surface transit. These improvements include limited-stop bus service and dedicated transit lanes, streetcars, and improvements to local bus service through the use of new technologies, including, real-time bus arrival information and transit signal priority. In addition, the District is working with WMATA to make more efficient use of existing infrastructure through measures such as increasing train lengths from six cars to eight cars. The increased train length would add about one-third more capacity to each train, greatly helping to alleviate congestion problems on some lines in the system. This technique does not require any changes to railroad or station infrastructure but does require the power delivery infrastructure to be upgraded. The District and other jurisdictions are currently working toward upgrading the power system to support eight-car trains and working to procure new rail cars. 408.6

408.7 Map 4.1: Metrorail System 408.7



Source: DC Office of Planning, 2018

- 408.8 WMATA also operates the Metrobus regional bus service. The buses run approximately 160,020 miles on an average weekday, making 422,000 trips. Approximately 55 percent of these trips are within the District. Metrobus operates 171 lines and 270 routes on 1,184 miles of roadway throughout the metropolitan area. Within the District, Metrobus operates 71 bus lines and 105 routes on 261 miles of roadway, or 22 percent of the roadway system. Average weekday ridership on these District-based lines ranges from about 200 persons to over 19,000 persons. Some of the high-volume bus corridors include Wisconsin/Pennsylvania Avenue (routes 30N, 30S, 32, 33, 34, 36, 37), 14th Street NW (routes 52, 53, 54, 59), 16th Street NW (S1, S2, S4, S9), and Georgia Avenue—7th Street (routes 70, 74, 79). 408.8
- 408.9 WMATA faces complex and unique funding and budgetary challenges to maintain and operate the transit system. Research shows that over half of the total capital spending for other transit systems in other cities comes from dedicated sources of one kind or another. However, until recently, WMATA received no funding from such sources. A historic funding agreement for WMATA was reached in May 2018, with the District, Maryland, and Virginia officially agreeing to \$500 million in annual dedicated funding for Metro’s capital program. The Dedicated Funding for the Washington Metropolitan Area Transit Authority Emergency Act of 2018 commits the District to \$178.5 million per year in capital funding through fiscal year 2059, as part of the WMATA Dedicated Funding Fund. This agreement creates the first stable funding source for WMATA since its creation in 1967. 408.9
- 408.10 The Washington Metrorail Safety Commission met for the first time in February 2018. The commission was established through an interstate compact and requires funding from the District, Maryland, Virginia, and the federal government. As an independent legal entity, the commission is empowered to review, approve, oversee, and enforce the safety plan of the Metrorail system. The commission is responsible for publishing an annual safety report and submitting it to the Federal Transit Administration (FTA) and publishing an annual report of operations (detailing its programs, operations, and finances) and an annual independent audit of its finances. 408.10
- 408.11 WMATA now has a stable, reliable, and dedicated source of capital funding. The District will continue to actively collaborate with jurisdictions throughout the

region and with the federal government to encourage the success of the WMATA Dedicated Funding Fund. 408.11

- 408.12 The District is served by many regional bus carriers in addition to Metrobus. In Maryland, these include Maryland Transit Administration (MTA) Commuter Bus, Dillon, Eyre, and Keller Transportation. In Virginia, these include Quick's, Martz National Coach, Loudoun County Commuter Bus, Fairfax Connector, and Potomac and Rappahannock Transportation Commission (PRTC) OmniRide. Some private bus services also provide circulation within the District for schools, hospitals, universities, and other areas or attractions. The District is also served by regional commuter rail (found in the next section). 408.12
- 408.13 In addition to the regional WMATA bus service, the District began the DC Circulator service in July 2005. Circulator, a District-operated service that connects people to business, culture, and entertainment throughout Washington, DC, has grown to have six routes, providing more than 16,000 trips on the average weekday. 408.13
- 408.14 The District is working to increase transit options for intra-District trips. These options will include a variety of transit technologies, including neighborhood circulators, streetcars, limited-stop bus service, and Capital Bikeshare. The intra-District system is designed to be cohesive, supplement and complement existing Metro services, and support District land use objectives. 408.14
- 408.15 Map 4.2 illustrates the High-Capacity Transit (HCT) Corridors recommended in WMATA's Priority Corridor Network (PCN) Plan and the eight-mile streetcar corridor currently moving through planning and implementation. Further analysis will be necessary on each corridor to specify the mode and operational characteristics. 408.15
- 408.16 Phase 1 of the DC Streetcar began service in 2016, connecting Oklahoma Avenue/Benning Road NE to Union Station. Plans for extending the line east to Benning Road Metrorail station are underway. 408.16
- 408.17 As of 2019, other ongoing transit improvement initiatives include:
- K Street Transitway: The transitway will provide two travel lanes for exclusive use by buses between 21st Street NW and 12th Street NW.
 - Circulator: The Transit Development Plan for the DC Circulator is being updated with a focus on the performance of the six current routes. Projects are

also underway for the replacement of more than half of the bus fleet as well as acquisition of a site for a maintenance and storage facility.

- 16th Street NW Bus Lanes: The design phase is underway for a suite of bus improvements on the 16th Street NW corridor, which provides more than 20,000 bus trips each weekday. Improvements include peak-period, peak-direction bus lanes; transit signal priority; real-time passenger information displays; off-board fare collection; and operational changes, such as additional limited-stop service and route simplification. 408.17

408.18 ***Policy T-2.1.1: Transit Accessibility***

Work with transit providers to develop transit service that is fast, frequent, and reliable and that is accessible to the District’s residents, workers, and visitors, including during late-night hours. Pursue strategies that make transit safe, equitable, secure, comfortable, accessible, and affordable. 408.18

408.19 ***Policy T-2.1.2: Surface Transit Improvements***

Enhance surface transit service by improving scheduling and reliability, providing timed transfers, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and crosstown connections. Key strategies in support of this policy may include roadway priority treatments, including dedicated transit lanes and transit signal priority, proof-of-payment systems, and larger vehicles capable of carrying more riders. 408.19

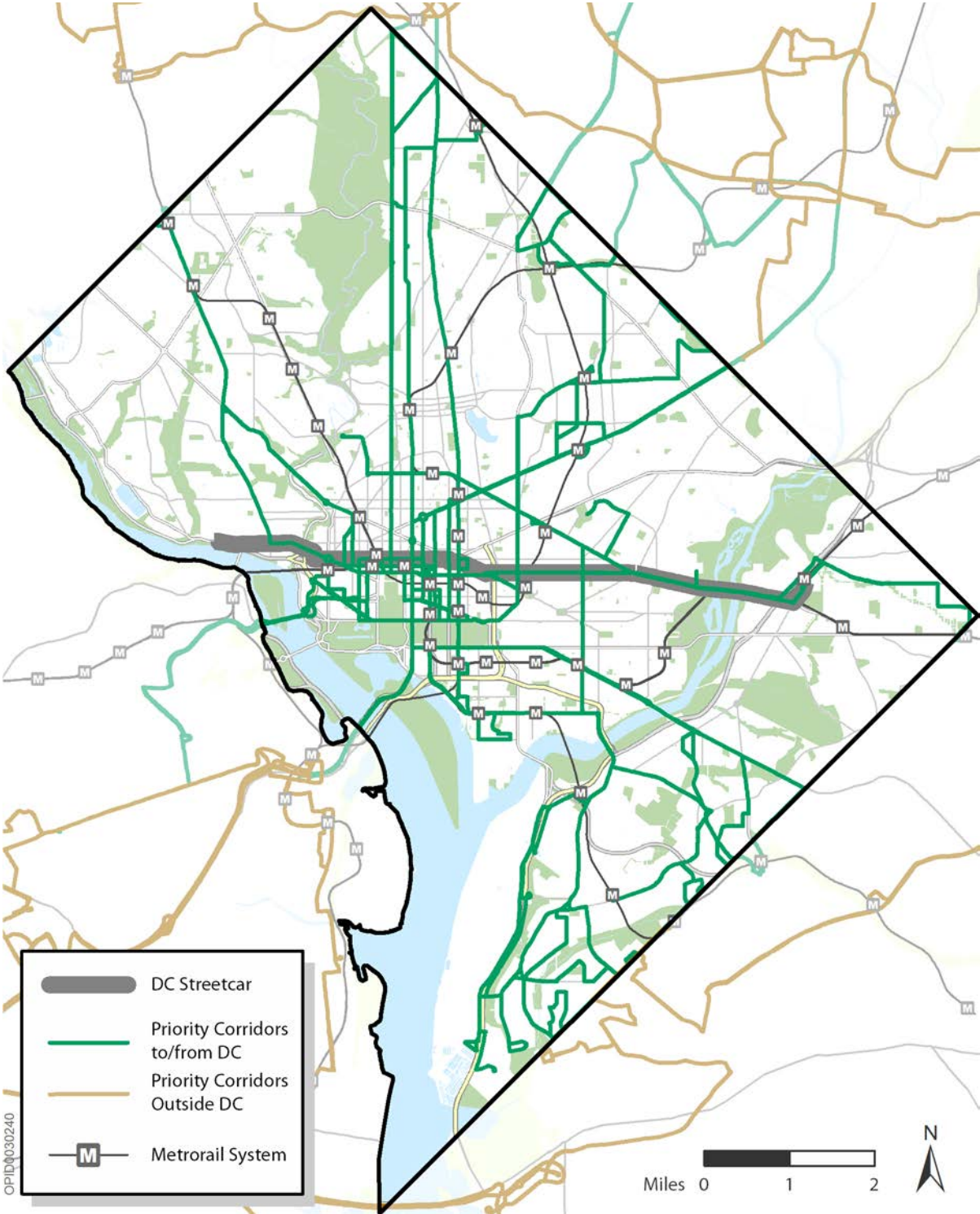
408.20 ***Policy T-2.1.3: WMATA Funding***

Support the continuation of the WMATA Dedicated Funding Fund, which provides the District’s share of the regional dedicated, reliable capital funding for Metro, and work with Virginia and Maryland to ensure the funding continues beyond fiscal year 2059. 408.20

408.21 ***Policy T-2.1.4: Maintenance of Transit Facilities***

Facilitate coordination among WMATA, DDOT, and the Department of Public Works (DPW) to program and prioritize safety and state-of-good-repair investments for WMATA-owned, District-owned, and other transportation infrastructure and facilities. 408.21

407.22 Map 4.2: Proposed High-Capacity Transit Corridors 408.22



Source: DC Office of Planning, 2018

- 408.23 ***Policy T-2.1.5: District Streetcar System***
Expand transit options for District residents by developing a streetcar line. Create a streetcar line that will connect neighborhoods and key destinations, and create walkable, amenity-rich, and diverse communities along the streetcar route. Explore various value-capture strategies to obtain private and other financial support for the construction and ongoing operation of streetcars. 408.23
- 408.24 ***Policy T-2.1.6: First- and Last-Mile Connections***
The District should advance the planning and implementation processes to consider last-mile travel between major transit or commercial nodes to and from nearby residential areas. 408.24
- 408.25 ***Policy T-2.1.7: Water Taxis***
Support privately funded ventures to provide water taxis and support facilities on the Potomac and Anacostia Rivers to serve close-in areas around the District as well as longer-distance routes from points south, such as Indian Head on the east side of the Potomac and Woodbridge to the south. 408.25
- 408.26 ***Action T-2.1.A: New High-Capacity Transit Corridors***
Develop transportation and land use plans to construct a network of new premium transit infrastructure, including priority bus corridors to provide travel options, better connect the District, improve surface-level public transportation, and stimulate economic development. As needed, replace existing travel and parking lanes along select major corridors with new transit services—such as limited-stop bus service, dedicated bus lanes, and transit signal priority—to improve mobility within Washington, DC. 408.26
- 408.27 ***Action T-2.1.B: Eight-Car Trains***
Increase Metrorail train lengths from six cars to eight cars when justified by demand to meet service guidelines and passenger levels. 408.27
- 408.28 ***Action T-2.1.C: Circulator Buses***
In addition to the current DC Circulator bus routes, consider implementing Circulator routes in other areas of the District that will support all-day, high-frequency transit service. Modified, expanded, or new routes should be designed in collaboration with WMATA to strengthen the District's bus network and

provide appropriate levels of service to meet the demands of each corridor. The Circulator will continue to connect residents, workers, and visitors to commercial centers and visitor attractions. 408.28

408.29 ***Action T-2.1.D: Bus Stop Improvements***

Improve key bus stop locations through such actions as:

- Extending bus stop curbs to facilitate reentry into the traffic stream;
- Moving bus stops to the far side of signalized or signed intersections where feasible;
- Adding bus stop amenities, such as user-friendly, real-time transit schedule information, benches, shade, and shelters;
- Improving access to bus stops via well-lit, accessible sidewalks and street crossings; and
- Using global positioning system (GPS) and other technologies to inform bus riders who are waiting for buses when the next bus will arrive. 408.29

408.30 ***Action T-2.1.E: College Student Metro Passes***

Continue to explore potential partnerships between WMATA and local colleges and universities, similar to the University Pass partnership with American University, to provide Metro passes to college students. As part of this program, improve connections between campuses and Metrorail stations during both on- and off-peak hours. 408.30

408.31 ***Action T-2.1.F: Transit Amenities***

Seek opportunities to dedicate space in the right-of-way for surface transit amenities, such as bus stops, signage, shelters, passenger information, and off-board fare collection. Follow best practices in bus-stop siting (most often on the far side of an intersection) yet evaluate each case separately. Consider opportunities for enhanced stops and amenities with large-scale developments and redevelopments. 408.31

408.32 ***Action T-2.1.G: Performance Measures***

Develop, apply, and report on transit performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs. 408.32

409 T-2.2 Making Multimodal Connections 409

- 409.1 Multimodal connections refer to the links between different modes of travel, such as Metrorail, buses, bicycles, and private cars. These connections can be improved by expanding Metrorail stations to allow for more effective bus and streetcar transfers. Similarly, better pedestrian amenities, increased bicycle parking, more Capital Bikeshare stations, and more visible parking for carshare vehicles at Metrorail stations can enhance connections. 409.1
- 409.2 Intercity and commuter rail and bus connections are also critical to creating an efficient multimodal transportation system. Amtrak regularly runs trains to and from Union Station, providing service along the Northeast Corridor, as well as to and from points west and south. The District ranks second in Amtrak station passenger volume, after New York City. The District is currently served by two commuter rail systems—Maryland Area Regional Commuter Rail (MARC), which provides service from Maryland, and the Virginia Rail Expressway (VRE), which provides service from Virginia. These systems provide up to 37 million trips annually to and from Union Station. MARC also provides daily service to Baltimore/Washington International Thurgood Marshall Airport (BWI), including on weekends. Commuter ridership has increased substantially during recent years, and continued growth of both systems is expected. Union Station is also served by intercity bus providers, including Greyhound, Bolt Bus, and Megabus. 409.2
- 409.3 Union Station is a vital national, regional, and local transportation hub and cultural destination. It handles 37 million visitors (including passengers) annually—substantially more passengers served than any of the region’s three airports, which each serve between 20 and 22 million passengers annually. The Union Station Metrorail station is the busiest in the system and provides connections for travelers to the rest of the District and region. 409.3
- 409.4 The expansion of the intercity bus networks, improvement of two commuter rail services, and increased intercity bus capacity, along with Metrorail and Metrobus service, will increase accessibility and enhance regional transportation options. Several key facilities on the rail system need improvements to accommodate future ridership and enable intermodal transfers. Increased capacity at Union Station and L’Enfant Plaza is also needed to accommodate commuter rail passenger traffic for MARC and VRE riders, respectively. Paratransit providers, taxis, and TNCs may also provide enhanced mobility for persons with disabilities and older adults. The continued growth of wheelchair-accessible taxicabs will be

important for serving this group. 409.4

409.5 Taxis and for-hire vehicle services constitute another important component of the District's multimodal transportation system. They provide an alternative and convenient means of travel throughout the District. 409.5

409.6 ***Policy T-2.2.1: Multimodal Connections***

Create more direct connections between the various transit modes. This change is consistent with the federal requirement to plan and implement intermodal transportation systems. Make transit centers into locations of multimodal activity, with welcoming paths for users of all modes and supportive infrastructure, including wide sidewalks, marked crosswalks, and bicycle parking and storage. 409.6

409.7 ***Policy T-2.2.2: Connecting District Neighborhoods***

Improve connections among District neighborhoods by upgrading transit, auto, pedestrian, and bike connections, and by removing, ameliorating, mitigating, or minimizing existing physical barriers, such as railroads and highways. Recognize where transportation infrastructure has separated communities, particularly low-income residents and communities of color, and encourage strategies that rebuild connections. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan and that plan's approval by the District government. 409.7

409.8 ***Policy T-2.2.3: Airport Connections***

Work with other local governments in the Washington metropolitan region to maintain intermodal transportation services that provide more efficient and convenient connections between the District and the Reagan Washington National (DCA), BWI, and Washington Dulles International (IAD) airports. 409.8

409.9 ***Policy T-2.2.4: Union Station Expansion***

Ensure that expansion and modernization of Union Station supports its role as a major, intermodal, transit-focused transportation center. Changes to Union Station should improve intermodal connections and amenities; facilitate connections with local transportation infrastructure with an emphasis on transit, pedestrian and bicycle mobility; enhance integration with adjacent neighborhoods; minimize private and for-hire vehicle trips; reduce on-site parking; and provide a continued high quality of life for District residents and visitors. 409.9

- 409.10 ***Policy T-2.2.5: Commuter and Intercity Rail***
Support the expansion of commuter and intercity rail by investing in existing infrastructure and facilities, supporting emerging transportation technologies that encourage faster travel on the Northeast Corridor and enhancing the rail south of the District. 409.10
- 409.11 ***Policy T-2.2.6: Taxi and For-Hire Vehicle Enhancements***
Promote and incentivize upgrades to the District’s taxi fleet, including conversion to hybrid or electric vehicles (EVs), installation of time and distance meters, improvements in tracking and dispatching, and implementation of accessible vehicles. Particular attention should be given to improving taxi and for-hire vehicle service to underserved communities. Incorporate TNCs into the District’s mobility planning, with an emphasis on shared vehicles. 409.11
- 409.12 ***Policy T-2.2.7: TNCs***
Monitor the impacts of TNCs on the District’s transportation network, encourage companies to reach underserved areas of Washington, DC and incentivize shared rides. ~~TNCs should complement existing mobility services, including public transit, bikeshare, and car-sharing services~~ TNCs should not increase overall vehicular traffic volumes or cause significant mode shifts from public transit or zero-emission transportation options. Increase efforts to ensure TNC driver compliance with applicable traffic laws, particularly bike lane safety regulations and other Vision Zero policies. 409.12
- 409.13 ***Action T-2.2.A: Intermodal Centers***
Support the role of Washington Union Station as an intermodal hub with regional importance. Identify other locations with the potential to serve as intermodal hubs within the District. 409.13
- 409.14 ***Action T-2.2.B: Pedestrian Connections***
Work in concert with WMATA to undertake pedestrian capacity and connection improvements at transit stations and stops and at major transfer facilities to enhance efficiency, operations, and pedestrian safety, comfort, and flow. 409.14
- 409.15 ***Action T-2.2.C: Bicycle and Carpool Parking***
Increase investment in bicycle parking and provide more visible parking for carsharing operations at Metrorail stations, key transit stops, and future streetcar stations. 409.15

409.16 ***Action T-2.2.D: Commuter Rail and Bus Connections***
Support the projects and initiatives identified in the State Rail Plan developed by DDOT, which calls for increased investment in the District’s rail network. This will include investments at both Union Station and L’Enfant Plaza station to increase capacity for passengers and trains and improve circulation. This investment will accommodate growth for intercity rail and commuter rail traffic and could accommodate future through-running rail service by MARC or VRE. Exploration of an additional infill rail station could further leverage the District’s rail system. In addition, support continued investment in commuter bus service and in Metrorail feeder bus service throughout the region. 409.16

409.17 ***Action T-2.2.E: Transit Connections***
Promote crosstown transit services and new transit routes that connect neighborhoods to one another and to transit stations and stops. 409.17

410 T-2.3 Bicycle Access, Facilities, and Safety 410

410.1 Bicycling has long been a part of the transportation mix in the District. In the late 19th and early 20th centuries, bicyclists, pedestrians, buggies, and streetcars all shared District streets. The District’s interest in bicycling as an alternative to motorized transportation grew in the 1970s in response to the energy crisis, and the first District Bicycle Plan was adopted in 1976. 410.1

410.2 The use of bicycles for transportation and recreation is increasing within the District. Between 2000 and 2017, bicycle commuting grew significantly, by 514 percent, from a 1.2 percent share to a 4.5 percent share of all District-based work trips. Continued increases in bicycling as a percent of work trips is desired. 410.2

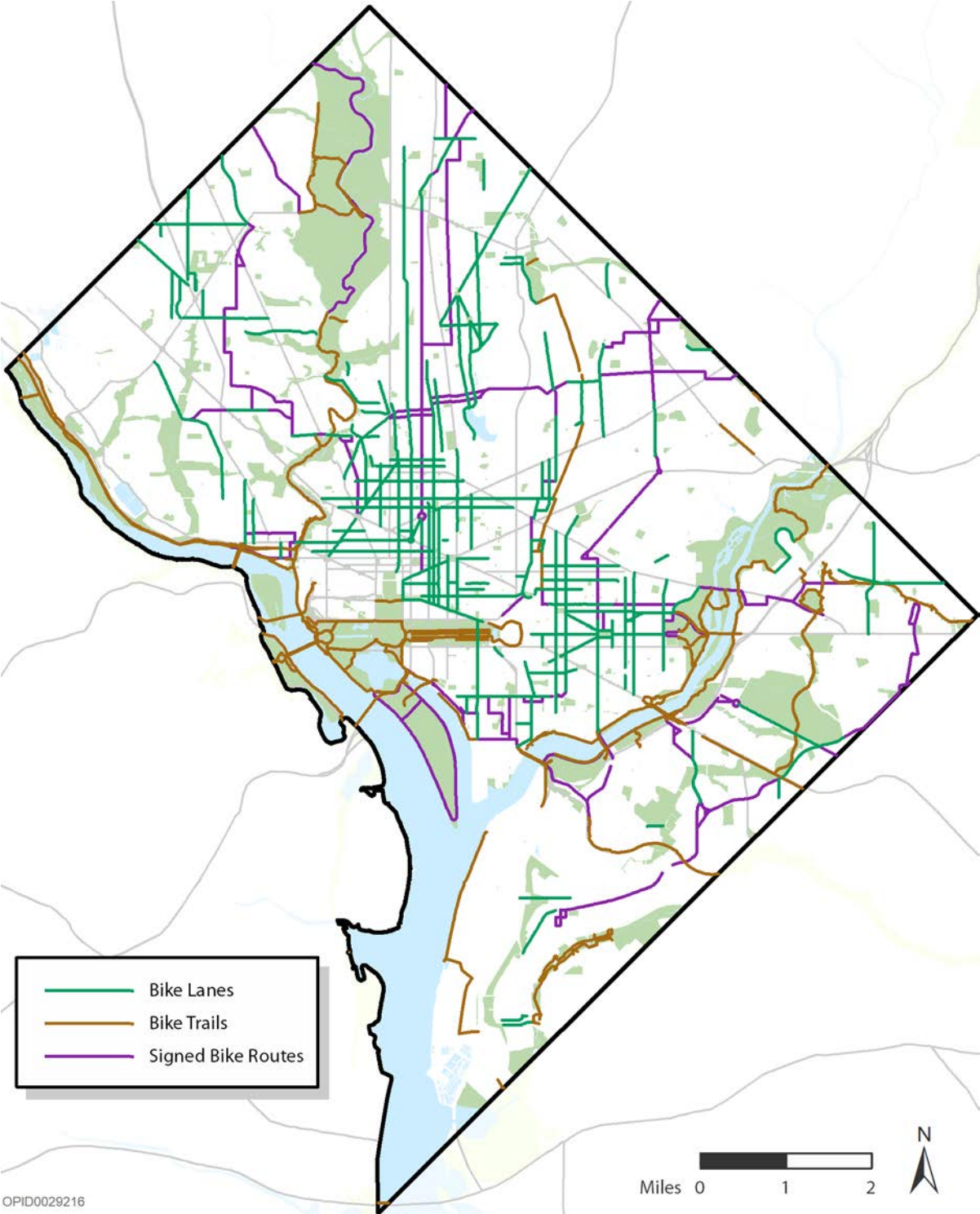
410.3 As of 2017, the District has 75 miles of bike lanes, nine miles of cycle track, 60 miles of bike paths, 100 miles of bicycle routes, and 300 Capital Bikeshare stations. The District is also working to improve bicycle connections through parks and green spaces. Map 4.3 shows Washington, DC’s bicycle trail network. 410.3

410.4 While existing conditions provide a firm foundation for bicycling, many parts of Washington, DC could be more bicycle-friendly. Some parts of the District have no bicycle facilities at all, and many workplaces and other destinations

have no facilities for storing or locking bicycles, showering, or changing.
410.4

410.5 Safety is another big concern. There were 660 crashes involving bicycles in 2016. Close to one-third of all fatalities from motor vehicle crashes in the District were pedestrians or bicyclists, compared to about 20 percent nationally and 27 percent for other large urban areas. 410.5

410.6 Map 4.3: Bicycle Routes and Trails 410.6



Source: DC Office of Planning, 2018

410.7 In 2014, DDOT estimated the bicycle LOS on all 1,171 miles of District streets. DDOT evaluated roadway lane and shoulder width, speed limit, pavement condition, and on-street parking data. The analysis found that about 46 percent of the study network received below-average bicycle LOS grades, a 23 percent improvement from 2003, when 70 percent of the network was below average. The recently completed Bicycle Element of moveDC includes many recommendations to improve bicycle facilities and infrastructure and should be consulted for more detail. When all requirements of the Bicycle Element of moveDC are fully implemented in 2040, the percentage of below-average streets will drop to 32 percent. 410.7

Please refer to the Parks, Recreation, and Open Space Element for additional policies and actions related to bicycle and pedestrian trails.

410.8 DDOT has established a Capital Bikeshare station expansion policy that balances stations by location type. The DDOT development plan breaks the District down into three market areas: High Ridership, High Revenue, and Accessibility. Stations located in each of these three areas are expected to have different ridership characteristics and revenue-generating potential. The expansion policy will help the District diversify the program's ridership base and use Capital Bikeshare to connect residents to new opportunities. 410.8

410.9 ***Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning***
Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks such that residents of each of the District's wards have access to high-quality bicycling and pedestrian facilities. 410.9

410.10 ***Policy T-2.3.2: Bicycle Network***
Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks, and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase the amount of protected bike lanes, wayfinding signage, and Capital Bikeshare stations. 410.10

410.11 ***Policy T-2.3.3: Bicycle Safety***
Increase bicycle safety through continued expansion of protected bike lanes (cycle

tracks) and other separated facilities, traffic-calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improved bicycle access where barriers to bicycle travel now exist. 410.11

410.12 ***Policy T-2.3.4: Capital Bikeshare Expansion***
Continue the expansion of Capital Bikeshare stations throughout the District to develop a complete bicycle-sharing network and encourage bicycling. Expansion of the system should balance service provisions, system costs, public input, and revenue-generation concerns. The cost of a Capital Bikeshare membership or the technology used to become a member should not be a barrier to using the system. 410.12

410.13 ***Policy T-2.3.5: Capital Bikeshare Access***
Continue to increase utility of the system for users by locating stations so that 65 percent of residents and 90 percent of employees are within a quarter mile of a Capital Bikeshare station. Expand user access to destinations, including jobs and services; promote retail and entertainment access; and expand access to residential neighborhoods to encourage annual ridership increases. 410.13

410.14 ***Policy T-2.3.6: Dockless Programs***
Dockless bike-share, scooter and other mobility systems should supplement and be compatible with the multimodal and accessibility priorities of the District through the permitting of private vendor-provided services. These systems should complement existing mobility services in the District, including Capital Bikeshare, Metrorail, Metrobus, and the DC Circulator. 410.14

410.15 ***Action T-2.3.A: Capital Bikeshare Community Partners***
Continue investment in the Community Partners Program to reach unemployed persons, underemployed persons, and persons experiencing homelessness with subsidized Capital Bikeshare memberships to increase access to transportation. 410.15

410.16 ***Action T-2.3.B: Bicycle Facilities***
Wherever feasible, require large, new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. Residential buildings with eight or more units shall comply with regulations that require secure bicycle parking spaces. 409.16

- 410.17 ***Action T-2.3.C: moveDC Bicycle Element***
Implement the recommendations of the Vision Zero DC Action Plan and the Bicycle Element of moveDC to:
- Build more and better bicycle facilities;
 - Enact more bicycle-friendly policies; and
 - Provide more bicycle-related education, promotion, and enforcement.
- 410.17
- 410.18 ***Action T-2.3.D: Performance Measures***
Develop, apply, and report on walking and bicycle transportation performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs. 410.18
- 410.19 ***Action T-2.3.E: Dockless Sharing Programs***
Monitor dockless programs closely so that public benefits outweigh any negative impacts to the public right-of-way, equity of service, or the ability of the Capital Bikeshare system to provide cost-effective and equitable service. Work with providers to promote equitable access to the increased mobility options these dockless programs provide. 410.19

411 T-2.4 Pedestrian Access, Facilities, and Safety 411

- 411.1 The District's population density, interconnected grid of streets, wide sidewalks, and renowned park system have long contributed to a favorable environment for walking. In 2017 approximately 47,624 District residents (12.7 percent of Washington, DC's labor force) walked to work. DDOT works to develop and maintain a cohesive, sustainable transportation system that is safe, affordable, and convenient, while preserving and enhancing the natural, environmental, and cultural resources of the District. Whenever DDOT substantially paves, repaves, resurfaces, or engages in construction of a roadway, bridge, or tunnel, it will bring that facility into compliance with the most current accessible guidelines. 411.1
- 411.2 The District has more than 1,800 miles of sidewalks. However, there are still approximately 100 miles of District streets without sidewalks and a backlog of sidewalks needing repair. When a street is fully reconstructed or when a curb and gutter are installed or rebuilt, DDOT is required to install a sidewalk on at least one side of the street if none are present. 411.2

411.3 Improvements to pedestrian facilities can enhance the quality of the walking and public transit environments, and foster greater use of both modes. Improvements should focus on reductions in the number and severity of pedestrian-vehicle conflict points, clarified pedestrian routing, widened sidewalks, and improved aesthetic features, such as landscaping. 411.3

411.4 Encouraging walking will bring many benefits to the District. It will provide convenient and affordable transportation options, reduce vehicular travel and related pollution, and improve the health and fitness of District residents. 411.4

411.5 ***Policy T-2.4.1: Pedestrian Network***
Develop, maintain, and improve pedestrian facilities. Improve the District’s sidewalk system to form a safe and accessible network that links residents across Washington, DC. 411.5

411.6 ***Policy T-2.4.2: Pedestrian Safety***
Improve safety and security at key pedestrian nodes throughout the District. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, high-intensity activated crosswalk pedestrian signals, rectangular rapid flashing beacons, accessible pedestrian signal hardware, leading pedestrian interval timing, and pedestrian countdown signals. 411.6

See also Action T-1.1.A on developing multimodal transportation measures of effectiveness, and the Educational Facilities Element for recommendations on the Safe Routes to School program.

411.7 ***Policy T-2.4.3: Traffic Calming***
Continue to address traffic-related safety issues through carefully considered traffic-calming measures. Expedite processes for implementing traffic calming measures at locations and corridors identified as having the highest number of incidents involving bicyclists and pedestrians. 411.7

411.8 ***Policy T-2.4.4: Sidewalk Obstructions***
Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that persons with disabilities or older adult pedestrians can safely use them. 411.8

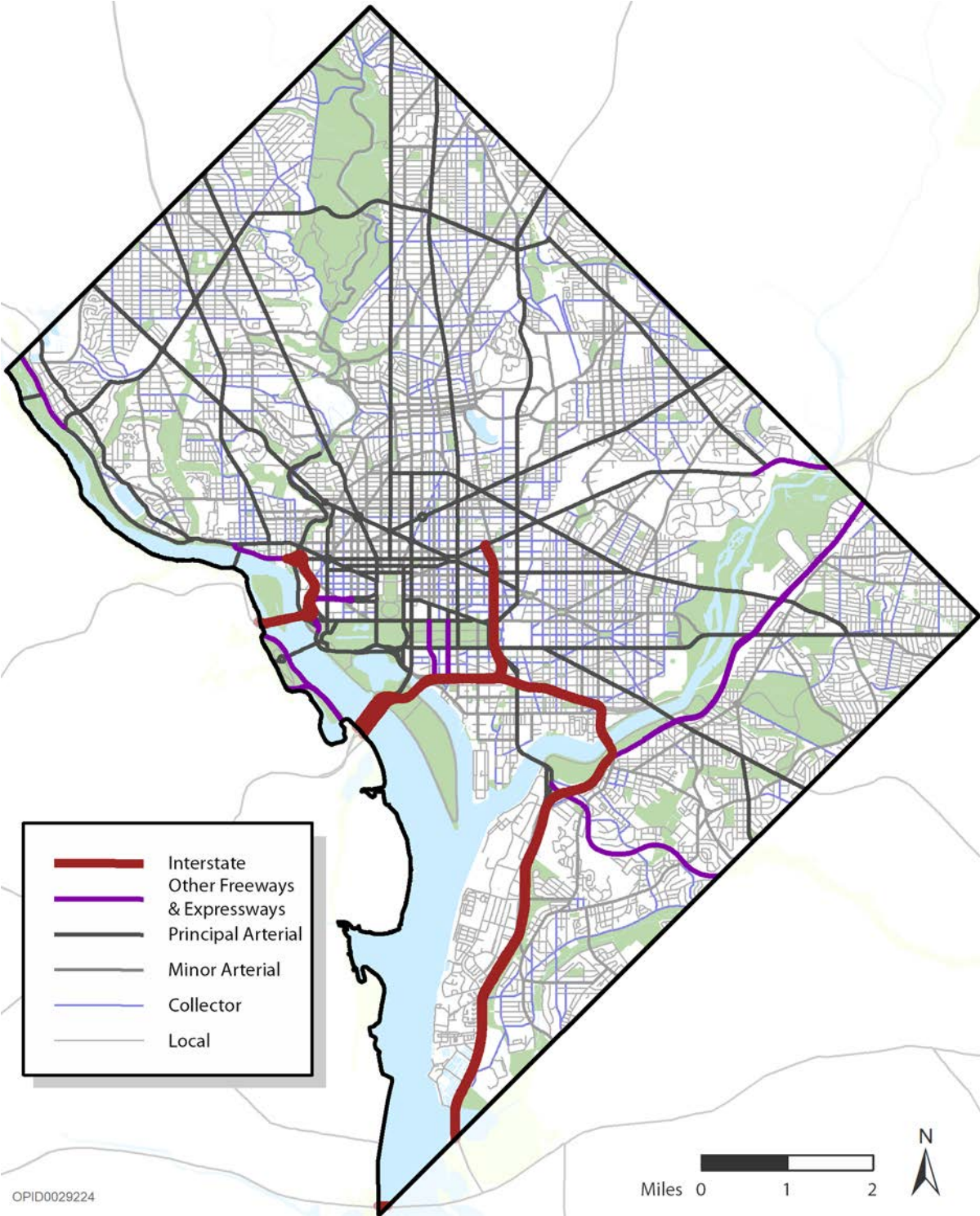
- 411.9 ***Action T-2.4.A: Pedestrian Signal Timings***
Review timing on pedestrian signals to ensure that adequate time is provided for crossing, in particular for locations with a large older adult population. 411.9
- 411.10 ***Action T-2.4.B: Sidewalks***
Install sidewalks on streets throughout the District to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with Advisory Neighborhood Commissions (ANCs) and community organizations as plans for sidewalk construction are developed. Coordinate with the National Park Service (NPS) to complete local sidewalk networks that overlap with NPS land. All sidewalks shall be constructed in conformance with the Americans with Disabilities Act (ADA) Accessibility Guidelines. 411.10
- 411.11 ***Action T-2.4.C: Innovative Technologies for Pedestrian Movement***
Explore the use of innovative technology to improve pedestrian movement and safety for all users, such as personal transportation systems and enhanced sidewalk materials. 411.11
- 411.12 ***Action T-2.4.D: Pedestrian Access on Bridges and Underpasses***
Ensure that the redesign and/or reconstruction of bridges, particularly those crossing the Anacostia River, includes improved provisions for pedestrians, including wider sidewalks, adequate separation between vehicle traffic and sidewalks, guardrails, pedestrian-scaled lighting, and easy grade transitions. Maintain sidewalk segments under and over rail tracks and provide adequate lighting in these locations. 411.12
- 411.13 ***Action T-2.4.E: Pedestrian Master Plan***
Implement the recommendations of the Pedestrian Master Plan, the Vision Zero Action Plan, and moveDC Pedestrian Element to improve accessibility, connectivity, and safety for pedestrians throughout the District. 411.13
- 411.14 ***Action T-2.4.F: Pedestrian and Bike Events***
Support events in public spaces and streets that encourage bicycling and walking. 411.14

412 T-2.5 Roadway System and Auto Movement 412

412.1 The District's roadway system consists of 1,171 miles of roadway, 241 vehicular and pedestrian bridges, and approximately 7,774 intersections. Approximately 22 percent of these intersections are signalized. 412.1

412.2 The roadways in the District are categorized by function, ranging from interstates and other freeways, which carry the largest volumes of motor vehicle traffic, to local streets, which provide the highest level of access to land uses. Map 4.4 shows the existing roadway system based on a Functional Classification System described in Figure 4.3. 412.2

412.3 Map 4.4: Roadway System by Functional Classification 412.3



Source: DC Office of Planning, 2018

412.4 Increases in funding for street maintenance since the mid-1990s have allowed the District to continually improve the condition of its roadway pavement. The District continually monitors and rates the condition of its roadways and bridges.
412.4

412.5 Figure 4.3: Existing Roadway System Functional Classification 412.5

Road Type	Description
Freeways and Expressways	These roadways, which comprise 54 miles or approximately five percent of the total roadway miles in the District, are controlled access facilities. Access is via interchange ramps and these roadways typically do not provide direct access to adjacent land uses
Principal Arterials	These roadways, comprising 92 miles or approximately eight percent of the District’s roadway system, typically serve major activity centers and serve longer trip lengths than roadway types listed below. The freeways and principal arterials the overall roadway system. Freeways and principal arterials typically carry between 40 and 60 percent of the city’s total traffic volumes.
Minor Arterials	Minor arterials account for 173 miles, approximately 15 percent of the total roadway system. These roadways serve short to medium length trips, with a greater emphasis on mobility than direct access. In a typical network, minor arterials make up 15 to 25 percent of the mileage and carry 15 to 40 percent of total traffic.
Collectors	The role of collectors is to move traffic from local streets to the arterials. Collectors will often intersect with arterials at signalized intersections. Local roads will intersect collectors at stop signs. Collectors make up 152 miles, or 13 percent, of the District’s roadway system.
Local Roads	These roads typically make up the majority of the transportation network as measured by road miles. They carry between 10 and 30 percent of all traffic. The primary role of local roads is to provide access to adjacent land uses, with ideally a very limited role in terms of traffic mobility. Approximately 60 percent, or 682 miles, of the District’s roadway system is classified local.

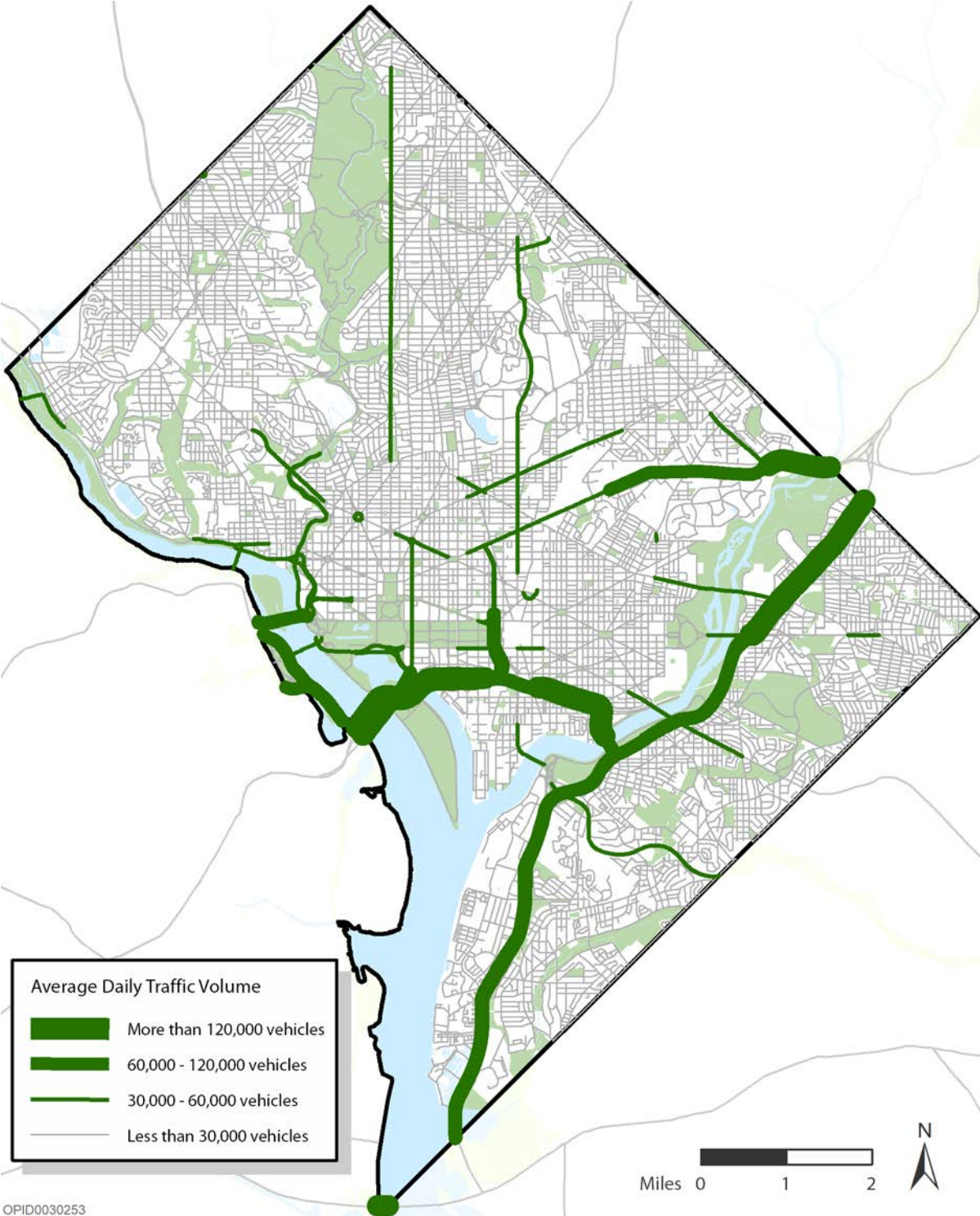
412.6 Traffic congestion on the District’s roadway network occurs primarily on the radial principal arterial roadways. Map 4.5 illustrates motor vehicle traffic volumes on major streets and highways. The flow of motor vehicle traffic is

greatly influenced by north-south movements along the I-95 corridor feeding into I-295 and I-395. These highways carry the heaviest daily motor vehicle traffic volumes in the District, with an average of approximately 168,000 daily trips on I-395 and 108,000 on I-295 in 2017. In addition, the limited number of crossings over the Potomac and Anacostia Rivers generates higher volumes of motor vehicle traffic at these gateways than their counterparts in the northern portion of the District. 412.6

412.7 Examples of heavy volumes in 2017 from the south include 38,000 daily motor vehicle trips across the Anacostia River on the Pennsylvania Avenue Bridge, 52,000 motor vehicle trips across the Potomac on the Francis Scott Key Bridge, 94,000 motor vehicle trips across the Theodore Roosevelt Bridge, and 241,000 motor vehicle trips across the 14th Street Bridge and I-395 bridge complex, also over the Potomac. These volumes can be contrasted with volumes coming into the District from the north and northeast, which include 29,000 daily motor vehicle trips on Connecticut Avenue, 21,000 motor vehicle trips on Massachusetts Avenue, 24,000 daily motor vehicle trips on Georgia Avenue, 33,000 daily motor vehicle trips on 16th Street NW, 48,000 daily motor vehicle trips on North Capitol Street, and 132,000 daily motor vehicle trips on New York Avenue. 412.7

412.7a Text Box: The Concept of Induced Demand
Research shows that urban traffic congestion tends to maintain a self-limiting equilibrium: vehicle traffic volumes increase to fill available capacity until congestion limits further growth. Any time a consumer makes a travel decision based on congestion (“Should I run that errand now? No, I’ll wait until later when traffic will be lighter.”) they contribute to this self-limiting equilibrium. Travel that would not occur if roads were congested but that would occur if roads become less congested is called induced travel demand. Increasing road capacity, or reducing vehicle use by a small group, creates additional road space that is filled with induced demand. 412.7a

412.8 Map 4.5: Existing District Traffic Volumes, 2017 412.8



Source: DC Office of Planning, 2019

- 412.9 As Washington, DC is a densely developed District with a historic built environment, the District does not foresee making significant investments in road widening to accommodate more motor vehicles. Instead, the District will continue to manage existing roadway resources and provide for viable transportation choices throughout Washington, DC. 412.9
- 412.10 As part of moveDC, an analysis of the transportation impacts of anticipated 20-year land use and transportation changes was conducted. The analysis projected that if the recommendations in moveDC are implemented, there will be a 39 percent increase in the total number of transit trips by 2040, a 16 percent increase in the total number of motor vehicle trips, and a 52 percent increase in non-motorized trips (walk and bike). Motor vehicle congestion will increase on several corridors. The analysis concluded that new TDM measures, bike and pedestrian improvements, and transit improvements will be needed to keep the system functioning adequately. 412.10
- 412.11 ***Policy T-2.5.1: Creating Multimodal Corridors***
Transform District arterials into multimodal corridors that incorporate and balance a variety of mode choices, including bus, streetcar, bicycle, pedestrian, and automobiles. 412.11
- 412.12 ***Policy T-2.5.2: Managing Roadway Capacity***
Manage the capacity of principal arterials within existing limits rather than increasing roadway capacity to meet induced demand for travel by car (see text box entitled The Concept of Induced Demand). Prioritize improvements based on their multimodal person-carrying capacity. Increase auto capacity on roadways only if needed to improve the safety of all travelers, improve connectivity of the multimodal transportation network, or improve targeted connections to regional roadways. 412.12
- 412.13 ***Policy T-2.5.3: Road and Bridge Maintenance***
Maintain the road and bridge system to keep it operating safely and efficiently and to maximize its useful life. 412.13

- 412.14 ***Policy T-2.5.4: Traffic Management***
Establish traffic management strategies that prioritize the safety of pedestrians over vehicular traffic; separate local traffic from commuter or through-traffic; and reduce the intrusion of trucks, commuter traffic, and cut-through traffic on residential streets. Prioritize public transit solutions, including bus lanes and signal priority, to reduce commuter traffic. 412.14
- 412.15 ***Policy T-2.5.5: Natural Landscaping***
Work with other District and federal agencies to identify, plant, and manage natural landscaping areas along highways, traffic circles, bike paths, and sidewalks. 412.15
- 412.16 ***Action T-2.5.A: Maintenance Funds***
Provide sufficient funding sources to maintain and repair the District’s system of sidewalks, streets, and alleys, including its street lights and traffic control systems, bridges, street trees, and other streetscape improvements. 412.16
- 412.17 ***Action T-2.5.B: Signal Timing Adjustments***
Regularly evaluate the need for adjustments to traffic signal timing to prioritize pedestrians, surface transit, and bicyclists. 412.17
- 412.18 ***Action T-2.5.C: Update the Functional Classification System***
Continue to update the Functional Classification System on a two-year cycle. The Functional Classification System is a tool developed by the Federal Highway Administration (FHWA) and used by DDOT to help describe and generally assign the vehicular transportation purpose of a street within the street network. 412.18
- 413 T-2.6 Addressing Accessibility for All Residents 413**
- 413.1 Multimodal transportation options are critical for populations who cannot drive or do not have access to a car. Access to transportation is essential for residents across the income spectrum, older adults who may need transportation to a medical appointment, and persons with a disability who need to go to work. Without alternatives to cars, a significant portion of the population may be unable to lead independent lives. 413.1

- 413.2 ***Policy T-2.6.1: Transportation Access***
Address the transportation needs of all District residents, including those with special physical requirements and trip needs, such as access to medical centers or wellness centers. 413.2
- 413.3 ***Policy T-2.6.2: Transit Needs***
Establish, expand, or continue assistance for transit-dependent groups in the District, including older adults, students, school-age children, and persons whose situations require special services, including those experiencing homelessness. 413.3
- 413.4 ***Action T-2.6.A: Public Improvements***
Invest in public improvements, such as curb inclines, aimed at increasing pedestrian mobility, particularly for older adults and persons with disabilities. 413.4
- 413.5 ***Action T-2.6.B: Shuttle Services***
Through public services, private services, or public-private partnerships, supplement basic public transit services with shuttle and minibuses to provide service for transit-dependent groups, including older adults, people with disabilities, school-age children, and residents in areas that cannot viably be served by conventional buses. 413.5
- 413.6 ***Action T-2.6.C: Transportation Access and Service***
Conduct an analysis of the impacts transportation access and service has on underserved and low-income communities. 413.6
- 414 T-3 Transportation System Efficiency and Management 414**
- 414.1 With the costs of providing new transportation facilities on the rise, the District must constantly look for ways to reduce travel demand and more effectively use its existing and future transportation systems. This section of the element addresses Transportation Demand Management TDM, curbside management and parking, truck and motor coach movement, and travel information. 414.1
- 415 T-3.1 Transportation Demand Management 415**

- 415.1 TDM refers to a series of transportation strategies that are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, increasing transit ridership, or influencing the time of (or need to) travel. To accomplish such changes, TDM programs rely on incentives or disincentives to make shifts in travel behavior more attractive. The TDM Strategic Plan includes strategies to increase the non-Single Occupant Vehicle (SOV) rate and to streamline TDM in the project review process. It provides, supports, and promotes programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. 415.1
- 415.2 The primary purpose of TDM is to reduce the number of motor vehicles using the road system while providing a variety of mobility options to those who wish to travel. Typical TDM programs include:
- Carpooling and vanpooling, employee shuttles, and improvements that encourage bicycling and walking;
 - Financial incentives, such as preferential parking for ride sharers, parking cash-outs, and transit subsidies;
 - Congestion avoidance strategies, such as compressed work weeks, flexible work schedules, and telecommuting in circumstances where workplace productivity is not impaired; and
 - Education and outreach regarding which transportation options are available, how to use transit, safety tips for bicycling, and how to join a carpool or vanpool. 415.2
- 415.3 TDM strategies are particularly useful during peak period travel times, when demand is the greatest. The Washington, DC metropolitan region is a leader in developing and implementing such strategies. Some of the regional TDM strategies already in place include telework centers, vanpool programs, guaranteed ride home programs, and transit incentive programs. 415.3
- 415.4 In 2013, the federal government employed approximately 437,000 people in the National Capital Region. As the region's largest employer, the federal government has a strong interest in improving the quality of transportation services and infrastructure. It is in a unique position to provide leadership in TDM programs that can accommodate the travel needs of its workforce while setting the standard for the region as a whole. Its mandatory regional transit subsidy program is an effective form of TDM: in 2012, 42 percent of peak period Metrorail riders were federal employees. 415.4

- 415.5 The District supports all these initiatives and also has many of its own TDM measures. For instance, it is helping to educate the public about various shared mobility options in the District, including point-to-point and traditional carsharing services. The District's ultimate goal is to reduce reliance on single-occupancy vehicles and reduce vehicle miles traveled (VMT). To incentivize the use of shared cars and encourage the private sector to expand carsharing programs, the District has designated strategic curbside parking spaces for these vehicles, accompanied by educational brochures to help explain this service to the public. 415.5
- 415.6 Roadway pricing is another strategy to manage transportation demand. Research indicates that 75 to 80 percent or more of the costs of driving are external costs, such as noise and air pollution. Over the long term, recovering these costs will serve to level the playing field for all modes of travel. The region's motorists and residents currently pay the full cost of transportation through a variety of indirect means, including their time and health. Making these costs more apparent to motorists will ultimately help shift travel both in the District and throughout the region to modes that are most efficient in terms of lowest overall costs. The District is investigating how to implement roadway pricing, particularly strategies targeting those drivers who cut through the District with neither a starting nor an ending point within District boundaries. 415.6
- 415.7 New technologies are making roadway pricing more feasible and economical. The range of roadway pricing approaches includes a congestion pricing cordon (used most notably in London and Singapore), which involves motorists being charged via electronically read debit cards for entering the central portion of the District. Other options include measuring miles traveled on particular roads (using electronic means) and assessing per-mile charges based on such variables as wear-and-tear on the roadway system, air and noise pollution, and imposition of congestion, among others. Pricing strategies can also vary depending on the time of day, the level of congestion, and other parameters. In evaluating new technologies and approaches to encourage use of TDM and reduce vehicle miles travelled, it is important to use disaggregated data that identifies the mode use, ability, and access for communities of color and residents of all abilities and income levels. This can be used to consider appropriate, equitable TDM measures, minimize barriers to entry (such as price or access to technology) and encourage adoption of TDM.415.7

- 415.8 moveDC has a tiered strategy for future implementation of managed lanes and a congestion pricing cordon for downtown. It identifies key facilities where managed lanes are appropriate entering the District, including:
- I-66 on the Theodore Roosevelt Bridge;
 - I-295 between the District line and the 11th Street Bridge;
 - I-395 on the 14th Street Bridge;
 - I-395/I-695 between the 11th and 14th Street Bridges;
 - Canal Road between the Chain Bridge and the Whitehurst Freeway; and
 - New York Avenue between I-395 and the District line. 415.8
- 415.9 The District Mobility Project leverages transportation data for multiple modes (walking, bicycling, taking transit, and driving) to inform DDOT’s short- and long-term investment strategies. It builds on national advances in transportation system performance management to track District-wide trends in congestion and travel-time reliability, among other key system performance metrics. By highlighting areas with high congestion, low reliability, and poor accessibility, the District Mobility Project shows where DDOT will target near-term investments to improve multimodal mobility. 415.9
- 415.10 ***Policy T-3.1.1: TDM Programs***
Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. 415.10
- 415.11 ***Policy T-3.1.2: Regional TDM Efforts***
Continue to pursue TDM strategies at the regional level and work with regional and federal partners to promote a coordinated, integrated transportation system. These strategies include setting commuter benefits program participation rates for employers, developing corridor-level TDM plans to educate the public on DDOT and regional lanes initiatives (i.e., bus only, high-occupancy toll, high-occupancy vehicle, and road diets), and adopting emerging technologies to promote carpooling. 415.11
- 415.12 ***Policy T-3.1.3: Carsharing***
Encourage the expansion of carsharing services as an alternative to private vehicle ownership by removing barriers to access private carsharing systems. 415.12

- 415.13 ***Policy T-3.1.4: Special Event TDM***
Encourage event organizers to provide transportation amenities for large events. These measures can include the TDM initiatives developed through the hospitality and tourism program to promote the use of transit options to hotels, lodging providers, District-wide events, and museums through advocacy and outreach in hopes of influencing event attendees. 415.13
- 415.14 ***Action T-3.1.A: TDM Strategies***
Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, and transit use where consistent with maintaining workplace productivity, to reduce vehicular trips particularly during peak travel periods. Identify TDM measures and plans as vital conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in motor vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday, where appropriate, to reduce congestion, and implement TDM initiatives through a pilot program that focuses on the District government and public schools. Assist employers in the District with implementation of TDM programs at their worksites, to reduce drive-alone commute trips. Through outreach and education, inform developers and District residents of available transportation alternatives and the benefits these opportunities provide. 415.14
- 415.15 ***Action T-3.1.B: Roadway Pricing and Management***
The recommendations in moveDC should be explored and implemented, where feasible, in three phases:
- Phase 1: Continuously monitor direct and external roadway costs to gain a more accurate estimate of the true cost of driving for motorists;
 - Phase 2: Develop a system to identify those who drive entirely through the District without stopping (i.e., those who are not living in, working in, or visiting Washington, DC), as well as a mechanism to charge these motorists for the external costs that they are imposing on the District's transportation system; and
 - Phase 3: Continuously monitor state-of-the-art roadway pricing techniques and technologies, and work with neighboring jurisdictions to implement roadway pricing programs that better transfer the full costs of driving to motorists. This could include higher costs for heavier and higher-emission vehicles. 415.15

- 415.16 ***Action T-3.1.C: Private Shuttle Services***
Develop a database of private shuttle services and coordinate with shuttle operators to help reduce the number of single-occupant trips. Encourage shuttle operators to provide real-time transit data, and create a layer in goDCgo's interactive map to show all shuttles. Motivate companies to implement a shuttle service. 415.16
- 415.17 ***Action T-3.1.D: Transit Ridership Programs***
Support employers in implementing the DC Commuter Benefits Law. Continue to support employer-sponsored transit ridership programs, such as those under the federal Transit Benefits Program, which stipulates that, pursuant to federal legislation, public and private employers may subsidize employee travel by mass transit each month. Continue to support employer-sponsored bicycle commuter benefit programs for public and private employers. 415.17
- 415.18 ***Action T-4.1.E: Implement the TDM Strategic Plan***
Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. Smart-city technologies promise to enhance and transform TDM as more data becomes available. TDM practitioners such as goDCgo should determine platforms for delivering practical travel and routing information to improve mobility. 415.18
- 415.19 ***Action T-4.1.F: Analytic Tools to Measure Performance***
Plan and implement the development of advanced analytic tools to measure the performance of the transportation network in support of the District Mobility Project. 415.19

416 T-3.2 Curbside Management and Parking 416

- 416.1 The public curbside, the space along the street between travel lanes and sidewalk, is limited real estate. Within this space, many essential activities of urban life occur: buses pull in and out, delivering thousands of passengers a day; residents and visitors come and go; and shoppers and diners arrive and depart. It is an active place, the use and management of which affects adjacent businesses and local neighborhoods. Demands on the public curbside space are diverse and come from residents, workers, visitors, patrons, deliverers, and travelers of all means and modes. The needs and desires for curbside use are not uniform throughout the

District. In some areas, competition for curbside space is fierce, while in other areas, demand is comparatively light. As new vehicle technologies develop and become commercially available, the District will explore ways to receive parking data from them, enhancing the District’s parking management system. DDOT’s District Mobility Project includes a tool to visualize multimodal transportation system performance. 416.1

416.2 DDOT manages 1,392 miles of public curbside. Curbside space is generally available for anyone to use, at least for short durations, except in areas with curbside restrictions due to traffic safety and specific, reserved uses, such as residential permit parking, commercial loading zones, diplomatic parking, motorcycle parking, metered parking, motor coach parking, and valet staging zones. The District does not own or operate off-street garages and lots for public use. 416.2

416.3 ***Policy T-3.2.1: Parking Duration in Commercial Areas***
Using pricing, time limits, and curbside regulations, encourage motorists to use public curbside parking for short-term needs, and promote curbside turnover and use while pushing longer-term parking needs to private, off-street parking facilities. 416.3

416.4 ***Policy T-3.2.2: Employing Innovations in Parking***
Consider and implement new, asset-light technologies and approaches to increase the efficiency, management, and customer use of curb space, while minimizing barriers to entry such as price or lack of access to technology. These include pay-by-cell parking metering, digitizing the curbside management permit distribution system, and multimodal dynamic demand-based parking pricing. 416.4

416.5 ***Policy T-3.2.3: Repurposing Parking***
Consider the potential reuse of parking facilities at the outset of their design to future-proof them. These uses could include housing, office, retail, and/or other non-vehicle-storage-related uses. Future-proofing considerations could include the design and configuration of ramps, column spacing, ceiling heights, natural light exposure, ventilation, and elevators in ways that could support other uses. 416.5

416.6 ***Action T-3.2.A: Short-Term Parking***
Continue to work with existing private parking facilities to encourage and provide incentives to convert a portion of the spaces now designated for all-day commuter

parking to shorter-term parking to meet the demand for retail, entertainment, and mid-day parking. 416.6

416.7 ***Action T-3.2.B: Carshare Parking***

Continue to provide strategically placed and well-defined curbside parking for carshare vehicles, particularly near Metrorail stations, major transit nodes, and major employment destinations, and in medium- and high-density neighborhoods. 416.7

416.8 ***Action T-3.2.C: Curbside Management Techniques***

Revise curbside management and on-street parking policies to:

- Adjust parking pricing to reflect the demand for, and value of, curb space;
- Adjust the boundaries for residential parking zones;
- Establish parking policies that respond to the different parking needs of different types of areas;
- Expand the times and days for meter parking enforcement in commercial areas;
- Promote management of parking facilities that serve multiple uses (e.g., commuters, shoppers, recreation, entertainment, churches, special events);
- Improve the flexibility and management of parking through mid-block meters, provided that such meters are reasonably spaced and located to accommodate persons with disabilities;
- Preserve, manage, and increase alley space or similar off-street loading space;
- Increase enforcement of parking limits, double-parking, bike lane obstruction, and other curbside violations, including graduated fines for repeat offenses and towing for violations on key designated arterials; and
- Explore increasing curbside access for EV supply equipment. 416.8

416.9 ***Action T-3.2.D: Unbundle Parking Cost***

Find ways to unbundle the cost of parking. For residential units, this means allowing those purchasing or renting property to opt out of buying or renting parking spaces. Unbundling should be required for District-owned or subsidized development and encouraged for other developments. Employers should provide a parking cash-out option, allowing employees who are offered subsidized parking the choice of taking the cash equivalent if they use other travel modes. Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued. These efforts should be coupled with programs to better manage residential street parking in

neighborhoods of high parking demand, including adjustments to the costs of residential parking permits. 416.9

416.10 ***Action T-3.2.E: Manage Off-Street Parking Supply***

Continue to waive or reduce parking requirements in the vicinity of Metrorail stations and along major transit corridors, as implemented during the recent revision of the zoning regulations. Explore further reductions in requirements as the demand for parking is reduced through changes in market preferences, technological innovation, and the provision of alternatives to car ownership. Update the Mayor’s Parking Taskforce Report with more recent parking data, and monitor parking supply on an ongoing basis. 416.10

416.11 ***Action T-3.2.F: Encourage Shared-Use Parking***

Collaborate with private, off-street parking facilities to encourage shared-use parking arrangements with nearby adjacent uses to maximize the use of off-street parking facilities. 416.11

417 T-3.3 Goods Movement 417

417.1 The District is a dense urban environment with a diverse mixture of land uses that place significant demand on the District’s transportation infrastructure. Washington, DC’s role as an employment center for the region creates a high volume of commuter traffic in peak hours, while the consumer-driven economy generates significant demand for freight movement. 417.1

417.2 The District has experienced a substantial population increase and sustained economic development over the past decade, generating a growing demand for freight activity and increasing pressure on the District’s transportation network. In May 2013, DDOT initiated the first District Freight Plan to outline freight strategies and recommendations for the District to support economic growth while maintaining livability and addressing community needs and concerns. Research for the District Freight Plan found that in 2011, the District moved 16.8 billion tons, worth \$21.7 billion, of domestic goods to and from the District. District freight shipments are expected to grow 75 percent in terms of tons from 2011 to 2040, and 159 percent during that same period in terms of value. The majority of the truck traffic in the District has an origin or a destination in the District. 417.2

- 417.3 Trucks are critical for the District’s economy to function. The District is a net consumer, rather than producer, of goods. By weight and value, more freight comes into the District than leaves the District. However, in terms of the average value per ton, freight leaving the District has a higher value (\$2,571/ton) than freight coming into the District (\$1,269/ton). Nearly 99 percent of goods destined for the District arrive by truck. Many businesses in the District rely heavily or solely on truck service to receive and/or ship freight. In doing so, they generate freight-related economic activity as well. Truck access is often instrumental to major business location decisions, as feasible options for alternative modes are limited. 417.3
- 417.4 If trucks did not accommodate demand, very few shippers could use other modes—such as rail, water, air, or pipeline—to transport freight. Moreover, the use of other modes would likely entail higher transport costs due to longer transport distances, price, logistics, and accessibility, which could increase overall demand for all users of other modes. The long-term result could be a migration of businesses that can move away from the District to other locations with better truck accessibility and modal options. Truck-based freight deliveries create jobs; 129,500 jobs in the District can be traced back to organizations that ship and/or receive freight via truck in Washington, DC. 417.4
- 417.5 While trucks are not the main cause of congestion, they are a contributor. Their size and operating characteristics, including being slower to accelerate and to stop, make them less nimble in traffic. In addition, the District has limited curbside loading space, a limited number of alleys (and many of these are too narrow to facilitate access by larger vehicles), and inconsistent availability of on-site loading docks. These factors often result in trucks loading and unloading curbside, creating congestion and mobility issues in the roadway, bike lanes, and sidewalks. 417.5
- 417.6 District law sets a maximum weight for trucks by axle group to protect infrastructure. Overweight trucks have a significant negative impact on bridge and roadway pavement life. To assess whether and ensure that the potential effects of overweight vehicles are accounted for, DDOT conducts additional inspections of structures and bridges. Depending on the outcomes of inspections, bridge and structure improvements may be programmed ahead of or outside of normal maintenance cycles, and/or DDOT may put special weight and use restrictions of a structure in place. 417.6

- 417.7 Construction-related truck traffic continues to be a concern for District residents. These vehicles frequently have to travel through residential neighborhoods to get to and from construction sites, creating air pollution, noise, and vibration on these streets. Passenger vehicles are also heavy users of these same routes, leading to congestion for both passenger vehicles and trucks. 417.7
- 417.8 Although the District's freight rail network is small in terms of rail infrastructure mileage and the amount of freight currently originating and terminating in the District, it plays a key role in the regional freight network and local and regional rail passenger operations. Over 90 intercity or commuter passenger rail trains operate on the CSX network daily. 417.8
- 417.9 The District does not own any railroads but is served by two Class I and one Class III (switching or terminal) railroads, including CSX's major north-south freight rail line. CSX and Norfolk Southern own, operate, and maintain nearly seven miles of freight rail line and right-of-way in the District and carried approximately 370,000 carloads of freight in 2012. The two freight rail yards located in the District are Washington Terminal Rail Yard, which is adjacent to Union Station, and the Benning Rail Yard. 417.9
- 417.10 Ongoing improvements to the rail freight network will further enhance the importance of the District's network by providing a key to the double-stack intermodal container freight route from the East Coast to Midwest markets. Although these improvements will not likely result in the District becoming an intermodal hub, they will enhance the operational capabilities of both rail freight and passenger operations by removing existing bottlenecks and clearance restrictions, and they will possibly expand rail service to District markets by reducing rail transportation costs. These actions would not only benefit existing or potential rail users, but also result in a reduction of the number of trucks traveling through the region, creating safety and environmental benefits for the area. 417.10
- 417.11 Continued support for the freight rail projects within the State Rail Plan is needed. The Virginia Avenue Tunnel is a major endeavor for the freight rail network. The project was expanded to include two tracks; this will increase the clearance, allowing for double-stack intermodal trains that can accommodate high-capacity containers. Construction began in 2015 and was completed in 2018. Additional opportunities presented by the presence of freight rail in the District should be explored, including the potential for an intermodal or transload facility. 417.11

- 417.12 ***Policy T-3.3.1: Balancing Goods Delivery Needs***
Balance the need for goods delivery with concerns about roadway congestion, hazardous materials exposure, quality of life, and security. Rail and road freight and construction routing should consider and minimize impacts to adjacent neighborhoods, with recognition that many routes historically have impacted communities of color and low-income residents. 417.12
- 417.13 ***Policy T-3.3.2: Freight Safety***
Continue to work with the federal government and the rail owners and operators to protect the District’s residents and workforce by working to eliminate the rail shipment of hazardous materials through the District. Continually evaluate truck crash data and address issues as identified. 417.13
- 417.14 ***Policy T-3.3.3: Rail and Waterways as an Alternative to Trucking***
Encourage the use of rail for long-distance movement of cargo and continue to expand goods movement strategies to better manage truck traffic within the District. Preserve and enhance rail infrastructure throughout Washington, DC and preserve existing maritime freight infrastructure. 417.14
- 417.15 ***Policy T-3.3.4: Truck Management***
Manage truck circulation in the District to balance access and mobility of all users. Goods movement needs to be incorporated into transportation planning to balance the need for fostering economic growth and development with managing congestion, air quality, and safety, which will minimize negative impacts on residential streets. 417.15
- 417.16 ***Policy T-3.3.5: Enhance Freight Routing***
Enhance freight routing and preserve key District-wide freight routes. Consider establishing a freight corridor traffic signalization program, install weight-in-motion sensors at key locations, further enhance dynamic truck routing, implement truck route signage, improve data collection on truck movements, and conduct a location-aware device-based study of truck movements in the District. 417.16
- 417.17 ***Policy T-3.3.6: Oversized and Overweight Trucks***
Manage construction and oversize and overweight vehicles in Washington, DC to promote the safety of all users. Fees for oversized and overweight trucks should be assessed to ensure they are offsetting their impact to the District, and construction vehicle permits should be enforced. 417.17

- 417.18 ***Policy T-3.3.7: Truck Routing and Parking***
Enhance truck route enforcement to encourage the use of appropriate routes, which will minimize travel on local roads. Delivery vehicles should park in suitable locations for loading and unloading and should not block travel lanes, transit stops, crosswalks, or bike lanes. 417.18
- 417.19 ***Action T-3.3.A: Enhance the Loading Zone Program***
Enhance the loading zone program with policies and programs including automated and more targeted enforcement, complete user data collection, data evaluation to inform enforcement and future program decisions, and dynamic loading zone pricing. Provide freight zones on streets in office districts, and expanded curbside space available for loading. 417.19
- 417.20 ***Action T-3.3.B: Freight Trip Generation Study***
Complete the freight trip generation study and develop an off-peak delivery program. 417.20
- 417.21 ***Action T-3.3.C: Implement Last-Mile Delivery/Pickup***
Develop a strategy to allow for the implementation of last-mile delivery/pickup using bikes and other small mobility devices. 417.21
- 417.22 ***Action T-3.3.D: Improve Truck Safety***
Implement a truck safety campaign aimed at pedestrian, cyclists, and truck drivers that focuses on the need to share the road and identifies potential truck conflict locations with bike lanes, transit stops, and streetcars. 417.22
- 417.23 ***Action T-3.3.E: Address Personal Goods Delivery Devices***
Develop policies to address small goods delivery through autonomous devices on sidewalks to promote the safety of pedestrians on sidewalks as these services are deployed. 417.23
- 417.24 ***Action T-3.3.F: Freight Advisory Committee***
Establish a freight advisory committee to provide advice on policies related to the movement of goods in the District. This group could help communicate truck information to elected officials and the public. 417.24

418 T-3.4 Traveler Information 418

418.1 Traveler information plays a key role in transportation system efficiency, and new technologies provide an increasing number of options for providing timely information to travelers across all modes. A state-of-the-art traveler information system can enhance transportation quality, safety, cost-effectiveness, and efficiency. 418.1

418.2 For visitors, wayfinding signage—that is, signage that helps travelers reach their destinations—is one of the most important components of the District’s transportation infrastructure. Much of the existing wayfinding signage in the District is effective and appropriate for motorists, but gaps exist in the network of signs. High-quality and carefully designed wayfinding signs for pedestrians can also help orient visitors, transit riders, and others, so they can easily find their intended destinations. 418.2

418.3 ***Policy T-3.4.1: Traveler Information Systems***

Promote user-friendly, accurate, and timely traveler information systems for highways and transit—such as variable message signs, GPS traffic information, and real-time bus arrival information—to improve traffic flow and customer satisfaction. 418.3

418.4 ***Action T-3.4.A: Transit Directional Signs***

Establish a joint District, WMATA, and private sector task force to improve and augment pedestrian directional signs and system maps for transit riders, especially at transit station exits and at various locations throughout the District. 418.4

418.5 ***Action T-3.4.B: Regional Efforts***

Through a regionally coordinated effort, continue to explore and implement travel information options, from the provision of printed and electronic maps and internet-based information to motor coach operators, travel agents, and trucking companies. 418.5

419 T-3.5 Motor Coach Operations 419

419.1 The District receives approximately 21-25 million visitors to the National Mall each year. These visitors arrive by different transportation means, including personal occupancy vehicles, airplanes, rail, and motor coaches. Motor coaches

are the third most used form of transportation by visitors. As many as 1,100 buses per day bring visitors to the National Mall, accounting for over 200,000 motor coaches and eight million visitors annually. This volume makes parking for motor coaches a challenge and creates pollution from idling vehicles. Due to the limited supply of curbside space, only a limited number of areas are available for motor coaches to load and unload passengers or park. In addition, motor coaches are expected to follow the District's three-minute anti-idling law and obey curbside and traffic restrictions. As a result, motor coaches tend to stop or park on neighborhood streets and circle the blocks near the visitor loading areas to avoid exceeding the limits on idling times. Many tour bus operators remain in the District only long enough to take visitors to major attractions but then leave, resulting in loss of revenues as visitors shop, dine, and spend the night in suburban jurisdictions. There is a need to identify clearly defined parking areas and loading zones for motor coaches. 419.1

420 T-3.6 Shuttle Bus and Sightseeing Operations 420

420.1 Shuttle bus operators transport employees and organizational members across multiple sites or destinations. Examples include universities that provide shuttle service for students between buildings or different campuses and hospitals that provide shuttle service from hospital campuses to Metrorail or Metrobus stations. 420.1

420.2 There are many shuttle bus service providers. Some are owned by the organization that uses the service, while others may be contracted to provide service to an organization. Since shuttle buses serve different areas. Some may be required to have a permit if they are operating on a public street, and others may not need them if they are operating on private property. This difference creates challenges for curbside management, as some shuttle services use the public curbside without a bus stop permit and others with permits may double-park to load and unload passengers if the permitted loading zone is blocked. 420.2

420.3 Sightseeing operators are similar to shuttle buses in that they provide scheduled service. However, sightseeing operators focus on visitors and serve major attractions, including the National Mall. These routes are traditionally hop on/hop off. Multiple sightseeing operators share stops around the National Mall, where they are supposed to spend no longer than 15 minutes at the curbside for loading and unloading. However, some may stage and layover in the permitted space due

to a lack of parking options in areas around the main attractions. This causes other sightseeing providers to load and unload in the street or circle the block until the space becomes available. 420.3

421 T-3.7 Commuter Bus Operations 421

421.1 Commuter buses provide bus service for workers traveling from Virginia and Maryland into the District. The providers of commuter bus operations include MTA, PRTC, Loudoun County, and Martz. 421.1

421.2 Commuter bus service is focused on the morning and afternoon rush hour peak times. Commuter buses operate on a set schedule and require mid-day parking, bus staging, and layovers for routes. However, given the high demand at the curbside, finding parking is a challenge for commuter bus operators, leading many to find illegal staging and parking on residential streets. Due to these constraints, some operators make the less economically viable decision of sending their buses back to the home jurisdiction during mid-day and return empty buses to pick up riders during afternoon service. 421.2

422 T-3.8 Intercity Bus Operations 422

422.1 Intercity bus operators provide service for the District to and from New York City, Philadelphia, Richmond, and other locations. Intercity buses operate from the early morning to the late evening, with staging times in between. Many intercity buses are centrally located at the transportation hub, Union Station. The list of specific companies includes Greyhound, Bolt Bus, and Megabus. However, some intercity buses still operate at the curbside in highly congested areas. This presents a challenge as conflicts with other uses at the curbside arise. Passenger safety is a concern at these locations. Business and building owners also have concerns due to buses blocking highly trafficked curb areas while waiting to disembark on their next trip. 422.1

422.2 ***Policy T-3.8.1: Motor Coach Facilities***

Develop carefully planned parking areas, loading zones, and dedicated routes for motor coaches to prevent motor coach parking in residential neighborhoods. Enforce and apply fines and penalties when motor coach parking and route regulations are violated. 422.2

- 422.3 ***Policy T-3.8.2: Commuter Bus Facilities***
Develop a commuter bus off-street parking facility plan that identifies solutions to the challenge of limited curbside space and eliminates parking in residential neighborhoods. 422.3
- 422.4 ***Policy T-3.8.3: Intercity Bus Relocation***
Develop a plan for intercity buses to operate at off-street locations, and restrict the permits for intercity bus on-street locations. Enforce and implement fines when intercity bus on-street regulations are violated. 422.4
- 422.5 ***Action T-3.8.1.A: Motor Coach Management Initiative***
Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with motor coach parking, roaming, and idling around the District’s major visitor attractions. 422.5
- 422.6 ***Action T-3.8.B: Manage Layover and Staging Zones***
Maximize the efficiency of existing layover and staging zones. Coordinate with WMATA and District agencies to identify areas of shared use for on-street and off-street layover and staging zones. 422.6
- 422.7 ***Action T-3.8.C: Shuttle and Sightseeing Bus Staging***
Develop carefully planned staging zones for shuttle and sightseeing buses to prevent them from double-parking or circling the block, which adds to congestion. Enforce and apply fines and penalties when sightseeing and shuttle bus permit regulations are violated. 422.7
- 422.8 ***Action T-3.8.D: Motor Coach Off-Street Parking Initiative***
Coordinate with District and federal agencies and stakeholders to create a plan to build an off-street bus parking facility for short-term, long-term, and staging needs of all motor coaches. 422.8
- 422.9 ***Action T-3.8.E: Consolidate Intercity Buses at Union Station***
Coordinate with the Federal Transit Administration (FTA), Federal Railway Administration (FRA), Amtrak and the Union Station Redevelopment Corporation to promote the ~~inclusion~~ consolidation of intercity buses in the transportation hub expansion plan. Explore termination of the lease agreement with the Union Station Redevelopment Corporation for bus parking at the Crummell School site in Ivy City to allow for other uses. 422.9

423 T-4 Safety, Security, and Resiliency 423

423.1 Transportation has always played an important role in Washington, DC’s security by providing a means of evacuation, as well as routes for emergency and relief service; and by connecting residents to critical services and essential workers to their job sites. The District must continue to plan for and safeguard its transportation system, protecting its value as a major component of Washington, DC’s urban infrastructure and economy. Transportation safety is also critical not only in the sense of preparing for and responding to major incidents, but also in protecting the lives of residents, workers, and visitors as they travel around the District. All users of the transportation system should have safe access in the District. 423.1

424 T-4.1 Emergency Preparedness, Transportation, and Security 424

424.1 In light of terrorist attacks, public health emergencies, and major weather events, every major American city has embarked on emergency preparedness and traveler information systems designed to inform citizens how to respond in the event of an emergency. As the nation’s capital, the District considers emergency preparedness a critically important issue. 424.1

424.2 Should the District face an emergency situation, the transportation system provides the critical means to evacuate residents, workers, and visitors; to support the movement of emergency service response teams; and/or to connect residents to critical services and essential workers to their job sites. Depending on the nature of an incident, persons may need to rely on car, train, bus, bike, and/or walking. It is essential that the District maintain and plan for a well-functioning, coordinated system that can adapt to the needs of an incident. Given the District’s reliance on the regional transportation network in the event of an evacuation, close coordination with partners in Maryland and Virginia and at WMATA would also be needed to respond to the event. 424.2

424.3 DDOT is the lead District agency for all regional and federal emergency transportation coordination and activities that affect the District. Another key agency is the Homeland Security and Emergency Management Agency (HSEMA), which partners with District agencies, businesses, and communities to

help plan for the management of an emergency event. There is also increasing coordination among regional departments of transportation, the federal government, and other agencies, primarily through MWCOG. 424.3

- 424.4 The region has identified 25 corridors radiating from Downtown Washington, DC as emergency event/evacuation routes. Each of the routes extends to the Capital Beltway (I-495) and beyond. Customized roadway signs allow for easy identification of direction; outbound signs direct motorists to I-495 in Maryland and Virginia, and inbound signs show images of monuments. Evacuation routes are also identified by street name signs, which include the red and white District flag. 424.4
- 424.5 If directions are given to evacuate the Central Business District, Pennsylvania Avenue NW, between Rock Creek Park and the U.S. Capitol, serves as the dividing line for routes. None of the evacuation routes cross each other, and no vehicles would be permitted to cross Pennsylvania Avenue. Traffic signals would be timed to move traffic away from the incident area. In addition, police officers would be present at critical intersections on the evacuation routes within the District to expedite the flow of traffic and prevent bottlenecks. Bike trails could also be used by cyclists or pedestrians in the event of an evacuation. 424.5
- 424.6 Although the District is more equipped now than it has been in the past to respond to emergencies, additional planning is needed to better prepare the region's transportation systems to respond to and rapidly recover from disruptions. The District should not only continue to plan for evacuations at the local level and provide the necessary information to the public, it should also improve coordination with its regional partners and take advantage of new technologies and federal support in preparing for the transportation needs resulting from a wide range of potential emergencies. 424.6
- 424.7 As home to the largest concentration of federal agencies and facilities in the country, the District and the federal governments should continue to coordinate extensively to address the District's security and mobility needs. Over the past decade, several of the District's streets have been closed by the federal government to protect the White House and the U.S. Capitol. These street closures have disrupted mobility for pedestrians and vehicles, requiring extensive re-routing of Metrobus and vehicular travel through downtown and Capitol Hill. This has led to delays for residents, workers, visitors, and emergency service providers. 424.7

Please refer to the Community Services and Facilities Element for additional policies and actions related to emergency preparedness, and to the Urban Design Element for policies on security and design.

- 424.8 ***Policy T-4.1.1: Balancing Security Measures and Desires for an Open District***
Balance and mitigate security requirements against daily mobility, efficiency, and quality of life concerns of District residents and visitors, and the potential for negative economic, environmental, and historic impacts. The trade-offs associated with potential street closures or changes to transportation access should be adequately assessed. 424.8
- 424.9 ***Policy T-4.1.2: Coordination with the Federal Government***
Work closely with federal agencies to find alternative security solutions and to avoid street closings to the greatest extent possible. 424.9
- 424.10 ***Policy T-4.1.3: Providing Redundancies***
Provide alternate routes and modes of travel, or redundancies, across the District to promote the security of District residents and visitors and reduce the effects on non-routine incidents. 424.10
- 424.11 ***Policy T-4.1.4: Accommodating Evacuation Needs***
Ensure evacuation planning and implementation considers and addresses issues of race, poverty, disability and age. 424.11
- 424.12 ***Action T-4.1.A: Pennsylvania Avenue Closure***
Work with federal agency partners to implement the Presidents Park South project along E Street NW near the White House to provide an excellent public space as well as a key east-west bicycle and pedestrian connection. Use the security requirements for closing the street to vehicles to create a space for bicycles and pedestrians. 424.12
- 424.13 ***Action T-4.1.B: Coordination with the Federal Government***
Continue to work with the federal government to assess the impacts of security measures on the quality of life of District residents and businesses. 424.13
- 424.14 ***Action T-4.1.C: Emergency Evacuation Plan***
Continue to refine an emergency evacuation plan that not only describes evacuation procedures and routes, but also defines the modes of transportation to

use in the event that certain modes, such as the Metrorail system, become unavailable. Increase public education and awareness of local emergency management plans, and make information on evacuation routes and procedures more accessible and understandable to residents, employees, and visitors. 424.14

425 T-4.2 Safety for All Travelers 425

425.1 The District is committed to a Vision Zero philosophy, with the goal of eliminating fatalities and serious injuries from the transportation network. Under Vision Zero, the network will be designed and operated to support the safe and efficient movement of people and goods, while also taking into account that travelers inevitably make mistakes resulting in crashes. However, there is no need to accept that those crashes will inevitably lead to fatalities. The number of deaths and serious injuries on the District's transportation network has been steadily decreasing for many years, even as the District's population grew. In 1995, the District suffered 62 traffic fatalities. In 2005, there were 49, and by 2014, there were 26 traffic fatalities. Unfortunately, the number of fatalities has been increasing in recent years. In 2016, there were 28 traffic fatalities in the District, and in 2017, there were 30 fatalities. This loss of life on District streets is unacceptable. 425.1

425.2 ***Policy T-4.2.1: Vision Zero***

Incorporate the disciplines of engineering, evaluation, law enforcement, and education to achieve the District's goal of zero transportation-related deaths and serious injuries by 2024. 425.2

425.3 ***Action T-4.2.A: Vision Zero Action Plan***

Implement the strategies recommended in the District's Vision Zero Action Plan. 425.3

426 T-4.3 Rail Safety 426

426.1 The DC Council enacted the Rail Safety and Security Amendment Act of 2016, establishing an Emergency Response and Rail Safety Division. In addition to carrying out emergency response activities, this division would coordinate with the FRA and other federal and state agencies as appropriate to carry out inspection, investigation, enforcement, and surveillance activities for railroads

operating in the District. The act also transferred the functions of the State Safety Oversight (SSO) agency, which oversees the safety of the DC Streetcar, from the District's Fire and Emergency Medical Services Department (FEMS) to the Emergency Response and Rail Safety Division. The act established a Railroad Advisory Board to provide consultation to the mayor, DC Council, and District agencies on matters pertaining to the investigation and surveillance of federal railroad safety laws. 426.1

426.2 ***Policy T-4.3.1: Coordination with the Federal Government***

The District will work closely with the FRA to obtain the necessary certifications and approvals for the District to be accepted into the FRA's State Safety Participation Program (SSPP), to guide matters relating to the safety of railroad operations in the District. The District will also work with the FTA to maintain the necessary certifications of an SSO regarding the oversight of the DC Streetcar. 426.2

427 T-4.4 Climate Resiliency 427

427.1 Climate change will have serious impacts on transportation infrastructure as temperatures rise, precipitation rates increase, and sea levels rise. These changes will cause transportation infrastructure to flood more frequently, roads to buckle, rails to bend and warp, and an increased maintenance burden in the District for transportation facilities. These impacts require special consideration in the planning, design, and maintenance of transportation infrastructure. The District has experienced several extreme weather events in recent years, which have caused extensive disruption to the District's transportation system. 427.1

427.2 ***Policy T-4.4.1: DDOT Climate Change Adaptation Plan***

Continue to implement and update the DDOT Climate Change Adaptation Plan so that the District's transportation network will withstand future climate conditions. DDOT's Climate Change Adaptation Plan provides the foundation to better understand, anticipate, and prepare transportation assets for changing future conditions. 427.2

427.3 ***Policy T-4.4.2: Climate-Adaptive and Resilient Transportation Improvements***

Promote the integration of climate-adaptive, resilient design, and operational and maintenance protocols for transportation systems serving the District. 427.3

427.4 ***Policy T-4.4.3: Mitigation Measures for Flood-Prone Transportation Facilities***
Develop, prioritize, and implement flood mitigation measures for existing flood-prone transportation facilities based on vulnerability assessments and consideration of extreme precipitation events and sea level rise. 427.4

427.5 ***Action T-4.4.A: Climate Adaptation Guidelines for Transportation Projects***
Develop and implement climate adaptation guidelines while designing transportation projects. The guidelines may include evaluating the effectiveness of stormwater management, urban heat island mitigation, and other technical components to better buffer transportation infrastructure from the impacts of climate change. 427.5

427.6 ***Action T-4.4.B: Research Resilient Transportation Design Best Practices***
Research and leverage existing best practices from other metropolitan transportation departments as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme temperatures and precipitation. 427.6

427.7 ***Action T-4.4.C: Climate-Ready Evacuation Routes***
Identify alternate evacuation routes for roads and bridges identified as vulnerable to flooding and/or sea level rise. 427.7

428 T-5 Technology and Innovation 428

428.1 New transportation technologies have the potential to dramatically change the way people move in cities. As new technologies develop, they will impact people's transportation decisions, possibly increasing the accessibility of different areas of the District. This change in access will have economic and land use impacts, as areas previously disconnected from the public transportation system are made more accessible. Transportation technology's effect on the District can be seen through two examples. The first is the historic streetcar systems that operated between 1862 and 1962. The system reinforced and extended the original L'Enfant Plan street grid and supported linear forms of commercial development. The second example features the change in land use patterns with the introduction of Metrorail, which has supported nodal patterns of development and, in some cases, shifted the centers of gravity of neighborhoods subtly away from the former linear corridors. 428.1

428.2 It is important to leverage new technologies that support the vision of an inclusive District and to enhance safety, mobility, access, and equity in the District for residents, workers, and visitors. New technologies must also be considered through a racial equity lens, recognizing that historically, transportation innovations were connected to displacement and disconnection in communities of color. Consider differences and barriers in how technologies may be adopted by various groups.428.2

429 T-5.1 Autonomous Vehicles 429

429.1 AVs have the potential to significantly impact transportation and land use patterns over the next 10 to 30 years. These impacts need to be understood to ensure they are well managed, to avoid unintended disruptions, and to provide benefits for District residents, visitors, and workers. 429.1

429.1a Text Box: Autonomous Vehicles (AVs)

With AV technology, vehicles need varying levels of driver engagement to safely navigate a roadway. A scale system has been created by the National Highway Traffic Safety Administration to understand the sophistication of the technology and the necessary level of driver engagement.

- Level 0 – No Automation: Zero autonomy; the driver performs all driving tasks.
- Level 1 – Driver Assistance: Vehicle is controlled by the driver, but some driving assistance features may be included in the vehicle design.
- Level 2 – Partial Automation: Vehicle has combined automated functions, such as acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.
- Level 3 – Conditional Automation: Driver is a necessity but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times, with notice.
- Level 4 – High Automation: The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.
- Level 5 – Full Automation: The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle. 429.1a

- 429.2 The District of Columbia Autonomous Vehicle Act of 2012 authorized operation of AVs on District roadways. While these vehicles are allowed to operate on District roadways, it remains important for the District to continue to support the transportation policies laid out in existing municipal guidance, with the goal of maintaining equitable access to transportation and mobility within the District. moveDC recommends that the District serve as an urban test bed for AVs through policy and legal support. In addition, the Vision Zero Action Plan calls for the evaluation of ways to improve safety through data integration among AVs, District-wide traffic signals, and other infrastructure. 429.2
- 429.3 AVs have the potential to improve safety, efficiency, and mobility and to potentially reduce the need for on- and off-street parking. AVs raise several important issues about the future of transportation, including:
- Potential impact on VMT;
 - Future demand for curbside access;
 - Distance and frequency of trips made;
 - Character of future transit ridership; and
 - Nature of future mobility, including for persons with disabilities. 429.3
- 429.4 The degree to which AVs are personally owned or are operated as fleet vehicles will have major ramifications for the transportation system. Sharing AVs for trips has the potential to increase the efficiency of the transportation network, while a system that allows increases in vehicle trips that serve only one—or zero—passengers could greatly exacerbate congestion. 429.4
- 429.5 As the proliferation of autonomous vehicles increases and the underlying technology becomes more sophisticated, understanding the intended and unintended impacts of automation on land use, transportation patterns, safety, racial equity, environmental sustainability, cybersecurity, and the regional and national economy will be critical to avoiding negative impacts to District residents. The District also has an opportunity to harness the potential positive impacts of autonomous vehicles through a transparent, adaptable, and comprehensive policy approach. 429.5
- 429.6 ***Policy T-5.1.1: AVs and Safety***
Autonomous vehicles operating within the District should account for human error and unpredictability to support the Vision Zero goal of reducing, and ultimately eliminating, serious injuries and fatalities. Use street design principles

and speed limitations to promote the safety of all roadway users, with a particular focus on the most vulnerable users. 429.6

- 429.7 ***Policy T-5.1.2: Shared-Use AVs***
Incentivize the shared use of AVs. The District currently hosts many shared-use services, such as public transit, informal carpooling, carsharing, ride hailing, and bikeshare. Shared AVs should complement and integrate with these existing services. 429.7
- 429.8 ***Policy T-5.1.3: Traffic Congestion and VMT***
Minimize future increases in VMT and congestion created by AVs. 429.8
- 429.9 ***Policy T-5.1.4: Equitable Access***
Adoption of autonomous vehicles in the District should be equitable. Autonomous vehicle fleet services should be made accessible and available to all users throughout the District. 429.9
- 429.10 ***Policy T-5.1.5: Person Throughput***
Continue to monitor the person-carrying capacity of vehicle lanes and prioritize modes that carry the most people per lane mile. As AVs begin to operate on District roadways, travel lanes may face increased pressure. AVs should complement and not displace other sustainable and healthy modes of transportation, such as walking and cycling. 429.10
- 429.11 ***Policy T-5.1.6: AV Impacts***
Monitor, evaluate, and address, as appropriate, the short- and long-term effects that AVs may have on mobility and transportation networks; infrastructure, including the electrical grid, roadways, and data networks; goods movement; economic development; the design of the built environment; and configuration of land uses. 429.11
- 429.12 ***Action T-5.1.A: AV Working Group***
The Autonomous Vehicle Working Group—an interagency working group comprised of agencies focused on transportation, rights of persons with disabilities, environmental issues, and public safety—should continue to meet and monitor AVs and their impact on the District. The group should work to develop policy and regulatory guidance to ensure AVs enhance the District by improving safety, efficiency, equity, and sustainability while minimizing negative impacts on residents, workers, and visitors. 429.12

- 429.13 ***Action T-5.1.B: Continued Research***
Examine and monitor the latest research on AVs to inform policy development. Review publications from universities, think tanks, foundations, and other jurisdictions to better understand the potential implications in the District. Research should be comprehensive and focus on direct impacts on the transportation network and the indirect impacts on land use, as well as economic and job market disruption, public revenue, environmental sustainability, and social and racial equity. 429.13
- 429.14 ***Action T-5.1.C: Data Sharing***
Encourage AV manufacturers and operators to share data to support responsive research efforts and inform public policy making. Data sharing will need to have a level of accuracy and detail for specific research needs and respect the privacy of individuals. 429.14
- 429.15 ***Action T-5.1.D: Enhance Access to Transit***
Explore strategies to make autonomous vehicles complement rather than replace existing transit service, such as through dedicated curbside access, transit alternatives for seniors and people with disabilities, and shared mobility solutions to provide first-mile/last-mile connections. 429.15
- 429.16 ***Action T-5.1.E: Parking and Curbside Access***
Monitor the shifts that AVs will create in the use of parking facilities and curbside lanes. Explore regulatory and technological tools for dynamically adapting to these shifts in usage, to allow for and incentivize more efficient and productive uses of these urban spaces. 429.16
- 430 T-5.2 Electric Vehicles 430**
- 430.1 EVs have the potential to minimize the negative environmental impacts associated with current internal combustion engine vehicles. EVs create fewer emissions, including fewer greenhouse gas emissions, which make them an important part of achieving the region’s air quality goals. They are also quieter than traditional vehicles. 430.1
- 430.2 Charging infrastructure is an important component in the success of EV deployment. The production of electricity that serves the District has fewer

greenhouse emissions than traditional combustion engines. 430.2

430.3 ***Policy T-5.2.1: Deployment of EVs***

Support the deployment of EVs in place of traditional gasoline-powered vehicles to help the District achieve its sustainability goals. 430.3

430.4 ***Policy T-5.2.2: Charging Infrastructure***

Encourage early deployment of EV charging stations at no charge in appropriate, publicly accessible locations across the District to serve existing neighborhoods. Consider the integration of EV charging stations in new and existing residential and commercial developments. Consideration should also be given to locations where EV charging stations can be retrofitted into parking garages. As EVs become more popular, there will be increased demand for on-street charging stations, which will need to be balanced with other curbside needs and uses. 430.4

430.5 ***Policy T-5.2.3: EV Transit***

~~Encourage~~ Require the use of EVs for the DC Circulator, WMATA buses, and, if available, trucks used by DPW. The implementation of a fully electric fleet will reduce tailpipe emissions and reduce noise pollution in neighborhoods. WMATA must develop a timeline for bus fleet conversion to EVs that enables the District to meet its greenhouse emission reduction targets and promotes environmental justice by reducing diesel emissions in predominantly Black and Brown neighborhoods. 430.5

430.6 ***Action T-5.2.A: Expand Charging Infrastructure***

Install publicly accessible electric charging stations throughout the District to expand EV infrastructure and lead the market, in keeping with demand for and encouraging the conversion to EVs. 430.6

430.7 ***Action T-5.2.B: EV Supply Equipment***

Encourage the siting of EV supply equipment in curbside public space, multi-dwelling unit garages, commercial facilities and residential areas, where appropriate. 430.7

500 Overview 500

500.1 The Housing Element of the Comprehensive Plan describes the importance of housing to neighborhood quality in Washington, DC and the importance of

providing housing opportunities for all segments of the population throughout Washington, DC. 500.1

500.2 The critical housing issues facing Washington, DC are addressed in this element. These include:

- Ensuring housing affordability across all incomes and household sizes;
- Furthering fair housing opportunities, especially in high-cost areas;
- Fostering housing production to improve affordability;
- Preserving existing affordable housing;
- Promoting more housing proximate to transit and linking new housing to transit;
- Restoring or demolishing vacant or underused properties;
- Conserving existing housing stock;
- Maintaining healthy homes for residents;
- Promoting homeownership;
- Ending homelessness; and
- Providing housing integrated with supportive services for older adults, vulnerable populations and residents with disabilities. 500.2

500.3 In 2006, the Comprehensive Plan identified most of these issues. The District has implemented many actions in response, including:

- Funding the Housing Production Trust Fund (HPTF) with \$100 million per year for affordable housing;
- Applying Inclusionary Zoning (IZ) requirements to a variety of residential uses, including new market rate buildings, row house conversions, penthouse habitable space, and the prioritizing proffers of additional affordable housing through Planned Unit Developments (PUDs);
- Requiring District-owned land sold for housing to include 20 to 30 percent of the units as affordable;
- Launching the Housing Preservation Trust Fund and leveraging private sector dollars to preserve expiring affordability;
- Reviewing and comprehensively updating the zoning regulations to encourage accessory dwelling units, reduce parking requirements, and encourage residential development;
- Encouraging the overall production of housing, particularly in the Central Washington Planning Area, that has resulted in twice the annual rate of production as before the Comprehensive Plan was adopted; and
- Moving families experiencing homelessness out of DC General Hospital

and into short-term family housing units across the District. 500.3

500.4 However, as Washington, DC remains attractive to and retains higher-income households, rising demand and competition has and will put upward pressure on rents and a greater number of lower-income households will experience greater pressure from rising housing costs, leading to residents leaving or bearing a housing burden. Thus, greater public action is needed to fulfill the vision of an inclusive District. 500.4

500.5 Housing in the District must also be understood through a racial equity lens. Forty-nine percent of white households are owner-occupied, while only 35 percent of Black and 30 percent of Latino households are owner occupied, and the median value of Black-owned homes is less than that of white homeowners. Black and Hispanic households have the greatest rent burdens, at 35 and 39 percent. These gaps are a result of historic, systemic practices such as redlining, racial covenants, and predatory lending that limited access to housing, restricted wealth building opportunities for communities of color, and created highly segregated development patterns. Even while the District has grown in population, the District's low-income residents have experienced displacement pressures. Of adults experiencing homelessness, 86 percent are Black, while only 47 percent of District residents are Black. While this element often uses income to describe groups and provides overall averages, it is critical to disaggregate data to understand housing considerations experienced by different race, age, and gender groups, and to consider and implement housing policies and actions in this racial equity context to address historic gaps and current challenges. 500.5

500.6a Housing issues affect every facet of the Comprehensive Plan. They influence land use and density decisions, shape infrastructure and community service needs, determine transportation demand, and even drive employment strategies for District residents. At the most basic level, it is the availability of safe, decent, affordable housing across all neighborhoods that will determine whether the District's vision for an inclusive District will be realized. The type of housing constructed or preserved, the cost of that housing, and where it is built will influence whether the District can attract and retain families with children, maintain neighborhood diversity, improve health and educational outcomes, and provide economic opportunity for all. 500.6a

500.6b Section 224 of the Framework Element of the Comprehensive Plan explains the relationship between the Comprehensive Plan, including the Future Land Use

Map (FLUM) and Generalized Policy Map (GPM), and zoning. By District Code, the “Zoning maps and regulations, and amendments thereto, shall not be inconsistent with the comprehensive plan . . .” The Zoning Commission considers the text, policies and maps in reviewing zoning designations. Section 227 in the Framework Element includes the definitions for the categories used on the Future Land Use Map, such as Low Density Commercial or Medium Density Residential. These categories are not zoning but are used by the Zoning Commission in reviewing various zoning requests. Each land use category definition identifies a representative zoning district appropriate to this designation, and states that other zoning districts may apply. The Comprehensive Plan policies and FLUM play an important role in guiding future growth, including housing. 500.6b

500.7a Text Box: What is the Difference Between Housing Affordability and Affordable Housing?

Housing affordability is a broad measure of whether or not housing is affordable to a range of households. Households that pay more than 30 percent of their income on housing are considered to be burdened by housing costs, while those who pay more than 50 percent are severely burdened. Therefore, housing affordability is the extent to which a broad range of households pay less than 30 percent of their income on housing. An important part of affordability are neighborhood assets that help keep transportation costs low, such as reducing the need for car ownership and use. 500.7a

500.7b Broad affordability is a function of the overall market supply being able to meet rising demand. New supply can improve affordability by letting new residents move to Washington, DC without taking an existing unit, and by allowing existing residents to trade up, thereby freeing up an existing unit for someone else to occupy. For instance, 40 percent of new units become occupied by households moving from outside the District, while 51 percent are occupied by households moving from within the District, and the remainder are households mixed with both District and non-District residents. 500.7b

500.7c Affordable housing in the Comprehensive Plan is defined as housing in which occupancy is limited to households ~~meeting special income guidelines~~ earning 80 percent or less of the median family income (MFI) of an area as annually determined by the U.S. Department of Housing and Urban Development (HUD). HUD standards are used by many federal programs that fund affordable housing. The price of this housing is maintained at a level below what the free market

would demand using restrictive deeds and covenants, and financed by grants, mortgage subsidies, vouchers, tax credits, or through land use tools. The maximum monthly cost to a household of affordable housing is limited to 30percent of the targeted household's income limit (which varies according to the number of people in the household); ~~D~~ifferent affordable housing programs are benchmarked, or targeted, to specific levels of income groups based on the median family income (MFI) of an area as annually determined by the U.S. Department of Housing and Urban Development (HUD). Affordable housing developments often set prices near or at the top of their targets, while eligibility is open to households across their range of income targets. This can lead to residents of affordable housing having monthly housing costs that, although subsidized, are higher than 30 percent of their actual income. Public housing, vouchers, and a few small federal programs are exceptions in which each household's monthly housing cost is based on their specific income.

The benchmarked, or targeted, incomes for the Washington metropolitan area in 2017 are shown in Figure 5.1~~the figure~~ below. The figure shows ~~list includes~~ the major ~~housing assistance~~ programs for affordable housing and the incomes eligible for each ~~that serve households in each group~~. In 2017, the MFI for a family of four was \$ 110,300. For the purposes of the Comprehensive Plan, the terms extremely low-, very low-, low-, and moderate- income correspond to up to 30 percent, 50 percent, 80 percent, and 120 percent of the MFI, respectively.

~~Throughout this element, references to affordable housing mean housing available to households earning 80 percent of the MFI or less, using 30 percent of the household's income. It is important to note that use of a regional MFI skews high for the District information, given its comparatively higher housing costs compared to the region. In 2017, for example, the actual median household income, rather than MFI adjusted by family size, was \$82,372 in the District and \$99,669 for the DC metropolitan area. Affordability in the District is further skewed given the District's comparatively higher market rate housing costs. The 2017 median value for homes in the District is \$607,00 compared to \$424,000 for the metropolitan area. Further, the regional MFI does not disaggregate and consider information by race, an important consideration given the income gap for communities of color in the District, with the MFI for Black households in the District less than the MFI for White households. The 2017 median income for Black families in the District is \$51,114 (less than 50 percent of the MFI), while it is \$190,957 for white families in the District. Proportionately, this means that more Black families are likely to fall within the extremely low and very low-~~

income categories, as shown in Figure 1, below. Fewer Black households will be able to afford housing in the low- or moderate-income categories. 500.7c

500.7d Example: If a single mother of two earned \$14 per hour, her annual income would be approximately \$ 29,000 and fall within the extremely low-income category. If she spends 30 percent of her income on housing, she could afford to pay only \$728 per month on housing. Finding decent housing or any housing at this price range is a challenge in Washington, DC. 500.7d

500.7e By contrast, market rate housing is defined as housing with rents or sales prices that are allowed to change with market conditions, including increased demand. Some market rate housing may be naturally occurring affordable housing that moderate and some low-income households can afford. However, the supply of naturally occurring affordable units can be unstable due to potential pressure from both sides. With too little demand, decreasing rents are insufficient to cover maintenance and the units fall into a state of disrepair and become vacant and underused. With too much demand, the units are rehabbed into higher cost units. Rent-controlled apartments are counted as market rate units because there are no occupancy restrictions. The District's rent control law stipulates that, under usual circumstances, rents on market rate apartments built prior to 1975 may rise only as fast as the Consumer Price Index (CPI) for older adults and tenants with disabilities and the CPI plus two percent for everyone else.500.7e

500.7f ** Regional MFI is used rather than the District's median income because it is the federal government benchmark commonly used to qualify for funding subsidies. 500.7f

500.8 Figure 5.1 Sample of Housing Programs, 2017 Income Limits and Main Household Targets 500.8

Income Definition	Extremely	Very				
	Low			Moderate		
Household Size	Percent of Median Family Income					
	30%	50%	60%	80%	100%	120%
1	\$ 23,150	\$ 38,600	\$ 46,350	\$ 61,750	\$ 77,200	\$ 92,650
2	\$ 26,450	\$ 44,100	\$ 52,950	\$ 70,600	\$ 88,250	\$ 105,900
3	\$ 29,800	\$ 49,650	\$ 59,550	\$ 79,400	\$ 99,250	\$ 119,100
4	\$ 33,100	\$ 55,150	\$ 66,200	\$ 88,250	\$ 110,300	\$ 132,350
Historic Home Grant Program						
Home Purchase Assistance Program						
HOME, CDBG*						
Housing Production Trust Fund			Inclusionary Zoning			
Low-Income Housing Tax Credits						
Public Housing						

* HOME and CDBG 80% MFI Income Limits are capped by the Nation's Median Family Income, which currently approximates 65% of the area's MFI.

500.9 Washington, DC's housing stock is varied in type and size, with developments since 2006 shifting the makeup of the District's housing. Figure 5.2 shows the number of units by type, year built, size, and vacancy rate and how these have changed over 17 years. The figure shows that owner/renter rates have fluctuated. In addition, Figure 5.2 shows that, despite a modest increase in the number of detached/attached single-family homes, which represent 75 percent of large units (three or more bedrooms), a shift toward multi-family units has been consistent. The shift is also visible in Figure 5.3 New Housing Units Authorized: 2000-2017. Washington, DC's housing stock is becoming both older and newer as pre-1939 buildings are being preserved and remodeled to have more units while post-World War II buildings are more often torn down and the sites redeveloped to add new, modern apartment buildings. Of the 281,000 occupied housing units in 2017, 42 percent were owner-occupied, and 58 percent were renter occupied. Thirty-seven percent of the housing units in the District are single-family units, and over 34 percent of the housing stock was built before 1940. 500.9

500.10 Housing Element Figure 5.2: District's Housing Stock, 2000, 2010, and 2017
500.10

ENGROSSED ORIGINAL

	2000	2010*	2017*
Total Housing Units	274,845	296,836	314,843
Occupied Housing Units	248,338	252,388	281,475
Owner-Occupied	41%	43%	42%
Renter-Occupied	59%	57%	58%
Total Vacancy	10%	15%	11%
Homeowner Vacancy †	2%	3%	2%
Rental Vacancy †	11%	10%	6%
Type	2000	2010*	2017*
Single-Family Detached	13%	12%	13%
Row Houses	27%	25%	24%
2-4 units	11%	10%	9%
5+ units	49%	52%	54%
Housing by Year of Construction	2000	2010*	2017*
2010-	-	-	7%
2000-2009	-	8%	8%
1990-1999	3%	3%	3%
1980-1989	5%	4%	5%
1960-1979	24%	19%	21%
1940-1959	34%	31%	23%
1939 or earlier	<u>35%</u>	<u>34%</u>	<u>34%</u>
	100%	100%	100%
*2010 & 2017 ACS 1-year data			
† 2000 homeowner and rental vacancy uses 2004 data			

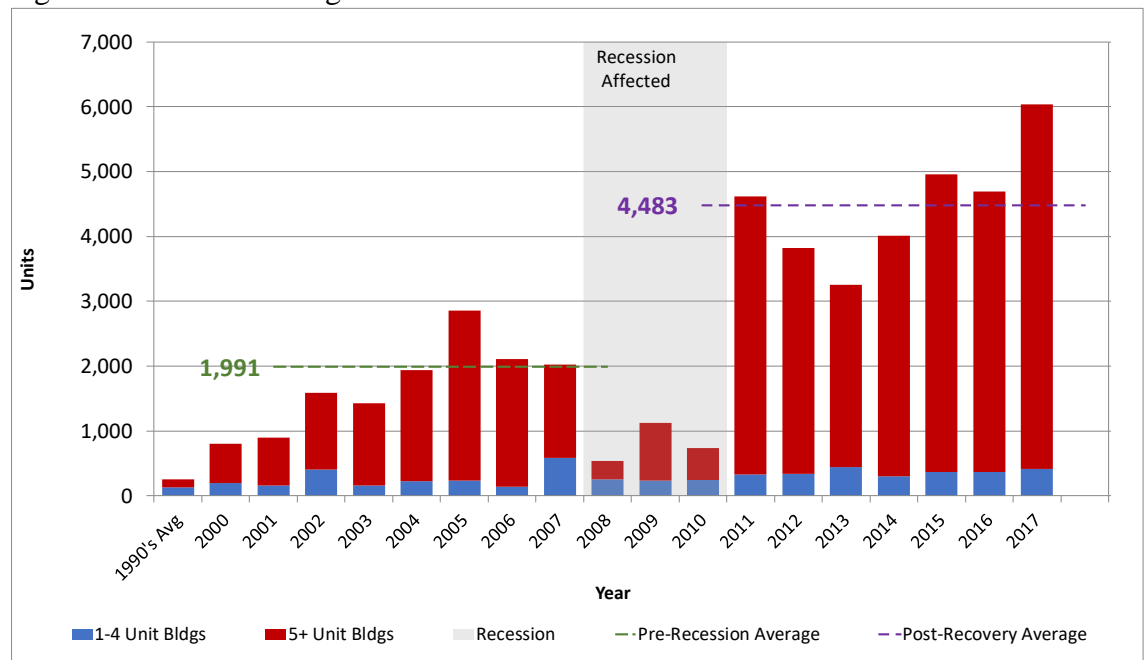
500.11

Since the Comprehensive Plan was adopted in 2006, the increase in housing demand and costs has been ongoing, driven by a national recession and recovery, demographic shifts, low interest rates, regional economic growth, falling crime rates, renewed confidence in District government, and improvements in public services. Rising costs have accelerated since the recovery began in 2010, with the median sales price of single-family homes increasing 7.3 percent per year, condominiums increasing 2.8 percent per yearⁱ, and average rents increasing 2.9 percent per year between 2000 and 2017.ⁱⁱ Part of the increase is attributable to declining interest rates, which went from eight percent to below four percent between 2000 and 2017. Declining interest rates enabled a 37 percent increase in home buying purchasing power and contributed to rising prices.ⁱⁱⁱ The increase in demand has propelled an increase in housing costs, affecting both renters and

homeowners but raising homeowners' value. With higher prices came greater down payment and mortgage requirements, making it more difficult for renters to transition to homeownership. Given income and wealth disparities, and a higher percentage of renter households, housing affordability is increasingly difficult for communities of color. 500.11

500.12 The increase in demand has also resulted in a significant increase in the production of housing that has only accelerated since the recession ended in 2009. Figure 5.3 shows the recent trends in housing units issued permits. The figure shows that average annual production of housing for the years after the national recession is more than double (4,483 units per year from 2011-2017) than average production in the District prior to the recession (1,991 units per year from 2002-2007). There is evidence that this new production has slowed the rising costs of renting or owning multi-family units. 500.12

500.13 Figure 5.3 : New Housing Units Authorized: 2000-2017 500.13



Source: U.S. Census, DC Office of Planning (OP)

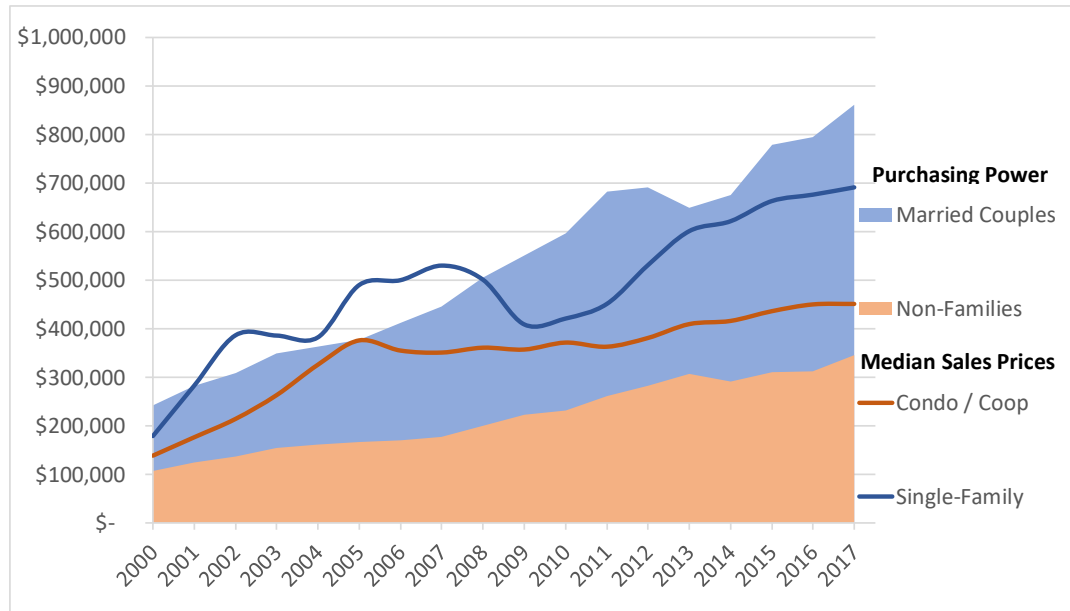
500.14 Even more dramatic has been the volatility of single-family home values. Between 2000 and 2005, the median sales price for a single-family home in the District rose 174 percent, from \$178,250 to \$489,000. However, prices then

dropped 23 percent in just two years between 2007 and 2009 due to the national financial collapse, causing many homeowners to lose equity in their most important investment. Prices since 2010 have started to rise rapidly again at about 7.3 percent per year. Condominiums and cooperatives—once considered starter homes for first-time buyers—have also increased, but more modestly as production expanded the competitive supply. Figure 5.4 shows that the median sales price of condominiums rose sharply from \$138,000 in 2000 to \$377,950 in 2005. Condominium prices then stayed mostly flat until 2010, when they started to rise at an average rate of 2.8 percent per year.^{iv} 500.14

500.15 As prices have risen, the percentage of residents able to comfortably afford the median priced home or apartment has dropped. In 2001, 34 percent of the District’s for-sale housing would have been affordable to a family supported by a full-time schoolteacher. By 2004, that figure had dropped to just 16 percent. By 2017, the percentage of homes in the District that a full-time schoolteacher could afford had partially recovered to 19 percent.^v This was due to a variety of factors, including higher wages, decreasing interest rates, the drop in values after 2007, and the increasing availability of condominiums that are less expensive than single-family homes. Nevertheless, the tightening availability of moderately priced housing is hindering the District’s ability to retain and attract moderate-income households. 500.15

500.16 Figure 5.4 shows the change in housing value and purchasing power from 2000 to 2017. The figure illustrates how median sales prices of single-family and cooperative/condominium homes have changed in relation to changes in the purchasing power^{vi} of married-couple families and non-family households. It shows that sales prices of single-family homes, while volatile, have tracked the purchasing power of married-couple families, whose incomes grew 3.9 percent per year since 2006, but whose purchasing power increased 7.0 percent per year as interest rates decreased. Over the same time, married couples in the District grew by over 14,600 new households, or just under half of all new households since 2006. 500.16

500.17 Figure 5.4: DC Median Sales Prices and Purchasing Power by Household Type: 2000-2017 500.17



Source: U.S. Census American Communities Survey (ACS) 2017, Greater Capital Area Association of Realtors (GCAAR), Freddie Mac, OP

500.18 Rents have also risen, making it more difficult for many to afford to live in the District. Between 2006 and 2017, at 3.4 percent per year, rents in Washington, DC rose faster than the MFI of the region, which grew by only 1.8 percent per year. Much of the increase in rents was due to new amenity-rich buildings that attracted higher income households to the District. However, even rents in buildings built prior to 2006 rose at a rate of 2.7 percent per year.^{vii} As a result, between 2006 and 2017, nearly 18,300 fewer affordable units were available to households earning equal to or less than 60 percent of the MFI (See Figure 5.10 Change in Supply of Rental Units by Affordability). There are many reasons in addition to rising rents for the overall reduction in the number of lower cost units, including demolition of older buildings and conversion to condominiums. 500.18

500.19 The rising costs have continued a crisis of affordability, particularly for the District’s lowest-income residents. Over 20 percent (56,700) of all households in 2017 were severely burdened by housing costs, and another 16 percent (44,600) of households were burdened. Residents must set aside a growing share of their earnings for housing and utilities, leaving less disposable income for health care, transportation, food, other basic needs, and the ability to set aside savings to prepare for the future. The greatest share of burdened and severely burdened

households are the 39,500 rental households earning less than 30 percent of the MFI.^{viii} The market has also become more segmented, with dwindling housing choices for working families and the middle class in general. Expanded housing options for lower- and middle-income households have become limited, and the opportunity for many residents to build individual wealth through homeownership has become more difficult. Racial representation differs across income groups, and communities of color are disproportionately impacted by increasing housing costs and diminishing supply of affordable options. The District's Black and Hispanic households experience higher levels of rent burden that increase the likelihood of displacement. 500.19

500.20 For existing residents who were already homeowners, the price fluctuations represented a source of wealth as their homes appreciated in value but also a source of risk as some lost significant equity in their family's single largest investment, which could help them put their kids through college or retire in relative comfort. The strength of the District's housing market has also created opportunities to solve some of the very problems it is creating. The recent boom has raised real estate values, incomes, and sales, generating millions of dollars in new revenues for housing programs through deed and recordation taxes dedicated to the District's HPTF. The pending availability of several large sites for redevelopment creates housing construction opportunities that did not exist five or 10 years ago. 500.20

500.21 The IZ Program, which requires most new residential buildings of 10 units or more to set aside between eight and 12.5 percent of the project toward affordable units, has now delivered almost 600 affordable units as of Fiscal Year (FY) 2017, with another 800 expected over the next several years, at a pace of close to 200 affordable units per year. The program is particularly beneficial for two reasons. First, it retains the affordable units for the life of the project; second, it produces units in high-amenity, high-cost neighborhoods, where land prices make it very expensive to financially subsidize affordable housing. An expanded IZ program that would encourage additional affordable housing and extend program applicability is under consideration. 500.21

500.22 Housing is a regional market that provides a wide array of choices that vary by location, size, building type and age, accessibility, and other factors. The difficulty in expanding the supply of moderately priced housing across the region will continue to create a market dynamic where higher-income households drive the cost of housing. Housing costs within the District are among the highest in the

region and reflect the premium placed on being close to the region's core. Allowing all District residents to have the choice to secure housing in their communities is a growing challenge as redevelopment and highly competitive offerings are readily available in surrounding jurisdictions. 500.22

500.23 Moderating the cost of housing and expanding opportunities will require a regional effort. It will take sustained multi-jurisdictional coordination and partnerships, such as an analysis of the regional impediments to fair housing and other approaches, to increase the supply of housing and better meet demand at all incomes. For instance, it will be difficult to improve affordability in the District, even though the pace of Washington, DC's housing production doubled after the recession, when production across the rest of the region is down 38 percent.^{ix} 500.23

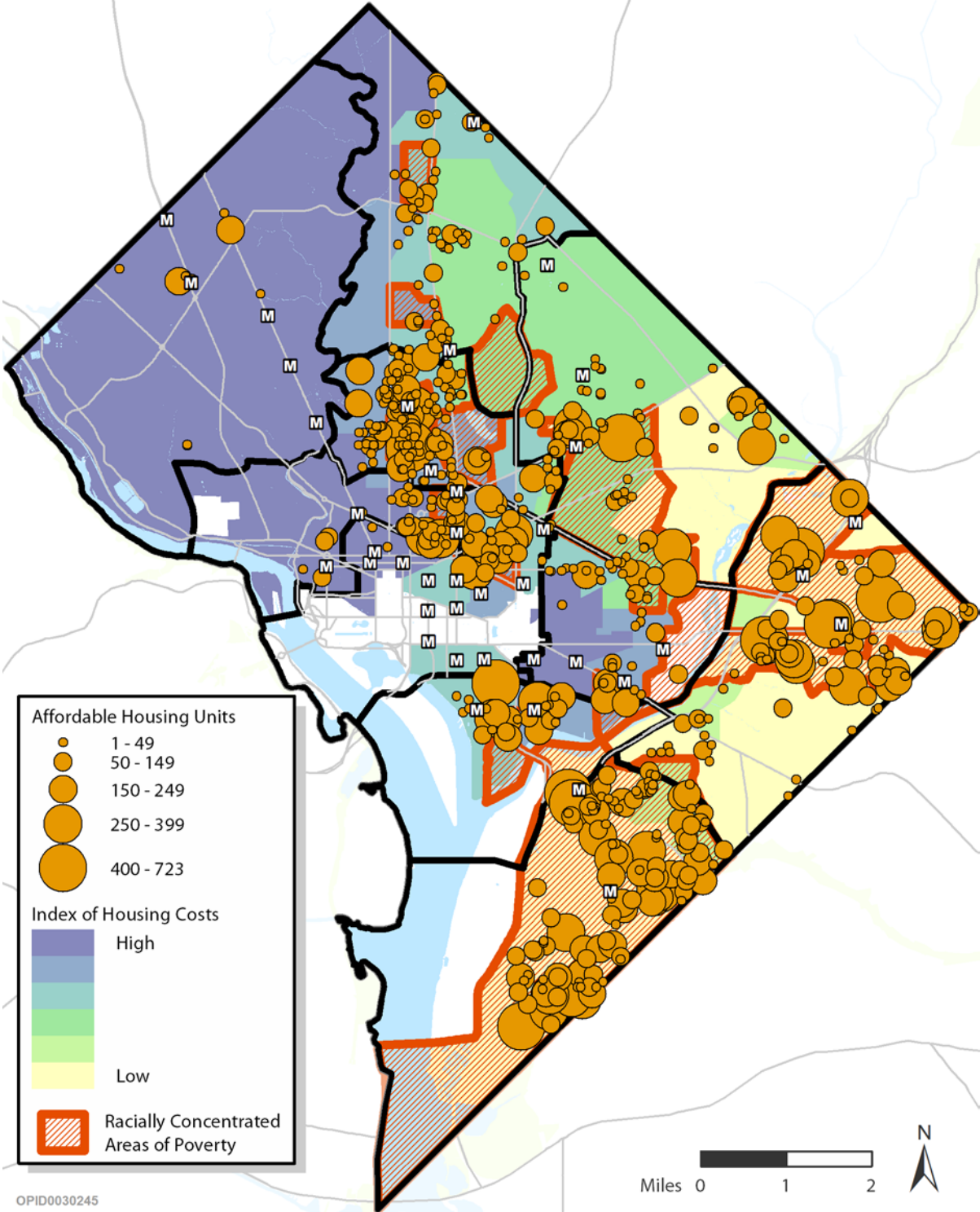
500.24 While housing is a regional market, it is also a very personal choice tied to family, community, and the unique identity shared by residents living in Washington, DC. The fact that many residents place a priority on maintaining their identity as Washingtonians partially explains why 71 percent of the District's residents moving within the region stay within Washington, DC. The rate of retention is actually the highest for extremely low-income households, with 77 percent staying in the District. This is due in part to Washington DC's investment in public transit and affordable housing, keeping housing and transportation costs low relative to the rest of the region. However, the same migration data suggests that lower-income households tend to move to Wards 7 and 8, where 90 percent of residents are Black. Migration data must also be considered in the context of race. In addition, the District is experiencing difficulty in retaining moderate-income households earning between 80 and 100 percent of the MFI, with only 60 percent of them choosing to stay in Washington, DC.^x 500.24

500.25 On a neighborhood level, the recent boom in housing demand has challenged the District's ability to enable lower-income residents to stay in their neighborhood and grow inclusive and racially and economically diverse communities. Approximately 60 percent of those moving to Wards 7 and 8 are very low-income households, while only 17 percent of those moving to Ward 3 are very low-income.^{xi} The District is increasing the rate of developing new and preserving existing affordable housing, with approximately 1,700 affordable units delivered per year since 2015.^{xii} While some of this production is occurring in the very neighborhoods where such housing is already concentrated, changes in the way investment decisions are being made, such as preferences for projects in high-cost

areas are shifting production to higher-cost neighborhoods, where there is less affordable housing. A housing needs assessment conducted by the Urban Institute for the District in 2015 suggests that more affordable housing is needed District-wide, especially in high-cost areas and for those households earning less than 30 percent of the MFI. 500.25

500.26 Map 5.1 illustrates the location of affordable housing projects in the District, overlaid on a map that characterizes neighborhoods by an index of housing costs versus neighborhoods that are Racially or Ethnically Concentrated Areas of Poverty (R/ECAP), as defined by HUD. With the exception of a few projects, there is very little affordable housing built in neighborhoods with high housing costs. If left unchecked, these patterns will continue to concentrate lower-income residents in some neighborhoods and find them scarce in others. 500.26

500.27 Map 5.1: Affordable Housing Projects by Neighborhood Index of Housing Costs
and R/ECAP 500.27



Source: DHCD, HUD, HousingInsights.org

- 500.28 While the market for housing has been robust since 2010, there is no guarantee this trend will continue indefinitely. The lessons from the financial mortgage collapse of 2007 suggest that softer demand due to rising interest rates or other risks could test the resiliency of Washington, DC's housing market. Measures to increase affordable housing must be mindful to account for market dynamics and the burden placed on the private sector so that forward momentum can be sustained. This may require additional bold steps by District government, such as the recent increased allocation of funding in 2015 to the HPTF from deed recordation and transfer taxes and other sources. 500.28
- 500.29 One of the critical issues facing Washington, DC is how to retain and create more housing units that are large enough for families with children. In 2006, 21 percent of District households were composed of families with children. By 2017, households with children had fallen to below 20 percent because they experience difficulty finding units they can afford. This percentage is substantially lower than the 33 percent rate for the region and 31 percent rate for the nation. However, other cities, such as San Francisco, New York, and Boston, also experienced declines in the percentage of households with children since 2006. 500.29
- 500.30 Family households with children need larger housing units with more bedrooms. Of the existing housing stock, only 34 percent of the units have three bedrooms or more, which is a slight decline from 2006, when 35 percent of units had three or more bedrooms. Eighty-nine percent of recent new construction has been apartments, of which only two percent had three or more bedrooms.^{xiii} Of new condominium units built since 2006, less than 10 percent had three or more bedrooms.^{xiv} Because the vast majority of Washington, DC's capacity for growth is in multi-family development, the District will need to look to apartment buildings to add larger family-sized units. 500.30
- 500.31 Many residents of Washington, DC have a strong desire to stay, whether they have recently moved here or their family has lived in Washington, DC for multiple generations. As touched upon in the Framework Element, Washington, DC experienced a tremendous increase in the number of younger adults between the ages of 20 and 39 years since 2006. This has led to an increase in children between the ages 0 and 14 years, and young adults are finding their housing needs change as they start new families. The increase in young children is an early indication of their parents' desire and intention to stay in Washington, DC. At the

same time, the District is also expecting an increase in older residents. A broad retention strategy is needed for these new and existing families and the overlapping housing needs of older adults to maintain the health and equity of the District. 500.31

500.32 The availability of single-family housing and housing with more rooms are two factors that are positively correlated with retaining family households. other factors are also important, including affordability, crime, childcare, parks, and school quality. 500.32

500.33 Who is moving in and out of the District? Figure 5.5 shows the demographics of migration in and out of the District. It shows that, in 2017, nine percent (65,522) of the District’s population moved into Washington, DC that year. Out-movers during the same year numbered 60,873. During the same period, in-movers were less likely than out-movers to be families with children, Black, or homeowners and more likely to be low-income. While this tells a District-wide story, within various neighborhoods affordability issues are reshaping neighborhood demographics; for example, neighborhoods in Southwest Washington have seen extensive new development that attracted younger, more affluent, and whiter residents, while losing both residents of color and lower-income residents. 500.33

500.34 Figure 5.5: Migration in and out of the District, 2017 500.34

	Moving Out	In-Movers		
	Total	Total	Another State	Abroad
Number of people	60,873	65,522	54,722	10,800
In Poverty	7,150	10,656	8,440	2,216
White	32,682	39,014	32,158	6,856
Black	19,909	17,063	15,797	1,266
Asian/Pacific Islander/Other	6,225	6,787	4,662	2,125
Two or More Races	1,925	2,490	2,025	465
Hispanic	6,384	5,975	4,227	1,748
Age 1-4 years	2,996	1,522	1,115	407
Age 5-17 years	4,592	2,913	2,044	869
Age 18-29 years	24,554	37,819	24,554	4,709
Age 30-39 years	15,412	11,812	9,438	2,374
Homeowners	19,060	11,103	8,355	2,748
Renters	35,797	38,822	32,208	6,614

Source: U.S. Census ACS 2017, OP

500.35 Overall, key indicators suggest that demand for housing will remain strong in the District. However, it is important to recognize that events, such as the 2020 public health emergency, may change this outlook. Still, indicators including the historically strong employment market, improving schools, and a walkable urban lifestyle that is attractive to a new generation of residents will likely continue to drive housing demand. The increase in young children (zero-14 years) is an early indication of their parents' desire and intention to stay in the District. Retaining new and existing families is important to Washington, DC's vibrancy and health. 500.35

500.36 In order to meet this demand, it will be critical to continue, and support, the overall production of both market rate and affordable housing. Without new development and an increased supply of these units, rising costs caused by these demand pressures will increasingly restrict the types of households who can afford to live in Washington, DC. New production will take the pressure off the existing housing supply and allow it to serve a greater range of household incomes. 500.37

500.38 This Housing Element seeks to address the challenges of rising costs and other housing needs through its policies and actions focused on the production of new market rate and affordable housing and the preservation of existing affordable housing. It is organized into four major sections. The first addresses housing production, including both market rate and affordable housing. The second addresses housing preservation, focusing particularly on anti-displacement strategies and housing maintenance. The third section addresses homeownership and fair housing laws. The final section covers the needs of those experiencing homelessness, persons with disabilities, older adults, and others who are not adequately served by the private market. 500.38

501 Housing Goal 501

501.1 The overarching goal for housing is to provide a safe, decent, healthy, and affordable housing supply for current and future residents in all of Washington, DC's neighborhoods by maintaining and developing housing for all incomes and household types. The overall goal for the District of Columbia is that a minimum of one third of all housing produced should be affordable to lower-income households. The short-term goal is to produce 36,000 residential units, 12,000 of which are affordable, between 2019 and 2025. 501.1

502 H-1 Homes for an Inclusive City 502

502.1 This section of the Housing Element addresses housing production, both for market rate and affordable units. 502.1

502.2 Washington, DC must sustain a high rate of housing production to meet current and projected needs through 2025 and remain economically vibrant. Over the next 15 years, through 2035, the District’s housing stock is forecast to increase from a base of about 310,000^{xv} units in 2015 to 397,000 units in 2035. Between 2015 and 2020, 23,000 additional units are expected to be built, based on projects that are now under construction, soon to break ground, or by conversion to smaller units. Mayor's Order 2019-036 initiated the goal to accelerate the rate of housing production between 2019 and 2025 to achieve 36,000 new units, 12,000 of which are affordable, which will be needed by 2025 to improve affordability and the long-term balance between demand and supply. This is equivalent to 5,100 additional units per year. This is higher than the rate of production experienced during 2010-2015, and demand pressures suggest there is a need for even more. However, the District issued permits for an average of 4,483 units of new construction per year after recovering from the national recession, indicating this target of 5,100 units per year is not out of reach. Figure 5.6 illustrates the goal for both total and income-restricted affordable units per Figure 5.4 and how the goal would extend through 2030 and 2050. These goals provide measurable benchmarks that will require public, non-profit, and private sector action to achieve. Prioritizing affordable housing production is critical to reducing existing disparities in access to housing, particularly for communities of color. 502.2

502.3 Figure 5.6 Total Residential and Affordable Unit Goals: 2018-2050 502.3

	2018 Base	2020 Estimated	2025 Pipeline	2025 Goal	2030	2050
Total Residential Units	324,300	334,600	360,300		384,200	456,890
2018 - 2025 Total Increase	36,000					
Total Dedicated Affordable	51,960	55,867	59,930	63,960	71,930	96,160
2018 - 2025 Affordable Increase	12,000					
Percent Affordable	16.0%	16.7%	16.6%	17.8%	18.7%	21.0%
Base						
Forecast/Pipeline Estimates						
Housing Goals						

Source: OP, Deputy Mayor for Economic Development (DMPED)

- 502.4 As noted in the Land Use and Framework Elements, Washington, DC already has the land resources to meet this demand. But land alone is not enough to ensure the production of housing, and housing production alone does not guarantee that a portion of the new units will be affordable to all households. The approach needs to vary with the characteristics of the site and surrounding conditions. For instance, infill housing development in Neighborhood Conservation Areas typically has infrastructure but can be constrained by lot sizes and is dependent on surrounding market strength. Redevelopment of ground floor uses along the District's Main Street mixed-use corridors is often delayed until market demand drives housing prices high enough to overcome the return provided by the existing uses. Neighborhood Enhancement Areas need not only comprehensive infrastructure investment but also catalytic projects to demonstrate the viability of further private sector investment. Finally, large sites with significant capacity need major infrastructure investment to knit them into their surrounding neighborhoods. 502.4
- 502.5 A multi-pronged strategy is needed to facilitate production, address regulatory and administrative constraints, and deliver a substantial number of the new units that are affordable to District residents, particularly to moderate and lower income residents. Potential regulatory strategies to maximize housing production might include regulatory relief, such as flexibility with zoning height and expedited entitlement review and permitting. Financing strategies might include tax credits and abatements and other financing tools. The 2006 Comprehensive Housing Strategy established many of the basic tenets of this strategy. Additional information is provided in the text box titled The Comprehensive Housing Strategy on the following page. 502.5
- 502.6 Participation from private sector investors is critical to achieving Washington, DC's housing goal and presents several challenges as they pursue investment opportunities. Some locations remain underused within the permitted density for a variety of reasons. In some locations, existing ground floor uses produce a sufficiently high return that discourages and delays redevelopment. In other locations, the increased construction costs needed for taller building types sometimes lead investors to use lower density, less expensive methods that underuse a site's potential development capacity. Finally, development of new supply tends to slow down as soon as supply starts to meet demand, and the pace of absorption and revenue growth slows or declines below investors' expectations. These are economic realities that all cities face. 502.6

- 502.6a **Text Box: The Comprehensive Housing Strategy**
The housing policies of the Comprehensive Plan were introduced in 2003, when the DC Council passed the Comprehensive Housing Strategy Act, creating a task force charged with developing recommendations on the housing needs of current and future residents of the District. It included strategies for preserving and creating mixed-income neighborhoods; assessing the quality, availability, and affordability of rental housing; creating homeownership opportunities; preventing displacement; assessing housing for persons with disabilities; promoting moderate-income housing; and increasing the District's population by 100,000 residents. 502.6a
- 502.6b The 2006 task force report, *Homes for an Inclusive City*, presented seven recommendations for improving housing affordability and growing the population. Foremost among these was the production of 55,000 new housing units, including 19,000 affordable units, and the preservation of at least 30,000 existing affordable units. The report includes strategies to increase the homeownership rate, provide direct assistance to 14,600 low-income renter households, and include affordable housing in the new neighborhoods to be developed during the next 15 years. 502.6b
- 502.6c Subsequent task forces have built upon the original strategies found in *Homes for an Inclusive City* and developed additional policies found in the *Bridges to Opportunity and Housing Preservation Strike Force* final reports. These efforts focused on strategies and initiatives such as providing wraparound supportive social service contracts into affordable housing investments. In addition, the District submitted to HUD the 2016-2021 Five-Year Consolidated Plan, which includes data analysis, resident participation, and the development of an implementation program on how the District would expend funds from federal programs, including Community Development Block Grant (CDBG) and HOME Investment Partnership. 502.6c
- 502.6d Many of the original strategies in *Homes for an Inclusive City* were carried forward into the 2006 Comprehensive Plan Housing Element. The policies from the subsequent task force are included and built upon in the amended Comprehensive Plan. This is an important step toward their implementation and will move the District one step closer to achieving its housing goals. 502.6d

503 H-1.1 Expanding Housing Supply 503

503.1 Expanding the housing supply is a key part of the District’s vision to create vibrant neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of market rate and affordable housing is essential to the future of the neighborhoods. It is also a key to improving the District’s fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, zoning, permitting, inspection, and taxation programs, recognizing and responding to the needs of all segments of the community to achieve an adequate and diverse housing supply. The first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs. Public investment in high-quality public infrastructure, including transportation, public space, schools, and libraries, is also critical to ensuring that all neighborhoods provide a high degree of access to opportunity. Regulatory processes should encourage, not discourage, the creation of new housing. 503.1

503.2 The supply of housing should grow sufficiently to slow rising costs of market rate rental and for-sale housing. Expanding supply alone will not fulfill all of Washington, DC’s housing needs at lower income levels, but it is one important element of the strategy to ensure unmet demand at higher price points does not further hasten the loss of naturally occurring affordable housing. 503.2

503.3 ***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

503.4 ***Policy H-1.1.2: Production Incentives***
Provide suitable regulatory, tax, and financing incentives to meet housing production goals, prioritizing moderate- and lower-income housing production. 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. 503.4

503.5 ***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

503.6 ***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

503.7 ***Policy H-1.1.5: Housing Quality***

Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize long-term operation, repair, and capital replacement costs. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. 503.7

503.8 ***Policy H-1.1.6: Housing in Central Washington***

Absorb a substantial component of the demand for new high-density housing in the Central Washington Planning Area and along the Anacostia River. Through regulation and incentives, encourage affordable housing production. Absorbing the demand for higher-density housing within these areas is an effective way to meet housing demands, maximize infrastructure and proximity to jobs, create mixed-use areas, and minimize the cost pressure on existing residential neighborhoods throughout the District. Market rate and affordable mixed-income, higher-density downtown housing also provides the opportunity to create vibrant street life and to support the restaurants, retail, entertainment, and other amenities in the heart of Washington, DC. 503.8

See the Land Use, Urban Design, and Area Elements for related policies.

503.9 ***Policy H-1.1.7: Large Sites***

Accommodate a significant share of the District's projected housing demand in new neighborhoods developed on large sites. Prioritize housing, particularly affordable housing preserved for long-term affordability. These neighborhoods

should include or have access to well-planned retail, public schools, attractive parks, open space and recreation, as well as needed supportive services for older adults and persons with disabilities and enable resilient, innovative neighborhood-level energy systems. The new neighborhoods should include a variety of housing types, including housing for families, older adults, and other needed types, serving a diverse population and a variety of income levels. 503.9

503.10 ***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

See also the Land Use Element policies on transit-oriented and mixed-use development.

503.11 ***Action H-1.1.B: Annual Housing Reports and Monitoring Efforts***

Develop an annual State of the District Housing Report, which improves the quality of information on which to make housing policy decisions. Include information on current conditions, trends and needs, such as the availability and affordability of units by income, tenure, building type, number of bedrooms, and production patterns and capacity by Planning Area and other characteristics. Include information on the demand for, housing for low, very low and extremely low-income households. Assess the availability of housing for Black communities and other communities of color, seniors, families, people with disabilities, and vulnerable communities. The report should also include a framework for evaluating progress toward measurable goals. Create a Housing Oversight Board composed of residents representing different incomes and household types, and for profit and nonprofit developers, that would review this report and provide an assessment each year on the effectiveness and outcomes of the District's housing programs. 503.11

503.12 ***Action H.1.1.C: Regional Planning for Expanding the Supply of Housing***

Pursue intergovernmental agreements and initiatives with the jurisdictions of the metropolitan region that expand the housing supply and broaden affordability throughout the region, and that do not leave the responsibility solely to any one jurisdiction. 503.12

503.13 ***Action H.1.1.D: Research New Ways to Expand Housing***
Continue research to expand market rate and affordable housing opportunities in Washington, DC, such as expanding existing zoning tools and requirements. Consider a broad range of options to address housing constraints, which could include updating the Height Act of 1910 (a federal law) outside of the L’Enfant Plan area, if it can promote housing production. 503.13

503.14 ***Action H-1.4.E: Analysis of Impediments to Fair Housing Choice***
Complete the Analysis of Impediments to Fair Housing to advance fair housing, more equitably distribute housing, and take steps to address identified impediments and remedy residential exclusion, described in more detail in Section 514. 503.14

504 H-1.2 Ensuring Housing Affordability 504

504.1 Washington, DC faces numerous affordable housing challenges. It has both a greater share of the region’s low-income residents and the region’s most rapid decline in the availability of housing to serve these residents. In 2005, the median income for a family of four for the region was \$89,300, but it was just \$55,750 in the District. Census data indicates that by 2017 the gap had narrowed by almost half. In fact, between 2005 and 2017, the share of the District’s households earning below the regional median income declined from about 75 percent to 52 percent of households. Due to a growing number of higher-income households being attracted to Washington, DC, housing prices in the District are increasing at a faster rate than almost any jurisdiction in the metropolitan area. The share of District renters who paid more than 30 percent of their incomes for housing jumped from 39 percent in 2000 to 46 percent in 2004. In 2017, the estimated share of households paying more than 30 percent of their income for housing had fallen to 36 percent of all households. Similarly, the share paying more than 50 percent of their incomes declined from 23 percent in 2004 to 20 percent by 2017. Data suggests this is not due to improving affordability but rather the in-migration of higher-income households and the out-migration of lower-income households. Further, outcomes must be reviewed by race, considering the previously noted lower incomes and higher rent burdens faced by Black and Hispanic households. 504.1

504.2 In Washington, DC and across the nation, home prices have fluctuated

dramatically since 2006. Prices in the District peaked in April 2007, soon after the adoption of the 2006 Comprehensive Plan. While the collapse of the national mortgage markets did not affect Washington, DC as badly as some parts of the country, many neighborhoods did suffer from high foreclosure rates and severe decline in values, and these neighborhoods are in areas with predominantly Black and Hispanic populations. Among the hardest hit neighborhoods were those along Eastern and Southern Avenues in the Upper Northeast, Far Northeast and Southeast, and the Far Southeast and Southwest Planning Areas, such as Washington Highlands, North Michigan Park, Bellevue, and Capitol View. In addition to the national mortgage collapse, the problems were exacerbated by limited access to competitive mortgages, and predatory subprime lending, which was disproportionately directed at low income and Black and Hispanic households. By 2017, single-family home values in some of these neighborhoods, especially those in Wards 7 and 8, were finally exceeding their previous peaks achieved in 2007. However, condominiums are still experiencing declining values in some neighborhoods, stemming from failing homeowner associations, maintenance, and other problems. 504.2

504.3 Single-family home values elsewhere in the District have more than just recovered. Values have gone up most rapidly in the moderately priced neighborhoods to the north and east of downtown. Neighborhoods such as Trinidad, LeDroit Park and Bloomingdale recovered rapidly and experienced annualized sales price increases of from eight to almost 11 percent a year between 2009 and 2017^{xvi}. Price increases in high-cost neighborhoods west of Rock Creek Park were less dramatic, but they also experienced the least decline as a result of the mortgage crisis. As a result, they continue to be out of reach for most District residents. 504.3

504.4 Economic forecasts suggest that many of the jobs that will be created in the District during the next 10 years will not provide the compensation needed to pay for housing in Washington, DC. Occupations that pay the lowest third of wages are expected to represent 45 percent of the job growth. For example, some of the District's fastest growing occupations are expected to be home health and personal care aides, which pay an annual wage of \$ 29,000.^{xvii} For a single wage earner, this would qualify them for the deepest level of subsidy to rent a one-bedroom apartment, with almost no chance to purchase a condominium or single-family home. Even a two-income household with such salaries would be unable to afford market-rate homeownership. As the gap widens, there may be several consequences. Residents may work unreasonably long hours or multiple jobs,

double up in overcrowded apartments and houses, live in unsafe or substandard housing, or give up living in the District altogether, enduring long commutes into Washington, DC each day. Black and Hispanic residents are more heavily represented in these job categories and earn lower incomes, as noted earlier. This points to worsening racial inequality in housing access and affordability, displacing residents who would otherwise choose to remain in the District. 504.4

504.5 The District has been working to preserve the affordability of existing housing opportunities for lower-income residents and to ensure that a substantial share of the housing built in the next 20 years is affordable for them. The District's HPTF is now the largest per capita source of locally dedicated funding for affordable housing of any city in the country. An array of financial and regulatory tools and programs already are in place, some linked to federal housing programs, some created by District government, and others originating through partnerships with the private and nonprofit sectors (see Figure 5.7 for a list of the major housing programs in the District). 504.5

504.6 The District also has been pursuing legislative and regulatory measures that require affordable housing in new development. In addition to IZ, a 2013 District law requires District properties sold for residential development to provide 20 to 30 percent of the units as affordable depending on proximity to transit. The law targets a range of extremely low-income to moderate-income households, and long-term commitments to maintain affordability which depend on the tenure of the project. For many years, Washington, DC has also had a policy requiring developers seeking commercial density bonuses to provide affordable housing or pay into the HPTF. The previous Comprehensive Plans created the foundation for these actions, which is carried forward in this Element. 504.6

504.7 More deeply affordable housing production and preservation is needed to advance racial equity in housing because of the racial income gap. As shown in Figure 5.8, the proposed allocation of new affordable units should be 40 percent available to extremely low-income households, and 30 percent allocated each for low- and very low-income households. These targets would prioritize production and preservation of housing affordable to more of the District's residents of color. Achieving these targets requires actions from the public, non-profit, and private sector. Statutory and regulatory measures, including zoning, are necessary but not sufficient to produce very-low- and extremely-low-income rental housing and ownership opportunities for a range of households. Budgetary decisions at the federal and District levels are also essential to enable the continued operation of

quality housing for these income levels. Resource choices also must be made between new housing production and preserving or restoring affordable housing stock. And, while the District has set ambitious goals to increase both market rate and affordable housing production, affordable housing production is lagging, requiring renewed assessment of how to effectively allocate and use limited resources. To advance racial equity in housing, an effective allocation of resources is needed for housing preservation and production targeted to very-low and extremely-low-income households. 504.7

504.7 ***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. 504.7

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, Newly produced the supply of affordable units shall ~~serve~~ be targeted toward low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8. 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. 504.8

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. 504.9

504.10 Figure 5.7 Major Housing Programs in the District 504.10

Department of Housing and Community Development (DHCD)	Apartment Improvement
	Construction Assistance
	Site Acquisition Funding Initiative
	Distressed Properties Improvement
	Housing Finance for Elderly, Dependent, and Disabled
	Housing Production Trust Fund
	Affordable Housing Preservation Fund
	Inclusionary Zoning
	Low Income Housing Tax Credits
	Property Acquisition and Disposition
	District Opportunity to Purchase
Tenant Opportunity to Purchase Assistance	
District of Columbia Housing Finance Agency (DCHFA)	Multifamily Housing Development
	DC Open Doors Homeownership
District of Columbia Housing Authority (DCHA)	Housing Choice Voucher Program (Section 8)
	Local Rent Supplement Program (LRSP)
	Choice Neighborhoods (HOPE VI Program)
	Public Housing
Deputy Mayor for Planning and Economic Development (DMPED)	New Communities
	Public Land Disposition Affordability Requirements
	Affordable Housing through Planned Unit Development Cases
District of Columbia Office of Planning	Historic Homeowner Grant Program
	Rent Control
DC Council	Tax Abatement for Seniors and Low Income Housing

Source: 2019 DC Office of Planning

504.11

Policy H-1.2.4: Housing Affordability on Publicly Owned Sites

Require that 20 to 30 percent of the housing units built on publicly owned sites disposed of for housing, co-located with local public facilities, or sites being transferred from federal to District jurisdiction, are reserved for a range of affordable housing with long-term commitments to maintain affordability, seeking to maximize production of~~including~~ extremely low and low-income for rental units, and very low- and low-income households for ownership units. Prioritize the provision of affordable housing in areas of high housing costs. Consider Universal Design and visitability. 504.11

- 504.12 ***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. 504.12
- 504.13 ***Policy H-1.2.6: Build Nonprofit Sector Capacity***
Actively involve and coordinate with the nonprofit sector, including faith-based institutions, to meet affordable housing needs, including housing construction and housing service delivery. Partner with the nonprofit sector so that public funding can be used to leverage the creation of affordable units and to expand access to housing through counseling, education, tenant rights services, and increased awareness of funding opportunities. Faith-based institutions represent a significant opportunity for the development of affordable housing and community facilities in Washington, DC and the provision of affordable housing and care of those in need is within their charitable missions. Faith-based institutions own nearly 6 million square feet of vacant land in the District and an estimated 4 million square feet of land with improvements. Much of the land owned by these institutions is in residential neighborhoods, adjacent to commercial corridors and have some type of residential zoning that limits them to low density development. These institutions may need technical support but have expressed their interest and commitment and can be willing partners in providing space for affordable housing. 504.13
- 504.14 ***Policy H-1.2.7: Density Bonuses for Affordable Housing***
Provide zoning incentives, such as through the PUD process, to developers proposing to build a substantial amount of affordable housing above and beyond any underlying requirement. 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. 504.14
- 504.15 ***Policy H-1.2.8: District Housing Finance Agency (DCHFA)***
Support the DCHFA's activities to finance new construction and rehabilitation of affordable rental and owner units, including vacant and abandoned units. 504.15
- 504.16 ***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. 504.16

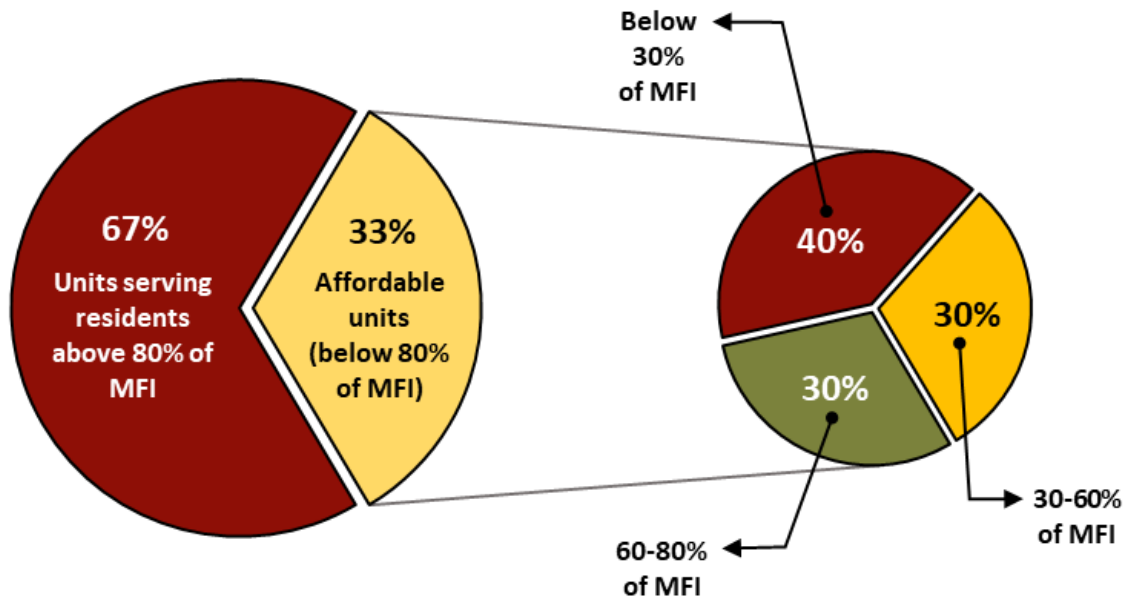
504.17 ***Policy H-1.2.10 Redevelopment of Existing Subsidized and Naturally Occurring Affordable Housing***

Prioritize, Encourage and incentivize build-first, one-for-one, on-site, and in-kind replacement of affordable units, including larger family-sized units. In addition, encourage and incentivize relocation and right of return plans when projects redeveloping affordable housing seek additional density beyond that permitted by existing zoning. Work to identify and coordinate financial assistance to ensure long-term affordability, preferably permanent or for the life of the project, when projects meet these criteria. 504.17

504.18 ***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. 504.18

504.19 **Figure 5.8: Targeted Distribution of New Affordable Units by Income Group**
504.19



504.20 The 2006 Comprehensive Housing Strategy recommended that one-third of the units produced in the District in the next 15 years be targeted to persons earning 80 percent of the MFI or below. Figure 5.8 shows the proposed allocation of these units to low-, very low-, and extremely low-income groups. 504.20

50420a Text Box: The District’s Commercial Linkage Requirement
 In 1998, the District adopted zoning provisions that linked the granting of bonus density in commercial development projects to requirements for affordable housing. The linkage recognized that the demand for housing in Washington, DC was driven in part by new commercial development and rising land values. The linkage provisions are currently triggered by:

- The approval of a discretionary and otherwise appropriate street or alley closing, which results in the provision of additional non-residential square footage by the DC Council;
- The provision of habitable, non-residential penthouse space; or
- The approval of a discretionary and otherwise appropriate zoning density increase, which results in the provision of additional non-residential square footage by the Zoning Commission or the Board of Zoning Adjustment.

504.20a

504.20b In such cases, applicants are required to construct or rehabilitate housing that remains affordable to low-income households for at least 40 years, or pay into the

District's HPTF. If the applicant agrees to construct or rehabilitate affordable housing, the square footage of housing that must be built varies from 25 to 50 percent of the density increase being granted, depending on if the housing is provided on-site, off-site, or in a high housing cost area. Applicants can use any of a number of tools to build the housing, such as partnerships and joint ventures. If the applicant agrees to pay into the HPTF, the payment must equal at least half of the assessed value of the square footage of the density increase being granted, plus the square footage of any preexisting housing demolished as a result of the non-residential development. Additional provisions relating to the timing and valuation of the improvements apply. 504.20b

504.20c The linkage requirements include several exemptions, such as projects that are already subject to housing, retail, arts, or historic preservation requirements; projects approved prior to 1994; and projects located in enhanced/new neighborhood or enhanced/new multi-neighborhood centers. The Zoning Commission also has the authority to grant exemptions from this requirement based on certain findings relating to Comprehensive Plan consistency. 504.20c

504.21 ***Action H-1.2.A: Commercial Linkage Assessment***
Review the District's existing commercial linkage requirements to improve the effectiveness of this program and assess its impacts, advantages, and disadvantages, such as how and when linkage fees are paid. Based on findings, adjust the linkage requirements as needed. 504.21

504.22 ***Action H-1.2.B: New Revenue Sources***
Continue to identify and tap new sources of revenue for programs such as the HPTF to produce affordable housing and keep rental and owned housing affordable. These new sources should add to the portion of the deed and recordation taxes dedicated to the HPTF, such as the feasibility of earmarking a portion of residential property tax revenue increases for the fund. 504.22

504.23 ***Action H-1.2.C: Property Acquisition and Disposition Division Program***
Continue the District's Property Acquisition and Disposition Division (PADD) Program, which acquires property and provides for long-term leaseback or low-cost terms to private developers that produce affordable homeownership and rental housing. 504.23

504.24 ***Action H-1.2.D: Low-Income Housing Tax Credits***
Expand for-profit builders' use of Low-Income Housing Tax Credits as one tool

to provide new or rehabilitated affordable housing in the District. 504.24

- 504.25 ***Action H-1.2.E: Leveraging Inclusionary Zoning***
Review and consider expansion of the Inclusionary Zoning program as needed to encourage additional affordable housing production throughout the District. Examine and propose greater IZ requirements when zoning actions permit greater density or change in use. Factors supporting a greater requirement may include high-cost areas, proximity to transit stations or high-capacity surface transit corridors, and when increases in density or use changes from production, distribution, and repair (PDR) to residential or mixed-use. Consider requirements that potentially leverage financial subsidies, such as tax-exempt bonds. 504.25
- 504.26 ***Action H-1.2.F: Establish Affordability Goals by Area Element***
Establish measurable housing production goals by Planning Area through an analysis of best practices, housing conditions, impediments, unit and building typology, and forecasts of need. Include a minimum share of 15 percent affordable housing by 2050, along with recommendations for incentives and financing tools to create affordable housing opportunities to meet fair housing requirements, particularly in high housing cost areas. 504.26
- 504.27 ***Action H-1.2.G: Continuum of Housing***
Conduct a periodic review, at least every four years, of private development and federal and local housing programs in conjunction with a needs assessment to ensure that programs target the applicable gaps in the supply of housing by unit and building type, location, and affordability and include racial equity evaluations. 504.27
- 504.28 ***Action H-1.2.H: Priority of Affordable Housing Goals***
To advance racial equity in housing, prioritize public investment toward housing production and preservation serving very-low and extremely-low income households. Prioritize public investment in the new construction of, or conversion to, affordable housing in Planning Areas with high housing costs and few affordable housing options. Consider land use, zoning, and financial incentives where the supply of affordable units is below a minimum of 15 percent of all units within each area. 504.28
- 504.29 ***Action H-1.2.I: Land Trusts***
Support community land trusts (CLTs) in their ongoing efforts to produce, secure, and steward rental and ownership housing and commercial spaces that would

remain affordable in perpetuity. Preventing the displacement of current and future low- and moderate-income District residents and businesses should be the focus of CLTs. 504.29

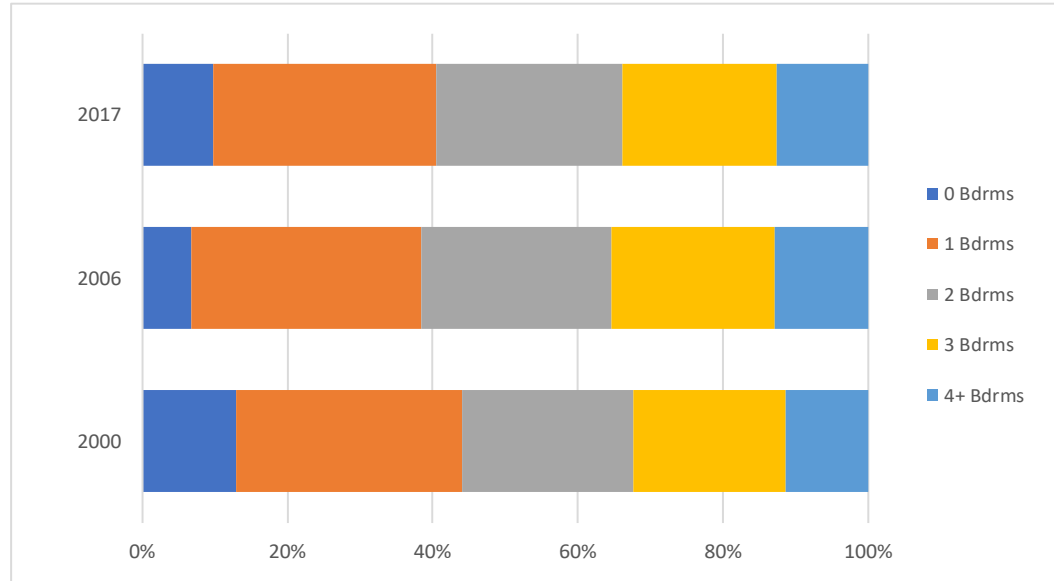
504.30 ***Action H-1.2.J Affordable Housing and Nonprofit and Faith-Based Institutions***
District agencies should work collaboratively with nonprofits and the faith community to investigate zoning options to reduce procedural burdens and facilitate the development of affordable housing and community services on properties under their control, particularly sites in lower density neighborhoods.504.30

505 H-1.3 Diversity of Housing Types 505

505.1 The housing stock in the District has varied in size and type over time. As Figure 5.9 shows, in 2000, about 44 percent of Washington, DC’s housing units consisted of studios and one-bedroom units. The percentage of small units declined to 38 percent, mostly through the loss of studios, before rebounding to 42 percent by 2017. In 2000, units with four or more bedrooms comprised just 11 percent of the total units. By 2017, this had risen slightly to just below 13 percent. Three-bedroom units have declined by almost two percent since 2006. Of all unit types, only two-bedroom units have consistently grown in number, increasing from 24 percent in 2000 to almost 26 percent in 2017. 505.1

505.2 Between 2011 and 2016, more than 90 percent of new housing in Washington, DC was multi-family housing. As this trend continues, the District faces the possibility of a less diverse housing stock. As Figure 5.3 shows, row house units represent a declining share of all housing. Therefore, the District will become more dependent on apartment buildings to provide family-sized units. The conversion of single-family row houses, which by right may include a second unit, into multi-unit buildings may be further eroding the supply of three- and four-bedroom units in the District. Going forward, there is limited opportunity for new subdivisions of large, detached homes to provide housing for more families. 505.2

505.3 Figure 5.9: Distribution of Housing by Number of Bedrooms in Washington, DC, 2000-2017 505.3



Source: U.S. Census American Community Survey (ACS) 2017, DC Office of Planning

505.4 The housing needs of District residents represent a wide spectrum. Students and young professionals may seek studios, small apartments, or shared housing. Young families may seek small condominiums, townhouses, or small homes in emerging neighborhoods. Families with children may seek homes with three or four bedrooms, a yard, and perhaps a rental unit for added income. Singles and couples with no children may seek single-family homes or apartments. The growing population of older adults may seek to remain in their existing homes or downsize to smaller houses or apartments nearby, while others will want or need retirement communities, assisted living, or congregate care facilities. Overall, larger units are more adaptable to changes in demand than smaller units given their ability to serve a wide range of households from individuals seeking to share housing, to new growing families, to multigenerational households. It is difficult to determine if these changing needs will compete with or complement each other. For example, will older, down-sizing residents naturally provide a turnover of larger units to young growing families, or will there be an overlap of competing needs? 505.4

505.5 Given the shortage of available land in areas with some of the highest housing costs, promoting accessory dwelling units is one way to provide housing options for persons at all income levels and support the transition from older to younger

households. Large homes may easily accommodate what is commonly called an in-law suite on the top floor or lower level, or above a garage, in place of a garage, or in a separate unit out back. An accessory dwelling unit can accommodate a low- or moderate-income family, a student, or an older adult who is unable to continue to fulfill the full burdens of homeownership. The added rental income can help a younger household qualify to purchase the home. 505.5

505.6 An important part of growing inclusively is to develop and maintain, across neighborhoods and throughout the District, a diverse housing stock of all sizes and types that can fit the needs of the variety of households, including growing families, singles, couples, and aging residents who, in order to remain in their neighborhood may need to transition from living independently in their home to alternative housing. Recent housing production has not provided the diversity of housing types needed in the District. Market-driven development provided higher-end, multifamily units that attracted largely white, affluent, and smaller households. Ninety-one percent of new housing growth between 2006 and 2018 has been in multi-family buildings that add considerable supply but tend to have units that are smaller in size (see Figure 5.10) At their most extreme, market pressures may result in displacement as affordable large rental units are converted to upscale condos or apartments. More often, these pressures mean that families are having a harder time finding suitable housing in Washington, DC. This is supported by the 2017 vacancy rate which was 13 percent for studios and one-bedroom units, but just eight percent for units that were three bedrooms or larger.^{xviii} Housing production that could serve families, seniors, and moderate- and low-income households has not kept pace. This disproportionately affects residents of color. 505.6

505.7 Figure 5.10: Housing Typology Transect 505.7

- 505.8 ***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
- 505.9 ***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
- 505.10 ***Policy H-1.3.3: Assisted Living and Skilled Nursing***
Promote the development of neighborhood-based assisted living, adult day services with dementia care, and skilled nursing facilities. Zoning and health regulations should be designed to promote an increase in supply, security, and

affordability of housing for older adults. 505.10

505.11 ***Policy H-1.3.4: Cooperatives and Co-housing***
Encourage cooperatives, shared housing, and co-housing (housing with private bedrooms but shared kitchens and common areas) as a more affordable alternative to condominiums. Explore how both housing types might support multigenerational households. 505.11

505.12 ***Policy H-1.3.5: Student Housing***
Require colleges and universities to address the housing needs of their students and promote the use of such housing by their students. 505.12

505.13 ***Policy H-1.3.6: Single Room Occupancy Units***
Allow the development of single room occupancy (SRO) housing in appropriate zone districts. 505.13

Please consult the Land Use Element for policies on row house conversions to multi-family units.

505.14 ***Action H-1.3.A: Create Tools for the Production and Retention of Larger Family-Sized Units in Multi-Family Housing***
Research land use tools and techniques, including development standards, to encourage the development of residential units that meet the needs of larger families, with a focus on financing affordable units in high-cost areas. 505.14

505.15 ***Action H-1.3.B: Technical Assistance for Condominiums and Cooperatives***
Develop technical assistance and innovative management models to assist in the long-term maintenance and sustainability of condominiums and cooperatives. 505.15

506 H-1.4 Housing and Neighborhood Revitalization 506

506.1 Housing programs alone cannot create a livable, inclusive District. Linking housing programs to efforts to reduce poverty, improve schools, provide quality retail and upgrade services, such as childcare and job training is an important part of attracting and retaining residents. Renovation of schools, libraries, health centers, parks and playgrounds, sidewalks and bike lanes, and other neighborhood amenities affect a community's social opportunities and can influence housing

choice. These actions will attract new supply to a wider range of underinvested areas and broaden Washington, DC's affordability. Economic development initiatives can generate income and employment, which create the means to expand housing opportunities. These types of investments can help to affirmatively further fair housing choice across the District. Data on public safety, employment, income, education, and other variables can help guide investment to improve housing equity and the quality of life in all District neighborhoods. 506.1

506.2 Starting in 2000, the District targeted capital investments to several formerly underserved areas for economic and social recovery. Twelve areas were designated as Strategic Neighborhood Improvement Program (SNIP) areas, with accompanying investments in housing, schools, streetscape, parks, and other public facilities. One of the shared characteristics of these areas was the opportunity for infill development on scattered vacant and abandoned sites. 506.2

506.3 While SNIP is no longer active, its focused approach provided important lessons for neighborhood revitalization. For instance, total public investment in Columbia Heights included the Metro station, new and existing affordable housing, five new public spaces or recreation centers, and three new or totally remodeled public school facilities and targeted the reduction of vacant or underused properties. The Metro station is now the most heavily used outside of downtown. Home value appreciation since 2000 has been one of the highest in Washington, DC, and it has some of the highest market rate rents. The Columbia Heights neighborhood is also one of the most diverse neighborhoods, where approximately 18 percent of the housing supply is subsidized affordable rental housing; however, the area also experienced displacement of lower income Black and Latino residents. 506.3

506.4 Similar efforts have been made through the PADD Program, which acquires and disposes of vacant properties to private and non-profit developers through a land subsidy. The program requires that 30 percent of the new units created in each bundle of properties are sold to households at or below 60 percent of the MFI (see text box entitled Home Again/Property Acquisition and Disposition). 506.4

506.4a Text box: Home Again/Property Acquisition and Disposition
Department of Housing and Community Development's (DHCD) Home Again Initiative, which became PADD in 2008, was launched in January 2002 with the goal of creating homeownership opportunities for persons of all incomes. PADD is responsible for acquiring and disposing of vacant and abandoned properties in the District, as well as stabilization of the vacant properties it owns. Initially, the

program focused on nine neighborhoods with a higher average of such vacant and abandoned properties: Columbia Heights, Ivy City/Trinidad, Near Northeast, Shaw/LeDroit Park, Rosedale, Deanwood, Marshall Heights, Anacostia, and Bellevue. PADD is working to dispose its current inventory. As it does, it should strategically acquire vacant buildings and land. 506.4a

- 506.4a1 **Text Box: The New Communities Initiative**
New Communities Initiative (NCI) is a District-led initiative that has the potential to reduce crime, improve neighborhood schools and health services, and create economic opportunities for affordable housing residents. The initiative is a partnership between the District government and the private and nonprofit sectors to produce new housing, reduce violent crime, and create a healthy environment for families in some of Washington, DC’s most vulnerable neighborhoods. 506.4a1
- 506.4a2 NCI is using District local and capital funding sources, tax exempt bonds, low-income housing tax credits, federal funds, and private investment to create mixed-income housing opportunities in these areas. One-for-one replacement of older publicly assisted housing units with new affordable units is necessary to avoid displacement and the net loss of affordable units. In addition, the initiative attempts to use surrounding public and private parcels to build the replacement affordable housing first and minimize temporary displacement of residents from their neighborhood. Market rate and moderate-income housing units are included in each project to cross-subsidize the affordable units and create a mix of incomes and unit types in each project. 506.4a2
- 506.4a3 NCI seeks to advance many community development and housing goals, such as promoting affordable housing across all incomes and household sizes, furthering fair housing opportunities, and preserving affordable housing. NCI aims to eliminate substandard housing and provide public housing residents with affordable replacement housing in the new community as it is redeveloped. In implementation, NCI projects have taken longer than anticipated, and not always aligned with the expectations of the affected communities. 506.4a3
- 506.4a4 Planning for the first new community (Northwest One) started in 2004. The first component, completed in 2011, was the new Walker Jones Elementary School, and the first three buildings of replacement housing were completed in 2011, 2013, and 2014. A major portion of the remaining project received predevelopment approvals in 2016. In the end, the Northwest One New Community Plan will replace more than 500 units of subsidized housing in this neighborhood with a total of 1,500 units

of mixed-income housing. 506.4a4

506.4a5 Three additional communities (Barry Farm, Lincoln Heights/Richardson Dwellings, and Park Morton) were added and are in various stages of review and completion. Over the next 10 years, a total of 10 mixed-income developments will provide new community amenities, such as schools, libraries, and recreation centers in each neighborhood. When completed, the four projects within NCI will upgrade 1,500 affordable units within larger mixed-income communities totaling 5,000-6,000 new units. 506.4a5

506.5 On a much larger scale, the District of Columbia Housing Authority (DCHA) has rebuilt entire communities through the federal HOPE VI Program, which is now called the Choice Neighborhoods Program, replacing deteriorating public affordable housing projects like the Frederick Douglass and Stanton Dwellings with new mixed-income neighborhoods like Henson Ridge. More recent sites within the Choice Neighborhoods program include Kenilworth/Parkside, which received local planning approval in 2016. Similar efforts have been proposed through NCI (see text box entitled The New Communities Initiative). Federal funding is decreasing for not only these revitalization efforts but also routine maintenance of dedicated affordable housing, including public housing. This creates an increasingly difficult challenge for affordable housing to meet the needs of the District's lowest-income households. DCHA is working to address approximately 2,600 affordable housing units with immediate critical needs and establish a longer-term plan for the remaining capital needs within its portfolio of affordable housing units through the August 2019 Working Draft of Our People, Our Portfolio, Our Plan. To support DCHA's 20-year Transformation Plan, the District can focus resources; enhance existing policies, tools, and programs; and develop new ways to support housing production, preservation, public housing, and housing opportunities. 506.5

506.6 ***Policy H-1.4.1: Restoration of Vacant Housing***
Target neighborhoods with a higher presence of vacant and abandoned buildings and make the restoration of vacant housing units a major government priority. Where restoration receives public funding, ensure that a substantial share of the renovated units is made available to households earning very low or moderate income and persons with disabilities. 506.6

506.7 ***Policy H-1.4.2: Opportunities for Upward Mobility***
Provide opportunities for residents of District-owned and District-assisted housing

to achieve self-sufficiency and upward mobility. Specifically, explore mechanisms for residents of District-owned and District-assisted housing to become homeowners. At the same time, work to replace units purchased with new District-owned and District-assisted housing stock. 506.7

506.8 ***Policy H-1.4.3: Focusing Housing Investments***

Direct housing improvement funds to neighborhoods with the greatest potential for sustained improvement, based on demographics, market forces, equity considerations that consider existing racial gaps in housing access and opportunity, and historic and current barriers, the presence of neighborhood partners and anchor institutions, and similar factors. 506.8

506.9 ***Policy H-1.4.4: Public Housing Renovation***

Public housing is a critical part of meeting the demand for affordable housing and preventing displacement. Continue efforts to transform underfunded public housing projects to create equitable mixed-income neighborhoods. An equitable mixed-income neighborhood is one in which residents describe the neighborhood as safe for them and responsive to their concerns and ideas. To the greatest extent possible, minimize temporary displacement and resident moves. Replace affordable units one for one within the District. Observe build first principles. Inform and engage with the affected community throughout the transformation redevelopment process. Target such efforts to locations where private sector development interest can be leveraged to assist in the revitalization, and support community programs and services that assist with creating and maintaining equity. Redevelopment of District-controlled public housing must achieve all applicable strategies listed in 510.4a. 506.9

506.10 ***Policy H-1.4.5: Scattered Site Acquisition***

Encourage the acquisition of individual properties on scattered sites for use as affordable housing to deconcentrate poverty, provide more opportunities to low-income persons to attend long-standing high-performing schools in their neighborhoods, and promote and support the integration of low-income households into the community at large. 506.10

506.11 ***Policy 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

506.12 ***Action H-1.4.A: Renovation and Rehabilitation of Public Affordable Housing***
Continue federal and local programs to rehabilitate and rebuild the District's affordable housing units, including the Choice Neighborhood program, Rental Assistance Demonstration (RAD) Program, capital and modernization programs, the CDBG Program, and the District-sponsored NCI. 506.12

506.13 ***Action H-1.4.B: Home Again Initiative/PADD***
Continue support for PADD as a strategy for reducing neighborhood vacancies, restoring an important part of the District's historic fabric, and providing mixed-income housing in neighborhoods with a significant presence of vacant or abandoned residential properties. 506.13

506.14 ***Action H-1.4.C: DCHA Improvements***
Continue improving the operations of the District's existing publicly assisted housing, and Housing Choice Voucher, and Local Rent Supplement Programs, including the Family Self Sufficiency program, voucher homeownership, the use of submarket rents to increase use of vouchers in high-cost neighborhoods, and the RAD Program as needed for financing capital needs. Support residents' aspirations and skill building, such as through coaching, resident hiring and workforce development programs.~~To build skills, encourage effective training of affordable housing residents in home maintenance. In addition, residents should be involved in management and maintenance and the effective renovation, inspection, and re-occupancy of vacant units.~~ 506.14

506.15 ***Action H-1.4.D: Tax Abatement***
Consider geographically targeted tax abatements and other financial incentives to encourage market rate housing with affordable housing that exceeds minimum IZ standards in areas where housing must compete with office space for land, similar to the former Downtown Tax Abatement Program. Abatements should consider the potential created by the conversion of existing office space to residential. The potential costs and benefits of tax abatements must be thoroughly analyzed as such programs are considered. 506.15

506.16 ***Action H-1.4.E: Additional Public Housing***
Support DCHA's planning goals for its public housing units by developing strategies to meet the needs of existing units and create additional units. Use subsidies from HUD under the public housing Annual Contributions Contract

(ACC), RAD, and other sources. Identify methods to use DCHA and HUD programs and resources to acquire or develop additional publicly assisted housing dedicated to extremely-low-income households for the life of the building or in perpetuity. 506.16

506.17 ***Action H-1.4.F: Non-Housing Investment in Areas of Concentrated Poverty***
Make non-housing neighborhood economic and community development investments and preserve existing subsidized affordable housing in R/ECAP (as defined by HUD) to improve neighborhood amenities and attract private sector investment to expand housing supply. 506.17

506.18 ***Action H-1.4.G: Co-Location of Housing with Public Facilities***
As part of Facility Master Plans and the Capital Improvement Program, conduct a review of and maximize any opportunities to co-locate mixed-income, multi-family housing, emphasizing affordable housing, when there is a proposal for a new or substantially upgraded local public facility, particularly in high-cost areas. 506.18

507 **H-1.5 Reducing Barriers to Production 507**

507.1 The development of housing may be hampered by both governmental and non-governmental constraints. Governmental constraints include lengthy delays in permit processing and plan approval; insufficient coordination among agencies and utilities; zoning regulations, which may not reflect contemporary housing trends; and even prohibitions on certain types of housing. Non-governmental constraints include the high cost of land and rising interest rates. Although much progress has been made, serious barriers still exist. Fear of these barriers, and their costs, keep some developers from undertaking projects in Washington, DC at all and some homeowners from registering their basement units or other rental uses of their property. 507.1

507.2 ***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

507.3 ***Policy H-1.5.2: Permitting Procedures***

Minimize the cost and time associated with development processing while still addressing community and environmental concerns. Explore measures to improve the permitting process, provided that such measures are consistent with other provisions of the Comprehensive Plan. 507.3

507.4 ***Policy H-1.5.3: Modular Construction***

Ensure that the District's building and housing codes permit the appropriate use of modular and manufactured construction techniques, and other construction methods that may reduce housing costs without compromising building or design quality. 507.4

507.5 ***Policy H-1.5.4: Financial Incentives***

Consider tax incentives, reduced permitting and infrastructure fees, underwriting land costs, and other financial measures to reduce the cost of affordable housing construction. 507.5

507.6 ***Action H-1.5.A: Smart Housing Codes***

Update and modernize the District Housing Code to reflect the current trend toward smart housing codes, which are structured to encourage building rehabilitation and reuse of housing units built before modern building codes were enacted. 507.6

507.7 ***Action H-1.5.B: Data Management***

Maintain electronic inventories of existing housing and potential development sites for the benefit of residents, developers, and policy makers. This information should be used to track housing development and promote better-informed choices regarding public investment and affordable housing development. 507.7

507.8 ***Action H-1.5.C: Reducing Cost of Public Financing***

Coordinate and better leverage the resources of the District's housing agencies to reduce the cost of financing. Use technology to expedite the processing and distribution of affordable housing funds, track and monitor applications for such funds, and improve operating procedures for District financing of affordable housing and housing services. 507.8

507.9 ***Action H-1.5.D: Support of Accessory Dwelling Units***

Study whether recent zoning changes are sufficient to facilitate the creation of accessory dwelling units, or whether barriers to their creation still exist, and remove unnecessary obstacles to their creation. Incorporate racial equity

considerations into the study. Investigate the benefits of financially supporting accessory dwelling units and design a pilot program to increase the number of affordable housing units through accessory dwelling units. 507.9

507.10

Action H-1.5.E: Remove Regulatory Obstacles

Continue to identify and review regulatory impediments to the production of market rate and affordable housing. Remove unnecessary and burdensome regulations and propose more efficient and effective alternatives for achieving important policy and regulatory goals. 507.10

508

H-1.6 Sustainability and Resilience 508

508.1

Policies to promote resilient housing specifically address housing that can withstand potential physical and resulting economic shocks from major hazards and stresses. Such shocks can destabilize the housing market and threaten affordability especially for vulnerable residents. Affordability and sustainability policies can keep residents housed and safe. For example, energy and water efficiency reduces household expenses and deepens housing affordability for District residents. Inclusive housing enhances the community's ability to respond, as one, to chronic stresses and unanticipated shocks. Combined resilient and inclusive housing provides residents with the financial capacity and social networks to absorb, recover from, and overcome current and future challenges facing the District. 508.1

508.2

While Washington, DC continues to incorporate the latest best practices into its building codes, there are additional opportunities to promote more sustainable and resilient housing. New construction and design techniques can reduce greenhouse gas (GHG) emissions and buffer occupants from any harmful effects of future climate conditions or potential floods that will occur during the expected useful life of built structures. As important as building resilience into new housing, the District should also consider ways to strengthen resilience and increase the adaptive capacity of its older residential building stock, including in historic districts. 508.2

508.3

The benefits of creating safer and more sustainable housing for all residents go beyond reducing the risk to life and property from shocks or stresses. It decreases demands on emergency response, such as allowing people to shelter in place versus evacuating Washington, DC or going to public shelters during disaster

events. It also decreases the potential for disruptive impacts on vital services, commerce, and the economy by reducing the number of vulnerable people who will end up being physically displaced by economic or other forces following such events. 508.3

508.4 Transit Oriented Development (TOD) fosters sustainability and resilience. Concentrated residential housing combined with a mix of other uses around Metro stations and high-capacity surface transit corridors reduces District residents' reliance on automobiles, thereby reducing GHG emissions. It is also proven to reduce a household's combined cost of housing and transportation. This can free up disposable income to increase the rate at which households save for future needs. Affordable housing near public transit can ensure that low-income households also receive these benefits. A 2011 study conducted for the District by the Center for Neighborhood Technology found that, on average, District households spent 26 percent less on transportation than the rest of the metropolitan area. It is important to consider this in the context of the differing transportation modes available to and used by lower income residents, as well as the potential benefits to them from TOD development. The reduction in transportation costs provides greater affordability for the typical household living in the District than one living farther out, where housing is less expensive but more dependent on automobiles. Finally, housing in pedestrian-friendly, transit-rich environments proved to be more resilient to the price fluctuations caused by the foreclosure financial crisis. This protected homeowner equity from significant damage. 508.4

508.5 ***Policy H-1.6.1: Resilient and Climate-Adaptive Housing***
Incorporate current best practices for resilient, climate-adaptive design in the adoption and enforcement of the District's building and housing construction codes. Base the codes on projected future climate or natural hazard conditions for the District informed by the best available data. 508.5

508.6 ***Policy H-1.6.2: Rehabilitation of Vulnerable Housing***
Improve the structural resilience of existing housing units that are at risk from natural hazards through the promotion of mitigation techniques, such as building upgrades and elevating electrical or mechanical equipment above designated flood elevations. 508.6

508.7 ***Policy H-1.6.3: Permanent Post-Disaster Housing***
Support households affected by large-scale disasters either by successfully

retaining them in their homes and avoiding displacement or by returning them to safe, suitable, and affordable housing promptly through technical assistance and clear and comprehensive reconstruction guidelines. Include special emphasis on rebuilding homes in locations and according to standards that make them more resilient to future shocks and stresses. 508.7

508.8 ***Policy H-1.6.4: Retrofits for Sustainability***

Use low-interest loans and other incentives to encourage retrofits that improve energy efficiency, reduce water use, and lower home heating and cooling costs, thereby reducing energy use, GHG emissions, and monthly housing expenditures. 508.8

508.9 ***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

508.10 ***Action H-1.6.A: Monitoring and Updating Data to Support Recovery from 2020 Health Emergency***

Monitor and update appropriate data to support 2020 public health emergency response and recovery efforts. Such data will include a wide range of housing factors and drivers, such as jobs, population, housing supply and demand. Collect data to support racial equity analyses and responses. 508.10

Please consult the Land Use, Transportation and Environment Element for additional policies and actions on sustainability, resilience, and transit-oriented development.

509 H-2 Housing Preservation: Retaining Housing Opportunities 509

509.1 Along with increasing housing and affordable housing supply, preservation of housing in the District is critical. This section focuses on two aspects of housing preservation: retaining affordable housing units specifically and retaining existing housing stock generally. 509.1

509.2 The affordability of the District has been declining over the past five years, even though funding for affordable units has increased. This has been due to a combination of both the expiration of federal subsidies and rising market rents and sales prices. Between 2006 and 2017, the number of rental units affordable to

households earning less than 60 percent of the MFI decreased by close to 18,300 units. Figure 5.10 also shows that the number of rental units affordable to those earning more than 60 percent increased by approximately 44,800. Over the same period, the median sales prices of homes rose almost 7.3 percent per year, while condominiums rose 2.8 percent per year. Between 2006 and 2017, the area’s MFI rose by an average compounded rate of less than 1.8 percent a year. These changes have been especially hard on the District’s lowest-income residents, particularly renters who are older adults and those on fixed incomes. These impacts are likely experienced more broadly and deeply for communities of color, given the racial differences in median family income. 509.2

509.3 Figure 5.10 Change in Supply of Rental Units by Affordability: 2006-2017 509.3

	Units Affordable to Households Earning		Total Units
	Less than 60% MFI	More than 60% MFI	
2006	87,400	44,600	132,000
2017	69,113	89,365	158,478
Change	(18,287)	44,765	26,478

Source: U.S. Census ACS PUMS, OP

509.4 An important part of housing preservation is the maintenance and modernization of existing housing stock and its components, such as heating and air conditioning systems. Almost 62 percent of the housing units in Washington, DC are in buildings that are over 55 years old, and many are over 100 years old. The rise in home prices has been accompanied by a rise in building material and labor costs, making it expensive for many owners to care for their properties. In some parts of the Washington, DC, lack of maintenance by absentee landlords may jeopardize the longevity of the housing stock and negatively affect neighborhood character. Maintenance and energy upgrades will continue to be an issue in the future as the existing housing stock grows older and construction, utility, and maintenance costs increase. 509.4

510 H-2.1 Preservation of Affordable Housing 510

- 510.1 The Homes for an Inclusive City task force report stated that roughly 30,000 affordable and inexpensive market rate housing units throughout the District were at risk of being lost. This is more than 10 percent of the Washington, DC’s housing stock, and it is home to many of the District’s most vulnerable residents. To avoid displacement, the District will need to channel a greater share of the revenues being created by the strong housing market into new programs that preserve affordable units. This must be a priority in the District’s high-cost areas, as well as its lowest-income areas. Preserving affordable units in higher-income neighborhoods is especially important given the high cost of producing new units. 510.1
- 510.2 Many of the units that are at risk currently receive their funding through the federal Section 8 program. The program was initiated in 1974 and placed 20- to 40-year affordability contracts on apartment buildings. Thousands of these contracts are now expiring, with many of the units being converted to market rate rentals. Similarly, tax credit affordable housing projects, which largely started in the 1990s, are now expiring after 30 years of affordability requirements. The Preservation Strike Force Report estimated that, between 2016 and 2020, expiring subsidies will place approximately 13,700 units at risk. Many are located in developing neighborhoods, and there are few incentives for building owners to keep them affordable. 510.2
- 510.2a Text Box: Public-Private Affordable Housing Preservation Fund
The Public-Private Affordable Housing Preservation Fund proposed by the Preservation Strike Force and created in Fiscal Year 2017 is one important step to ensure the District does not lose expiring affordable housing. The innovative fund mixes both public and private dollars to provide rapid bridge acquisition and predevelopment financing. Capitalized in 2017 with \$10 million of public financing and \$30 million in initial capital from private partners, the fund could leverage a total of \$80 million toward the preservation of expiring affordable housing. 510.2a
- 510.3 Publicly subsidized affordable housing options had decreased by 2006, with the expiration of Section 8 contracts and other subsidies, and with the District moving forward with the demolition of 3,000 public housing units to make way for mixed-income projects at East Capitol Gateway, Ellen Wilson, Henson Ridge, Wheeler Creek, and Arthur Capper Carrollsburg. Among these, only Ellen Wilson and Capper Carrollsburg included one-for-one replacement units for each

subsidized affordable removed. 510.3

- 510.3a **Text Box: What Is Displacement?**
Displacement is an issue that many residents and policy makers are concerned about and is a critical challenge when attempting to achieve an equitable District. But it is also not a clearly defined term; it often relates to observation of neighborhood change at a high level, as well as situations in which a household is forced to move from its residence at the individual level. For purposes of clarifying processes and use for the Comprehensive Plan, there are three forms of displacement: physical displacement as households must move when the properties they occupy are redeveloped, economic displacement as housing cost increases in the neighborhood force the household to find other housing options, and cultural displacement as residents lose a sense of belonging or shared identity in their neighborhood due to neighborhood change or growth. While these may relate, they each have different planning responses. 510.3a
- 510.3b **How Displacement Affects Washington, DC**
Information about the loss of naturally occurring affordable housing units, illustrated in Figure 5.10, along with the decline of the number of lower-income, primarily Black households, which can be found in the Framework Element, indicates that Washington, DC has experienced significant displacement in many neighborhoods and across the District. National-level studies suggest that, by some measures, the District is the U.S. city most affected by both the increasing demand for housing from higher-income households and the decline in the number of lower-income households. 510.3b
- 510.3c **Between 2006 and 2017, Washington, DC experienced a decline of more than 15,600 households earning between 30 and 80 percent of the MFI; 9,250 households were homeowners, and 6,350 were rental households. Capitol Hill and other Northeast neighborhoods experienced the greatest decline, with a decrease of 5,950 households earning between 30 and 80 percent of the MFI. During this time, the data suggests there was a modest increase of extremely low-income households District-wide; most moved to Wards 7 and 8 and to Upper Northwest/Northeast, where many have ended up paying more than 50 percent of their income on housing. 510.3c**
- 510.3d **Addressing Displacement in Washington, DC**
Washington, DC has one of the strongest sets of anti-displacement programs in the country, which includes rent control, eviction protection, Tenant Opportunity

to Purchase Act (TOPA), District Opportunity to Purchase Act (DOPA), locally subsidized rents, tax assessment caps, and tax credits for low-income and older homeowners. 510.3d

510.3e Yet, protecting all citizens, especially those who are most vulnerable, from the forces that lead to displacement clearly continues to be one of the greatest challenges to growing an equitable and inclusive District. The number of residents affected by physical displacement is relatively small on an annual basis and they can be provided assistance more easily than the significantly larger number and range of households facing economic displacement from rising housing costs caused mainly by a lack of supply. Minimizing the impacts of physical and economic displacement requires balancing the cost-effective approach of preserving mixed-income housing in some locations and expanding housing supply, particularly affordable housing, in others through new construction and redevelopment. Achieving such balance will require a greater understanding of neighborhood submarkets, a more sophisticated approach to the allocation of funding, and difficult discussions among community stakeholders regarding approaches to increasing density. Addressing the broader economic displacement goes well beyond the responsibility of any single development. The District must strengthen existing policies and develop new ones to counteract and mitigate physical and economic displacement. 510.3e

510.3f The decline in the number of low-income homeowners, who are more insulated from rising housing costs, is an indication of cultural displacement. Older lower-income households face many life changes or may pass their property on to heirs, leading to a natural turnover in residents and new faces in the neighborhood. Those who stay, experience the loss of long-term friends, neighbors, and local businesses, and often are confronted by the ever-increasing lure from the economic gain of selling. Confronting this form of displacement will require greater neighbor-to-neighbor and broader civic engagement. Housing policy can serve to retain vulnerable residents but minimizing the impact of cultural displacement means maintaining community cultural institutions and businesses, creating civic spaces and events that cross cultural divides, and balancing different needs. The efforts should invite all to participate, interact, and grow a common experience and identity, encouraging new residents to respect the identity of the neighborhood they are joining. Information about focusing efforts in this direction can be found in other elements of the Comprehensive Plan. Those efforts, along with policies of the Housing Element, will help ensure that, as neighborhoods change and evolve, neighbors continue to see that there is a place

for them in their community and to share in the benefits of living in Washington, DC. 510.3f

510.3g Displacement is a District-wide issue. All residents have a stake in addressing it because it affects both current and future residents. Policies in the Comprehensive Plan, along with the District's housing programs and initiatives, will bolster the manner in which all forms of displacement are addressed. 510.3g

510.3h *In addition to policies contained in the Housing Element, see also the Arts and Culture Element and refer to the Office of Planning's Equity Crosswalk for policies and actions that address cultural displacement. 510.3h*

510.4 Looking to the future, Washington, DC will need to strengthen existing and add new programs to preserve its affordable stock, particularly its subsidized rental units. Rental housing comprises almost 60 percent of the housing stock and is the main housing option for those just entering the workforce and those without the initial resources to purchase a home. Low-income renters are already more likely to pay more than half of their incomes on housing than any other group. In 2006, a proposal for a District-sponsored rent subsidy program (similar to Section 8) called the Local Rent Supplement Program was implemented to offset the expiring federal subsidies and help other households who are cost-burdened. The proposal called for direct rental assistance to 14,600 extremely low-income renters. The program has been expanded over the past several years from 2,800 households to over 5,700 and a total cost of \$100 million per year. 510.4

510.4a Text Box: Strategies for the Redevelopment of Existing ~~Dedicated~~Income-Restricted Affordable Housing
Many of Washington, DC's affordable housing developments are aging past their functional lives. This means that, in addition to the affordability controls expiring, the structures and systems are sometimes in a state of disrepair, inefficient, and without modern amenities. Redevelopment or substantial rehabilitation to provide decent, safe housing and prevent displacement from lack of habitability is essential. Redevelopment, however, creates short- and long-term displacement risks. As the cost of housing rises, the need for income-restricted affordable units becomes even greater. Affordable housing properties may contain a layering of project- and tenant-based subsidies at the federal and local levels, as well as naturally occurring affordability. In many cases, many different types of subsidy may exist in one building, which presents a challenge in prescribing singular strategies to prevent displacement of low-income residents. Redevelopment or

rehabilitation of income-restricted affordable housing should use the following strategies, ordered by priority, to minimize displacement, maximize the return of tenants to their community, and retain affordable housing.

- Include tenants' right of return to a replacement unit under the same tenancy qualifications. Provide a comprehensive relocation plan for tenants prior to redevelopment.
- Implement one for one replacement of income-restricted affordable units at the same affordability levels, and for the same unit sizes. Replace family sized housing on a one for one basis, including multi-generational families.
- Build replacement affordable units first prior to any physical relocation from existing affordable units.
- Projects accepting tenant-based vouchers must accept tenant-based vouchers following redevelopment.

~~Furthermore, the neighborhoods, the surrounding land uses, and the needs of Washington, DC have changed. As the cost of housing rises, the need for dedicated affordable units becomes even greater. For these reasons, redevelopment of expiring dedicated affordable housing should use several strategies that are critical to Washington, DC's growth as an inclusive District, such as:~~

- ~~• Increase the capacity of housing overall, including both market rate and affordable units;~~
- ~~• Advance mixed income neighborhoods with both market rate and affordable housing;~~
- ~~• Implement one for one replacement of affordable units;~~
- ~~• Provide family sized housing, including multigenerational families;~~
- ~~• Build affordable units first to minimize displacement and maximize the return of residents to their community; and~~
- ~~• Include tenants' rights of return and comprehensive relocation plans for tenants prior to redevelopment.~~

In addition to the strategies listed above, redevelopment of affordable housing should increase the capacity of housing overall, including new dedicated affordable and market-rate units in mixed-income communities. 510.4a

510.5 ***Policy H-2.1.1 Redeveloping Existing Income-restricted-Dedicated Affordable Housing***

Redevelopment of District-controlled affordable housing must make every effort to achieve all strategies. Redevelopment of income-restricted affordable housing by other parties should implement as many of the strategies listed in 510.4.a as possible when redeveloping existing dedicated affordable housing, recognizing that many strategies may be difficult to achieve or not appropriate for an

~~individual redevelopment~~. The availability and certainty of land use and financial and regulatory incentives to make the projects feasible are critical to achieve these strategies. 510.5

510.6 ***Policy H-2.1.2: Preserving Affordable Rental Housing***

Recognize the importance of preserving rental housing affordability to the well-being of the District and the diversity of its neighborhoods. Undertake programs to preserve the supply of subsidized rental units and low-cost market rate units, with an emphasis on preserving affordable units in high-cost or rapidly changing neighborhoods, where the opportunity for new affordable units is limited. 510.6

510.7 ***Policy H-2.1.3: Expiring Federal Subsidies***

Preserve 100 percent of expiring subsidies for affordable housing units, particularly those in Section 8-based projects and projects funded with low-income housing tax credits and tax-exempt bonds, wherever possible. 510.7

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

Maintain programs to ~~minimize~~prevent displacement resulting from the loss of rental housing units due to demolition or conversion, 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

510.9 ***Policy H-2.1.5: Conversion of At-Risk Rentals to Affordable Units***

Support efforts to purchase affordable rental buildings that are at risk of being sold and converted to luxury apartments or condominiums to retain the units as affordable. Consider a variety of programs to own and manage these units, such as land banks, DOPA, TOPA, and sale to nonprofit housing organizations. 510.9

510.10 ***Policy H-2.1.6: Long-Term Affordability Restrictions***

Ensure that affordable housing units that are created or preserved with public financing are protected by long-term affordability restrictions and are monitored to prevent their transfer to non-qualifying households. Except where precluded by program requirements, affordable units should remain affordable for as long as possible and align with the length and magnitude of the subsidy. For land disposition and affordable housing tied to zoning relief, affordability should last for the life of the building, with equity and asset buildup opportunities provided

for ownership units. 510.10

510.11 ***Policy H-2.1.7: Rent Control***

Maintain rent control as a tool for moderating the affordability of ~~older~~ rental properties and protecting long-term residents, especially older adults, low-income households, and those with disabilities. In considering refinements to the rent control program, the District should be careful to determine whether the proposed changes improve effectiveness, fairness, and affordability without discouraging maintenance and preservation of rental housing units. Rent control should be primarily considered a tenant protection and anti-displacement tool, and therefore should not be ~~considered when defining or assessing~~ utilized to define or assess progress towards income restricted affordable housing protection production and preservation goals. 510.11

510.12 ***Policy H-2.1.8: Direct Rental Assistance***

Develop and fund programs that provide direct rental subsidies for extremely low-income households (earning less than 30 percent of MFI), including persons experiencing homelessness and families in need of permanent shelter or rapid rehousing. Continue support for federally funded rental assistance programs, including ~~affordable~~ public housing, project-based Section 8, other project-based rental assistance, and the Housing Choice Voucher Program. 510.12

510.13 ***Policy H-2.1.9: Redevelopment of Affordable Housing***

As dedicated affordable housing reaches the end of its functional life, support maintaining or expanding the quantity of dedicated affordable housing in the redevelopment of the site to the greatest extent feasible, in line with the District's goals as identified in the Framework Element, including those for equity, racial equity and equitable development, and inclusion and with all applicable redevelopment strategies identified in the Framework Element, and strategies, as referenced in Policy H-2.1.1. 510.13

510.14 ***Action H-2.1.A: Rehabilitation Grants***

Maintain a rehabilitation grant program for owners of small apartment buildings, linking the grants to income limits for future tenants. Such programs have been successful in preserving housing affordability. 510.14

510.15 ***Action H-2.1.B: Local Rent Supplement***

Expand the Local Rent Supplement Program for both tenant and new project-based support targeted toward public and privately held extremely low-income

housing and housing for formerly homeless individuals and families. 510.15

- 510.16 ***Action H-2.1.C: Purchase of Expiring Subsidized Housing and Naturally Occurring Affordable Housing***
Implement and use DOPA to acquire, preserve, and dedicate new affordable housing through a process that will maintain the properties with long-term affordability requirements. 510.16
- 510.17 ***Action H-2.1.D: Affordable Set-Asides in Condo Conversions***
In a condo conversion, 20 percent of the units should be earmarked for qualifying low- and moderate-income households. In addition, condominium maintenance fees should be set proportionally to the unit price so that otherwise affordable units do not become out-of-reach because of high fees. 510.17
- 510.18 ***Action H-2.1.E: Housing Registry***
Maintain a registry of affordable or accessible housing units in the District and a program to match these units with qualifying low-income households. 510.18
- 510.19 ***Action H-2.1.F: Affordable Housing Preservation Unit***
Establish and maintain a division within District government to systematically and proactively work with tenants, owners of affordable housing, investors, their representatives, and others associated with real estate and housing advocacy in Washington, DC to establish relationships and gather intelligence to preserve affordable housing and expand future opportunities by converting naturally affordable unassisted units to long-term dedicated affordable housing. 510.19
- 510.20 ***Action H-2.1.G: Expand Acquisition Funding for Preservation***
Continue funding for public-private partnerships to facilitate acquisition and early investments to leverage greater amounts of private capital for the preservation of affordable housing. 510.20
- 510.21 ***Action H-2.1.H: Improve Tenant Opportunity to Purchase Program***
Improve the preservation of affordable housing through TOPA and TOPA exemptions by providing financial incentives to TOPA transactions, including predevelopment work, legal services, third-party reports, and acquisition bridge financing. The effort should include tracking mechanisms to collect accurate program data and evaluate outcomes for further improvement in the program. 510.21

510.22 ***Action H-2.1.1: Tracking Displacement***
Track neighborhood change, development, and housing costs to identify areas of Washington, DC that are experiencing, or likely to experience, displacement pressures. Collect, disaggregate, and monitor data to consider income and racial characteristics of the neighborhoods and households affected by or at risk of displacement. ~~and~~ Conduct racial equity analyses that identify the policies and underlying forces contributing to any inequities. Use the information to prepare reoccurring reports, ~~to~~ improve program performance and target resources to minimize prevent displacement and help residents with the highest displacement risks stay in their neighborhoods. 510.22

511 H-2.2 Housing Conservation and Maintenance 511

511.1 Despite the advancing age of Washington, DC’s building stock, most of the District’s housing is in good condition. The number of vacant and abandoned units has continued to decline since 2006, and reinvestment in housing stock has occurred in all parts of Washington, DC. There are still threats, however. Demolition by neglect remains an issue in some neighborhoods, while other neighborhoods face the risk of housing being converted to non-residential uses, such as medical offices and nonprofits. The long-term conservation of housing requires policies and actions that promote housing rehabilitation, upkeep, and modernization while discouraging conversion to non-residential uses. 511.1

511.2 As noted above, housing conservation programs are particularly important for the District’s older adults (residents 60 years old and above), many of whom are on fixed incomes. Older adults make up 11 percent of the District’s population, but they represent over 27 percent of its homeowners. These older adults may need low-interest loans, grants, tax credits, income from home sharing arrangements and accessory dwelling units, and other programs and arrangements that reduce the financial burden of homeownership. Similar efforts are needed to assist extremely low-income households. Their housing units are often overcrowded and have structural problems and code compliance issues that affect their habitability. 511.2

511.3 ***Policy H-2.2.1: Housing Conversion***
Discourage the conversion of viable, quality housing units to non-residential uses, such as offices and hotels. Use, and as needed update, zoning regulations to avoid

the loss of housing in this manner. 511.3

511.4 ***Policy H-2.2.2: Housing Maintenance***

Support voluntary, philanthropic, nonprofit, private, and District-sponsored programs that assist residents in the upkeep of their homes and properties, particularly programs that provide low-interest loans and grants for low-income residents, older homeowners, and people living with disabilities. 511.4

511.5 ***Policy H-2.2.3: Tax Relief***

Maintain and simplify tax relief measures for homeowners, especially older adults and those with low incomes, faced with rising assessments and property taxes by using common income definitions and progressive relief according to need. These measures should reduce the pressure on long-term residents, especially low-income owners, to sell their homes and move out of the District. 511.5

511.6 ***Policy H-2.2.4: Healthy Homes***

Implement programs to reduce and mitigate potential health hazards in older homes, such as lead pipes, mold, and carbon monoxide. Programs to increase the environmental sustainability of the housing stock and residential construction are also encouraged. 511.6

511.7 ***Action H-2.2.A: Housing Code Enforcement***

Improve the enforcement of housing codes to prevent deteriorated, unsafe, and unhealthy housing conditions, especially in areas of Washington, DC with persistent code enforcement problems. Ensure that tenants are provided information on tenant rights, such as how to obtain inspections, contest petitions for substantial rehabilitation, purchase multi-family buildings, and vote in conversion elections. 511.7

511.8 ***Action H-2.2.B: Sale of Persistent Problem Properties***

Address persistent tax and housing code violations through negotiated sales of title sale of properties by putting properties in receivership, foreclosing on tax-delinquent properties, enforcing higher tax rates on vacant and underused property, and through tenants' rights education, including use of TOPA. Whenever possible, identify alternative housing resources for persons who are displaced by major code enforcement activities. 511.8

See the Historic Preservation Element for additional policies on homeowner tax credits.

- 511.9 ***Action H-2.2.C: Tax Relief***
Review existing tax relief programs for District homeowners and consider changes to unify and simplify programs to help low- and moderate-income households address rising property assessments. Consider using the MFI as a standard for establishing need and eligibility. 511.9
- 511.10 ***Action H-2.2.D: Program Assistance for Low- and Moderate-Income Owners***
Continue to offer comprehensive home maintenance and repair programs for low- and moderate-income owners and renters of single-family homes. These programs should include counseling and technical assistance, as well as zero interest and deferred interest loans and direct financial assistance. 511.10
- 512 H-3 Homeownership and Access 512**
- 512.1 Homeownership gives individuals a stake in the community and a chance to share in its growing prosperity. It can help foster civic pride and engagement, improve family stability, and enhance support for local schools and services. Importantly, homeownership provides a long-term asset to build long-term personal wealth. Affordable homeownership programs provide families with the benefits of value appreciation of their homes, one of the most important tangential benefits of owning instead of renting. For these reasons, the District has had a long-standing policy of helping its residents become homeowners and promoting the construction of new owner-occupied housing in Washington, DC. 512.1
- 512.2 An important part of ownership is access to financing and real estate opportunity. In the past, the practice of redlining (i.e., withholding home loan funds in certain neighborhoods) by certain lenders made it more difficult to secure home loans in parts of Washington, DC. This practice, along with covenants, and other land use and financing restrictions, reflected systemic racism that discriminated against groups by race, as well as ethnicity and faith, resulting in many of the gaps today in homeownership, wealth, and access to opportunity by the District's communities of color. Enforcement of fair housing practices is important not only to stop unfair lending practices but also to address affordable housing opportunities in high-cost areas, discrimination against renters, single parents, persons with HIV/AIDS, vulnerable populations, older adults, and persons with disabilities. 512.2

513 H-3.1 Encouraging Homeownership 513

- 513.1 Nationwide, about two-thirds of all households are homeowners. In the District, the 2000 census reported the homeownership rate was just 41 percent. After 2000, the homeownership rate slowly increased to 46 percent until 2006; then the national mortgage collapse caused sharp increases in foreclosures and many lost their homes. Homeownership has since declined and by 2017 stood at 42 percent in Washington, DC. Instability in the homeownership market and limited access to credit has caused many to select rental housing. These national factors are affecting all cities, but the District still has one of the lowest rates of homeownership in the country, well below Philadelphia (53 percent), Baltimore (45 percent), and Chicago (43 percent), although higher than the 32 percent rate in New York and the 34 percent rate in Boston. The ownership rate in the District has increased four percentage points since 1980, when 35 percent of Washington, DC's households were homeowners. Homeownership for white residents is 49 percent, but only 35 percent for Black residents and 30 percent for Latino residents. 513.1
- 513.2 Home prices create a significant obstacle to increasing the homeownership rate. In September 2015, only 38 percent of the homes on the market with two or more bedrooms were affordable to the median income family, and this does not reflect the significant disparity in median income by race, with white households at \$143,150 and Black households at \$35,563. While the recent increase in the supply of condominiums has improved homeownership prospects somewhat, the options for multigenerational families continue to be limited. 513.2
- 513.3 DHCD administers several programs to help residents purchase homes. These include PADD, which acquires tax-delinquent properties and bids them out to small developers who fix up the properties and sell or rent them primarily for affordable housing. It also includes the Home Purchase Assistance Program (HPAP), which offers interest-free and low-interest loans to qualified residents for the purchase of houses, condominiums, or cooperative apartments. The District also provides grants and deferred loans to government employees who are first-time homebuyers. These programs are an important part of the District's efforts to provide moderate-income housing for its residents (see text box entitled Meeting the Need for Moderate-Income Housing). 513.3
- 513.3a Text box: Meeting the Need for Moderate-Income Housing

As housing prices have outpaced income growth in many U.S. cities, housing advocates and policy makers have called for initiatives to provide moderate-income housing. Moderate-income housing refers to housing designed for people in professions that are essential to a community but do not offer sufficient wages to afford market rate housing. These professions include administrative support, clerical occupations, and service jobs, and account for one-third of the jobs in the American workforce. In the District, Black residents hold the majority of service jobs, at 54 percent, highlighting the need to also address housing barriers from a racial equity perspective. 513.3a

- 513.3b Even with two working parents in the service industries, a family would have a difficult time purchasing a home or renting a suitable apartment in the District. Janitors, schoolteachers, licensed nurses, police officers, childcare professionals, and other service workers have been priced out of the District market and many other markets across the country. New programs, such as employer-assisted housing and down payment assistance for public sector employees, are being pursued to provide more options and keep these essential workers in Washington, DC. 513.3b
- 513.4 In 2013, Washington, DC piloted a partnership with three employers called the Live Near Your Work (LNYW) Program. The partnership matched a contribution made by employers to provide down payment assistance to encourage employees to live close to their work. Housing tends to be more expensive the closer it is to major job centers. The LNYW Program pilot demonstrated the value of the assistance toward encouraging employees to live closer to work. Evaluations of similar programs across the country have documented the savings in travel time and costs, improvement in employee quality of life, and benefits to the employers in terms of employee performance and turnover. 513.4
- 513.5 ***Policy H-3.1.1: Increasing Homeownership***
Enhance community stability by promoting homeownership and creating opportunities for first-time homebuyers in the District. Provide loans, grants, and other District programs to raise the District's homeownership rate from its year 2016 figure of 39 percent to a year 2025 figure of 44 percent. These programs and opportunities should acknowledge and address the significant racial gaps and barriers to home ownership. Increased opportunities for homeownership should not be provided at the expense of the District's rental housing programs or through the displacement of low-income renters. 513.5

- 513.6 ***Policy H-3.1.2: First-Time Buyer Income Targets***
Structure homeownership and down payment assistance programs to benefit working families with incomes between 50 percent and 120 percent of the MFI. 513.6
- 513.7 ***Policy H-3.1.3: Asset Development Through Homeownership***
Support paths to homeownership that build and sustain equity and develop assets for the transfer of intergenerational wealth, especially for low- and moderate-income households. 513.7
- 513.8 ***Action H-3.1.A: HPAP Program***
Maintain and expand the District’s HPAP by periodically reviewing and establishing appropriate amounts of assistance to continue advancing affordable homeownership for low-income households. 513.8
- 513.9 ***Action H-3.1.B: District Employer Assisted Housing Program***
Strengthen the District government’s existing Employer Assisted Housing (EAH) Program by increasing the amount of EAH awards and removing limitations on applicants seeking to combine EAH assistance with HPAP funds. 513.9
- 513.10 ***Action H-3.1.C: New EAH Programs***
Encourage major employers in Washington, DC to develop EAH programs for moderate- and middle-income housing, including:
- Private sector employee benefit packages that include grants, forgivable loans, and on-site homeownership seminars for first-time buyers;
 - Federal programs that would assist income-eligible federal workers who currently rent in the District;
 - Programs designed to encourage employees to live close to their work to reduce travel time and cost and increase their quality of life; and
 - Linking EAH efforts with performance-based incentives for attracting new employers. 513.10
- 513.11 ***Action H-3.1.D: Individual Development Accounts***
Invest in programs that support Individual Development Accounts that assist low-income persons to save for first-time home purchases. 513.11
- 513.12 ***Action H-3.1.E: Neighborhood Housing Finance***
Expand housing finance and counseling services for very low-, low-, and

moderate-income homeowners, and improve the oversight and management of these services. 513.12

513.13 ***Action H-3.1.F: Foreclosure Prevention***
Develop public-private partnerships to raise awareness of foreclosure prevention efforts and to offer assistance to households facing foreclosure.513.13

513.14 ***Action H-3.1.G: Protect Homeowner Equity***
Research, identify, and implement as appropriate tools to protect the equity of homeowners and help lower-income and older adult homeowners recover from volatile market forces and adverse events that threaten their equity and status as homeowners. 513.14

514 H-3.2 Housing Access 514

514.1 The District established its commitment to fair housing under the Human Rights Act of 1977 (DC Law 2-38, DC Code Sec 2-1401 [2001 ed]). This commitment is bolstered by federal regulations, including the Civil Rights Acts of 1964 and 1968, the Americans with Disabilities Act (ADA) of 1990, and the Age Discrimination Act of 1975. Together, these laws prohibit housing discrimination on the basis of race, color, national origin, disability, sex, religion, sexual orientation, age, marital status, personal appearance, gender expression or identity, family responsibilities, political affiliation, family status, matriculation, source of income, place of residence or business, or status as a victim of an intrafamily offense. 514.1

514.2 Despite anti-discrimination laws, District residents may still be unfairly denied housing on the basis of the factors listed above. Common forms of discrimination include refusal to rent, steering to particular neighborhoods by real estate agents, setting different terms for the sale or rental of housing (such as higher security deposits for certain groups), advertising to preferred” groups, denial of loans or imposition of variable loan terms, and the use of threats and intimidation. In addition, voucher holders often have difficulty finding a landlord willing to accept them. The District works to address these challenges through the full enforcement of fair housing laws. 514.2

514.3 The requirements of fair housing apply to both the private and public sectors. Local governments are charged with Affirmatively Furthering Fair Housing

(AFFH), and the Supreme Court of the United States has determined that public sector actions, such as land use, zoning regulations, and patterns of affordable housing investment, can unfairly limit housing choice, even if the consequences were unintended. For instance, to avoid disparate impacts on protected classes, public sector decisions should provide the opportunity for both multi-family housing and affordable subsidy investment in higher-cost neighborhoods that provide greater opportunity because of access to good jobs, schools, transit, and other services. 514.3

514.4 Figure 5.11 displays the allocation of affordable units in the District by Planning Area. It demonstrates that the Far Southeast and Southwest Planning Area has 15,517 affordable units, which represent 31 percent of Washington, DC’s affordable units and 50 percent of the Planning Area’s total units. Similarly, it shows that the Rock Creek West Planning Area has 471 affordable units, which represent one percent of that Planning Area’s total number of units. 514.4

514.5 Figure 5.11 Affordable Units by Planning Area in 2017 514.5

Planning Area	Total Units	Percent of Total Units District Wide	Affordable Units	Percent of Affordable Units District Wide	Percent Affordable of Area Units	Affordable Projects
Capitol Hill	28,163	8%	1,753	3%	6%	47
Central Washington	15,897	5%	2,664	5%	17%	29
Far Northeast and Southeast	37,527	11%	9,576	19%	26%	103
Far Southeast and Southwest	30,738	9%	15,517	31%	50%	138
Lower Anacostia Waterfront and Near Southwest	14,115	4%	3,059	6%	22%	30
Mid-City	50,184	15%	6,820	13%	14%	156
Near Northwest	54,549	16%	4,004	8%	7%	64
Rock Creek East	30,568	9%	2,518	5%	8%	85
Rock Creek West	48,836	14%	471	1%	1%	10
Upper Northeast	32,295	9%	4,489	9%	14%	75
Total	342,872	100%	50,871	100%	15%	737

Source: *HousingInsights.org, OP.*

- 514.6 Furthering fair housing includes taking action to combat discrimination, overcome patterns of segregation, foster inclusive communities, address significant disparities in housing need, and provide access to opportunity. Historic growth patterns and development reflected in Map 5.1 and Figure 5.11 illustrate the concentrations of affordable housing investment. Since 2006, the District has made great strides, including revising the zoning regulations to facilitate a wider range of housing opportunities, developing the IZ Program, and changing how affordable housing investment decisions are made. However, with residents concentrated along lines of race, ethnicity, and wealth, more needs to be done. 514.6
- 514.7 ***Policy H-3.2.1: Fair Housing Enforcement***
Strongly enforce fair housing laws to protect residents from housing discrimination. Provide education, outreach, and referral services for residents regarding their rights as tenants and buyers. Provide education and outreach to landlords, property managers, real estate agents, and others on their obligations when housing is made available. 514.7
- 514.8 ***Policy H-3.2.2: Compliance by Recipients of District Funds***
Nondiscrimination and full compliance with the District’s fair housing laws shall be required for all housing developers and service providers receiving financial assistance from the District. 514.8
- 514.9 ***Policy H-3.2.3: Prohibition on Redlining***
The practice of “redlining” local neighborhoods shall be prohibited in compliance with the federal Community Investment Act of 1977, which prohibits the practice of redlining local neighborhoods. 514.9
- 514.10 ***Action H-3.2.A: Cultural Sensitivity***
Require all District agencies that deal with housing and housing services to be culturally and linguistically competent. 514.10
- 514.11 ***Action H-3.2.B: Fair Housing Education***
Undertake a Fair Housing Act education program for all relevant staff persons and public officials so they are familiar with the Act and their responsibilities in its enforcement. Maintain programs that raise the public’s awareness of fair housing rights and responsibilities, including educational events, compliance training, affirmative marketing training, and other outreach efforts that further fair housing

and eliminate discrimination. 514.11

514.12 ***Action H-3.2.C: Lending Practices***

Continue to monitor private sector lending practices for their impact on the stability of neighborhoods, and develop responses if instability is identified.514.12

514.13 ***Action H-3.2.D: Overcoming Impediments to Fair Housing***

Develop strategies to overcome impediments and obstacles to the delivery of affordable housing in high-cost areas, such as rapid site acquisition, risk reduction, and expedited project selection and processing. 514.13

515 H-4 Housing for Vulnerable Populations and Persons with Disabilities 515

515.1 In 2017, among Washington DC’s 693,972 residents, thousands of vulnerable populations and persons with disabilities required targeted help finding, paying for, and maintaining affordable housing. These individuals and families included persons experiencing homelessness, older adults, LGBTQ youth and adults, and persons living with other challenges, such as disabilities, HIV/AIDS, behavioral health issues, victims of domestic violence, citizens returning from correctional facilities, and youth being discharged from foster care and the juvenile justice system. Vulnerable populations and residents with disabilities are particularly vulnerable to displacement, experiencing homelessness, and other housing hardships. They often lack the income needed to afford safe, decent housing and the services that will help them lead stable, healthy lives. 515.1

516 H-4.1 Integrating Vulnerable Populations and Persons with Disabilities 516

516.1 One of the basic premises of the District’s vision is that housing serving vulnerable populations and those with disabilities should be accommodated in all of Washington, DC’s neighborhoods and not heavily located in a handful of areas; the current distribution is uneven. While it would be unrealistic to propose that each neighborhood should have an identical number of such facilities, more can be done to avoid concentrating housing in a handful of areas. Every neighborhood should be a high-opportunity neighborhood, and all residents should have access

to housing opportunities.516.1

516.2 Steps can also be taken to reduce the stigma associated with housing for vulnerable populations or persons with disabilities and to improve its compatibility with the surrounding community. This will become even more important in the future, as displacement pressures downtown and elsewhere create additional challenge to maintain and operate some of the District’s emergency shelters and those providing services to vulnerable populations or persons with disabilities. Given limited budgets, the rising cost of land tends to drive housing for vulnerable populations or persons with disabilities to the most affordable areas of the District—the very places where these uses already are concentrated. A history of racist policies has led to Black and Hispanic residents disproportionately experiencing homelessness, being part of the foster care system, interacting with the juvenile justice system, living with HIV/AIDS, serving time in correctional facilities and experiencing behavioral health issues. So, actions to improve housing opportunities is a matter of racial equity. Washington, DC is committed to investing in community-based housing options and services that encourage independent living across all Planning Areas. 516.2

516.3 ***Policy H-4.1.1: Integration of Vulnerable Populations and Residents with Disabilities***

Integrate residents with disabilities or vulnerable populations through housing that includes wraparound supportive services throughout Washington, DC rather than segregating them into neighborhoods that already have a significant presence of such housing. 516.3

516.4 ***Policy H-4.1.2: Emphasis on Permanent Housing***

Emphasize permanent housing-first solutions for persons with disabilities or vulnerable populations, rather than building more temporary, short-term housing facilities. Permanent housing is more conducive to the stability of its occupants and generally has greater support from communities than transient housing. 516.4

516.5 ***Policy H-4.1.3: Coordination of Housing and Support Services***

Coordinate the siting of housing for persons with disabilities or vulnerable populations with the location of the key services that support the population being housed. The availability of affordable public transportation to reach those services also should be considered. 516.5

516.6 ***Policy H-4.1.4: Protecting the Housing Rights of Persons with Disabilities and***

Vulnerable Populations

Protect the housing rights of all vulnerable populations or residents with disabilities through laws pertaining to property taxes, evictions, and affordable tenancy. 516.6

517 H-4.2 Ending Homelessness 517

517.1 Homelessness in the Washington, DC, on any given night, is a significant problem that has become worse in the wake of the current housing boom. In January 2005, the Metropolitan Washington Council of Governments (MWCOC) estimated that 11,419 people were experiencing homelessness in the region, including 2,694 who were chronically experiencing homelessness. More than half of those experiencing homelessness and two-thirds of those chronically experiencing homelessness lived in the District. Provisions to assist those living without housing must include emergency shelter that accommodates seasonal change and weather variations, transitional housing, rapid rehousing, and permanent supportive housing. On many levels, the need for such facilities and services outpaces supply. The shortfall will worsen if regional partners and colleagues do not match Washington, DC's efforts, with more persons living without housing in the District.. 517.1

517.2 By 2017, the number of persons experiencing homelessness declined to 11,128 persons across the region, and the persons experiencing chronic homelessness declined to 2,522. However, persons experiencing homelessness in Washington, DC now represent over two-thirds of the region's population living without housing and 70 percent of those chronically experiencing homelessness. The sharpest increase in Washington, DC has been in families living without housing, which increased 22 percent to 3,890 persons between 2012 and 2017. Increases in the number of families experiencing homelessness strain shelter capacity and affect the District's ability to serve other vulnerable populations, such as single adults with disabilities. Longer shelter and hotel stays were leading to a need for more shelter units, while rising costs are making it more difficult to provide services and secure housing for those in need. Homelessness has enormous social and economic consequences, resulting in increased medical, legal, and incarceration costs, as well as shelter costs. 517.2

517.3 In 2015, the District published Homeward DC, a collaborative effort by the District Interagency Council on Homelessness (ICH) intended to prevent housing

loss and quickly stabilize and safely shelter individuals and families who are living without housing. The plan emphasizes permanent housing solutions and community support networks. Its goal is that any household experiencing housing loss will be rehoused within an average of 60 days or less, with homelessness reduced by 65 percent by 2020. The efforts aim to transform the system to focus on crisis response, helping people quickly get back on their feet. ICH has drafted and will publish Homeward DC 2.0: 2020-2025, which builds on the lessons learned from the first five years of Homeward DC implementation and identifies additional strategies to advance the District's efforts to address homelessness in Washington, DC. 517.3

517.4 The goal of Homeward DC is to provide housing first, moving people to permanent housing as quickly as possible, accompanied by necessary supportive services. While individuals and families may face housing loss in the future, homelessness will be prevented whenever possible. When it does occur, it will be a rare, brief, and nonrecurring experience. 517.4

517.5 With the closing of the DC General facility, Washington, DC is expanding transitional family housing in all eight wards and will also continue to implement plans and assist specific subsets of the population living without housing, such as youth and veterans. Blacks are disproportionately affected by the drivers of homelessness, representing 85 percent of those experiencing homelessness in the District. These drivers include income and wealth gaps, discrimination in the criminal justice system, and credit disparities. For instance, the Solid Foundations DC plan to end youth homelessness states that a disproportionate share (24 percent) of youth experiencing homeless identify as LGBTQ or other and are exploring targeted solutions for vulnerable communities who are at risk of victimization for sexual exploitation, behavioral health, and other problems. Washington, DC will also continue to provide year-round access to shelter, which is especially important during the winter months and in heat emergencies. Provisions to assist those experiencing homelessness must include emergency shelter, transitional housing, and permanent housing, along with supportive services. However, the need for such facilities and services outpaces supply. Rising housing costs will continue to place more families at risk of homelessness. 517.5

517.6 ***Policy H-4.2.1: Ending Homelessness***
Reduce the incidence of homelessness to rare, brief, and nonrecurring events in Washington, DC through prevention efforts, development of permanent

supportive housing for people experiencing homelessness in all District Planning Areas, and active coordination of the placement of persons experiencing homelessness into housing that best fits their needs. 517.6

517.7 ***Policy H-4.2.2: Neighborhood-Based Services for Persons Living Without Homes***

Encourage the provision of services for persons living without homes through neighborhood-based permanent supportive housing and SRO units. The smaller service model can reduce the likelihood of adverse impacts to surrounding uses, improve community acceptance, and also support the reintegration of persons experiencing homelessness back into the community. 517.7

517.8 ***Policy H-4.2.3: Increasing the Permanent Supportive Housing Supply***

Increase the supply of permanent supportive housing affordable to extremely low-income households to reduce the length of shelter stays, free up additional shelter capacity, and provide stable long-term housing for those who are living without housing or at risk of living without housing. 517.8

517.9 ***Policy H-4.2.4: Homelessness Prevention and Crisis Response***

Expand programs to stabilize high-risk households before they arrive at the shelter door by researching the common causes of homelessness and implementing targeted homelessness prevention programming, especially for those transitioning out of institutional settings such as foster care, correctional facilities, or behavioral health facilities. Continue efforts to create a more effective crisis response system to address homelessness, focused on helping individuals and families get back on their feet as quickly as possible. 517.9

517.10 ***Policy H-4.2.5: Reducing Housing Barriers for Persons Experiencing Homelessness***

Reduce the barriers that prevent persons and families experiencing homeless from finding affordable and supportive housing. Overcome onerous eligibility requirements and restrictions based on credit, income, and criminal history by providing incentives to landlords willing to housing that escaping homelessness. Improve business processes and information systems, including user tests, to decrease the time it takes for individuals and families to complete paperwork and locate and lease-up an available rental unit. 517.10

- 7517.11 ***Action H-4.2.A: Homeward DC***
Implement the recommendations outlined in Homeward DC: 2015-2020, which updates and expands on the Homeward DC: Strategic Plan 2015-2020 and continues the District's efforts to make homelessness in the District rare, brief, and non-recurring. Homeward DC recommended strategies to expand homelessness prevention strategies, improve the quality of the District's emergency shelter facilities, and increase the number of permanent supportive housing units and tenant-based rental subsidies available for populations experiencing or at risk of homelessness. Homeward DC 2.0 builds on the recommendations outlined in Homeward DC and highlights additional strategies to advance these efforts. 7517.11
- 517.12 ***Action H-4.2.B: Emergency Assistance***
Expand the emergency assistance program for rent, security deposit, mortgage, or utility expenses for very low-income families with children, older adults, and persons with disabilities to prevent homelessness. 517.12
- 517.13 ***Action H-4.2.C: Ending Youth Homelessness***
Implement Solid Foundations DC: The Strategic Plan to Prevent and End Youth Homelessness. The plan includes strategies for youth homelessness prevention, expanded outreach and reunification, additional youth shelter capacity, improved support services, continuing education, and capacity building programs for organizations that support the emotional, physical, and social well-being of at-risk youth. 517.13
- 517.14 ***Action H-4.2.D: Discharge Coordination***
Maintain discharge programs from the foster care, health care, and the criminal justice systems that prevent homelessness and provide a safe transition to independent living. 517.14
- 517.15 ***Action H-4.2.E: Landlord Recruitment***
Develop and test pilot programs designed to incentivize landlords to house individuals and families exiting homelessness. Evaluate strategies and make recommendations on maintaining and improving an ongoing program. 517.15
- 518 H-4.3 Meeting the Needs of Specific Groups 518**
- 518.1 The housing needs of the District's most vulnerable populations vary among each

group. Some require housing with specific physical attributes, such as wheelchair ramps or bathrooms with grab bars. Some require housing with on-site support services, such as meal service or job counseling. Most simply need housing that is safe, secure, and affordable. It is important to consider the racial composition of these groups and how historic or current racial barriers to housing opportunities may affect needs. Communities of color are disproportionately represented in the vulnerable populations discussed below; for example, 69 percent of DC residents living with HIV/AIDS are Black. Those who most commonly benefit from supportive services are the several groups profiled below. 518.1

- 518.2 In 2017, 118,275 District residents were age 60 years and over, including 12,133 residents 85 years and over. As the baby boom generation matures and as average lifespan increases, the population of residents aged 60 years and over in the District is expected to increase dramatically. By 2030, there will be 141,275 residents aged 60 years and over, of which 12,000 will be 85 years and older. In addition, first-time homelessness among older adults on fixed incomes continues to increase, as they face ever increasing affordability challenges. A broad range of environments will be needed for older adults, serving residents across the income spectrum. 518.2
- 518.3 The Age-Friendly DC initiative, launched in 2012, identified 75 strategies across 10 broad topics to allow residents of all ages to remain in community-based settings as they age. Additional programs will be needed to help older adults age in place through home retrofits. New forms of cooperative and shared housing may be explored, and additional facilities will be needed that offer on-site nursing and health care in a congregate environment. As already noted, higher levels of assistance will be required to help older adult homeowners on fixed incomes and to protect renters who are older adults from displacement. More intergenerational living facilities also may be needed; in approximately 2,881 households, grandparents are responsible for the care of their grandchildren; almost 89 percent of grandfamilies living in the District are Black. 518.3
- 518.4 A disproportionately large share of the region's population of persons with disabilities resides in Washington, DC. Approximately 94,400 District residents—or 13 percent of the total population—are persons with disabilities or live with a person with a disability. Nearly one-third of Washington, DC's population of persons with disabilities lives below the poverty level. Many of these adults are unable to work and need supportive services and accessible housing options. 518.4

- 518.5 Mobility limitations affect nearly 48,000 District residents. Thousands of residents need basic modifications so that they can live well in their own homes. New units should be visitable to residents who are living with disabilities and enable residents to age in community. Visitability refers to apartments and single-family housing that can be lived in or visited by persons who have trouble with steps or who use wheelchairs or walkers. Visibility improvements are also needed to remove physical barriers, even in homes that do not currently house persons with mobility challenges, so that persons with limitations can visit others. Persons with disabilities may also require medical and personal care assistance in daily living activities. The number of housing units specifically designed for persons with disabilities, particularly units in facilities with services to help cope with these disabilities, is far short of the actual need. Moreover, many persons with disabilities rely on Supplemental Security Income (SSI) and face an enormous gap between their income and the cost of their housing. 518.5
- 518.6 Each year, the correctional facilities system in the District releases more than 5,000 people. Many return to the District, usually without the means to pay for market rate housing and, in some cases, without the skills or means to find a decent job. Many return to neighborhoods experiencing high crime and poverty, remain chronically unemployed, and find shelter in group homes or shared housing. Unstable housing and a lack of employment undermine returning citizens' success and can perpetuate the cycle of poverty and violence in the District's lowest-income neighborhoods. The Department of Corrections and the Mayor's Office on Returning Citizen Affairs have prioritized reentry programs to protect public safety and reduce recidivism, including housing strategies. In 2016, the District passed the Fair Criminal Record Screening for Housing Act, which bans landlords from asking about an applicant's criminal record until a conditional offer has been made. 518.6
- 518.7 In 2015, 15,200 persons with HIV/AIDS lived in the District, or about 2.2 percent of the population. This compares to a national rate of 0.3 percent and exceeds the World Health Organization's threshold (one percent), indicative of a continued HIV epidemic. Several research studies indicate that persons with HIV/AIDS experience elevated housing instability and homelessness relative to the general population. Stigma and discrimination may cause additional hurdles to obtain and retain appropriate housing. Data from the federal Housing Opportunities for Persons with AIDS (HOPWA) Program indicates an unmet need for tenant-based rental assistance for 1,239 persons with HIV/AIDS. 518.7

- 518.8 Over 15,000 District adults have been diagnosed as having a serious behavioral health issue by the Department of Behavioral Health based on treatment services delivered in 2016. Behavioral health issues can seriously limit one's ability to find employment, earn a living wage, and lead an independent life. Stable, permanent housing can increase independence and help those with behavioral health issues achieve other life goals. Such housing is often paired with case management and appropriate supportive services, such as crisis intervention, ongoing counseling, and health assessments. 518.8
- 518.9 The DC Metropolitan Police Department (MPD) receives over 30,000 calls for service each year for domestic violence-related incidents. Some of these calls result in the need for safe housing for the victim. The inventory of such housing is very limited. Domestic violence also creates unique challenges for the victim, including the potential for personal harm if using the traditional shelter system. Many victims also may experience trauma, and some have children who also need to be accommodated. DHCD has designated a Housing Navigator on its staff to leverage housing contacts and find safe housing for victims of crime and domestic violence. By calling the DC Victim Hotline, victims can be directed to resources. 518.9
- 518.10 ***Policy H-4.3.1: Short-Term and Emergency Housing Options***
Ensure that adequate short-term housing options, including emergency shelter and transitional housing, exists for persons with disabilities, including people living with HIV/AIDS, harm-reduction units for substance abusers, detoxification beds and residential treatment facilities, safe housing for victims of domestic violence, halfway houses and group homes for returning citizens, and assisted-living and end-of-life care for older adults. 518.10
- 518.11 ***Policy H-4.3.2: Housing Choice for Older Adults***
Provide a wide variety of affordable housing choices for the District's older adults that enable them to age in their neighborhoods either by supporting their ability to remain in their homes or by providing new opportunities within multi-unit buildings that include Universal Design and intergenerational options. Take into account the income range and health care needs of this population. Recognize the coming growth in the older adult population so that the production and rehabilitation of affordable housing for older adults meets Universal Design standards and becomes a major District priority. Acknowledge and support the establishment of senior villages and wellness centers throughout Washington, DC

that allow older adults to remain in their homes and/or communities and age in place. 518.11

- 518.11a **Text Box: Homesharing**
A new strategy and a key component of the Age-Friendly DC Housing Domain is homesharing. This strategy assists older adults to age in their current homes by sharing their housing costs with another and has been gaining steam among several age-friendly jurisdictions across the country. Homesharing has multiple benefits, including reducing housing costs and isolation and providing peer support and safety. 518.11a
- 518.12 ***Policy H-4.3.3: Neighborhood-Based Housing for Older Adults***
Encourage the production of multi-family housing for older adults in those neighborhoods characterized by large numbers of older adults living alone in single-family homes. This will enable older adults to remain in their neighborhoods, maintain connections with fellow residents and neighbors, and reduce their home maintenance costs and obligations. 518.12
- 518.13 ***Policy H-4.3.4: Housing for Persons with Disabilities***
Work toward a target of designing 12 percent of the new housing units added to the District’s stock over the next 20 years specifically to meet the accessibility needs of persons with disabilities through Universal Design. These units should be spread evenly across affordability brackets. Facilitate and promote broader visitability standards in new construction and major renovations that enable people who have trouble with steps or who use wheelchairs or walkers to participate socially and reduce their isolation. 518.13
- 518.14 ***Policy H-4.3.5: Housing for Returning Citizens***
Create adequate housing plans for people exiting the correctional system so that they do not experience homelessness, including the removal of barriers to returning citizens living in affordable housing. Returning citizens should not be concentrated in assisted housing projects, but allowed to find housing throughout Washington, DC. Rental housing providers should not be allowed to discriminate against returning citizens. 518.14
- 518.15 ***Policy H-4.3.6: Persons with Behavioral Health Issues***
Support the production of housing for people with behavioral health issues through capital and operating subsidies. Improve the availability and coordination of such housing with wraparound behavioral health and other human services.

Steps should be taken to prevent the eviction of persons experiencing behavioral health issues from publicly financed housing, so long as they are following the rules of tenancy, and to maintain each individual's housing if they need to be hospitalized. 518.15

- 518.16 ***Action H- 4.3.A: Incentives for Accessible Units***
Create financial incentives or provide appropriate flexibility in zoning rules and public space regulations for homeowners and landlords to retrofit units to make them accessible to older adults and persons with disabilities. Encourage the production of units that are visitable, ADA-accessible, or universally designed in new housing construction. 518.16
- 518.17 ***Action H- 4.3.B: Incentives for Older Adult Housing***
Remove barriers and explore incentives, such as density bonuses, tax credits, and special financing, to stimulate the development of assisted living and care facilities for older adults that serve a mix of incomes, particularly in areas of high need and on sites well served by public transportation. 518.17
- 518.18 ***Action H-4.3.C: University Partnerships and Older Adults***
Explore partnerships with local universities to develop intergenerational student living arrangements with older adults living near campus. 518.18
- 518.19 ***Action H-4.3.D: Aging in Community***
Establish programs to facilitate low-income older renters aging in place. Examples include tenant-based vouchers or other rental assistance to older adults on fixed incomes or funds for renovation of multi-unit buildings, individual apartments, and single-family homes to create appropriate housing options for older adults to age in community. 518.19

600 Overview 600

- 600.1 The Environmental Protection Element addresses the protection, conservation, and management of Washington, DC's 's land, air, water, energy, and biological resources. This Element provides policies and actions for addressing important issues such as climate change, drinking water safety, the restoration of the tree canopy, energy conservation, air quality, watershed protection, pollution prevention, waste management, the remediation of contaminated sites, and

environmental justice. The biological, chemical, and hydrologic integrity of the environment are key indicators of the quality of life in the District. Furthermore, environmental sustainability is linked to resilience, population health, and community prosperity. Good environmental management and pollution prevention are essential to sustain all living things and to safeguard the welfare of future generations.

The Environmental Protection Element is divided into the following sections:

- E-1: Adapting to and Mitigating Climate Change;
- E-2: Protecting Natural and Green Areas;
- E-3: Conserving Natural Resources;
- E-4: Promoting Environmental Sustainability;
- E-5: Reducing Environmental Hazards; and
- E-6 : Environment, Education, and the Economy. 600.1

600.2

The critical environmental issues facing Washington, DC are addressed in this element. These include:

- Reducing greenhouse gas (GHG) emissions and adapting to climate change;
- Restoring the District's tree canopy and expanding green infrastructure (GI);
- Improving rivers, streams, and stream valleys;
- Reducing erosion and stormwater run-off;
- Conserving and restoring wildlife habitat and plant communities;
- Conserving water and energy;
- Expanding recycling and composting;
- Encouraging green building techniques and facilitating compliance with green building mandates;
- Growing access to, and use of, clean, local energy;
- Reducing air pollution;
- Increasing the acreage of wetlands along the Anacostia and Potomac rivers;
- Eliminating the harmful effects of environmental hazards on all residents, particularly vulnerable populations and to address environmental justice issues;
- Increasing resilience to flooding; and
- Increasing resilience to urban heat island effect. 600.2

- 600.3 Environmental protection has been part of planning in Washington, DC since the its inception. In 1791, the L’Enfant Plan used the natural landscape to guide the location of avenues and principal buildings. Later plans in the 19th and 20th centuries created some of the most memorable parks in the country and designated thousands of acres for resource protection. In the 1870s, Washington, DC planted 60,000 trees, leading *Harper’s Magazine* to dub Washington, DC the “City of Trees.” Today’s images of Washington, DC still portray a city of blue skies, pristine waters, and lush greenery. 600.3
- 600.4 Washington, DC’s legacy as America’s greenest city has been seriously challenged over the centuries by urbanization. In recent years, Washington, DC has made great strides in incorporating sustainability measures; however, this momentum should be maintained in order to learn, and plan, and ultimately meet the District’s goals. Although the region’s air is cleaner than it has been in 20 years, the air quality does not meet federal standards for ozone, and the rivers and streams are polluted by raw sewage and runoff (oil, gas, dust, pesticides, trash, animal waste, and other pollutants). Ninety percent of Washington, DC’s wetlands have disappeared since 1790. Some sites in the District face soil and groundwater contamination problems from former industrial uses and municipal waste disposal. . 600.4
- 600.5 The District is tackling these challenges head-on. In 2005, legislation was passed creating a District Department of the Environment, now called the Department of Energy and Environment (DOEE). In 2012, the Sustainable DC Plan was developed, with the goal to make Washington, DC the healthiest, greenest, most livable city in the United States. After five years of implementation, 71 percent of the Sustainable DC Plan’s ’actions are underway, and another 27 percent are complete. In 2019, the District released Sustainable DC 2.0, the comprehensive update to the plan. 600.5
- 600.6 Critical sustainability issues—including transportation, water quality, air pollution, and waste—are regional in scope. Washington, DC continues to work with the 24 jurisdictions that are part of Metropolitan Washington Council of Governments (MWCOCG). Additionally, about 29 percent of Washington, DC (including most of the parks and open space) is controlled by the federal government, and 55 buildings in Washington, DC are managed directly by the U.S. General Services Administration (GSA), making the federal government a critical partner on sustainability. District government continues to work closely with the federal National Capital Planning Commission (NCPC), National Park

Service (NPS), and GSA to maximize opportunities to meet the District's ambitious sustainability targets, including increased tree canopy coverage, habitat restoration, and stormwater management. 600.6

600.7 Washington, DC, along with hundreds of other cities around the world, has signed on to the Global Covenant of Mayors for Climate and Energy and has taken on climate change as the most pressing global environmental challenge of this century. Washington, DC is committed to meeting or beating the GHG reduction target. In 2017, the District reaffirmed its commitment to the 2015 Paris Climate Accord and pledged to become carbon-neutral and climate resilient by 2050. Further, Washington, DC adopted Climate Ready DC in 2016, its plan to prepare for and adapt to the impacts of climate change; it is now also a member of 100 Resilient Cities, which is dedicated to helping cities around the world become more resilient to the physical, social, and economic challenges that are increasingly a part of the 21st century. In addition, Washington, DC has joined the C40 Cities network, which is comprised of the world's cities committed to addressing climate change. 600.7

600.8 Washington, DC's increased focus on environmental protection has begun to pay dividends. The District is a leader in green building and energy: Washington, DC leads the nation in LEED-certified square feet per resident, ENERGY STAR certified buildings per capita, and total District-wide green power usage. In 2017, the District was named the first Leadership in Environmental Energy and Design (LEED[®]) for Cities Platinum-certified city in the world. Washington, DC was the first city in the nation to pass a law, the Green Building Act of 2006, requiring green building certification for both the public and private sectors. In 2015, Washington, DC announced a 20-year Power Purchase Agreement (PPA) that will supply 35 percent of the District government's electricity with wind power. In 2018, the District government established the DC Green Bank as a key mechanism to accelerate the deployment of affordable private and public capital for clean energy projects. 600.8

600.9 In addition, the most ambitious tree planting, water quality improvement, and habitat restoration projects in decades are also underway, and great strides are being made to promote more sustainable growth. Integral to this effort are public-private partnerships that have aided the District in advancing many of its Sustainable DC goals, such as nearly reaching the 2032 tree canopy coverage target of 40 percent. 600.9

600.10 Washington, DC has become a model for innovative policies and practices, such as the Clean Energy DC Omnibus Act of 2018, which demonstrates how enhancing natural and built environments, investing in a diverse clean economy, and reducing disparities among residents can help move toward a more educated, equitable, and prosperous society. 600.10

600.10a Text Box: Clean Energy DC Omnibus Act of 2018
Washington, DC’s historic Clean Energy DC Omnibus Act of 2018 provides a road map to achieving the District’s clean energy and climate action goals, including;

- Mandating that 100 percent of the electricity sold in Washington, DC come from renewable sources;
- Doubling the required amount of solar energy deployed in the District;
- Making significant improvements to the energy efficiency of existing buildings in Washington, DC;
- Providing energy bill assistance to support low- and moderate-income residents;
- Requiring all public transportation and privately owned fleet vehicles to become emissions-free by 2045; and
- Funding the DC Green Bank to attract private investment in clean energy projects. 600.10a

600.11 The Environmental Protection Element builds on this momentum. It charts a course toward excellence in environmental quality, greater environmental resiliency, and improved environmental health. This element emphasizes that restoring the natural environment will support a healthier population, society, and workforce. Consistent with the notion of an Inclusive City, it strives for environmental justice so that all neighborhoods are provided with clean air, healthy rivers and streams, clean soils, healthy homes, and an abundance of trees and open spaces. It also takes ambitious steps to prioritize resiliency and connections between environmental stewardship and innovative solutions to some of its most pressing challenges, including sustainable growth and long-term community resilience in the face of a changing climate. 600.11

600.11a Text Box: Sustainable DC and Sustainable DC 2.0
Between 2000 and 2015, Washington, DC’s population grew by approximately 100,000 people, and all signs point to continued steady growth. As the population

continues to expand, decisive actions are needed to ensure that all residents, and particularly the most vulnerable, benefit from a cleaner environment and access to nature and are prepared for any potential sudden shocks and chronic stresses posed by climate change. 600.11a

600.11b In 2013, the Office of Planning (OP) and DOEE launched Sustainable DC with the goal of making Washington, DC the healthiest, greenest, and most livable city in the nation. The District continues to make significant progress on the implementation of 143 actions designed to help reach that goal, including steps not only to protect natural resources, but also to begin preparing for and adapting to climate change. Sustainable DC 2.0, launched in 2017, is a collaborative District-wide effort to update Washington, DC's sustainability plan. The updated plan incorporates new programs and policies and changes in technology, and it better reflects the priorities of all residents. 600.11b

600.11c Sustainable DC was quickly followed by several other plans and initiatives. In 2013, Washington, DC's zoning regulations were amended to include the Green Area Ratio (GAR), a site-specific requirement designed to increase the environmental performance of the urban landscape (see a description of the GAR in Section 615 for more information). In 2016, Washington, DC released Climate Ready DC, the District's climate adaptation plan, which outlines the strategies to make Washington, DC more resilient to future climate challenges and crises, including rising temperatures and more heatwaves, increased heavy rainfall and flooding, sea level rise, and severe storm events. In 2018, this was followed by Clean Energy DC, which is Washington, DC's climate mitigation plan. This strategic plan outlines the necessary steps to achieve the Sustainable DC goal of a 50 percent GHG reduction by 2032. 600.11c

600.11d These plans and initiatives, among others, emphasize the importance and value of preserving and enhancing natural resources and improving the built environment to bolster resilience in Washington, DC. They provide the basis for new metrics to inform policies in several sectors for the next 15-30 years, including but are not limited to energy, waste, water, health, food, nature, transportation, and the built environment. The plans also set forth road maps with timelines for implementation. 600.11d

601 Environmental Protection Goal 601

601.1 The overarching goal for the Environmental Protection Element is to protect, restore, and enhance the natural and human-made environment in Washington, DC, taking steps to improve environmental quality and resilience, adapt to and mitigate climate change, prevent and reduce pollution, improve human health, increase access to clean and renewable energy, conserve the values and functions of Washington, DC’s natural resources and ecosystems, and educate the public on ways to secure a sustainable future. 601.1

602 E-1 Adapting to and Mitigating Climate Change 602

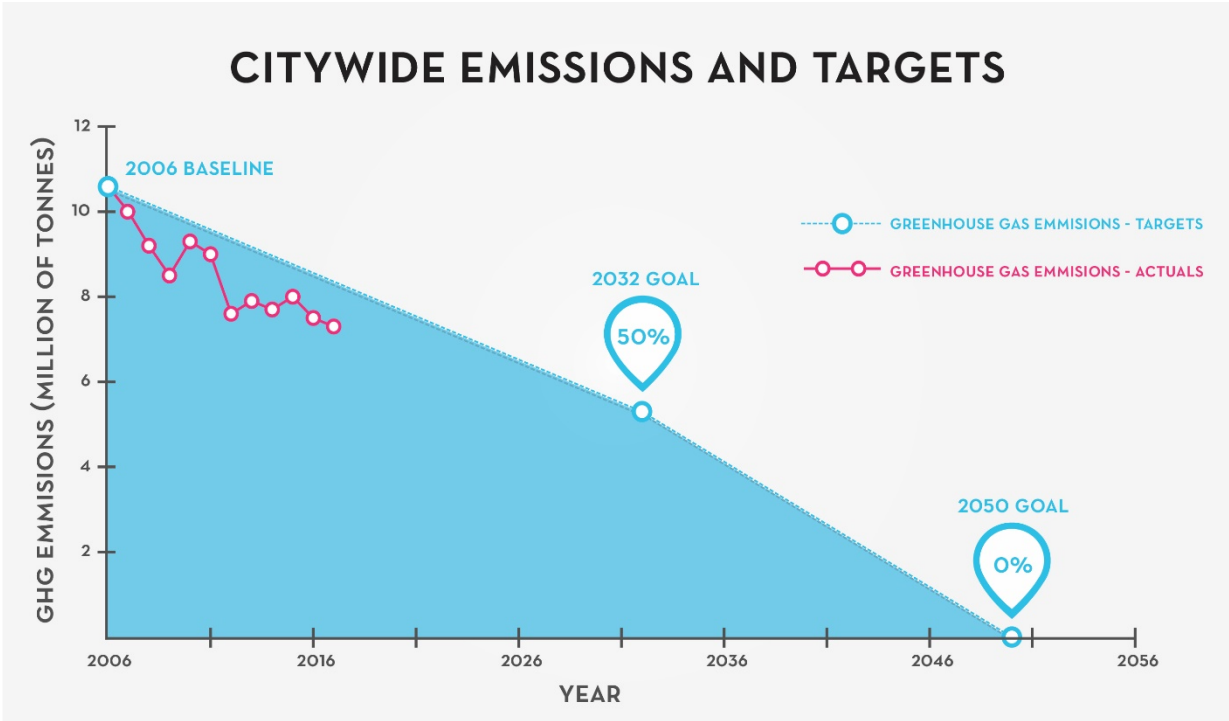
602.1 Climate change refers to long-term shifts in the climate, including global temperature, precipitation, and wind patterns. Washington, DC’s climate is changing because the earth is heating. In urban areas, GHGs from human activities such as heating and cooling buildings and transportation are the most significant driver of observed climate change since the mid-20th century.^{xix} People have increased the amount of carbon dioxide in the air by 40 percent since the late 1700s. Other heat-trapping GHGs are also increasing. These gases have warmed Earth’s surface and lower atmosphere by about one degree during the last 50 years. Evaporation increases as the atmosphere heats, which increases humidity, average rainfall, and the frequency of heavy rainstorms in many places—but contributes to drought in others. 602.1

602.2 The United Nations’ Intergovernmental Panel on Climate Change (IPCC) stated that pledges made in Paris in 2015 by the world’s governments to reduce GHGs will not be enough to keep global warming from rising nearly three degrees (°F) above pre-industrial temperatures. These global changes have serious consequences at the District level, as Washington, DC is already experiencing the impacts of human-made climate change. The region has warmed by more than two degrees (°F) in the last century. Hot days and heavy rainstorms and snowstorms are more frequent, and the tidal Potomac is rising about one inch every eight years due to rising sea levels and land subsidence. In the coming decades, climate change is likely to increase tidal flooding, cause more heavy precipitation events, and increase risks to human health and the built environment.^{xx} The District will experience warmer average temperatures and two to three times as many dangerously hot days. 602.2

602.3 District government is approaching climate change on three tracks: mitigation locally, adaptation locally, and demonstrated leadership nationally and globally. Mitigation refers to reducing GHG emissions (carbon dioxide, methane, and

nitrous oxide). Washington, DC is committed to becoming carbon-neutral and climate resilient by 2050. Progress toward this goal is measured by an annual inventory of the District’s GHGs. From 2006 (when the District began tracking GHGs) through 2016, emissions have fallen by approximately 29 percent, on track to meet the interim goal of reducing emissions by 50 percent by 2032. 602.3

602.4 Figure 6.1 District-wide Emissions and Targets 602.4



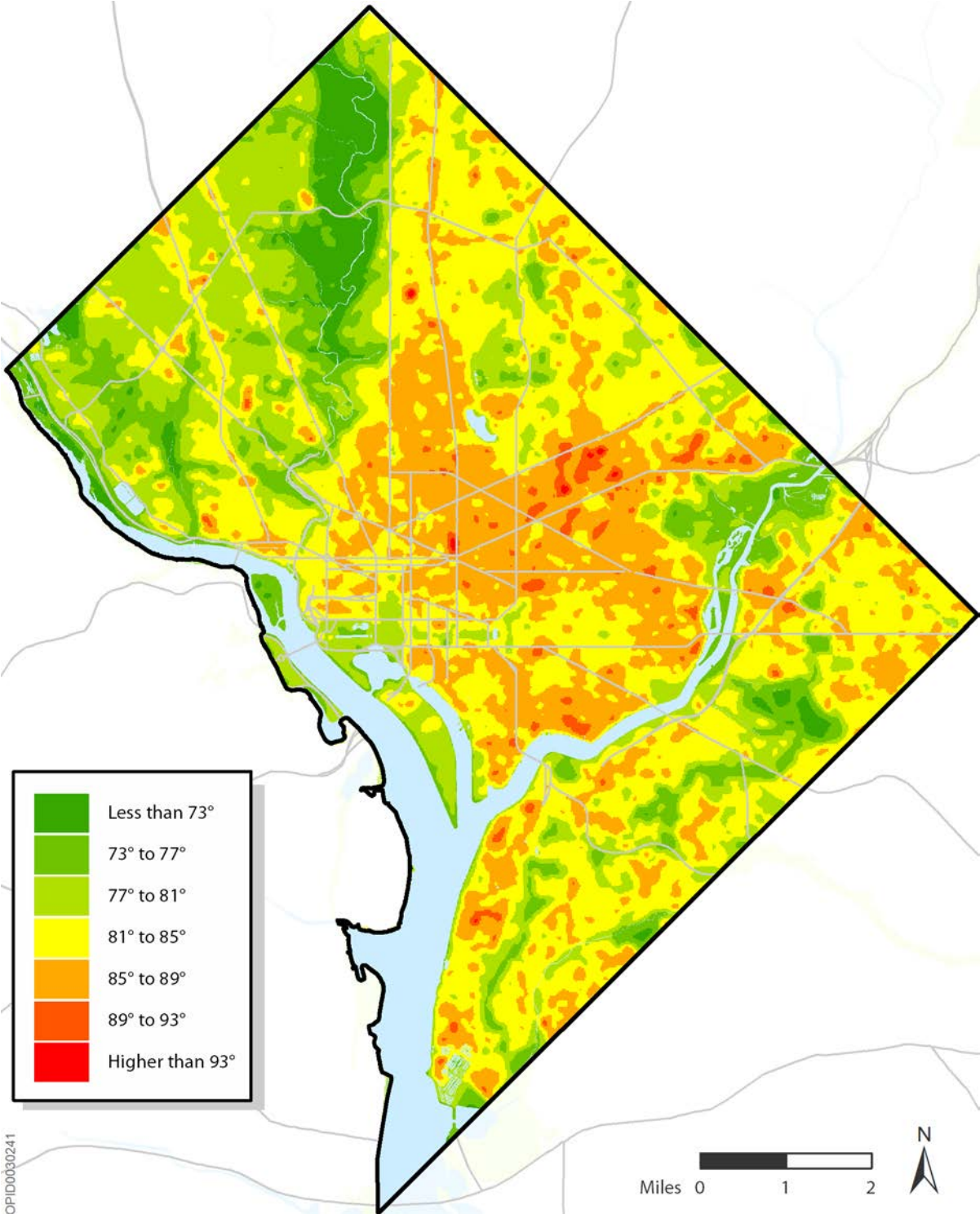
(Source: DOEE)

602.5 Adaptation means adjusting to the impacts of climate change and doing so in a way that supports wider efforts to make Washington, DC healthier and more livable. Washington, DC will prepare for potential shocks and stressors brought on by climate change through environmental and built environment approaches that provide multiple community benefits. These solutions include the conservation of the naturally protective features of environmental assets or ecosystem services, the expansion of GI, and the inclusion of non-structural land uses (e.g., parks) in hazardous, environmentally sensitive locations. It also means designing buildings to be more responsive to threats posed by flooding and urban

heat. These solutions should continue to be integrated with other community goals to improve quality of life through the promotion of environmental justice and sustainability, the preservation or restoration of natural resources, and the provision of additional trees, public parks, recreation areas, and open space. 602.5

602.6

Map 6.1 Average Land Surface Temperature 602.6



OPID0000241

(Source: DOEE and the Environment July 2014-2018)

603 E-1.1 Preparing for and Responding to Natural Hazards 603

603.1 In the coming decades, changing climate is likely to increase tidal flooding, cause more heavy rainstorms, and increase risks to human health. Portions of Washington, DC are within the Federal Emergency Management Agency (FEMA) designated 100-year flood plain and are subject to inundation during hurricanes and other severe storms, and as a result of sea level rise, some low-lying areas are subject to minor, recurrent flooding. Low-lying interior areas may experience more frequent and severe stormwater flooding events. It is important to use an equity lens to assess natural hazards and climate risks by race, income, and vulnerability to develop and implement strategies that result in equitable environmental outcomes. 603.1

603.2 Undeveloped floodplain areas can provide significant flood protection, allowing floods to pass through those areas while causing minimal harm. When development does occur in floodplain areas, floodplain regulations help ensure individuals living and doing business in those areas comply with safe building practices designed to prevent injury, loss of life, and property damage from flooding. Washington, DC's current floodplain regulations apply only to the FEMA-designated 100-year floodplain. 603.2

603.3 However, communities across the country are experiencing floods that reach beyond the extents of the 100-year floodplain with increasing regularity. What is now considered a 100-year rainfall event will become considerably more common in the years to come, and interior flooding events from significant storms may increase. Given these trends, expanding the regulated floodplain areas in Washington, DC beyond the 100-year floodplain will be an important step in ensuring Washington, DC is resilient to increased flood risk. Additional flood adaptation measures include integrating new natural shorelines and buffers, reducing erosion, replacing undersized culverts, and keeping streambeds free of debris. 603.3

603.4 Furthermore, increasing urbanization that replaces vegetated space with concrete and pavement can result in heat islands, or spaces that reach higher temperatures and retain heat longer than the surrounding areas and can reduce local health quality and negatively impact air quality. 603.4

- 603.5 ***Policy E-1.1.1: Resilience to Climate Change as a Civic Priority***
Advance the District’s resilience to climate change as a major civic priority, to be supported through improved mitigation, adaptation, and human preparedness.
603.5
- 603.6 ***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
- See Map 6.1 for Average Land Surface Temperature July 2014-2018.*
- 603.7 ***Policy E-1.1.3: Natural Assets and Ecosystems for Hazard Mitigation***
Expand and leverage the ability of natural landscape features, such as vegetated land cover and wetlands, and the beneficial ecosystem services they provide to mitigate natural hazards. This includes supporting and encouraging design and construction choices that conserve, restore, and enhance the protective functionality of natural assets to absorb, reduce, or resist the potentially damaging effects of wind, water, and other hazard forces. Such approaches, including natural shorelines, should be incorporated into all waterfront development projects, where possible. 603.7
- 603.8 ***Policy E-1.1.4: Non-Structural Land Uses***
Incorporate non-structural uses within designated special flood hazard areas to help protect and enhance the natural and beneficial functions of floodplains, wetlands, and other undeveloped landscape features. These uses include but are not limited to parks, recreation areas, and permanently protected open spaces.
603.8
- 603.9 ***Policy E-1.1.5: Resilient Infrastructure***
Design infrastructure, such as roads and parks, to withstand future climate impacts, and increase Washington, DC’s’ resilience by having roads and parks serve multiple purposes where possible, including flood risk reduction, urban heat island mitigation, and stormwater management. 603.9

See the Infrastructure Element for more information on resilient infrastructure.

- 603.10 ***Policy E-1.1.6: Floodplains, Waterfronts, and Other Low-Lying Areas***
Consistent with the Federal Elements of the Comprehensive Plan, prohibit activities within floodplains, waterfronts, and other low-lying areas that could pose public health or safety hazards in the event of a flood. Regulation of land uses in floodplains, waterfronts, and other low-lying areas should consider the long-term effects of climate change—including sea level rise, increasingly heavy rain events, and more severe coastal storms—on flood hazards. 603.10
- 603.11 ***Action E-1.1.A: Update Regulations for Resilience***
Continue to monitor and update Washington, DC’s regulations to promote flood risk reduction, heat island mitigation, stormwater management, renewable energy, and energy resilience, among other practices, where appropriate. 603.11
- 603.12 ***Action E-1.1.B: Development in Floodplains***
Evaluate expanding restrictions and/or require adaptive design for development in areas that will be at increased risk of flooding due to climate change. Analyses should weigh the requirement to account for climate risks with the needs of a growing District. 603.12
- 603.13 ***Action E-1.1.C: Waterfront Setbacks***
Ensure that waterfront setbacks and buffers account for future sea level rise, changes in precipitation patterns, and greater use of nature-based and adaptive flood defenses. 603.13
- 603.14 ***Action E-1.1.D: Covenant for Climate and Energy***
Implement policies recommended by Clean Energy DC and Climate Ready DC to achieve Washington, DC’s goal of reducing GHG emissions by 50 percent below 2006 levels by 2032, and achieving carbon neutrality by 2050 while preparing for the impacts of climate change. Maintain compliance with the Global Covenant of Mayors for Climate & Energy, signed by Washington, DC in 2015, which commits Washington, DC to measure and reduce GHG emissions and address climate risks. 603.14
- 603.15 ***Action E-1.1.E: Update Floodplain Regulations***
Update flood hazard rules to reflect the increased risk of flooding due to climate-related sea level rise, increasingly frequent and severe precipitation events, and coastal storms. 603.15

- 603.16 ***Action E-1.1.F: Comprehensive and Integrated Flood Modeling***
Develop, and regularly update, Washington, DC's floodplain models, maps, and other tools to account for climate change, including projections for increased precipitation and sea level rise, to ensure any future building in the floodplain is done sustainably. Integrate existing, and develop new, floodplain models to better understand the interplay between coastal, riverine, and interior flooding and potential climate impacts. Consider revising the regulatory flood hazard areas for Washington, DC's Flood Hazard Rules. 603.16
- 603.16a Text Box: Flood Elevations
In new or substantially renovated buildings, design flood elevation is the minimum height at which residential units may be constructed and utilities like the boiler, the water heater, and electrical equipment may be located. It also sets the minimum height for dry or wet flood-proofing measures for buildings generally. The margin between this and the base flood elevation is called *freeboard*. 603.16a
- 603.17 ***Action E-1.1.G: Design Guidelines for Resilience***
Develop guidelines for new development and substantial land improvements that consider the threat of naturally occurring stressors and hazards (e.g., flooding, extreme heat, and wind), determine potential impacts to assets over the expected life cycle of the asset, and identify cost-effective risk-reduction options. Use updated and integrated flood risk models to determine potential flood extents and depths for riparian, coastal, and interior flood events and to inform design flood elevations for a development in flood hazard areas. 603.17
- 603.18 ***Action E-1.1.H: Update Climate Vulnerability and Risk Assessment***
Update the vulnerability and risk assessment completed for Climate Ready DC as new data on potential climate impacts becomes available. Regularly assess the vulnerability of infrastructure, critical facilities (including hospitals and emergency shelters), vulnerable populations, and large developments to climate-related hazards. 603.18
- 603.19 ***Action-1.1.I: Resiliency Evaluation***
Review projects including Washington, DC capital projects and large-scale developments, for potential climate risks and adaptation strategies. 603.19

603.20 ***Action:-1.1.J: Resiliency Incentives***

Expand existing incentives and regulations to include thermal safety and urban heat island mitigation measures, such as green and cool roofs, solar shading, shade trees, alternatives to concrete, and other innovative building design strategies. 603.20

603.21 ***Action:-1.1.K: Interagency Temperature Management Strategy***

Develop an interagency heat management strategy to minimize the adverse health impacts associated with extreme cold and heat temperature days. The District government will work to ensure that residents can prepare for these events by more broadly communicating extreme heat and cold response plans that clearly define specific roles and responsibilities of government and nongovernmental organizations before and during these events. Plans should identify local populations at high risk for extreme temperature-related illness and death, and determine the strategies that will be used to support such individuals during emergencies, particularly in underserved communities. Furthermore, explore strategies, including the use of technology, to help build communities' adaptive capacity before, during, and after extreme temperature days. 603.21

604 E-2 Conserving Natural and Green Areas 604

604.1 Washington, DC's natural landscape is characterized by two tidal rivers; a complex network of parkland, streams, and valleys; and undulating hills and terraces. . This landscape provides ecological diversity, ranging from mixed oak and tulip poplar forests to magnolia bogs and wetlands. 604.1

604.2 Washington, DC provides valuable habitats for all types of wildlife, from tiny crustaceans to the bald eagle. Through careful planning and development that respects and preserves natural resources, Washington, DC continues to make strides in wildlife conservation and habitat restoration. To conserve threatened species and keep habitats healthy, Washington, DC developed the District of Columbia Wildlife Action Plan in 2006 (with a comprehensive update in 2015) as a blueprint for wildlife conservation. Additionally, the Fisheries and Wildlife Omnibus Amendment Act of 2016 designated critical areas, or areas containing species of local importance, for conservation: critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and wetlands. 604.2

604.3 GI refers to the interconnected network of land and water that supports plant and animal life, maintains natural ecology, and contributes to the health and quality of life in communities. 604.3

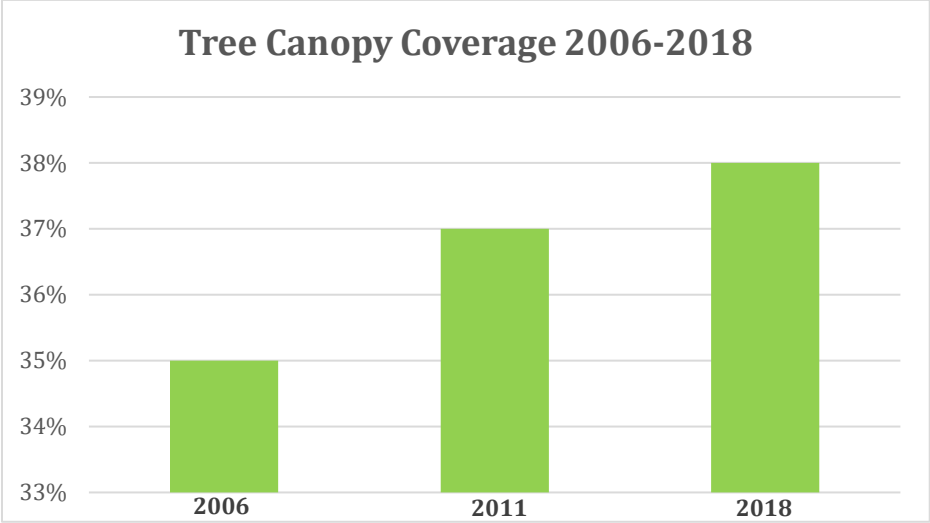
605 E-2.1 Conserving and Expanding Washington, DC’s Urban Forests 605

605.1 The benefits of a healthy urban forests, are well documented. Street trees, trees in parks and natural areas, and trees on private lands add beauty, improve mental health, provide shade, reduce water pollution, absorb noise, produce oxygen, absorb GHGs, and provide habitat for birds and small animals. They also add economic value to neighborhoods and contribute to community identity and pride. Trees also play an increasingly important role in helping Washington, DC adapt to a changing climate that will bring hotter temperatures and more heavy rain events. 605.1

605.2 Trees currently cover about 38 percent of Washington, DC’s land area (see Figure 6.2). However, there are significant geographic disparities in tree cover, ranging from 60 percent of the land area in Ward 3 to 23 percent in Ward 1. . Public awareness of the importance of trees has sparked tree planting and re-greening activities across Washington, DC. 605.2

605.3 Tree cover in Washington, DC as of 2016 is shown in Map 6.2. 605.3

605.4 Figure 6.2 District Tree Canopy Coverage 605.4



(Source: Sustainable DC)

- 605.5 ***Policy E-2.1.1: Trees in the Public Lands***
Plant and maintain trees in the public lands in all parts of Washington, DC, particularly in areas with low canopy cover and areas in greater need of trees, such as those with high urban heat island effects, at high risk for flooding, or with high particulate matter levels. 605.5
- 605.6 ***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. a Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6
- 605.7 ***Policy E-2.1.3: Sustainable Landscaping Practices***
Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government, private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the right-of-ways in schools, parks, and housing authority lands. 605.7
- 605.8 ***Policy E-2.1.4: Engaging the Community***
Promote partnerships between Washington, DC , community groups, and nonprofit advocacy groups to undertake tree surveys and planting campaigns, volunteer training and education, and resident stewardship of Washington, DC’s urban forest. Leverage the Urban Forestry Advisory Council’s (UFAC) diverse membership of District and federal government agencies, nonprofit partners, public utilities, and community members to promote existing policies and develop new initiatives to expand Washington, DC’s urban tree canopy. Support public-private partnerships that fund tree planting efforts on both public and private land, which can vary in scale from small parcel-level projects to large open spaces. 605.8
- 605.9 ***Policy E-2.1.5: Tree Planting on Private Lands***
Encourage tree planting on private lands through incentive programs and outreach and education. Methods should include using GI, native plantings, pollinator

gardens, and other habitat as a community benefit in planned unit developments and forming voluntary partnerships with major institutions such as universities, embassies, and hospitals. 605.9

605.10 ***Policy E-2.1.6: Urban Tree Canopy Goals***

Determine the extent of Washington, DC's tree canopy at a sufficient level of detail to establish tree canopy goals for neighborhoods across the District. Continue working toward a District-wide goal of 40 percent tree canopy cover by 2032. Encourage tree plantings in neighborhoods with lower canopy levels. Components of this program should include the removal of dead and dying trees and their replacement with suitable species, and the pruning and maintenance of trees to eliminate hazards and increase their rate of survival. 605.10

605.11 ***Action E-2.1.A: Tree Replacement Program***

Continue working toward a goal of planting 10,500 trees on public and private open space each year. 605.11

605.12 ***Action E-2.1.B: Street Tree Standards***

Continue to formalize the planting, pruning, removal, and construction guidelines in use by the District's Urban Forestry Division. These standards provide further direction for tree selection based on such factors as traffic volumes, street width, shade and sunlight conditions, soil conditions, disease and drought resistance, and the space available for tree wells. They also include provisions to increase the size of tree boxes to improve tree health and longevity, and standards for soils and planting, as well improve upon existing tree boxes through impervious surface removal, increasing soil volumes, undergrounding power lines, and installing bio-retention tree boxes. 605.12

605.13 ***Action E-2.1.C: Tree Inventories***

Continue partnership agreements with the federal government, Casey Trees, and other groups to maintain the live, publicly available database and management system for Washington, DC's trees using Geographic Information System (GIS) mapping. Efforts should be made to inventory trees on all District lands outside the right-of-ways, as well as along its streets. 605.13

605.14 ***Action E-2.1.D: Operating Procedures for Utility and Roadwork***

Develop standard operating procedures to minimize tree damage by public utility and road crews. All activities that involve invasive work around street trees should be reviewed by Urban Forestry Administration personnel. . Promote the

expansion of the urban tree canopy, while planting the right tree in the right place in consideration with overhead utility lines. 605.14

605.15 ***Action E-2.1.E: Urban Forest Management***

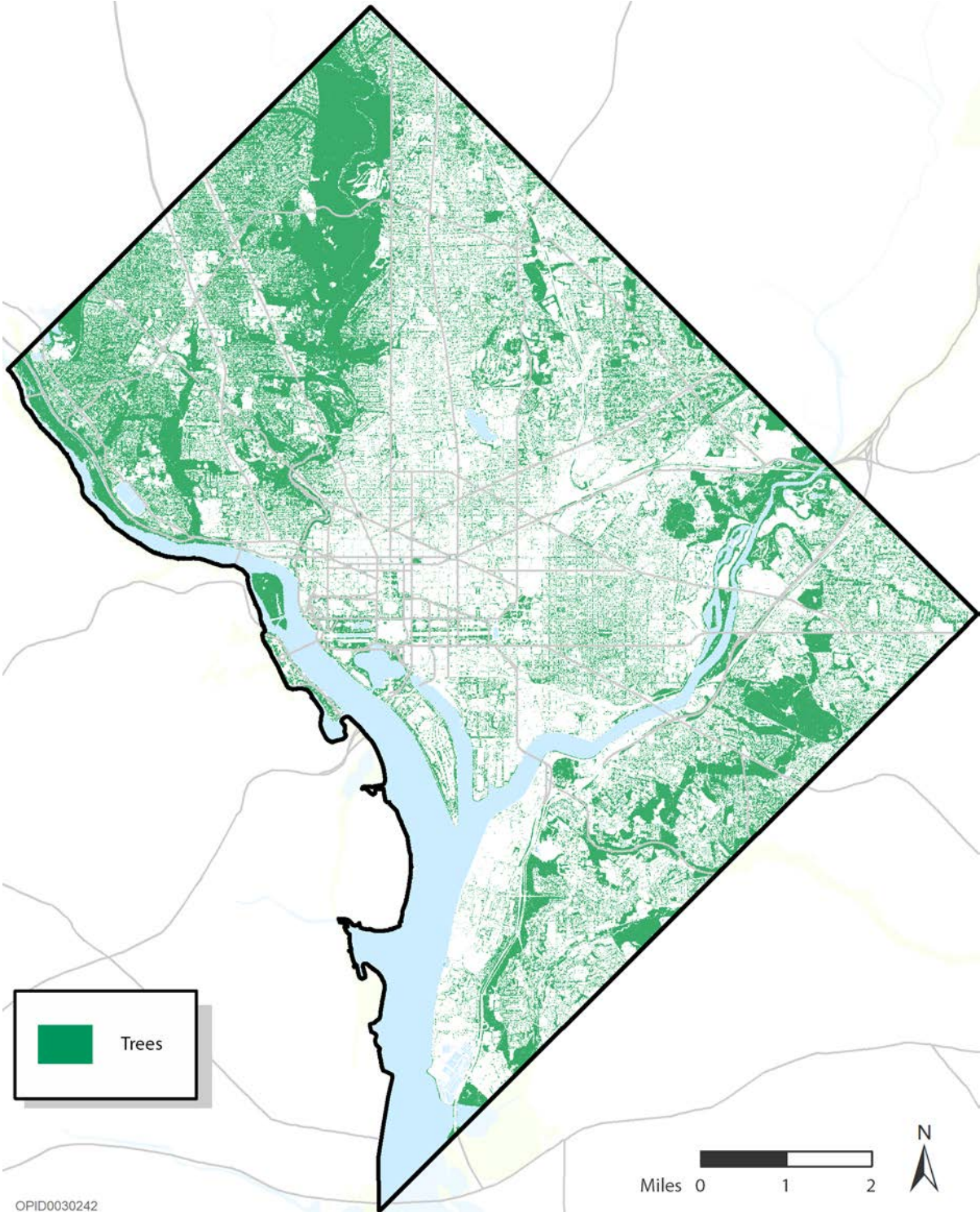
Consistent with Washington, DC’s 2002 and 2016 Tree Bills, continue to protect, maintain, and restore trees and native woodlands across Washington, DC. Use the mayor’s UFAC and new and existing District agency partnerships to coordinate urban forest management activities on all public lands managed by the District (e.g., street trees, parks, public school grounds). These partnerships and initiatives should also promote coordination with federal agencies and other large landowners and include comprehensive strategies to manage insects and diseases. 605.15

605.15a Text Box: The DC Tree Bill

The Urban Forest Preservation Act of 2002 , better known as the Tree Bill, established a tree preservation program, strengthened the community notice requirements for tree removal on public land, and revised the penalties for injuring trees on public space and private property. The Tree Bill was approved in December 2002 and requires an annual program for tree planting and care, preparation of a tree master plan, and the development of maintenance standards for trees on public space. 605.15a

605.15b The Tree Canopy Protection Amendment Act of 2016 was enacted to build upon the previous Tree Bill and increase Washington, DC’s tree canopy. By reducing the circumference of special trees from 55 inches to 44 inches, and creating a designation of heritage trees—which are over 100 inches in circumference and cannot be cut down unless deemed hazardous by a Washington, DC arborist—the older tree canopy is better protected. The bill also assesses permits for removal of special trees and fines for damage to, and illicit removal of, special and heritage trees. 605.15b

605.16 Map 6.2 Existing Tree Cover in Washington, DC and Surrounding Region 605.16



(Source: OP, 2018)

- 606 E-2.2 Conservation of Rivers, Wetlands, and Riparian Areas 606
- 606.1 Washington, DC is situated at the confluence of two great rivers: the Anacostia and the Potomac. Both rivers have been altered over the centuries to accommodate development, highways, railroads, airports, military bases, parkland, federal monuments, and other vestiges of life in the nation’s capital. Throughout the 20th century, the Potomac fared better than the Anacostia in this regard—much of its shoreline is publicly accessible and has been conserved as parkland. For years, the Anacostia suffered the fate of being Washington, DC’s lesser known and less maintained river. As its natural beauty yielded to industry, its waters became polluted and the river became a divide that separated lower-income, predominantly Black neighborhoods from the rest of the District . 606.1
- 606.2 In the first years of the 21st century, a major initiative, the Anacostia Waterfront Initiative (AWI), was launched to restore the Anacostia River. While the initiative is perhaps best known for its efforts to reclaim the shoreline for recreation and bring new life to underused sites, its programs to improve the natural environment are equally important. A range of environmental initiatives is now being implemented to restore wetlands (land consisting of marshes or swamps) and estuarine habitat (partially enclosed bodies of brackish water), improve water quality, and increase environmental education about the river. Today, the turnaround of the Anacostia waterfront is a national model for urban rivers in terms of environmental restoration, public access, economic development, and inclusive growth. 606.2
- 606.3 Foremost among the recent initiatives is the Clean Rivers Project, DC Water’s ongoing program to reduce combined sewer overflows into Washington, DC’s waterways: the Anacostia and Potomac rivers and Rock Creek. The project is a massive infrastructure and support program designed to capture and clean wastewater during rainfalls before it ever reaches the rivers. 606.3
- 606.3a Text Box: Anacostia River Restoration
A clean river is the foundation for the Anacostia River revitalization and makes all other objectives and investments in the waterfront possible. Once dubbed the District’s forgotten river because of heavy pollution, lack of accessibility, and neglect of its banks, the Anacostia River is on its way to becoming fully fishable and swimmable. While photos from a decade ago show a river covered in floating

trash, today the Anacostia River is experiencing an environmental rebirth characterized by improved water quality, wildlife repopulation, and more accessible natural shorelines. To transform the Anacostia River into a fishable and swimmable river, in 2014 Washington, DC launched a long-term project to address contaminated sediments called A Cleaner Anacostia River. This project is the most comprehensive approach to restoration in the river's history, and Washington, DC allocated \$45 million to support clean up efforts. 606.3a

606.3b

Improved Water Quality

The restoration of five streams (Pope Branch, Watts Branch, Nash Run, Alger Park, and Springhouse Run) that flow into the Anacostia has diminished sediment, sewage, and trash that pollute the river's waters. Legal requirements paved the way for the local water and sewer utility, DC Water, to initiate the biggest infrastructure project in Washington, DC since the building of the Metrorail system: the DC Clean Rivers Project, a \$2.7 billion sewer tunnel system and greening program to decrease the amount of untreated sewage spills into the river by 98 percent. The greening program includes strategies to promote rainwater detention and infiltration into the soil and techniques such as rain gardens, porous pavements, green roofs, and other technologies within targeted sewersheds. 606.3b

606.3c

In addition to the ongoing remediation of several polluted sites, including at Kenilworth and Boathouse Row, A Cleaner Anacostia River will lead to an enforceable clean up strategy for the riverbed itself. The redevelopment of old and highly polluting industrial areas on the riverfront has stemmed industrial runoff. Washington, DC and its partners have also worked to reduce trash pollution in the river through trash traps installed on various tributaries, anti-littering education, illegal dumping enforcement programs, and volunteer clean up events, preventing millions of pounds of trash from entering the Anacostia River each year. Washington, DC's stormwater regulations and incentive programs (e.g., the RiverSmart programs and Stormwater Retention Credit Price Lock Program) are driving the installation of GI across the District to reduce pollution and erosion from stormwater runoff. 606.3c

606.4

Since 2012, Washington, DC has restored over two miles of streams, including Pope Branch, Nash Run, Alger Park, Springhouse Run, Linnean Park, and Broad Branch. Sustainable DC 2.0 calls for additional stream restoration efforts, toward a goal of 10 total miles. Stream restoration employs a set of techniques to help improve the environmental health of a stream, ranging from simply removing a

disturbance that inhibits natural stream function, to stabilizing stream banks or installing stormwater management facilities such as wetlands. 606.4

- 606.5 When completed, these initiatives will greatly reduce sewage overflows and pollutant discharges, reduce stream bank erosion, improve water quality, slow down stormwater flows, uncover long-buried tributary streams, and bring native plant and animal species back to the river. It will also improve access to once-polluted, now restored natural resources to adjoining communities. Improving the health of the Anacostia River will help achieve broader national goals for a healthier Chesapeake Bay. Map 6.3 indicates the location of rivers and streams in Washington, DC . 606.5

See the Infrastructure Element for more information about the Clean Rivers Project and other initiatives.

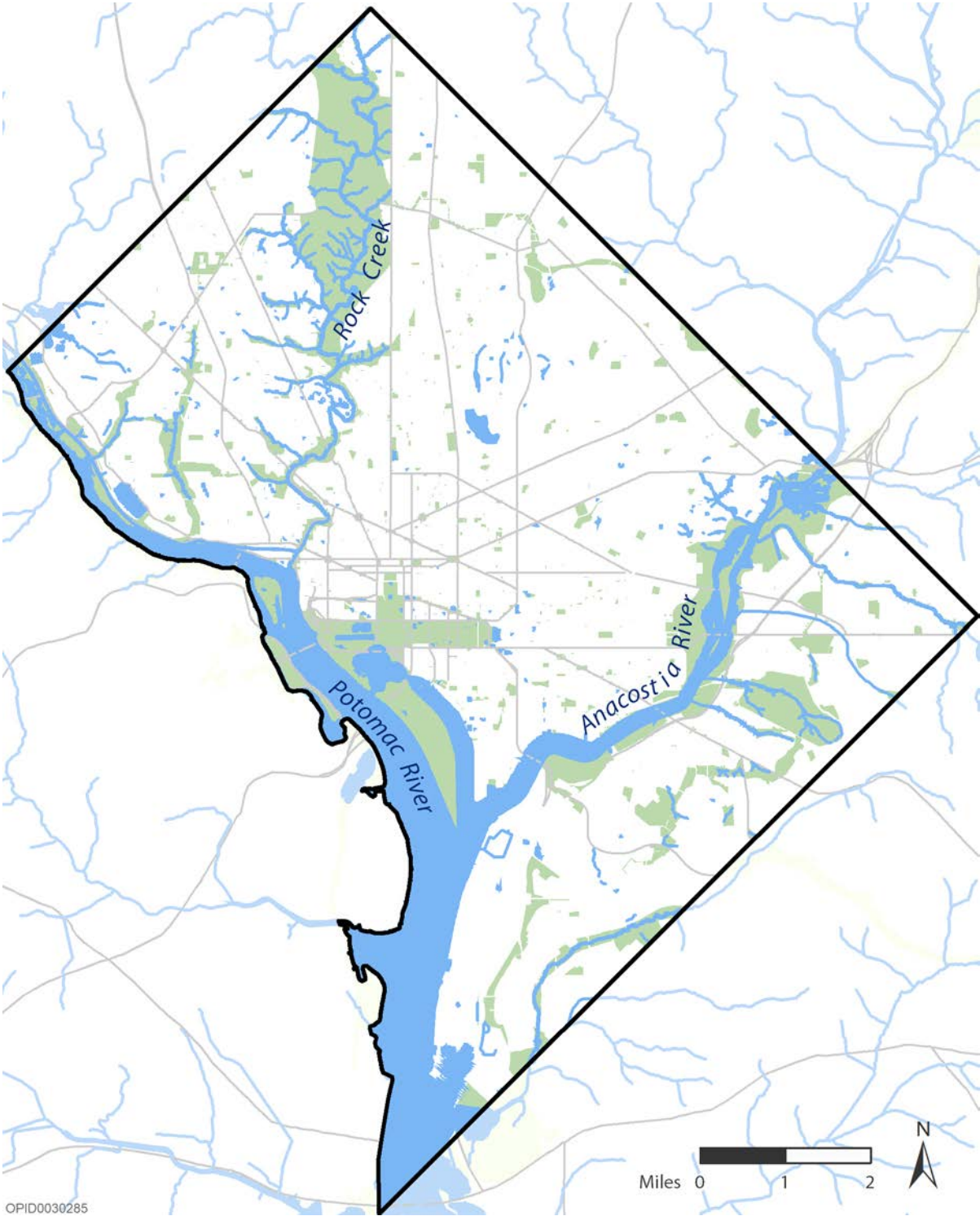
- 606.6 ***Policy E-2.2.1: River Conservation***
Improve environmental conditions along the Anacostia and Potomac rivers and other water bodies, including shorelines, wetlands, islands, tributaries, and the rivers themselves. Particular attention should be given to eliminating toxic sediments, improving river edges to restore vegetation and reduce erosion, enhancing wetlands and wildlife habitats, creating new wetlands, and reducing litter. Particular focus on the Anacostia is important to address its history of neglect and pollution and to improve conditions for adjoining neighborhoods.606.6

- 606.7 ***Policy E-2.2.2: Waterfront Habitat Restoration***
Undertake a range of environmental initiatives along the Anacostia and Potomac rivers to eliminate combined sewer overflows, reduce urban stormwater runoff, restore wetlands and tributary streams, install natural shorelines when possible, increase oxygen levels in the water, remediate toxins in the riverbed, remove seawalls when possible, clean and redevelop contaminated brownfield sites, and enhance natural habitat. 606.7

- 606.8 ***Policy E-2.2.3: Retention of Environmentally Sensitive Areas as Open Space***
Retain environmentally fragile areas such as wetlands and riparian areas along the Anacostia and Potomac rivers as critical areas. . In areas under federal jurisdiction, such as Rock Creek Park and some portions of the Anacostia waterfront, work with NPS to conserve and carefully manage such areas, and to implement an effective no-net-loss policy. 606.8

ENGROSSED ORIGINAL

606.9 Map 6.3 -- Waterways in Washington, DC 606.9



(Source: DOEE and DC GIS, 2018)

- 606.10 ***Policy E-2.2.4: Identification, Protection, and Restoration of Wetlands***
Identify and protect wetlands and riparian habitat on private and public land. Require official surveys when development is proposed in areas where wetlands are believed to be present to ensure that wetlands are preserved. Implement the Wetland Conservation Plan to achieve the objective of no net loss and eventual net gain of wetlands. Work collaboratively with stakeholders to undertake wetlands restoration, enhancement, and creation projects on public and private lands to mitigate the impacts of stormwater runoff, sea level rise, and storm events, and to improve habitats. 606.10
- 606.11 ***Policy E-2.2.5: Wetland Buffers***
Maintain natural buffers around existing and restored wetlands to reduce the likelihood of environmental degradation from runoff and human activities. 606.11
- 606.12 ***Action E-2.2.A: Potomac and Anacostia River Habitat Improvements***
Work collaboratively with federal agencies, upstream jurisdictions, and environmental advocacy groups to implement conservation measures for Washington, DC's waterways by:
- Restoring tidal wetlands while maintaining access along the Anacostia River and infilled areas that were historically tidal wetlands, consistent with the 2015 District of Columbia Wildlife Action Plan;
 - Installing stormwater management best practices upland of tributary streams;
 - Creating new stormwater wetlands along tributary streams;
 - Restoring degraded streams in Washington, DC and, where possible, daylighting streams by removing them from pipes to let them flow uncovered;
 - Removing bulkheads and seawalls and replacing them with natural shoreline and fringe wetlands, where possible, to provide protection from flooding and erosion;
 - Restoring degraded gullies downstream of stormwater outfalls;
 - Preventing litter and trash from entering waterways and removing it when it is present;
 - Encouraging natural buffers compatible with the recommendations of the AWI Framework Plan; and

- Preventing the net loss of parkland and improving access to the waterfront and river trails. 606.12

- 606.13 ***Action E-2.2.B: Wetland Setback Standards***
Establish clear regulations to conserve and preserve wetlands, streams, and their buffers during development and ensure compliance with these regulations during plan review, permitting, and inspections. 606.13
- 606.14 ***Action E-2.2.C: Wetland Planting and Maintenance***
Plant and maintain wetlands to achieve the objective of no net loss and eventual net gain of wetlands. Focus efforts in areas of the District that offer the best opportunity and potential for conservation, as identified in Washington, DC's 2015 Wildlife Action Plan. 606.14
- 606.15 ***Action E-2.2.D: Anacostia River Sedimentation Project***
Develop and implement an Anacostia River remediation work plan that restores fish and wildlife habitats while improving public access to the river. 606.15
- See the Water Quality section of this element for additional recommendations for the Anacostia River watershed.*

607 E-2.3 Conserving Soil and Reducing Erosion 607

- 607.1 Soils in Washington, DC affect the suitability of land for buildings, roads and infrastructure, community gardening, and tree planting. Even in a built-out city like Washington, DC, soil and underlying geologic characteristics must be considered when designing foundations, basements, and other structures. Good soil management also involves the control of erosion resulting from natural forces like rain and wind. Erosion can undermine foundations, destabilize hillsides, and lead to sedimentation of streams. Measures to reduce erosion are particularly important during construction, when soil is disturbed and exposed to the elements. 607.1
- 607.2 ***Policy E-2.3.1: Preventing Erosion***
Public and private construction activities should not result in soil erosion or the creation of unstable soil conditions. Support the use of retaining walls and other best management practices on new and existing properties that reduce erosion

hazards. Erosion requirements shall be implemented through building permit and plan reviews and enforced through the permitting and regulatory processes. 607.2

607.3 ***Policy E-2.3.2: Grading and Vegetation Removal***

Encourage the retention of natural vegetation and topography on new development sites. Prevent or require mitigation of construction practices that result in unstable soil and hillside conditions. Grading of hillside sites should be minimized, and graded slopes should be quickly revegetated for stabilization. 607.3

607.4 ***Policy E-2.3.3: Reducing Sedimentation***

Prevent sedimentation of rivers and streams by implementing comprehensive stormwater management measures, including regular maintenance of storm drains and catch basins and the use of sedimentation ponds where appropriate. 607.4

607.5 ***Policy E-2.3.4: Restoring Eroded Areas***

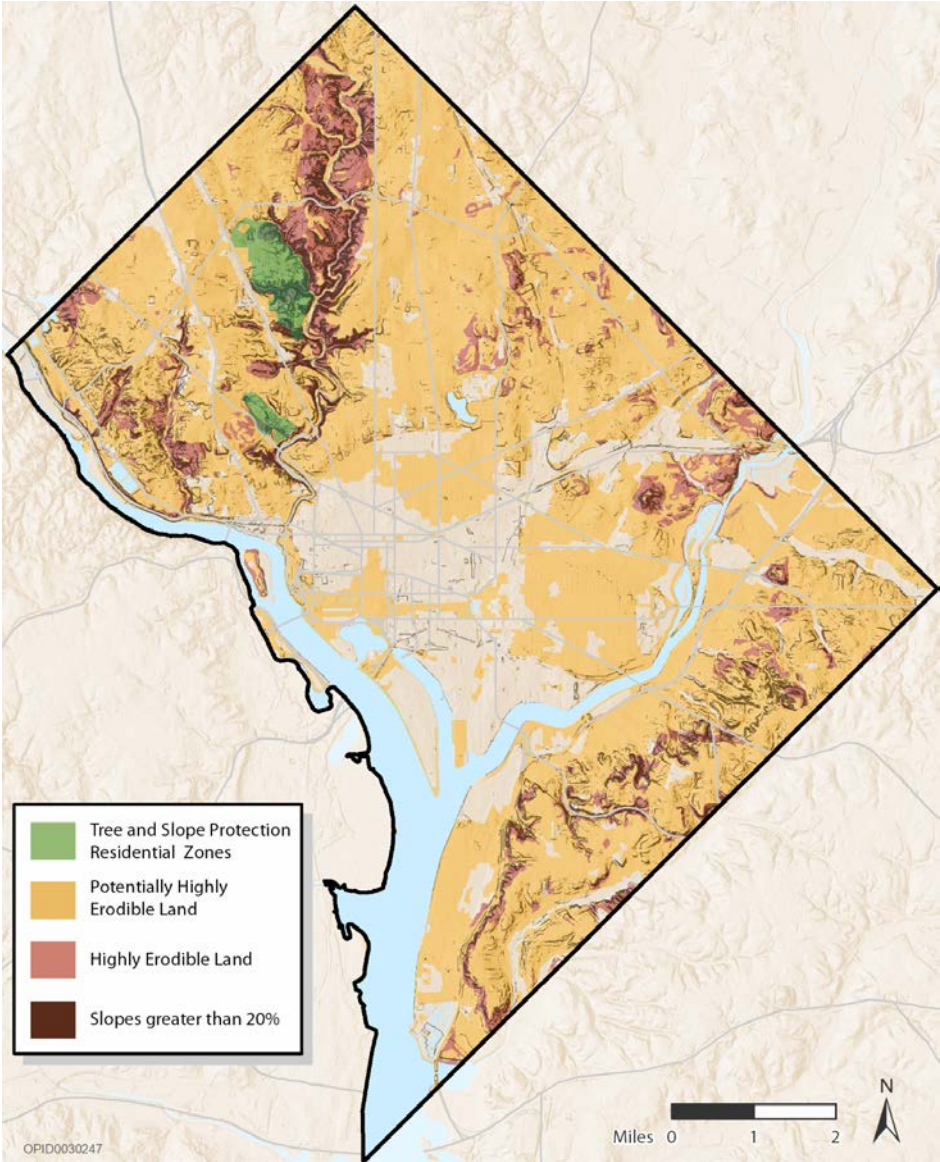
Abate soil erosion problems in developed areas, particularly where erosion has resulted from poor site design, aging streets and alleys, or deferred maintenance. 607.5

608 E-2.4 Preserving Steep Slopes and Stream Valleys 608

608.1 Wooded hillsides and stream valleys provide beauty and visual relief in Washington, DC, particularly in Upper Northwest and in neighborhoods in Wards 7 and 8. Many of Washington, DC's stream valleys have been preserved by NPS, protecting local waterways and providing corridors for wildlife and recreation. But preservation alone has not fully safeguarded these areas. Development and tree removal on private properties can reduce their natural, unspoiled character and cause erosion and water quality problems. Along some stream valleys, illegal dumping remains a problem. In some places, the streams themselves have been buried or diverted into stormwater culverts; streams have been restored to their natural condition at Alger Park, Springhouse Run, and Watts Branch. 608.1

608.2 A similar set of challenges is present on steep slopes, generally defined as slopes with a grade of 25 percent or more. As Map 6.4 indicates, such slopes are concentrated in protected areas like Rock Creek Park and the Potomac Palisades. But they are also present in neighborhoods like Forest Hills and Woodland-Normanstone, and on large sites like the St. Elizabeths Campus. 608.2

- 608.3 ***Policy E-2.4.1: Conservation of Steep Slopes***
Strongly discourage development on steep slopes (i.e., greater than 25 percent or with highly erodible soil), such as those found along stream valleys in Upper Northwest and Southeast DC. Planning and building regulations should require that any construction on such slopes is sensitively designed and includes slope stabilization measures. 608.3
- 608.4 ***Policy E-2.4.2: Management of Uplands Along Stream Valleys***
Protect stream valley parks by limiting construction, requiring sensitive design, and retaining vegetation on adjacent upland properties. Development of land draining to stream valleys shall be managed as needed to protect flora, fauna, and water quality; prevent erosion and siltation of streams; minimize intrusion of views from the parks; and retain a natural gradient green buffer between the built environment and these natural areas. 608.4
- 608.5 ***Policy E-2.4.3: Open Space Protection Along Stream Valleys***
Preserve publicly-owned land adjacent to streams, ravines, and contiguous tracts of habitat as densely vegetated open space. Natural drainage channels and buffer zones in these areas should be protected from the adverse effects of nearby urban uses. 608.5
- 608.6 ***Policy E-2.4.4: Channelization of Streams***
Retain streams and ravines in their natural condition rather than constructing human-made channels. Where possible, restore channelized streams to more natural conditions. Where alteration is necessary, encourage design solutions that retain or re-create natural ecological values. 608.6
- 608.7 ***Action E-2.4.A: Expand Tree and Slope Protection***
Work with neighborhood and community groups, homeowners and other landowners, and Advisory Neighborhood Commissions (ANCs) to identify additional areas to which the Tree and Slope Protection (TSP) should be extended. Such areas should generally abut streams or public open spaces and should have steep slopes, significant natural tree cover, and some potential for future development. Particular attention should be given to extended the TSP to lands in Wards 7 and 8. 608.7
- 608.8 Map 6.4 -- TSP Areas, Steep Slopes, and Areas with Erodible Soils 608.8



(Source: OP, 2018)

608.9 **Action E-2.4.B: Hillside Conservation Easements**
Explore land trusts, conservation easements, and other tools for preserving steep slopes and hillside areas. 608.9

609 E-2.5 Sustaining Wildlife 609

609.1 At the time of initial European settlement, Washington, DC was home to species as diverse as buffalo, bear, sturgeon, cranes, rattlesnakes, wolves, and bobcats. While these animals were killed off or driven from the local landscape decades ago, Washington, DC continues to provide habitat for hundreds of species of birds, mammals, amphibians, reptiles, fish, and invertebrates. Raccoon, red foxes, rabbits, white-tailed deer, cardinals, and mockingbirds have adapted to human activities and are not uncommon. Much of Washington, DC's biodiversity can be attributed to undeveloped natural areas along Rock Creek, the two rivers, and the Civil War defenses of Washington, also known as the Fort Circle Parks. The District's parks, street trees, institutional lands, and backyards are important to sustaining wildlife diversity. Many commercial and residential neighborhoods, as well as the Potomac and Anacostia rivers, are located adjacent to permanently protected natural areas. The close proximity between developed areas and undeveloped habitats creates a dynamic between wildlife and habitat conservation and human activity. 609.1

609.2 District government is committed to protecting Washington, DC's natural areas while also providing all residents with convenient access to nature and green places. Pursuant to federal law, DOEE's Fisheries and Wildlife Division prepared a Wildlife Action Plan in 2005, with a comprehensive update in 2015. The plan—which was prepared in partnership with public and local wildlife agencies and organizations to identify priority actions for conserving wildlife and wildlife habitats over the next 10 years—lists the animal wildlife in the District with the greatest conservation needs and describes specific terrestrial and aquatic threats. As an urban area, Washington, DC bears a high degree of responsibility for conserving urban species. 609.2

609.3 In 2016, Washington, DC adopted the Fisheries and Wildlife Omnibus Amendment Act to help protect critical wildlife habitats and better manage invasive species. The District's State Wildlife Action Plan, last updated in 2015, is a comprehensive, 10-year road map for sustaining, conserving, and preserving Washington, DC's wildlife and habitats. 609.3

609.4 ***Policy E-2.5.1: Habitat Restoration***
Encourage interagency efforts to restore native habitat in Washington, DC's rivers, streams, forests, meadows, wetlands, parklands, and developed lands, and encourage public-private partnerships and partnerships with nongovernmental

organizations to re-create native habitats within the District. Where appropriate, designate critical areas for protection within Washington, DC. 609.4

609.5 ***Policy E-2.5.2: Protected Species***

As required by the federal Endangered Species Act of 1973, protect endangered, threatened, and other special status species from the adverse effects of human activities. 609.5

609.6 ***Policy E-2.5.3: Habitat Management on Private Land***

Encourage environmentally sound landscaping and gardening techniques by District homeowners and institutional landowners, and on federal lands to maximize the habitat value of privately owned and federal land. Such techniques should include reduction of herbicide and pesticide use; the selection of disease-resistant, drought-resistant, and native species; the removal of invasive plants; the use of rain gardens to reduce runoff; and landscaping that provides food and cover for wildlife. 609.6

609.7 ***Policy E-2.5.4: Conserve Critical Areas***

Preserve, conserve, or enhance the environmental function and value of critical areas—including areas containing species of local importance, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and wetlands—while balancing the needs of a growing District. 609.7

609.8 ***Policy E-2.5.5: Manage Invasive Species***

Support approaches that limit the spread of invasive plants, animals, and other organisms that threaten wildlife and wildlife habitats. 608.18

609.9 ***Policy E-2.5.6 Ecosystem Services and Nature-Based Design***

Support and encourage ecosystem services and nature-based design related to air and water quality, noise reduction, flood risk reduction, native habitat re-creation, and food supply, among others. 609.9

609.9a **Text Box: Ecosystem Services and Nature-Based Design**

Ecosystem services are the benefits that humans freely gain from the natural environment and from properly functioning ecosystems. Such ecosystems include agroecosystems, forest ecosystems, grassland ecosystems, and aquatic ecosystems. Collectively, these benefits are known as *ecosystem services* and are often integral to the provisioning of clean drinking water, the decomposition of waste, and the natural pollination of crops and other plants. 609.9a

- 609.9b Nature-based design elements can include a visual connection with nature, the presence of water, the use of natural materials, and incorporation of dynamic and diffuse light. These elements can provide humans with physical health and mental health benefits, as well as other benefits. 609.9b
- 609.9c Project examples include but are not limited to green roofs or farms, green facades (e.g., vertical gardens), GI projects, net-zero or net-positive energy-use buildings, and use of alternative energy sources. 609.c
- 609.10 ***Policy E-2.5.7: Meadow Habitats***
Create meadow habitats by converting large, contiguous mowed areas to native meadows and/or shrub habitats where feasible. Reduce mowed grassy areas in road and highway rights-of-way and on District-owned property by converting those areas to meadows with native plants and small trees. The design of these areas should balance habitat enhancement with public safety, including vehicle and pedestrian sightlines. 609.10
- 609.11 ***Action E-2.5.A: Implementation of the Wildlife Action Plan***
Implement the 2015 Wildlife Management Plan , including programs to increase meadow habitats in the District, restore tidal wetlands, propagate native plants, and create vernal pools, artificial nesting structures, wildlife crossings and corridors, and resident science projects. 609.11
- 609.12 ***Action E-2.5.B: Data Improvements***
Improve the collection and monitoring of data on plant and animal life within Washington, DC , particularly data on rare, endangered, threatened, and candidate species, and species of greatest conservation need. 609.12
- 609.13 ***Action E-2.5.C: Pollinator Pathways***
Create pollinator pathways and other contiguous habitat paths that allow the migration of species into natural habitats and that support the goals of the Wildlife Action Plan. Incorporate biodiversity and the use of native plants in GI along roads and sidewalks. 609.13
- 609.14 ***Action E-2.5.D: Landscape Practices***
Encourage the use of landscape practices compatible with industry best practices and certifications, including water-efficient landscape design using native species

and GI. Incorporate biophilic design elements to enhance health and well-being by providing a connection between people and nature. 609.14

609.14a Text Box: Biophilic Design

Biophilic design is incorporating nature—plants, water, light, etc.—into the built environment, including homes and offices. Biophilic elements have measurable benefits relative to human productivity, emotional well-being, stress reduction, learning, and healing. Biophilic features can also foster increased appreciation and stewardship of the natural environment. By providing guidance on how to incorporate natural elements into the built environment, District government will help to promote well-being and also be a resource for other entities. 609.14a

For further examples of biophilic principles, see the Urban Design; Parks, Recreation, and Open Space; and Community Services and Facilities elements.

610 E-3 Conserving Natural Resources 610

610.1 This section of the Environmental Protection Element addresses the conservation of water and energy resources and the reduction of solid waste. . Water and energy are both limited resources, subject to growing demand, constrained supply, and aging infrastructure. Using more renewable sources of energy and reducing the use of fossil fuels have become critical to maintaining Washington, DC’s sustainability. The District has enacted several laws to increase energy efficiency and renewable energy, notably the Clean and Affordable Energy Act and the Renewable Energy Portfolio Standard Act. Washington, DC also released a plan with a long-term road map for drastically cutting greenhouse emissions: Clean Energy DC (see text box on Clean Energy DC for more information). 610.1

610.2 Similarly, reducing solid waste that is incinerated or disposed of in landfills can have beneficial environmental and economic impacts—both on the local and the regional scale. Recycling and composting programs, which are mandated by District law, can effectively reduce natural resource consumption, expand the local economy, and reduce the need for trash transfer facilities in Washington, DC. 610.2

610.3 Washington, DC’s Clean and Affordable Energy Act of 2008, effective October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1773.01), fosters more energy efficiency and conservation, energy diversification through the production

of clean and renewable energy, and energy security through a distributive energy infrastructure system. 610.3

611 E-3.1 Conserving Water 611

611.1 Washington, DC’s drinking water is sourced from the Potomac River. . While there have not been any water supply issues, severe drought conditions could stress the Potomac River. With competing demands in the watershed during the next 20 years, the District should explore opportunities for water security in close coordination with DC Water. These efforts should include community participation, and specifically consider water security needs for communities of color, low-income, and other vulnerable populations. . 611.1

611.2 DC Water encourages customers to use water wisely and has a number of programs aimed at changing consumer behavior and improving service reliability. Looking to the future, a sustained effort by DC Water and other District agencies will be necessary to reduce water waste and maximize conservation, particularly because water treatment is energy-intensive and contributes to GHG emissions. DC Water’s High Water Usage Alert (HUNA) system notifies residents when water usage is higher than normal and helps them track and stay informed about their water usage. 611.2

See the Infrastructure Element for more information on water supply.

611.2a Text Box: Grey and Black Water
Both greywater and blackwater are types of wastewater. Greywater is water that may contain chemicals or contaminants that may be harmful to humans. Greywater can come from shower, sink, and dishwasher drains. Blackwater is contaminated water from flood and sewage waters. Blackwater can come from a flooded river or a backed-up toilet or sewage line. Blackwater can contain harmful contaminants like bacteria, mold, and viruses that can be extremely harmful to humans. 611.2a

611.3 ***Policy E-3.1.1: Promoting Water Conservation***
Promote water conservation efforts in Washington, DC. This conservation will be necessary to keep current overall consumption levels as the District continues to grow. 611.3

- 611.4 ***Action E-3.1.A: Leak Detection and Repair Program***
Continue DC Water’s efforts to reduce water loss from leaking mains, including reducing the backlog of deferred maintenance, using audits and monitoring equipment to identify leaks, performing expeditious repairs of leaks, and instructing customers on procedures for detecting and reporting leaks. Incorporate smart infrastructure that provides automatic feedback to identify irregularities in the system, leading to greater leak detection and swifter repair. 611.4
- 611.5 ***Action E-3.1.B: Building Code Review***
Support efforts by the Construction Code Coordinating Board and the Green Building Advisory Council (GBAC) to strengthen building, plumbing, and landscaping standards and codes in order to identify possible new water conservation measures. 611.5
- 611.6 ***Action E-3.1.C: Water Conservation Education***
Work collaboratively with DC Water and other partners to launch a large-scale marketing and educational campaign, bringing greater awareness to the need for water conservation, and to the savings achievable through conservation and use of efficient technology, and to achieve a reduction in the daily per capita consumption of water resources. This per capita reduction is needed to maintain Washington, DC’s total water consumption level as the District grows. Special efforts should be made to reach low-income customers and institutional users. Engage the public, particularly low-income residents and communities of color, in programs for water conservation and water security. 611.6
- 611.7 ***Action E-3.1.D: Water Conservation Financial Incentive Program***
Explore mechanisms to create a water conservation financial incentive program. Similar to energy efficiency and renewable energy incentives, consider a program that creates stronger incentives for residents, small businesses, and private development to use less water in daily operations. The program should include both landscaping and building efficiency. 611.7
- 611.8 ***Action E-3.1.E: Distributed Rainwater Harvesting and Greywater Recycling***
Explore the use of distributed rainwater harvesting and greywater recycling to reduce demand on potable water systems during shortages or disruptions. 611.8

612 E-3.2 Conserving Energy and Reducing GHG Emissions 612

612.1 Greater energy efficiency results in a cleaner District, better air quality, and lower energy bills for District residents. More than \$2.3 billion a year is spent on energy by District residents, employees, businesses, visitors, and government. Pursuant to the Clean Energy DC Act, the District will establish building energy performance standards (BEPS) to gradually improve the efficiency of the District’s existing building stock, reducing Washington, DC’s greatest source of GHG emissions. The energy used to power, heat, and cool buildings remains by far the largest contributor to the District’s GHG emissions, accounting for nearly 75 percent of total emissions in 2013. It may be possible to slow the growth of these costs in the future, even as Washington, DC grows with new people and jobs. Conserving energy is the cheapest and fastest way to cut GHG emissions and will be essential to achieving the District’s climate goals. Energy conservation and efficiency measures can help reduce dependency on outside energy sources, reduce energy costs for the District’s residents most in need, and improve environmental quality. 612.1

612.2 While energy conservation efforts in America started in part due to concerns about supply shortages, declining demand and increased supply have reduced these risks. Due to energy-efficiency efforts, District-wide energy use declined between 2006 and 2016, despite a rapidly growing population. Today, the prime energy challenges the District faces are energy costs and the environmental impacts of energy use—most critically, energy use that produces GHGs. The most common GHGs include carbon dioxide, methane, and nitrous oxide. The use of fossil fuels such as coal and natural gas to generate electricity, natural gas for heating and hot water, and gasoline and diesel in vehicles are the prime contributors in the District to increasing concentrations of GHG emissions in the atmosphere, which cause climate change. Rising global temperatures will severely harm societies and ecosystems around the world and in the District, specifically. Washington, DC has joined the global effort to reduce GHGs and is committed to reducing its GHG footprint by 50 percent by 2032 and achieve carbon neutrality by 2050. Living up to these commitments requires both reducing energy use and increasing the use of renewable, carbon-free energy sources. 612.2

612.2a **Text Box: Net-Zero Energy Buildings**
Net-zero energy buildings combine energy efficiency and renewable energy generation to consume only as much energy as can be produced on- and offsite through renewable resources each year. Achieving net-zero energy is an

ambitious yet increasingly achievable goal that is gaining momentum across geographic regions and markets. Clean Energy DC and Sustainable DC 2.0 include targets designed to ensure the highest standards of building performance and operation for all new construction, including moving toward a net-zero energy building code by 2026, while advancing health and overall livability. 612.2a

612.2b Energy supply and demand should continue to be carefully managed, and efficiency should be improved in all sectors. The related text box (entitled Clean Energy DC Omnibus Act of 2018) provides an overview of Clean Energy DC, the District’s official guide for meeting future energy needs. With the Clean Energy DC Omnibus Amendment Act of 2018, by 2032, 100 percent of the District’s electric generation mix is to be renewable energy, with 10 percent of that energy derived from District-generated solar resources by 2041. Further, if Washington, DC is to eliminate all carbon emissions by 2050, new net-zero energy buildings will play a critical role. . To facilitate the construction of systems that will support these goals, policies should be updated to reflect market conditions in the region and be designed to do more than simply facilitate growth of particular technologies. Amended distributed energy resource laws govern issues such as storage, efficiency, and demand management, and should create favorable conditions for the continued adoption of carbon-neutral and resilient energy generation solutions. 612.2b

612.3 ***Policy E-3.2.1: Carbon Neutrality***
Support land use policies that move Washington, DC toward achieving District-wide carbon neutrality by 2050. This means that the District will eliminate GHG emissions, or offset any remaining emissions, by supporting initiatives that will reduce emissions, such as tree planting, renewable energy generation, and land conservation. In the short term, the District government will develop a detailed implementation plan with clear milestones in order to achieve carbon neutrality by 2050. 612.3

612.4 ***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

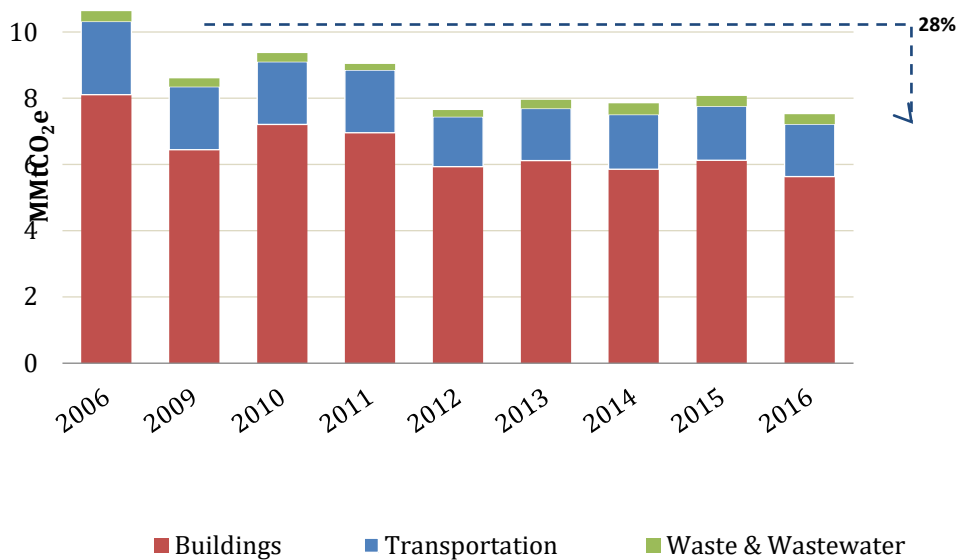
- 612.5 ***Policy E-3.2.3: Renewable Energy***
Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption. 612.5
- 612.6 ***Policy E-3.2.4: Energy Availability***
Improve energy availability and buffer District consumers from fluctuations in energy supply and prices. This should be achieved through the District’s energy purchasing policies, financial assistance programs for lower-income customers, incentives for green power, and regulatory changes that ensure that local energy markets are operating efficiently. 612.6
- 612.7 ***Policy E-3.2.5: Reducing Home Heating and Cooling Costs***
Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those residents who are least able to afford them. 612.7
- 612.8 ***Policy E-3.2.6: Alternative Sustainable and Innovative Energy Sources***
Support the development and application of renewable energy technologies, such as active, passive, and photovoltaic solar energy; fuel cells; and other sustainable sources such as shared solar facilities in neighborhoods and low- or zero-carbon thermal sources, such as geothermal energy or wastewater heat exchange. Such technology should be used to reduce GHGs and imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct sunlight for distributed-energy generators and passive solar homes relying on the sun as a primary energy source. 612.8
- 612.9 ***Policy E-3.2.7: Energy-Efficient Building and Site Planning***
Include provisions for energy efficiency and for the use of alternative energy sources in the District’s planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9

- 612.10 ***Policy E-3.2.8: Locally Generated Electricity***
Support locally generated electricity from renewable sources, including both commercial and residential renewable energy projects. Policies could support the option to share a solar project among several neighbors (i.e., community solar), financial incentives, research and education, and maximizing existing programs to help install solar panels and solar thermal systems throughout the District. 612.10
- 612.10a Text Box: DC Green Bank
The DC Green Bank is an innovative policy tool that will use public purpose funding to attract and accelerate private investment. The DC Green Bank can be used by residents or businesses to finance sustainable projects and will offer loans, leases, credit enhancements, and other financing services to close funding gaps for clean energy projects and energy efficiency improvements. 612.10a
- 612.10a1 Text Box: Fossil Fuel Use in Washington, DC
Along with increasing energy efficiency and conservation, reducing the carbon content in electricity and fuels is also critically important. Fossil fuels remain the dominant source of energy for electricity, for heating buildings through natural gas or fuel oils, and for motor vehicles. Over the long term, phasing fossil fuels out of the District’s energy supply will be essential to achieving the District’s climate commitments. In fact, 96 percent of the emissions in the District are attributable to using energy, and nearly 75 percent of those emissions come from the energy used to heat, cool, and power buildings. Energy generation from fossil fuels also hurts regional air quality. One of the biggest challenges facing the District is how to reduce costs, reduce energy use overall, and shift the power supply to renewable sources like solar and wind—all while the District’s population and economy continue to grow. Figure 6.3 displays regional sources of GHG emissions. 612.10a1
- 612.10a2 Washington, DC’s goal is to reduce GHG emissions by 50 percent by 2032 through increasing clean energy and reducing dirty energy—meaning the District government will help businesses, residents, and municipal operations improve energy efficiency and increase their access to renewable energy. Clean energy is energy generated with no pollution or carbon emissions, in contrast to dirty fuels (such as coal and oil). Washington, DC already has some significant tools: The DC Sustainable Energy Utility (DCSEU) was created to help residents and businesses use less energy and save money, while Property Assessed Clean Energy (PACE) financing and the newly established Green Bank provide innovative financing for energy efficiency and clean energy upgrades. 612.10a2

612.10a3 Washington, DC is seeking to remove barriers to electricity infrastructure modernization, including neighborhood-scale energy systems, which allow neighborhoods to cut costs, help the environment, and recover quickly from power outages or prevent them completely. Neighborhood-scale energy systems benefit from the efficiencies of coordinating across several properties. Individual buildings see these benefits in the form of cost savings, system reliability, and other economic and environmental gains that come from centralizing energy production and managing a shared distribution network. The community can benefit from these systems because they help reduce GHG, can use renewable energy, and can align with other community and environmental efforts. 612.10a3

612.11 Figure 6.3 Metropolitan Washington Emissions Inventory, 2006-2016. 612.11

EMISSIONS BY SECTOR



(Source: DOEE, 2016)

612.12 **Policy E-3.2.9: Energy Efficiency for Major Employers**
 Continue efforts that enable major employers in Washington, DC— including the government, institutions, schools, and the private sector—to implement energy conservation measures. 612.12

- 612.13 ***Policy E-3.2.10: Consumer Education on Energy***
Promote resident awareness concerning energy issues through educational and demonstration initiatives and other programs. 612.13
- 612.14 ***Policy E-3.2.11: Conserving Energy Through Rate Structure***
Continue to propose rate changes that encourage the efficient use of energy resources. Economic incentives and disincentives should vary based on the different classes of rate payers, and should contribute to the economic viability of energy sources. 612.14
- 612.15 ***Policy E-3.2.12: Resilient Energy Systems***
Increase the resilience of Washington, DC’s energy systems through partnerships that enable the District to respond to energy emergencies and interruptions in supply to achieve a secure and reliable energy infrastructure that is also resilient and able to respond to and restore services rapidly in the event of an outage. Participate in regional efforts to plan for such emergencies, including those organized by MWCOG. 612.15
- 612.16 ***Policy E-3.2.13: Coordinating Energy Policies to Reduce GHGs***
New and existing energy policies should reduce GHG emissions and increase resiliency and innovation for the District. 612.16
- 612.17 ***Policy E-3.2.14: Clean Energy DC Plan***
Per the goals and actions outlined in the Clean Energy DC Plan, develop building codes and policies that require renewable energy, either for purchase or on-site installation, to make up a portion of every building’s energy usage. 612.17
- 612.18 ***Policy E-3.2.15: Neighborhood-Scale Energy***
Reduce regulatory, political, and physical barriers to modernizing electricity infrastructure to enable the deployment of neighborhood- or campus-scale energy systems and distributed energy resources. 612.18
- 612.19 ***Action E-3.2.A: Energy Conservation Measures***
Pursuant to the District’s Clean Energy DC Plan, implement energy conservation programs for the residential, commercial, and institutional sectors. These programs include financial incentives, technical assistance, building and site design standards, public outreach, and other measures to reduce energy consumption and improve efficiency. 612.19

- 612.20 ***Action E-3.2.B: Assistance Programs for Lower-Income Households***
Implement Clean Energy DC Plan programs to reduce energy costs for lower-income households, including the Low-Income Home Energy Assistance Program (LIHEAP) and additional measures to reduce monthly energy. 612.20
- 612.21 ***Action E-3.2.C: Consumer Education on Energy***
Increase education and public awareness around energy issues, including school curricula, awards programs, demonstration projects, websites, and multimedia production. 612.21
- 612.22 ***Action E-3.2.D: Energy Regulatory Reforms***
Enact legislative and regulatory reforms, including but not limited to building and zoning codes as well as utility regulations aimed at improving energy efficiency and expanded clean, distributed energy generation in Washington, DC to reduce energy costs and improve reliability and resilience. Permitting agencies should have technological expertise in clean energy solutions. Permitting times and costs should conduce toward rapid adaptation of clean energy solutions. 612.22
- 612.23 ***Action E-3.2.E: Energy Assurance Plan***
Regularly amend the District's Energy Assurance Plan and collaborate with regional partners such as MWCOG and the National Association of State Energy Officials (NASEO). Regularly scheduled training for energy emergencies should be provided to appropriate District personnel. 612.23
- 612.24 ***Action E-3.2.F: Energy Conservation Area***
Explore the establishment of neighborhood-based energy conservation areas or districts to incentivize energy efficiency, distributed generation, storage, and demand response. This is an opportunity for consumers to play a significant role in the operation of the electric grid by reducing or shifting their electricity usage during peak periods in response to time-based rates or other forms of financial incentives, which will contribute to and achieve the District-wide energy performance outcomes as defined by Clean Energy DC. 612.24
- 612.25 ***Action E-3.2.G: Energy Supply***
Explore and adopt policies that allow for every District resident to have a cost-competitive option for the purchase of a 100 percent clean and renewable energy supply. 612.25

- 612.26 ***Action E-3.2.H: Solar Easements***
Continue to review and modify, as needed, zoning regulations and other relevant District regulations regarding solar easements. 612.26
- 612.27 ***Action E-3.2.I Building Energy Performance Standard***
Develop and implement a BEPS, as described in Clean Energy DC, which would establish regular energy check-ups of buildings and require the owners of poorly performing buildings to improve the energy efficiency of their buildings. 612.27
- 612.28 ***Action E-3.2.J: Neighborhood-Scale Energy***
By 2021, complete a neighborhood-scale clean energy system development plan to target high-load growth areas and at-risk communities and begin implementation. Encourage large projects or aggregated projects driven by energy consumers to contribute to the District’s resilience goals through neighborhood-scale clean energy strategies. 612.28

613 E-3.3 Reducing Solid Waste Disposal Needs 613

- 613.1 Sustainable materials management practices and policies consider the entire life cycle of products, from materials extraction, manufacturing, distribution, and usage through end-of-life management, including solid waste disposal and recovery. This systematic approach is supported by the U.S. Environmental Protection Agency (EPA) with the goals of reducing environmental impact, conserving natural resources, and reducing costs. Sustainable materials managing programs implemented in the District include sustainable purchasing guidelines, product stewardship programs, and waste diversion and resource recovery activities. 613.1
- 613.2 In 1988, the District passed legislation requiring recycling in commercial buildings and setting targets for residential recycling. The legislation also contained provisions for the District’s government to increase the use of recycled products through its procurement practices. Despite these mandates, recycling efforts were sporadic during the 1990s, and it was not until the early 2000s that most of the current programs were initiated. Washington, DC still lags behind many U.S. cities in the percentage of waste it diverts from landfills; however, recent improvements have been significant. 613.2

- 613.3 Sustainable DC included the goal of reducing the waste generated and disposed of in Washington, DC. This led to the creation of the Sustainable Solid Waste Management Amendment Act in 2014, which called for the District to achieve 80 percent waste diversion District-wide without the use of landfills, waste-to-energy, or incineration by 2032. Accomplishing this goal requires the collaboration of District agencies, business, nonprofits, residents, and neighboring jurisdictions. 613.3
- 613.3a **Text Box: Zero Waste DC**
Zero Waste DC is an initiative that enables the District to speak with one voice in developing and providing resources that help residents, businesses, and visitors move toward zero waste. Zero Waste DC brings together government agencies and programs responsible for developing and implementing cost-effective strategies for converting waste to resources, improving human and environmental health, reducing GHG emissions, creating inclusive economic opportunity, and conserving natural resources. 613.3a
- 613.4 Waste diversion is the process of diverting waste from landfills. Source reduction is the elimination of waste before it is created. Solid waste can be diverted from landfills through source reduction, reuse, recycling, composting, and anaerobic digestion. Additional waste diversion can be achieved through public education, recycling of construction and demolition debris, and expanded recycling in schools, offices, and other places of employment. Among the many benefits of recycling is the fact that it reduces demand on the Washington, DC's trash transfer stations, with attendant benefits to nearby neighborhoods. 613.4
- See the Infrastructure Element for more information on solid waste disposal.*
- 613.4a **Text Box: Sustainable Solid Waste Management**
The District's Sustainable Solid Waste Management Amendment Act sets a bold vision to divert 80 percent of all solid waste generated in the District through source reduction, reuse, recycling, composting, and anaerobic digestion. This law applies to residential, commercial, and industrial waste and requires that waste is source separated at the point of discard. 613.4a
- 613.4b To support this goal, the Office of Waste Diversion was established in 2015 in the Department of Public Works (DPW). This office is charged with supervising and coordinating the implementation of the District's waste diversion policies and programs. 613.4b

- 613.4c The Sustainable Solid Waste Management Amendment Act established a sustainable solid waste management hierarchy with the following in order of priority:
1. Source reduction and reuse
 2. Recycling or composting of solid waste, or conversion of compostable solid waste into biofuel
 3. Landfill or waste-to-energy 613.4c
- 613.5 ***Policy E-3.3.1: Solid Waste Source Reduction and Recycling***
Actively promote the reduction of the solid waste stream through reduction, reuse, recycling, recovery, composting, and other measures. Use appropriate regulatory, management, and marketing strategies to inform residents and businesses about recycling and composting opportunities and best practices for reducing waste requiring landfill disposal or incineration. 613.5
- 613.6 ***Policy E-3.3.2: Construction and Demolition Recycling***
Support the recycling of construction and demolition debris as a key strategy for reducing the volume of waste requiring landfill disposal. To carry out this policy, encourage the deconstruction of obsolete buildings rather than traditional demolition. Deconstruction dismantles buildings piece by piece and makes the components available for resale and reuse. 613.6
- 613.7 ***Policy E-3.3.3: Organic Waste Diversion***
Support policies and programs that will reduce the amount of organic material sent to waste disposal facilities and landfills by encouraging source reduction, food donation, composting, and/or anaerobic digestion of food and yard waste. 613.7
- 613.8 ***Policy E-3.3.4: Regional Approach to Plastic Waste Reduction***
Work with surrounding jurisdictions to develop and implement a regional approach to reducing plastic waste. Goods (including items that eventually become plastic waste) flow freely into and out of the District, carried not only by waterways but also by residents, commuters, and visitors. Regional cooperation is required to align the policies and practices of neighboring jurisdictions. 613.8
- 613.9 ***Policy E-3.3.5: Promote Product Stewardship***
Promote product stewardship as a product-centered approach to environmental protection. Also known as extended product responsibility (EPR), product

stewardship calls on those in the product life cycle—manufacturers, retailers, users, and disposers—to share responsibility for reducing the environmental impacts of products. Washington, DC’s product stewardship program requires manufacturers to develop and pay for systems to reuse, recycle, or properly dispose of electronics and paint in a manner that is safe for people and the environment. 613.9

- 613.9a **Text Box: Managing Organic Waste**
The District and surrounding Maryland and Virginia counties lack sufficient capacity/infrastructure to process large volumes of organic materials. A 2017 compost feasibility study concluded that a facility located in the District would be the most cost-effective and sustainable means of extracting the full value from organic materials. The facility would process organics via composting, anaerobic digestion, co-digestion preprocessing, or a combination of multiple options. Sustainable DC 2.0 calls for the creation of a new composting facility within the District by 2032. 613.9a
- 613.10 ***Action E-3.3.A: Expanding District Recycling Programs***
Expand implementation of District-wide recycling initiatives, with the long-term goal of diverting 80 percent of all waste generated in the District by 2032. Special efforts should be made to (i) expand workplace recycling through a combined education and inspection/enforcement campaign, (ii) conduct studies of successful recycling programs in other jurisdictions and import effective practices, and (iii) plan for the composting of yard waste. 613.10
- 613.11 ***Action E-3.3.B: Expand Recycling Efforts in District Institutions***
Work with DC Public Schools (DCPS) and public charter schools to expand school recycling programs and activities. Encourage private schools, universities, colleges, hospitals, and other large institutional employers to do likewise. 613.11
- 613.12 ***Action E-3.3.C: Revisions to Planning and Building Standards for Solid Waste***
Review building code standards for solid waste collection to ensure that new structures are designed to encourage and accommodate recycling and convenient trash pickup. 613.12
- 613.13 ***Action E-3.3.D: Installation of Sidewalk Recycling Receptacles***
Install receptacles for sidewalk recycling in neighborhood commercial centers with high pedestrian volume as a way of increasing waste diversion and publicly reaffirming the District’s commitment to recycling. 613.13

- 613.14 ***Action E-3.3.E: E-Cycling Program***
Continue to operate drop-off e-cycling programs and other measures to promote the recycling of computers and other electronic products in an environmentally sound manner. 613.14
- 613.15 ***Action E-3.3.F: Commercial and Industrial Waste Reduction***
Work with the commercial and industrial sectors to foster appropriate source reduction and waste minimization activities, such as the environmentally sound recycling and disposal of mercury-containing fluorescent lamps and electronic equipment. 613.15
- 613.15a Text Box: Sustainable DC Waste Vision
Washington, DC envisions a District that generates zero waste. This means reducing the amount of waste created and reusing or recycling waste that is produced. The District will recapture the value of waste through urban agriculture or composting, recycling, material reuse, and (potentially) energy production, creating a closed-loop waste management system. 613.15a
- 613.16 ***Action E-3.3.G Zero Waste Plan***
Develop a comprehensive Zero Waste plan, as required by the Sustainable Solid Waste Management Amendment Act of 2014, with the objective of decreasing all District-wide waste streams and achieving source reduction goals. The development of such a plan would tie together existing activities and inform the development and evaluation metrics of new policies, so that Washington, DC can strategically achieve zero waste, which is defined as 80 percent diversion of all solid waste from landfills and waste-to-energy. 613.16
- 613.17 ***Action E-3.3.H: Product Stewardship Requirements***
Expand product stewardship requirements to create additional waste-stream-specific programs (e.g., pharmaceuticals, textiles, plastic bottles, durable goods) to accompany the current electronics and paint programs. 613.17
- 613.18 ***Action 3.3.I: Increase Residential Recycling and Composting***
Design and launch new incentive programs to encourage residents to increase their recycling and composting rates, which is necessary to achieve the District's 80 percent diversion goal. 613.18

- 613.19 ***Action 3.3.J: Reduce Organic Waste***
Develop and launch a curbside composting program for residential customers, and require commercial customers to separate and compost food and other organic waste. 613.19
- 613.20 ***Action 3.3.K: Organics Processing Facility***
Explore creating a new organics processing facility (composting, anaerobic digestion, or co-digestion preprocessing) in the District to capture food and other organic waste. 613.20
- 613.21 ***Action 3.3.L: Reduce Residential Construction and Demolition Waste***
Create an accessible recycling and product reuse pathway for residential construction and demolition waste, including construction waste management requirements, contractor education, and a market for recycled and salvaged construction materials. Assess existing regulatory barriers to reusing these materials. 613.21
- 613.22 ***Action 3.3.M: Source Reduction***
Explore innovative source reduction programs and policies to find ways to keep items out of the waste stream. 613.22

614 E-4 Promoting Environmental Sustainability 614

- 614.1 The term sustainability has many definitions. At its core, it refers to managing resources so that they are not permanently depleted or lost for future generations. On a local level, this principle suggests that care is taken to protect Washington, DC’s natural features for future residents and visitors to enjoy. On a global level, it suggests that the consumption of natural resources is reduced while the goal of advancing equity and being a more inclusive District is pursued. 614.1
- 614.2 Five principal tactics for growing more sustainably are described here:
- Encourage GI that retains stormwater , thereby protecting local waterways from pollution while allowing flexibility for developers to install GI on-site or in an off-site location where GI has a larger water quality benefit;
 - Promote green buildings, which are buildings that are designed through an integrated process that considers site planning, architecture, engineering, the environment, and aspects of the natural world that contribute to human health and productivity , and that incorporate

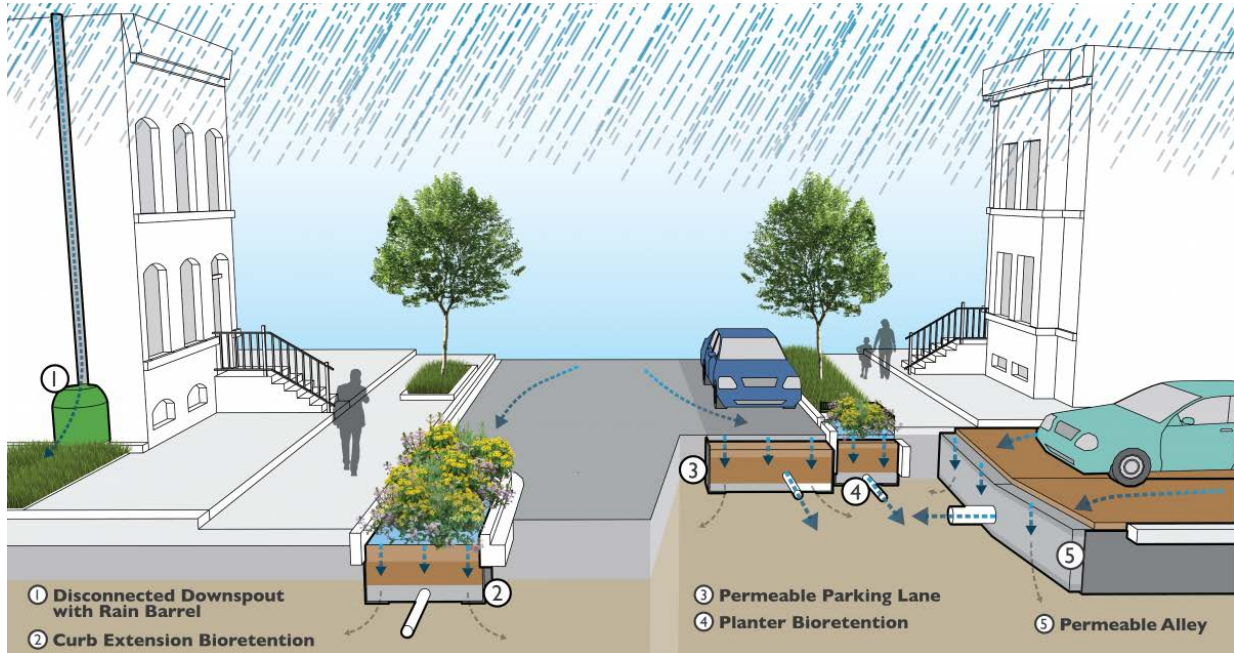
recycled materials, advanced energy and water conservation systems, and minimal use of toxic or hazardous materials;

- Provide opportunities for food production and urban gardening;
- Monitor and mitigate the environmental impacts of development and human activities; and
- Expand workforce development programs to further develop the District's green economy. 614.2

615 E-4.1 Green Infrastructure 615

615.1 GI can include a variety of construction and design techniques that conserve the natural hydrology of development or redevelopment sites. It includes small-scale practices that allow water to infiltrate, evaporate, or transpire on-site rather than flowing off and entering local storm drains and waterways. In urban areas like Washington, DC, typical GI measures include green roofs (which absorb rainwater and also reduce energy costs), porous pavement, limits on impervious surface cover, rain barrels, and rain gardens. See Figure 6.4 for more information on GI. 615.1

615.2 Figure 6.4 Green Infrastructure. 615.2



(Source: DC Water)

- 615.2a **Text Box: Green Area Ratio**
 In 2013, the District adopted the GAR, an environmental sustainability zoning regulation that sets standards for landscape and site design for all new multi-family, commercial, and industrial development to help reduce stormwater runoff, improve air quality, and keep Washington, DC cooler. The purposes of the GAR regulations are to implement a points-based system of requirements for environmental site design that provides flexibility in meeting environmental performance standards, and to promote attractive and environmentally functional landscapes. 615.2a
- 615.3 ***Policy E-4.1.1: Maximizing Permeable Surfaces***
 Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce runoff. 615.3
- 615.4 ***Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff***
 Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green

roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 615.4

615.5 ***Policy E-4.1.3: GI and Engineering***

Promote GI and engineering practices for rainwater reclamation and wastewater reuse systems. GI practices include green roofs, bioretention facilities, permeable pavement, and rainwater harvesting. Green engineering practices include emerging wastewater treatment technologies, constructed wetlands, and purple pipe systems or other design techniques, operational methods, and technology to reduce environmental damage and the toxicity of waste generated. 615.5

615.6 ***Action E-4.1.A: GI Criteria***

Support continued refinement of GI provisions for new development, such as the GAR. Explore provisions for expanded use of elements such as porous pavement, bioretention facilities, and green roofs. 615.6

615.7 ***Action E-4.1.B: GI Demonstration Projects***

Continue to install retrofit demonstration projects that educate developers, engineers, designers, and the public to illustrate use of current and new GI technologies, and make the project standards and specifications available for application to other projects in Washington, DC. Such demonstration projects should be coordinated to maximize environmental benefits, monitored to evaluate their impacts, and expanded as time and money allow. 615.7

615.8 ***Action E-4.1.C: Road Construction Standards***

Use District Department of Transportation's (DDOT) GI standards on all roadway reconstruction projects, with the goal of reducing stormwater pollution from roadways by minimizing impervious surface areas, expanding the use of porous pavements, and installing bioretention tree boxes and bump-outs. 615.8

616 E-4.2 Promoting Green Building 616

616.1 Green building standards are well-established as a means of growing more sustainably. The LEED rating system, established by the Green Building Council, establishes varying levels of certification for green buildings based on the degree to which they mitigate the pollution created during building construction, as well as the long-term effects resulting from building operation. Building Research Establishment Environmental Assessment Method (BREEAM®) is another

internationally recognized certification system for sustainable performance in planning, design, construction, operation, and refurbishment; several other certifications also exist. Typical green building strategies include the use of light-colored paving materials to reduce heat build-up, recycled building materials, and energy-conserving windows and insulation methods. Green buildings are also designed to avoid indoor air quality problems and to encourage pedestrian and bicycle accessibility. Improving the performance of the District's older building stock through green retrofits is a fundamental component of the Sustainable DC Plan. 616.1

616.2 The District's GBAC was established in 2007. The GBAC is comprised of both public agency and private sector members. It monitors the District's compliance with relevant green building requirements and makes recommendations on green building policies. 616.2

616.3 ***Policy E-4.2.1: Support for Green Building***

Broaden the requirements for the use of green building methods in new construction and rehabilitation projects to include all building typologies, and develop green building standards for minimum performance or continued improvement of energy use through improved operation and maintenance activities. 616.3

616.4 ***Policy E-4.2.2: Green Building Education and Awareness***

Support programs that educate the public, business, and building and real estate communities on the benefits and techniques of green building, including utility cost savings and environmental and health benefits. 616.4

616.5 ***Action E-4.2.A: Building Code Revisions***

Periodically review regulatory obstacles to green building construction in the District, and work to reduce or eliminate such obstacles if they exist. Adopt amendments to the District's green building codes as necessary to promote green building methods and materials, and to encourage such actions as stormwater harvesting, structural insulated panels, and high-quality windows. 616.5

616.6 ***Action E-4.2.B: Green Building Incentives***

Continue green building incentive programs to encourage green new construction and the rehabilitation of existing structures that go beyond the baseline code requirements. Identify and implement strategies to make green building affordable for lower-income residents. 616.6

See also Action E-7.1.A on green building requirements for District projects and projects receiving municipal funds.

617 E-4.3 Enhancing Urban Food Production and Community Gardening 617

617.1 With more than 60 percent of District residents living in multi-family housing with limited access to private open space, community gardens provide an important opportunity for green community space and for residents to supplement their food budget . There are more than 34 such gardens in Washington, DC, each independently operated. Community gardens not only provide a place to grow fruits, vegetables, and flowers, they also provide an environmental, recreational, cultural, and educational asset in the neighborhoods they serve. In addition, urban farms are small businesses that contribute to their surrounding communities by growing fruits, vegetables, and other products and offer environmental, cultural, and educational opportunities. The Department of Parks and Recreation (DPR) plays an integral part in promoting urban food production and community gardening in the District. It helps to manage all 34 community gardens and works with six partner urban farms across Washington, DC, which are all 501(c)(3) organizations that manage farms on DPR properties, focusing on offering gardening and nutrition programs while increasing access to healthy and affordable food to District communities. 617.1

617.2 Additionally, the University of the District of Columbia (UDC), through the College of Agriculture and Urban Sustainability and Environmental Sciences (CAUSES) and its Land Grant University status, expands academic and public knowledge of sustainable farming techniques that improve food and water security, health, and wellness by providing research, education, and gardening techniques to residents and organizations in Washington, DC. 617.2

617.3 ***Policy E-4.3.1: Promotion of Community Gardens, Urban Farms, and Educational Growing Spaces***
Continue to encourage and support the development of community gardens, urban farms, rooftop farms, and educational growing spaces on public and private land across Washington, DC, with the Sustainable DC 2.0 plan, by identifying public and private land suitable for urban agriculture and streamlining the permitting process for gardeners and farmers. 617.3

- 617.4 ***Policy E-4.3.2: Capacity Building for Community Gardening***
Enhance the capacity of private, public, and nonprofit community gardening organizations to develop and operate community gardens. This should include working with the private sector and local foundations to mobilize financial support. 617.4
- 617.5 ***Policy E-4.3.3: Domestic Gardening and Urban Farming***
Provide technical and educational support to District residents who wish to plant backyard and rooftop gardens or start urban farming businesses. This could include measures such as partnerships with local gardening groups; education through conferences, websites, and publications; tool lending programs; integrated pest management; and information on composting and best practices in gardening. 617.5
- 617.6 ***Policy E-4.3.4: Use of Fertilizer***
Educate District homeowners, businesses, and commercial applicators on the proper use of fertilizer, and encourage native species plants and landscaping that do not require fertilizer. 617.6
- 617.7 ***Policy E-4.3.5: Schoolyard Greening***
Work with DCPS and public charter schools to make appropriate portions of buildings and grounds, including rooftops, available for GI and community and school gardens, and to use buildings and grounds for instructional programs in environmental science, urban farming, and gardening classes. Encourage private schools to do likewise. 617.7
- 617.8 ***Policy E-4.3.6: Produce and Farmers Markets***
Support the creation, maintenance of, and outreach for farmers markets in all quadrants of the District to provide outlets for urban farms and community gardens to sell healthy , locally grown produce to District residents. 617.8
- 617.9 ***Policy E-4.3.7: Composting Programs and Community Gardens***
Support composting programs at community gardens (through the DPR Compost Cooperatives), food waste drop-off locations at farmers markets (through the DPW Food Waste Drop-Off Program), composting in schoolyard gardening programs, and residential composting. Residents composting in common spaces and at their homes should be properly trained, as required in the Residential Composting Incentives Amendment Act of 2018. 617.9

- 617.10 ***Action E-4.3.A: Community Gardens and Urban Farms in Wards 7 and 8***
To activate community spaces, increase sustainability, and help address the lack of healthy food retail options in Wards 7 and 8, work with community leaders and gardening advocates to identify and establish property for new gardens or urban farms in this area. The District should assist in this effort by providing an inventory of publicly and privately owned tracts of land that are suitable for community gardens and urban farms, and then work with local advocacy groups to make such sites available. This action should supplement, but not replace, efforts to increase retail options in this part of the District. 617.10
- 617.11 ***Action E-4.3.B: Support for UDC Cooperative Extension***
Enhance the capability of the Cooperative Extension of the UDC to provide technical assistance and research, including educational materials and programs to support resident gardening, tree planting efforts, urban farming, food entrepreneurship, and nutrition education. 617.11
- 617.12 ***Action E-4.3.C: Support for Sustainable Agriculture***
Continue to support sustainable agriculture with the goal of producing healthy, abundant crops, preserving environmental services, improving neighborhood health, and creating new entrepreneurial opportunities. Implement the Urban Farming and Food Security Act and expedite the process to make public and private lands available for a variety of urban agriculture uses. 617.12
- 618 E-4.4 Reducing the Environmental Impacts of Development 618
- 618.1 The District of Columbia Environmental Policy Act (DCEPA), modeled after the National Environmental Policy Act (NEPA), requires all District agencies to analyze and disclose the environmental effects of their major actions, including the permitting of new development. Environmental Impact Statements are required for projects that are likely to have substantial negative impacts on the environment. 618.1
- 618.2 To determine if a project meets this threshold, applicants must complete a checklist called an Environmental Impact Screening Form (EISF). Unlike NEPA's Environmental Assessment, the EISF contains simple yes/no questions and requires no narrative or analysis. The policies and actions below call for a more rigorous analysis of impacts in the future, with more substantive documentation of environmental effects. 618.2

- 618.3 ***Policy E-4.4.1: Mitigating Development Impacts***
Future development must mitigate impacts on the natural environment and anticipate the impacts of climate change, resulting in environmental improvements wherever feasible. Construction practices that would permanently degrade natural resources without mitigation shall not be allowed. 618.3
- 618.4 ***Policy E-4.4.2: Transparency of Environmental Decision-Making***
Ensure that discussions and decisions regarding environmental impacts and mitigation measures occur through a transparent process in which the public is kept informed and given a meaningful opportunity to participate. 618.4
- 618.5 ***Policy E-4.4.3: Environmental Assessments***
Ensure full and meaningful compliance with the District of Columbia Environmental Policy Act of 1989, effective October 18, 1989 (DC Law 8-36; DC Official Code § 8-109.01 et seq.), including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act of 1969, approved January 1, 1970 (83 Stat. 852; 42 U.S.C. 4321 et seq.). The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. Carbon dioxide and other GHG emissions impacts should be included in the environmental impact assessments. The process should ensure that such information is available when a development is proposed and is available to the public and decision-makers before any decision is made. 618.5
- 618.6 ***Policy E-4.4.4: Monitoring of Operational and Construction Impacts***
Strengthen District government programs that monitor and resolve air pollution, water pollution, noise, soil contamination, dust, vibration, and other environmental impacts resulting from commercial uses, industrial uses, trucking, construction activities, and other activities around Washington, DC that could potentially degrade environmental quality. 618.6
- 618.7 ***Action E-4.4.A: District-wide Natural Resource Inventory***
Compile and maintain a District-wide natural resources inventory that catalogs and monitors the location and condition of Washington, DC's natural resources. The inventory should be used as a benchmark to evaluate the success of

environmental programs and the impacts of land use and development decisions.
618.7

- 618.8 ***Action E-4.4.B: Environmental Enforcement***
Continue interagency efforts to improve compliance with the District’s existing environmental laws and regulations. This effort should include public education, compliance assistance, and continued support for Metropolitan Police Department (MPD) and DPW’s partnership to address environmental crimes. 618.8

619 E-5 Reducing Environmental Hazards 619

619.1 Environmental hazards in Washington, DC that may be related to land use include a variety of sudden shocks and chronic stressors, such as air and water pollution, contaminated soils, hazardous materials, noise, disease vectors, flooding, light pollution, electromagnetic fields, and earthquakes. The overall purpose of Comprehensive Plan policies on these topics is to minimize the potential for damage, disease, and injury resulting from these hazards. Environmental hazards define basic constraints to land use that have to be reflected in how and where development takes place. The severity of these hazards also helps define the priority for future remediation and abatement programs. 619.1

619.2 The presence of environmental hazards in Washington, DC also means that up-to-date emergency response planning is essential. As indicated in the Community Services and Facilities Element, the District’s Homeland Security and Emergency Management Agency (HSEMA) is charged with preparing and implementing these plans and ensuring that District agencies, residents, and businesses are informed and prepared in the event of a disaster or other emergency. Other agencies, including the Health Emergency Preparedness Response Administration (HERPA) and the District Department of Transportation DDOT, are also actively involved in emergency planning and response. 619.2

620 E-5.1 Reducing Air Pollution 620

620.1 Air quality has improved tremendously over the decades thanks to successful air pollution control programs and technology improvements. Washington, DC residents continue to experience occasional smoggy summer days that can be harmful to human health. Effects range from minor problems like watery eyes and

headaches to serious respiratory problems and heart ailments. Those with lung or heart disease, children, and older adults are particularly vulnerable, and these conditions are disproportionately experienced by communities of color and low-income residents. 620.1

620.2 Air pollution is comprised of carbon monoxide, lead, nitrogen oxides, ground-level ozone, particle pollution (often referred to as particulate matter), and sulfur oxides, as well as other hazardous air pollutants. The greatest contributor to air pollution in the Washington metropolitan region is motor vehicle emissions. Emissions from local smokestacks and other stationary sources are fairly limited, although the District is subject to such pollution from upwind states. While cleaner-burning gasoline and federal engine standards have helped reduce pollution to some degree, urban sprawl and accompanying congestion have countered this gain. Clearly, reducing motor vehicle emissions is not something the District can do on its own, though the District is undertaking numerous efforts to make Washington, DC less dependent on automobiles. Numerous multi-state organizations and regional committees exist to address the issue, all working toward compliance with federal Clean Air Act standards. These entities focus not only on reducing vehicle emissions, but also on curbing other sources of pollution, ranging from power plants, locomotives, and jet fuel to consumer products such as paints, lawnmowers, gas-fired leaf-blowers, and home fireplaces and barbecues. 620.2

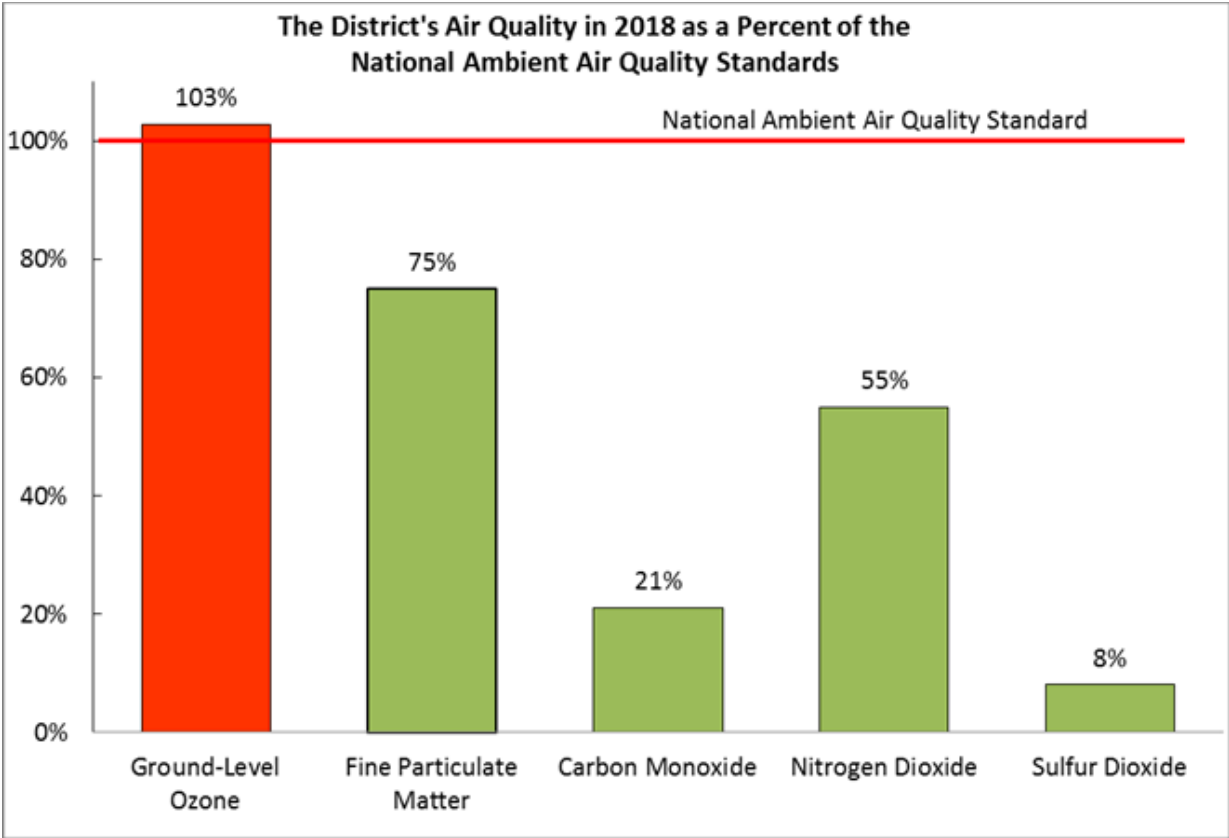
620.3 The 1970 Clean Air Act established standards for six criteria pollutants. These are carbon monoxide, lead, nitrogen oxide, ozone, particulate matter, and sulfur dioxide. Areas where these standards are not met are designated as nonattainment by the EPA. As of 2015, the Washington metropolitan region is classified as a marginal non-attainment area for the federal eight-hour ozone standard (see Figure 6.5, 2018 Ambient Air Quality Trends). . Because of this status, the District (along with Maryland and Virginia) must prepare State Implementation Plans (SIPs) to track the progress toward attaining federal air quality standards. 620.3

620.3a Text Box: Vehicle Emissions
In two related settlements, German automaker Volkswagen AG (VW) has agreed to spend nearly \$25 billion to settle allegations of cheating on vehicle emissions tests and deceiving customers. VW's use of a defeat device in its diesel vehicles enabled the vehicles to emit levels of oxides of nitrogen (NOx) significantly in excess of the limits set by the EPA. NOx is a precursor to ozone formation and is

hazardous to human health. The automaker will spend \$2.925 billion to mitigate the pollution from these diesel cars, \$2 billion to invest in clean vehicle technology, and \$10 billion in the vehicle recall program. 620.3a

620.3b Washington, DC is expected to receive \$8.125 million from the VW settlement and must develop a Mitigation Plan outlining the use of the funds for eligible projects, with the main goal of reducing NOx emissions. The District plans to spend the \$8.125 million of VW settlement funds in three project areas: locomotive switcher engine replacement, incentives for replacement of diesel transit buses and trash trucks, and rebates for tailpipe pollution reduction retrofits. 620.3b

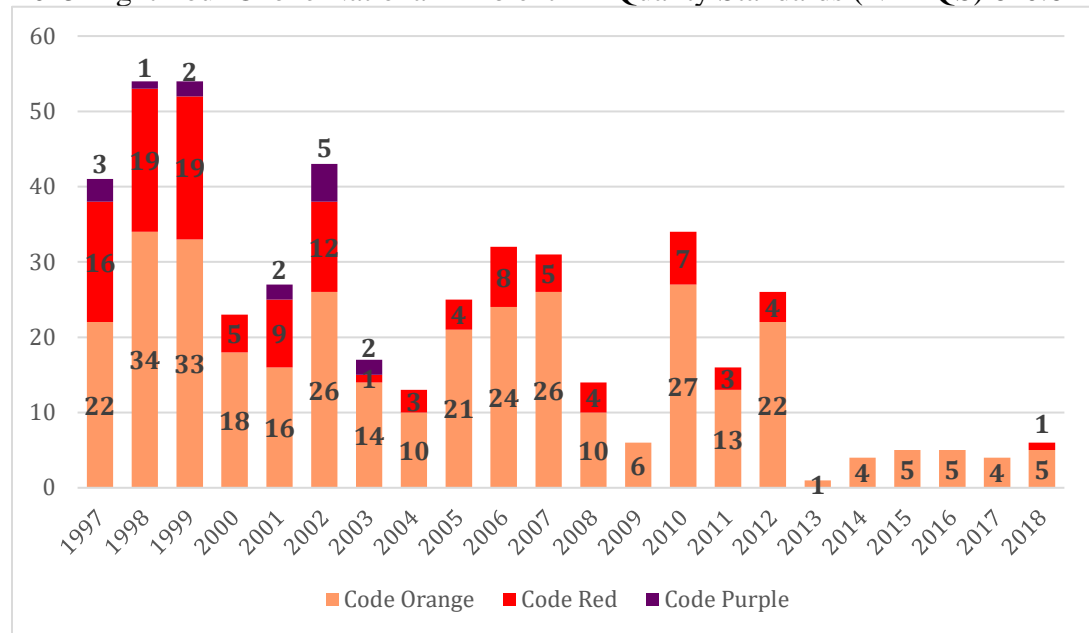
620.4 Figure 6.5 2018 Ambient Air Quality Trends 620.4



(Source: DOEE and the Environment, 2018)

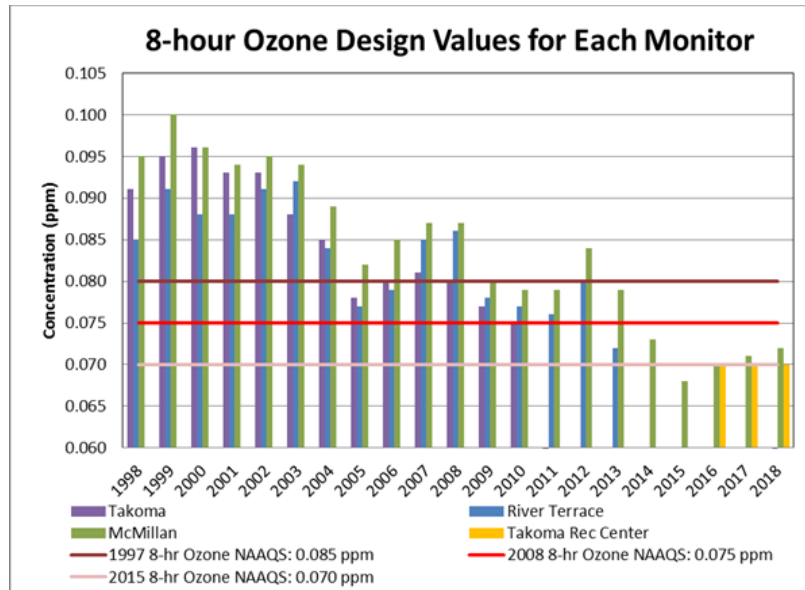
620.5 Air quality trends data demonstrates that despite population increases and other related activities in the District, ambient concentrations of all criteria pollutants and pollution emissions have dropped during the assessment period. However, ozone continues to be the biggest air pollution challenge the region faces. Figure 6.6 shows the number of days the federal eight-hour ozone standard was exceeded at three monitoring locations in the District between 1997 and 2018. The second chart, Figure 6.7, shows the statistical three-year average of pollutant concentrations in the air per year over the same time period from each monitor in Washington, DC. The third chart, Figure 6.8, shows that levels of fine particulate matter (PM_{2.5}) pollution, or soot, have also declined at each monitor over time. In 2014, the District officially was designated as being in attainment of all federal standards for fine particulate matter. 620.5

620.6 Figure 6.6: Number of Exceedance Days in the District Compared to the 2015 Eight-hour Ozone National Ambient Air Quality Standards (NAAQS) 620.6



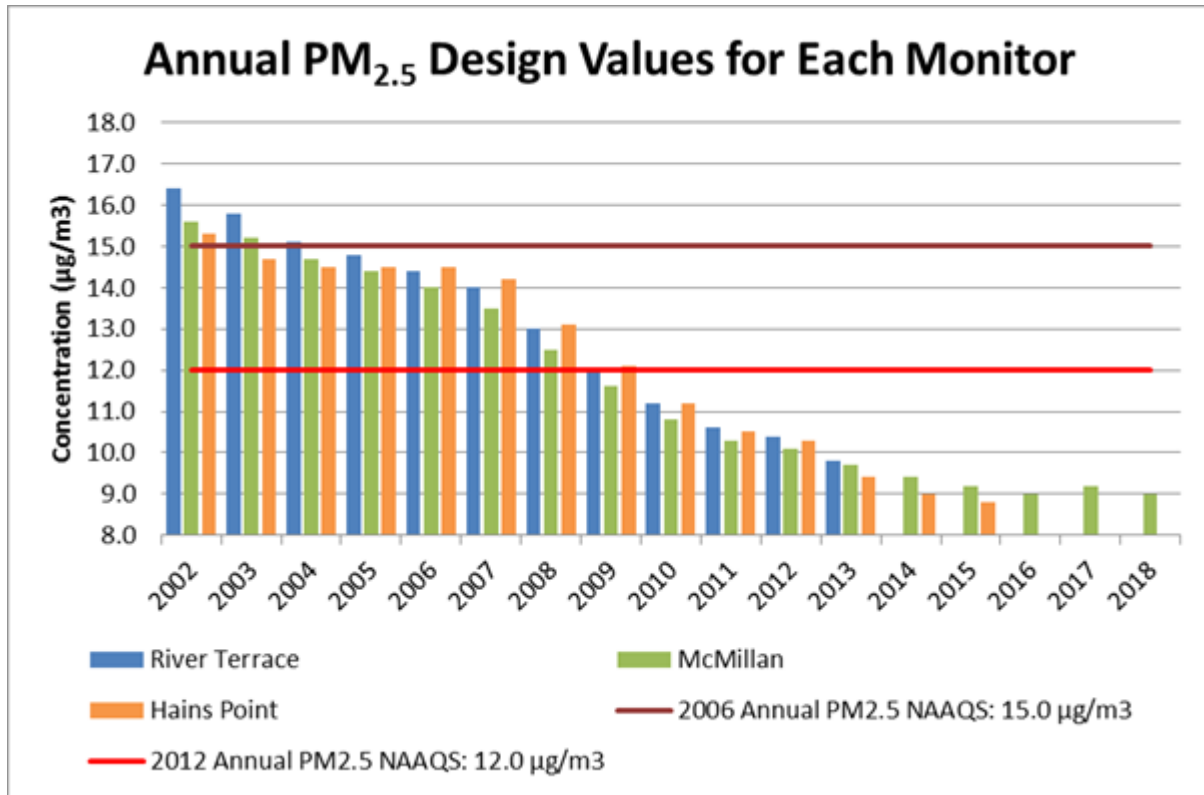
(Source: DOEE, 2019)

620.7 Figure 6.7 Eight-Hour Ozone Design Concentration Values for Each Monitor 620.7



(Source: DOEE, 2019)

620.8 Figure 6.8 Annual Particulate Matter (PM_{2.5}) Design Concentration Values for Each Monitor 620.8



(Source: DOEE, 2019)

620.9 Through implementation of the GAR, District-wide tree planting efforts, and other GI initiatives, the District is supporting the use of landscaping and tree planting to absorb ozone and other pollutants. 620.9

See Section 615 for more information about the GAR.

620.10 ***Policy E-5.1.1: Attaining Air Quality Standards***
 Continue to undertake programs and initiatives that move the region closer to attaining and maintaining federal air quality standards. Expand these programs as feasible to incorporate new technology and to reflect best practices around the country. 620.10

620.11 ***Policy E-5.1.2: Regional Planning***
 Recognize that air quality is a regional issue that requires multi-jurisdictional strategies and solutions. Accordingly, work with surrounding cities, counties,

states, the federal government, and appropriate regional organizations to more effectively conduct air quality planning. 620.11

- 620.12 ***Policy E-5.1.3: Evaluating Development Impacts On Air Quality***
Evaluate potential air emissions from new and expanded development, including transportation improvements and municipal facilities, and take measures to mitigate any possible adverse impacts, particularly to any adjoining residential uses. These measures should include construction controls to reduce airborne dust and transportation emissions.620.12
- 620.13 ***Policy E-5.1.4: Stationary Sources***
Maintain controls on gaseous and particulate emissions from stationary sources of air pollution in Washington, DC, such as boilers and generators . Particular attention should be given to achieving compliance of local industrial/commercial/institutional boilers , which are the largest stationary sources of air pollution in the District. 620.13
- 620.14 ***Policy E-5.1.5: Improving Air Quality Through Transportation Efficiency***
Promote strategies that reduce motor vehicle emissions in the District and surrounding region. As outlined in the Land Use and Transportation Elements of this Comprehensive Plan, this includes the development of a fully integrated regional system of buses, streetcars, rail transit, bicycles, taxis, and pedestrian facilities to make it easier and more convenient to travel without an automobile. It also includes the promotion of trip reduction measures, such as video conference facilities, telecommuting, flextime, and carpooling. Strategies to reduce congestion and idling time, such as improved signal timing and reversible commute lanes, also should contribute to air quality improvement. 620.14
- 620.15 ***Policy E-5.1.6: Clean Fuels***
Encourage the use of clean fuel vehicles and enhance efforts to place refueling and recharging equipment at facilities accessible for public use. When feasible, provide financial incentives for District residents and businesses to use clean vehicles, such as reduced motor vehicle tax and license fees. Support proliferation of EVs through innovative rate designs. 620.15
- 620.16 ***Policy E-5.1.7: Energy Efficiency and Air Quality***
Encourage making energy-efficiency upgrades to provide the co-benefit of improving air quality. 620.16

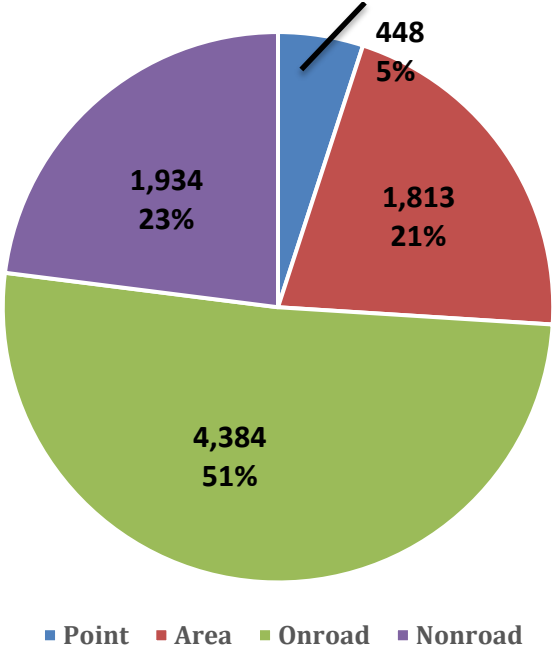
- 620.17 ***Policy E-5.1.8: Air Quality Education***
Support increased public awareness of air quality issues through Air Quality Action Day programs, publication of air quality data, and distribution of educational materials that outline steps residents and businesses can take to help maintain clean air. For the regulated community, continue outreach about air quality requirements and compliance assistance. Increase use of innovative technological outreach, such as a bench monitoring station. 620.17
- 620.18 ***Policy E-5.1.9: Zero-Emission Vehicles***
Encourage the use of electric and zero-emissions vehicles. When feasible, provide financial incentives for District residents and businesses to use electric and zero-emissions vehicles, such as reduced motor vehicle tax and license fees. Support expansion of electric vehicle (EV) charging infrastructure, including innovative designs that encourage off-peak charging and enhance efforts to place refueling and recharging equipment at facilities accessible for public use. 620.18
- 620.19 ***Action E-5.1.A: SIP***
Cooperate with appropriate state, regional, and federal agencies to carry out the federally mandated SIP in order to attain federal standards for ground level ozone by the end of 2021. 620.19
- 620.20 ***Action E-5.1.B: Control of Bus and Truck Emissions***
Collaborate with Washington Metropolitan Transit Authority (WMATA) and local motor coach operators to reduce diesel bus emissions through the acquisition and use of clean fuel and electric transit vehicles. Additionally, encourage natural gas-powered, electric-powered, and hybrid commercial trucks to reduce emissions and improve air quality. 620.20
- 620.21 ***Action E-5.1.C: Motor Vehicle Inspection Programs***
Regularly update the District’s motor vehicle inspection and maintenance programs to ensure that they are employing the latest monitoring technologies. Consider expanding requirements for heavy vehicle emission inspections. 620.21
- 620.22 ***Action E-5.1.D: Air Quality Monitoring***
Continue to operate a system of air quality monitors around the District, and take corrective actions in the event the monitors detect emissions or pollution that exceeds federal standards. 620.22

621 E-6 The Link Between Land Use, Transportation, and Air Quality 621

621.1 Land use and transportation policies work in tandem to affect the region’s air quality. Fifty-one percent of nitrogen oxide emissions and 31 percent of volatile organic compounds emissions—the two precursors to ground-level ozone formation—come from transportation, making it the second-largest source (see Figure 6.9 and Figure 6.10, respectively), and as noted earlier, transportation is the largest overall contributor to air pollution. In general, the more vehicle miles” Washington, DC-region residents must travel to reach home, work, shopping, and services, the worse the air quality becomes. Longer commutes are compounded by traffic congestion, which results in additional emissions from idling cars. Despite the use of cleaner-burning fuels and newer vehicles with tighter emissions standards, attaining federal air quality standards will be difficult until the adoption and implementation of new approaches to rethink how the region handles its growth. New approaches include supporting smart city data, applications, and technology to help people and goods move more quickly, cheaply, and efficiently—all of which will also contribute to further reductions in air pollution.

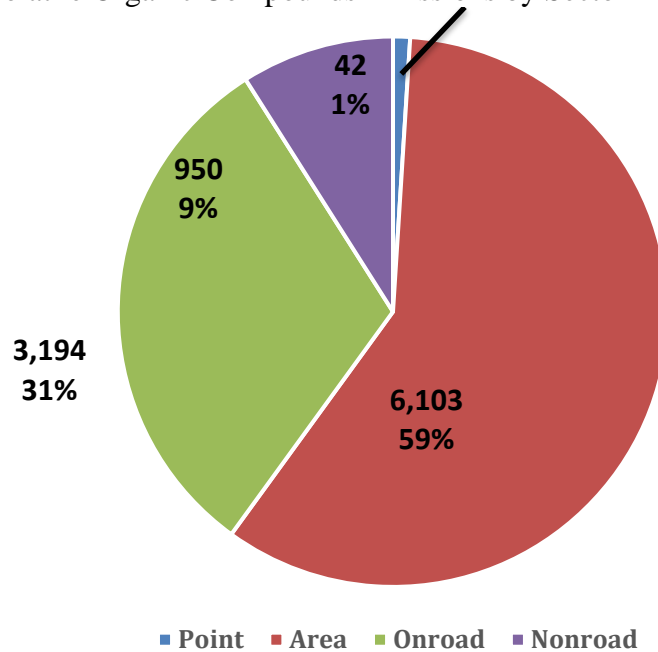
621.1

621.2 Figure 6.9 District Nitrogen Oxide Emissions by Sector in 2014 621.2



(Source: DOEE)

621.3 Figure 6.10 District Volatile Organic Compounds Emissions by Sector in 2014 621.3



(Source: DOEE)

621.4 Fortunately, Washington, DC is already implementing sustainable approaches to land use and urban form, resulting in lower vehicle emissions even as the District's population continues to grow. These approaches are at the District, neighborhood, and site level, and together they will help Washington, DC maintain attainment of air quality standards. For example, the District's land use development patterns mean that jobs, housing, and recreation are in proximity to each other. As the Land Use and Transportation Elements of this Comprehensive Plan note, clustering higher-density development along major corridors, bus routes, and near Metrorail stations means shorter and fewer car and truck trips, thus reducing vehicle miles traveled (VMT) and motor vehicle emissions, which improves air quality for residents. At the same time, historic land use patterns segregated residents by race and income with the result that these residents frequently have longer trips, often by car, to reach jobs, education, shopping and services. Equitable development patterns have the potential to improve or mitigate air quality problems by providing and promoting alternatives to vehicular travel,

such as mass transit, biking, or walking. However, the rise of ridesharing services provided by transportation network companies (TNCs) is a countervailing trend that must be considered; likewise, autonomous vehicles may encourage more people to live farther from their work. 621.4

621.5 At the site level, several District policies contribute to a further reduction in vehicle emissions. Washington, DC continues to support the proliferation of EV charging and bikeshare stations throughout the District. In addition, the District continues to work with private businesses to develop a suite of incentives that can be offered to employees to encourage clean commuting, such as including facilities for showering after biking and walking, as well as providing transit subsidies. 621.5

621.6 The District is fortunate to have one of the best transit systems in the country and many options for traveling without a car. The District, however, is not an island. The air is polluted from the suburbs and by power plant emissions from places as far away as the Ohio Valley. Washington, DC will continue to work with regional partners through MWCOG to support transportation policies resulting in lower air emissions. Recent data shows a reduction in regional emissions is due not only to a cleaner electric grid, but also because of cleaner cars and less driving per person. In addition, the continued development of a safe and convenient regional and District-wide bicycle lane and trail network contributes to a reduction in VMT. 621.6

See the Transportation Element for additional policies on improving mass transit, pedestrian, and bicycle circulation, and transportation management.

622 E-6.1 Reducing Water Pollution 622

622.1 Like cities across the United States, Washington, DC faces the challenge of combating the pollution of its rivers, streams, and groundwater. The problem dates to colonial days when the District disposed of sewage and agricultural waste in its rivers. While the days of open sewers and unregulated dumping are in the past, Washington, DC's waterways are still significantly impaired. . Although there is still work to do, given the progress made as a result of DC Water's Clean Rivers Project, the District is significantly closer to achieving the Sustainable DC goal of fishable and swimmable rivers. 622.1

- 622.2 Most of the pollutants entering Washington, DC’s waters cannot be traced to specific points. Oil, gas, dust, pesticides, trash, animal waste, and other pollutants are carried to rivers and streams each time it rains. Vegetated and unpaved areas absorb some of these pollutants, while paved surfaces do not. Industrial uses like power plants and military bases also impact water quality. Toxins from these uses have contaminated the groundwater in certain areas and have settled into riverbeds, creating the danger that they will be re-released if the sediment is disturbed. In addition, runoff carries high volumes of fast-moving water to local streams, scouring natural channels and stripping away the resources necessary to support local fish and wildlife. 622.2
- 622.3 As noted in the Infrastructure Element, the combined storm sewers system serves the dual purpose of conveying sewage as well as stormwater in about one-third of the District. During major storms or snow melts, stormwater and sanitary sewage flows exceed the capacity of the conveyance system, causing raw sewage and stormwater to be released into the Anacostia and Potomac rivers, Rock Creek, and tributary streams. Millions of gallons of sewage may be dumped into the river during such events, lowering oxygen levels and damaging aquatic life. When fully completed in 2030, the 18-mile Clean Rivers Project will result in a 96 percent system-wide reduction in combined sewer overflow volume. 622.3
- 622.4 The federal Clean Water Act required the District to take steps to control stormwater pollution and eventually meet clean water standards. The Long-Term Control Plan for sanitary and storm sewer separation is one of these steps. Another is the Municipal Separate Storm Sewer System (MS4) permit, which includes specific requirements for the two-thirds of Washington, DC where storm and sanitary sewers are already separated. The MS4 Program, which is managed by the DOEE , authorizes the discharge from industrial and construction sites and other critical source facilities, monitoring of these discharges, enforcement activities for violators, and annual reporting . In 2001, the District passed legislation authorizing the collection of fees to fund these activities. 622.4
- 622.5 As with air quality, water quality improvements cannot be tackled by the District alone. The Anacostia watershed includes 176 square miles, and over 80 percent of this area is in Maryland. The Potomac watershed is larger still—over 14,600 square miles—and extends as far as West Virginia and Pennsylvania. A number of interstate and multi-agency initiatives have been launched to address water quality problems. These must be sustained and expanded in the future. 622.5

- 622.6 ***Policy E-6.1.1: Improving Water Quality***
Improve the quality of water in the District’s rivers and streams to meet public health and water quality standards, and maintain the physical, chemical, and biological integrity of these watercourses for multiple uses, including recreation and aquatic life. 622.6
- 622.7 ***Policy E-6.1.2: Wastewater Treatment***
Continue sustained capital investment in the District’s wastewater treatment system in order to reduce overflows of untreated sewage and improve the quality of effluent discharged to surface waters. Maintain and upgrade the Blue Plains treatment plant as needed to meet capacity needs and to incorporate technological advances in wastewater treatment. 622.7

See the Infrastructure Element for more details on wastewater treatment.
- 622.8 ***Policy E-6.1.3: Control of Runoff***
Continue to implement water pollution control and management practices aimed at reducing runoff and pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 622.8
- 622.9 ***Policy E-5.2.4: Riverbed Sediment***
Reduce the concentration of chemicals with identified ecological and human health risks in Anacostia and Washington Channel sediments. Remediation measures should restore wetlands and riparian habitats, address ongoing sources, and minimize the possibility of media (e.g., water, sediment, or biota) contamination resulting from dredging or disturbances of the river bottom. 622.9
- 622.10 ***Policy E-6.1.5: Groundwater Protection***
Protect Washington’s groundwater from the adverse effects of construction processes and urban land uses. Contaminated groundwater should be investigated to determine whether long-term monitoring or treatment is necessary or feasible. Future land uses and activities should be managed to minimize public exposure to groundwater hazards and reduce the likelihood of future contamination. 622.10
- 622.11 ***Policy E-6.16: Control of Illicit Discharges***
Provide public outreach and education, and maintain inspection and enforcement to identify and eliminate illicit discharges to Washington, DC’s stormwater system and District waters. 622.11

- 622.12 ***Policy E-6.1.7: Regional Coordination***
Promote planning at the watershed level, particularly cooperative efforts with Maryland, to address existing pollution loads in the Anacostia River basin. Undertake similar efforts with jurisdictions in the Potomac watershed to address water quality in the Potomac River. 622.12
- 622.13 ***Action E-6.1A: Stormwater Management Program***
As required by the EPA, Washington, DC creates a Stormwater Management Plan every five years, covering such topics as runoff-reducing GI, maintenance of GI infrastructure, education, surface regulations, fees, and water quality education. The plan should include measures that achieve specific water quality standards, reevaluate and clarify stormwater standards to eliminate confusion, and propose fee levels that are sufficient to maintain an effective stormwater management program and encourage residents and businesses to reduce stormwater pollution. 622.13
- 622.14 ***Action E-6.1.B: Funding***
Continue funding for water quality improvements, including abatement of combined sewer overflow, removal of toxins, and Anacostia River clean up. Set incentive-based fee structures for District residents and commercial property owners. Evaluate opportunities to adjust stormwater fees to accelerate the restoration of local waters as required by the District’s federally issued MS4 permit. 622.14
- 622.15 ***Action E-6.1.C: Monitoring and Enforcement***
Maintain a District water pollution control program that enforces water quality standards, regulates land-disturbing activities (to reduce sediment), inspects and controls sources of pollution in the District, , and comprehensively monitors District waters to identify and eliminate sources of pollution . This program should be adequately staffed to carry out its mission and to implement innovative stormwater management programs. Other environmental programs—including underground storage tank (UST) regulation, contaminated site remediation, and pesticide control programs—must take groundwater impacts into account in their regulatory and enforcement activities. 622.15
- 622.16 ***Action E-6.1.D: Clean Water Education***
Working with DC Water, DOEE, DCPS, the Office of the State Superintendent of Education (OSSE), and local universities, increase public information, education, and outreach efforts on stormwater pollution. These efforts could include such

measures as community clean ups, storm drain marking, school curricula, demonstration projects, signage, and advertisement and media campaigns. 622.16

- 622.17 ***Action E-6.1.E: Total Maximum Daily Load Implementation***
A Total Maximum Daily Load (TMDL) sets the quantity of a pollutant that may be introduced into a water body. As a critical step in implementing these requirements, waste load allocations for individual sources or discharges (including District entities) into the municipal stormwater system should be assigned, and the technologies and management practices to control stormwater should be identified. Continue to work with stakeholders to update and execute Washington, DC’s 2016 Consolidated TMDL Implementation Plan, which details actions to reduce pollution from the MS4 as necessary to achieve water quality objectives. Remove TMDLs for tributaries where the water is not being polluted. Update the District’s Watershed Implementation Plan for the Chesapeake Bay, and continue to implement through two-year milestones as part of Chesapeake Bay Program efforts to have all practices in place by 2025 to meet the Chesapeake Bay TMDL. 622.17
- 622.18 ***Action E-6.1.F: Houseboat Regulations***
Improve regulation of houseboats and other floating structures in the Washington Channel, Anacostia River, and Potomac River to reduce water pollution. 622.18
- 622.19 ***Action E-6.1.G: Clean Marinas***
Promote the Clean Marinas Program , encouraging boat clubs and marinas to voluntarily change their operating procedures to reduce pollution to District waters. 622.19
- 622.20 ***Action E-6.1.H: Rainwater and Greywater***
Explore the capture and reuse of rainwater and greywater for potable and non-potable indoor uses, including the creation of new policies and guidance that would allow for captured and recycled water for clothes washers, toilets, showers, dishwashers, and other domestic uses. 622.20
- 623 E-6.2 Controlling Noise 623**
- 623.1 Noise affects the general health and well-being of District residents. High noise levels can create a host of problems, ranging from stress to hearing loss. Noise can also impact urban wildlife. In the noisiest parts of Washington, DC, the

sounds of cars, trucks, buses, helicopters, and sirens may seem almost constant. Even in relatively quiet parts of Washington, DC, household noise sources like car alarms and leaf blowers can be a source of annoyance. While the maintenance of peace and quiet is a basic expectation in most of Washington, DC's neighborhoods, it must be balanced with the realities of living in a vibrant and growing District. 623.1

623.2 Reducing exposure to noise requires strategies that address both noise sources (e.g., freeways and airports) and noise receptors (e.g., homes, schools, and hospitals). It also involves the enforcement of ordinances regulating the hours of operation for noise-generating activities, such as construction and machinery use. The Department of Consumer and Regulatory Affairs (DCRA) enforces Chapter 27 of the DC Municipal Regulations Title 20, which formally declares the “policy of the District that every person is entitled to ambient noise levels that are not detrimental to life, health, and enjoyment of his or her property,” and further that “excessive or unnecessary noises within the District are a menace to the welfare and prosperity of the residents and businesses of the District.” 623.2

623.3 Noise reduction measures also address highways and aviation. The District has a noise abatement and barrier policy for highways, in compliance with Federal Highway Act requirements, that focuses on highway traffic noise and construction noise. Airport noise reduction measures—including regulations on flight paths, hours of operation, aircraft type and model, and helicopters—are coordinated through MWCOG. 623.3

623.4 ***Policy E-6.2.1: Interior Noise Standards***
Ensure that interior noise levels in new buildings and major renovation projects comply with federal noise standards and guidelines. Support the retrofitting of existing structures to meet noise standards where they are currently exceeded. 623.4

623.5 ***Policy E-6.2.2: Reduction of Vehicle Noise***
Provide regulatory, mitigation, and monitoring measures to minimize exposure to noise from vehicular traffic, including buses, trucks, cars, and trains. Encourage the use of landscaping and sound barriers to reduce exposure to noise along freeways, rail lines, and other transportation corridors. 623.5

- 623.6 ***Policy E-6.2.3: Household Noise Control***
Strengthen enforcement of local ordinances and regulations that limit sources of household noise in Washington, DC, including noise originating from car alarms, construction activities, mechanical equipment and machinery, and similar sources. 623.6
- 623.7 ***Policy E-6.2.4: Airport Noise Control***
Work with appropriate federal and regional agencies to continue aircraft noise reduction programs related to Washington Reagan National Airport, especially in neighborhoods along the Potomac and Anacostia rivers. 623.7
- 623.8 ***Policy E-6.2.5: Noise and Land Use Compatibility***
Avoid locating new land uses that generate excessive noise adjacent to sensitive uses such as housing, hospitals, and schools. Conversely, avoid locating new noise-sensitive uses within areas where noise levels exceed federal and District guidelines for those uses. 623.8
- 623.9 ***Action E-6.2.A: Evaluation of Noise Control Measures***
Continue to evaluate the District's noise control measures to identify possible regulatory and programmatic improvements, including increased education and outreach on noise standards and requirements. 623.9
- 623.10 ***Action E-6.2.B: Enforcement of Noise Regulations***
Pursuant to District municipal regulations, continue to enforce laws governing maximum daytime and nighttime levels for commercial, industrial, and residential land uses; motor vehicle operation; solid waste collection and hauling equipment; and the operation of construction equipment and other noise-generating activities. 623.10
- 623.11 ***Action E-6.2.C: Aviation Improvements to Reduce Noise***
Actively participate in the MWCOG Aviation Policy Committee to reduce noise levels associated with take-offs and landings at Washington Reagan National Airport. Particular emphasis should be placed on limiting nighttime operations, reducing the use of older and noisier aircraft, maintaining noise monitoring stations within the District, and following flight path and thrust management measures that minimize noise over District neighborhoods. 623.11

- 623.12 ***Action E-6.2.D: Reduction of Helicopter Noise***
Encourage the federal government to reduce noise from the operation of helicopters, especially over residential areas along the Potomac and Anacostia rivers during nighttime and early morning hours. 623.12
- 623.13 ***Action E-6.2.E: Measuring Noise Impacts***
Require evaluations of noise impacts and noise exposure when large-scale development is proposed, and when capital improvements and transportation facility changes are proposed. 623.13
- 623.14 ***Action E-6.2.F: I-295 Freeway Noise Buffering***
Consistent with DDOT's noise abatement policy, continue to pursue the development of sound barriers and landscaping to shield neighborhoods abutting the I-295 (Anacostia) Freeway, Kenilworth Avenue, and I-395 (SE/SW Freeway) from noise levels that exceed acceptable standards. 623.14
- 624 E-6.3 Managing Hazardous Substances and Materials 624**
- 624.1 Hazardous substances include materials that may pose a threat to human health or the environment when they are improperly handled, stored, or disposed of. The use of hazardous substances is common in households and businesses across Washington, DC, from the perchloroethylene used by dry cleaners, to the pesticides and herbicides used in lawn care, to common cleansers and solvents used in District households. Hazardous building materials such as asbestos, lead, and mercury may be present in many of Washington, DC's older structures. Naturally occurring hazards such as radon, and biological contaminants such as mold, also may be present. 624.1
- 624.2 Hazardous materials are also transported through the District on trucks and in rail cars. Even if all handling, transport, and storage regulations are properly followed, such substances may pose a risk in the event of an accidental spill or act of terrorism. 624.2
- 624.3 A complex set of federal and District regulations govern hazardous substance handling. Many of these regulations are implemented through District programs designed to reduce public health hazards and conserve the environment. These include UST regulation, clean up programs for contaminated sites, toxic substance investigations, and household hazardous waste disposal programs. The level of

investigation and clean up required at any given site depends on the degree of contamination, existing land uses, and the particular land use that is planned there in the future. Looking forward, pollution-prevention practices (including hazardous waste minimization and toxic chemical source reduction), stronger environmental review procedures, and continued remediation measures can reduce the likelihood of exposure to hazardous materials and protect public safety and ecological resources. 624.3

624.4 Vigilance must be taken to enforce regulations regarding the transport of hazardous materials through Washington, DC. This continues to be a high priority of the District's Emergency Management Agency, both to protect the security of District residents, workers, and visitors, and to respond swiftly and effectively in the event of an emergency. 624.4

624.5 ***Policy E-6.3.1: Hazardous Materials Management***

Strengthen and enforce programs to manage the use, handling, transportation, storage, and disposal of harmful chemical, biological, and radioactive materials, including expanded enforcement of local regulations and the establishment of training programs on hazardous materials and emergency planning. 624.5

624.6 ***Policy E-6.3.2: Hazardous Building Materials and Conditions***

Protect public health and safety by testing for and, where appropriate, removing lead, radon gas, asbestos, and other hazardous materials from the built environment. When these hazards are abated, require full compliance with all applicable licensing and inspection standards. 624.6

624.7 ***Policy E-6.3.3: Accidental Spills and Releases***

Comply with District laws relating to the notification and reporting of accidental spills and releases of hazardous materials. Improve public education and awareness of these requirements as part of a broader effort to improve emergency planning, preparedness, and response in Washington, DC. 624.7

624.8 ***Policy E-6.3.4: Toxic Chemical Source Reduction and Disposal***

Encourage the substitution of nontoxic or less toxic chemicals and products for toxic chemicals and products in small businesses and households. Provide options for the disposal of hazardous waste generated by households and small businesses to minimize illegal and harmful dumping. Maintain penalties and fines for the illegal dumping of materials such as used oil and batteries. 624.8

- 624.9 ***Policy E-6.3.5: Clean Up of Contaminated Sites***
Necessary steps shall be taken to remediate soil and groundwater contamination in Washington, DC, both in areas where future development is likely and in areas that are already fully developed. In addition, require soil and groundwater evaluations for any development that is proposed on a site where contamination may be possible due to past activities. Depending on the site, it may also be necessary to investigate the effects of contamination on air quality, surface water, or river sediments, or to conduct an ecological risk assessment. If contamination is found to be above acceptable levels, require remediation and, where necessary, long-term monitoring and institutional controls. 624.9
- 624.10 ***Policy E-6.3.6: Hazardous Substances and Land Use***
Ensure that land use planning and development decisions minimize the exposure of residents, workers, and visitors to hazardous substances. New residences, schools, and similarly sensitive land uses should not be sited in areas where significant quantities of hazardous substances are handled, stored, or disposed. Likewise, new municipal or industrial facilities that use toxic materials or produce hazardous waste should not be sited in residential or environmentally sensitive areas. 624.10
- 624.11 ***Policy E-6.3.7: Design Considerations***
For uses where hazardous substances are handled, require design and construction practices that minimize the possibility of hazardous spills, accidents, leaks, or security breaches, and encourage other measures as necessary to prevent injury and disease and to protect property and natural resources. 624.11
- 624.12 ***Policy E-6.3.8: Hazardous Materials Transport***
Regulate and guide the transport of hazardous materials through the District to minimize risks to human health, property, and the environment. 624.12
- See the Land Use Element for additional policies on conflicts between industrial and residential uses. See the Community Services and Facilities Element for further information on emergency preparedness.*
- 624.13 ***Action E-6.3.A: Household Hazardous Waste Disposal***
Expand the District’s education and outreach programs on the dangers of household hazardous wastes, and continue to sponsor and publicize household hazardous waste collection events. Provide additional sites and regularly scheduled events for the safe collection and disposal of such wastes. Explore

options for addressing the collection and disposal of hazardous waste from businesses that are classified as conditionally exempt small quantity generators. 624.13

624.14 ***Action E-6.3.B: Compliance with Hazardous Substance Regulations***
Maintain regulatory and inspection programs to ensure that all non-household entities that store, distribute, or dispose of hazardous materials comply with all applicable health, safety, and environmental requirements. These requirements range from used oil collection facilities at automotive repair shops to disposal of medical waste from area hospitals and clinics. 624.14

624.15 ***Action E-6.3.C: Reducing Exposure to Hazardous Building Materials***
Implement programs to reduce exposure to hazardous building materials and conditions, including the existing radon gas testing program, the asbestos program, and the childhood lead poisoning prevention and lead-based paint management programs. The latter programs are designed to eliminate childhood lead poisoning District-wide and to regulate the lead abatement industry to ensure the use of safe work practices. District programs should provide technical and financial support to the owners of residential properties, and particularly resident homeowners, for the abatement of these hazards. 624.15

624.16 ***Action E-6.3.D: UST Management***
Maintain and implement regulations to monitor USTs) that store gasoline, petroleum products, and hazardous substances. Prevent future releases from USTs to soil and groundwater, abate leaking tanks and other hazardous conditions, remediate contaminated sites, and provide public education on UST hazards. 624.16

624.17 ***Action E-6.3.E: Reductions in Pesticide Use***
Maintain a pesticide management program that complies with the District's Municipal Regulations for pesticide registration, operator/applicator certification, and handling/use. Implement new programs to promote integrated pest management by the public and private sectors, and discourage the use of harmful pesticides by District residents, institutions, and businesses. Encourage household practices that limit mosquito breeding areas by draining standing water in such places as clogged drain pipes, flower pot trays, and discarded tires. 624.17

624.18 ***Action E-6.3.F: Hazardous Substance Response and Water Pollution Control Plans***

Complete the hazardous substance response plan required under the District's Brownfields Act, and update the water pollution control contingency plan, as required under the District's Water Pollution Control Act. 624.18

624.18a Text Box: Water Pollution Control Contingency Plan

In 2011, MWCOG developed a Water Pollution Control Contingency Plan on behalf of the District. The plan is intended to provide guidance to the District agencies and departments that respond to hazardous substance, oil, and sewage spills that may threaten or taint ground or surface waters or natural resources within the boundaries of Washington, DC. To ensure that this plan remains current, it will be updated and revised every five years. 624.18a

624.19 ***Action E-6.3.G: Water Pollution Control Contingency Plan***

Update the Water Pollution Control Contingency Plan, which includes specific notification and response strategies for major and minor spills/releases and effective containment/clean up methods. Incorporate changes in organizational structures, laws, and regulations, and in programmatic needs. 624.19

625 E-6.4 Drinking Water Safety 625

625.1 Drinking water quality in the District is impacted by land use in the Potomac Basin and by the condition of Washington, DC's water distribution system. Runoff from upstream development, dairy and hog farms, and other agricultural and mining uses presents an ongoing threat to the water supply. Even if the water supply were pristine, however, the pipes used to transport water from treatment facilities to individual customers would affect water quality. Some of these pipes are more than 100 years old and are in poor condition. Problems with old, leaky water pipes are compounded by dead ends where water does not adequately circulate. DC Water is addressing this issue by creating open loops to allow for improved water circulation through the system. 625.1

625.2 A related water supply issue is exposure to lead. Water is lead-free when it leaves the treatment plant, but lead can be released when water comes in contact with pipes and plumbing fixtures that contain lead. Lead service lines between the distribution system and individual homes are relatively common in Washington, DC. There are about 11,300 known lead service lines in public spaces, and 7,500

known lead service lines on private property. Considering most pipes on private property are unknown, the District estimates there are 48,000 lead service lines on private property.es. Lead sources and lead levels vary between buildings, so it is important to identify and remove any lead sources in and to each building. While the risk of lead poisoning is very low for most, it can be more significant for infants and children. Tests conducted in 2004 showed elevated levels of lead in tap water, prompting a collaborative effort by DC Water , the EPA, and the District Department of Health (DC Health) to accelerate service-line replacement, increase monitoring, and enact corrosion-control measures. DC Water’s efforts to replace water service lines are partially supported through a new meter-based fee established in 2016. 625.2

- 625.2a **Text Box: Protecting Drinking Water**
DC Water is working with the Washington Aqueduct Division of the U.S. Army Corps of Engineers (USACE) to minimize lead release from pipes throughout the District by controlling corrosion, monitoring for lead at the tap, replacing lead service pipes, educating customers on the health impacts of lead, and helping them identify and remove lead sources on their property. Protecting drinking water from lead sources is the shared responsibility of DC Water and the property owner. 625.2a
- 625.2b Advancements in technology, like DC Water’s interactive map that helps property owners identify their water service line material, increase transparency and strengthen residents’ confidence in their drinking water. 625.2b
- 625.3 ***Policy E-6.4.1: Drinking Water Safety***
Ensure the safety of Washington, DC’s drinking water supply and distribution system. Maintain sustained efforts to reduce health hazards associated with lead and other contaminants. 625.3
- 625.4 ***Policy E-6.4.2: Affordable Water Access***
Ensure affordable access to safe drinking water through continued support for DC Water’s programs that discount the amount of water needed for residents’ basic needs. 625.4
- 625.5 ***Action E-6.4.A: Lead Pipe Testing and Replacement***
Aggressively implement programs for residential, commercial, and governmental sectors to test for lead, replace lead feeder pipes, and educate the community on safe drinking water issues and stagnant water control. 625.5

- 625.6 ***Action E-6.4.B: Source Water Conservation***
Implement measures to protect natural systems and abate pollution sources in the Potomac Basin that could potentially harm the District’s drinking water quality. 625.6
- 625.7 ***Action E-6.4.C: Interagency Working Group***
Create an interagency working group on safe drinking water to address drinking water emergencies. Coordinate with DC Water and DC Health to expand public education on water supply. 625.7
- 626 E-6.5 Sanitation, Litter, and Environmental Health 626**
- 626.1 Among the many aspects of environmental health in the District are the maintenance of sanitary conditions, the reduction of litter, and the control of disease-carrying pests. DC Health maintains numerous programs to reduce foodborne illness, ensure compliance with hygiene standards, provide for animal and welfare control, and reduce exposure to animal-transmitted diseases like rabies and West Nile Virus. 626.1
- 626.2 Litter and trash are probably the most visible and pervasive forms of pollution in Washington, DC. Policies and programs have been developed to address issues with litter and trash, including establishment of a \$0.05 fee on disposable plastic and paper retail bags; a ban on the use of polystyrene foam take-out containers, straws, and other food service ware that is not recyclable or compostable from any entity that serves or sells food in the District; implementation of a robust street-sweeping program; stringent enforcement against littering and illegal dumping; operation of a skimmer boat fleet in the lower Anacostia River; installation of litter traps in the Anacostia River; robust rat control programs that involve cleaning up litter and trash; implementation of education and outreach programs; and funding for the Mayor’s Office of the Clean City, which provides leadership on these issues. 626.2
- 626.3 ***Policy E-6.5.1: Vector Control***
Continue and strengthen efforts to control rats, mice, mosquitoes, and other disease vectors and pests. A variety of related strategies should be used to support these programs, including public outreach and education, garbage control and containment, adequate trash and refuse collection services, ongoing maintenance

of public space, enforcement of littering and dumping regulations, clean up of construction and demolition debris, structural controls and integrated pest management, and a reduction in the number of vacant and abandoned buildings. 626.3

626.4 ***Policy E-6.5.2: Clean City Programs***

Improve environmental quality through programs that promote efficient trash removal, neighborhood clean ups, and levying of fines and penalties for the abandonment of personal property (including cars) and illegal dumping. 626.4

626.5 ***Policy E-6.5.3: Discouraging Illegal Dumping***

Develop and maintain effective public education and enforcement tools to curb littering and illegal dumping, and to promote the safe disposal of solid waste (including hazardous waste, medical waste, construction debris, used oil, and scrap tires), and bulky items. 626.5

626.6 ***Policy E-6.5.4: Environmental Health Activities***

Maintain and improve existing District programs to ensure community hygiene, food and restaurant safety, animal welfare and control, and the control of disease vectors. Promote continuous coordination among District agencies to ensure healthful and sanitary conditions throughout the District. 626.6

626.7 ***Action E-6.5.A: Expanded Trash Collection and Street Sweeping***

Evaluate and implement new programs to ensure the cleanliness of vacant properties, roadsides, public spaces, parks, and District-owned lands. Continue implementation of environmental street sweeping in hot spots for trash. 626.7

626.8 ***Action E-6.5.B: Trash Collection in District Waterbodies***

Continue to install and maintain trash traps in the District's waterbodies. Explore opportunities to partner with Virginia and Maryland on capturing trash that is deposited in rivers and streams upstream of the District. Continue to implement the District's skimmer boat fleet in the lower Anacostia River. 626.8

626.9 ***Action E-6.5.C: Neighborhood Clean Ups***

Co-sponsor and participate in neighborhood and District-wide clean up activities, such as those currently held along the Potomac and Anacostia rivers and around schoolyards and District parks. Encourage ANCs), local institutions, businesses, and other community groups to develop and announce clean up campaigns in conjunction with the District's bulk trash removal schedule. 626.9

- 626.10 ***Action E-6.5.D: Strengthening and Enforcing Dumping Laws***
Take measures to strengthen and enforce the District’s littering, rodent and disease vector control, and illegal dumping laws. These measures should include:
- Providing adequate funding to carry out anti-littering programs;
 - Empowering the community to report illegal dumping activities;
 - Increasing public education on dumping laws, including posting of signs where appropriate; and
 - Expanding surveying and enforcement activities. 626.10

- 626.11 ***Action E-6.5.E: Publicizing and Expanding Bulk Waste Disposal and Recycling Options***
Continue to sponsor and publicize options for bulk waste disposal and recycling, including information on the Fort Totten transfer station and the District’s schedule for curbside bulk trash waste removal. Increase the types of materials that can be dropped off by residents, including hard-to-recycle items. 626.11

- 626.12 ***Action E-6.5.F Single-Use Bottles***
Discourage the purchase of single-use bottles, which often end up in parks and streams, by encouraging persons to carry refillable water bottles and by encouraging institutions to have working water fountains and bottle-filling stations. Consider mandating manufacturer take-back programs for beverage containers and other packaging. 626.12

- 626.13 ***Action E-6.5.G Vacant and Underused Properties***
Continue investigating and classifying vacant and underused properties. Continue pursuing enforcement of violations on these properties to protect the health, safety, and welfare of the general public. 626.13

See the Hazardous Materials section of this chapter for additional actions relating to hazardous waste disposal.

627 E-6.6 Other Hazards and Pollutants 627

- 627.1 Two other environmental hazards are addressed in this Comprehensive Plan. The first light pollution has been raised in the past around the Naval Observatory in the northwest quadrant. In some instances, brighter lighting may be desirable to enhance public safety or illuminate civic buildings and monuments. In other

instances dark skies are more desirable . Where lighting is required or desired, steps can be taken to use the correct number of lights, coloring, and brightness of lighting for the desired purpose; direct the lighting appropriately; employ energy-efficient lighting devices; and design and install quality lighting that reduces sharp contrast, glare, and halo effects. Electromagnetic fields (EMF) are the second hazard, which can be attributed to communication antennas and electric power facilities. Maintain compliance with all Federal Communications Commission (FCC) siting standards for communication antennas and electric power facilities. 627.1

627.2 ***Policy E-6.6.1: Prudent Avoidance of EMF Impacts***

Incorporate prudent avoidance in decisions regarding the approval, location or routing, and intensity of facilities that generate EMF, such as power lines and communication antennas in accordance with FCC guidelines. Such facilities should be located only when and where necessary, based on local service needs, and should be designed using methods to mitigate involuntary public exposure to potential adverse effects. 627.2

627.3 ***Policy E-6.6.2: Co-Location of Antennas***

Consider the joint use and co-location of communication antennas to reduce the number of towers necessary, thereby reducing aesthetic impacts and limiting the area of radiofrequency exposure. 627.3

627.4 ***Policy E-6.6.3: Light Pollution***

Consistent with the goals of Sustainable DC, maintain regulations for outdoor lighting to reduce light pollution, conserve energy, and reduce impact on wildlife, particularly migratory birds. Particular attention should be given to preventing glare and nighttime light trespass near the Naval Observatory, so that its operational needs are respected. 627.4

627.5 ***Action E-6.6.4: Managing Backlight, Uplight, and Glare***

Work to reduce backlight, uplight, and glare and identify programmatic improvements such as increased education and outreach on light standards and requirements. 627.5

628 **E-6.7 Achieving Environmental Justice 628**

- 628.1 Environmental justice refers to the fair treatment of people of all races, cultures, national origins and incomes, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. A just community is one in which all people experience protection from environmental and health hazards and have equal access to the decision-making process for having a healthy environment. 628.1
- 628.2 These are particularly important principles to abide by when the goal of the Comprehensive Plan is to grow an inclusive city. Some District neighborhoods have been adversely impacted by pollution-generating uses and other forms of environmental degradation. , particularly in Wards 5, 6, 7, and 8. Power stations, public works facilities, rail and highway infrastructure, and a variety of industrial uses have all been concentrated in these areas. Many were historically located in communities of color and low-income neighborhoods that lacked the resources to fight these uses. The legacy of these uses includes the pollution of the Anacostia River, contaminated sites, and continuing noise, air pollution, and hazardous cargo on roads and rail that disproportionately impact often overlapping vulnerable populations, including the young, the old, those with existing health conditions, lower income residents and communities of color. It is critical to identify and remove or mitigate these existing environmental conditions. Low-income and minority communities must not face disproportionate environmental burdens and must enjoy clean and safe places to live, work, play, and learn. As Washington, DC grows and changes, it is important to continue to focus on environmental justice through an equity lens in order to mitigate and prevent harm to current and future residents. Furthermore, all residents must have a fair and meaningful opportunity to participate in environmental decisions. 628.2
- 628.3 Policies and actions found throughout the Comprehensive Plan, particularly those focused on improving equity and resilience, comprise a forward-looking approach to environmental justice. It is the District government’s charge to improve the environment of vulnerable communities that continue to face significant barriers to overall health, livelihood, and sustainability. 628.3
- 628.3a Text Box: The Environment and Health
Environmental factors such as air and water quality are fundamental determinants of people’s health and well-being. These factors can also lead to disease and health disparities when the places where people live, work, learn, and play are burdened by social inequities. These social inequities, often referred to as *social determinants of health*, include differences in individual behaviors, socio-cultural

influences, access to health services, economic status, and literacy levels. Environmental health disparities exist when communities exposed to a combination of poor environmental quality and social inequities have more sickness and disease than higher-income, less polluted communities. 628.3a

628.4

Policy E-6.7.1: Addressing Environmental Injustice

Continue to develop and refine solutions to avoid or mitigate the adverse effects of industrial, transportation, municipal, construction and other high impact uses, particularly when proximate to residential areas, and specifically identify and address impacts to vulnerable populations. These solutions include enhanced buffering; sound walls; operational improvements; truck routing; regular air, soil, and water quality assessments; and regulating specific uses that result in land use conflicts. 628.4

628.5

Policy E-6.7.2: Expanded Outreach to Underserved Communities

Identify and understand the needs of the entire community, particularly vulnerable populations, lower-income residents, communities of color, or people with characteristics such as age-related and health conditions that make them more susceptible to pollutant exposures. Incorporate these needs into plans, programs, and investments. Expand local efforts to involve and enable the equitable participation of economically disadvantaged communities,—particularly those communities that historically have been impacted by power plants, trash transfer stations, and other municipal or industrial uses,—in the planning and development processes. 628.5

628.5a

Text Box: Rising Temperatures

Hot days can be unhealthy—even dangerous. Rising temperatures will increase the frequency of hot days and warm nights. High air temperatures can cause heat stroke and dehydration and affect people’s cardiovascular and nervous systems. Warm nights are especially dangerous because they prevent the human body from cooling off after a hot day. Certain people are vulnerable, including children, the elderly, the sick, and low-income residents. Because Washington, DC is warmer than surrounding areas and does not cool off as quickly at night, Washingtonians—particularly those without air conditioning—face a greater risk of heat-related illnesses. Furthermore, high air temperatures can increase the formation of ground-level ozone, a component of smog that can contribute to respiratory problems. 628.5a

628.6 Rising temperatures may also increase the length and severity of the pollen season for plants such as ragweed. Lengthened pollen seasons have already been observed in other regions. The risk of some diseases may also increase. West Nile virus, transmitted by mosquitoes, could become more common due to rising temperatures, which speed up the mosquito life cycle and increase biting rates, as well as dry periods that benefit the type of mosquito that transmits West Nile. The effects are still uncertain and likely to vary by region. Increased flooding from more intense storms could lead to more indoor dampness and mold, which contribute to asthma, allergies, and respiratory infections. 628.6

628.7 ***Policy E-6.7.3: Capital Facilities***

Consider factors supporting environmental justice when updating the capital improvement program for existing public facilities and the development of new facilities. Plan for the equitable distribution of infrastructure improvements and public facilities and services, considering both number/size and access/distance to facilities. 628.7

See the Community Services and Facilities Element and the Infrastructure Element for further information about capital facilities.

628.8 ***Policy E-6.7.4 Health Impacts of Municipal and Industrial Uses***

Inform public policy decisions on the siting of municipal and industrial facilities using environmental justice principles, recognizing links between public health and the location of municipal and industrial uses such as power plants and waste treatment facilities. 628.8

See the Land Use Element regarding industrial uses and mitigation of impacts.

628.9 ***Action E-6.7.A: Clean and Reuse Contaminated Properties***

Clean up brownfields and Superfund sites to improve the environment and the health of surrounding neighborhoods, and so that these sites can be reused for commercial and industrial activities, housing, parks, and other community facilities that can boost local economies and improve quality of life. 628.9

628.10 ***Action E-6.7.B: Environmental Health Threats in Affordable Housing***

Audit and eliminate environmental health threats (e.g., mold, lead, and carbon monoxide) in the District's affordable housing. Work with the DC Housing

Authority to reduce these threats, as well as threats from other contaminants, including lead in drinking water, in all District affordable housing. 628.10

629 E-7 Environment, Education, and the Economy 629

629.1 The final section of this Element presents policies and actions that tie environmental quality to strategic decisions about government operations, economic growth, and education in Washington, DC. These policies take the Environmental Protection Element beyond its traditional focus to a new level that recognizes the link between environmental quality and the broader goals set by the Vision for Growing an Inclusive City. The basic premise is that environmental protection should not be seen as a regulatory burden or an added expense, but rather as a measure of stewardship, respect for the earth, and respect for communities that have borne the brunt of previous decision-making affecting the environment. Environmental protection can ultimately reduce the cost of doing business by reducing accidents, disease, and waste. It can create jobs for District residents, strengthen tourism and hospitality, improve the educational experience for District students, and make the District a more attractive and healthy place for all those who live and work there. 629.1

629.1a **Text Box: Environmental Education**
Washington, DC partners with environmental nonprofits and advocacy groups to promote environmental education throughout the District, with the goal of raising awareness about the intersections among human activities and the built and natural environments. These partnerships provide a variety of programs, including educational boat tours, wetland restoration planting projects, river clean ups, classroom fish hatching and restoration projects, and Meaningful Watershed Educational Experiences. The District also organizes special annual environmental education events with its partners, such as the Anacostia Environmental Youth Summit, Family & Youth Casting Call, and DC EV Grand Prix. In addition, the DC Infrastructure Academy (DCIA) coordinates, trains, screens, and recruits residents to fulfill the needs of the infrastructure industry and infrastructure jobs with leading companies, including in the renewable energy sector. Further, Solar Works DC, a low-income solar installation and job training program, aims to increase access to clean energy and create a long-term pipeline for green jobs. 629.1a

630 E-7.1 Greening the Government 630

- 630.1 The District needs to set high standards for its own operations if it expects others in the community to follow suit. It should be a role model in energy efficiency, renewable energy production, green building construction, GI, sustainable transportation and vehicles, environmentally sound landscaping, and adhering to green meeting standards. It should lead the way in sustainable materials management, sustainable procurement, reducing waste generation, reusing materials whenever possible, and recycling and composting what is left. It should also ensure its buildings and infrastructure are resilient to a changing climate. 630.1
- 630.2 District government will continue to adopt as appropriate the latest green construction codes for all new construction and major renovations. The International Green Construction Code (IgCC) and Energy Conservation Code are international standards for the most innovative practices in green building. District government will continue to integrate the most recent version of the IgCC in the District’s construction codes for all new construction and major renovations, which will apply to both public and private buildings of over 10,000 square feet. 630.2
- 630.3 In 2003, a Mayor’s Order established a Greening the Government subcommittee comprised of directors from almost 20 District agencies. The subcommittee was charged with setting priorities and measurable goals to further energy efficiency and environmental health in District government workplaces. It was asked to implement energy efficiency measures, educate the District workforce, and bring green building practices into District buildings. The subcommittee produced a Strategic Plan in 2004. An additional Mayor’s Order on Greening the Government was promulgated in 2013 to build on the initial order. Key elements of the plan are summarized in the policies and actions below. 630.3
- 630.4 *Policy E-7.1.1: GI and Green Building Methods for the District*
Strongly encourage the use of GI best management practices and green building design methods and materials in new construction and major rehabilitation projects undertaken by District government. 630.4
- 630.5 *Policy E-7.1.2: Environmentally Friendly Government Operations*
Promote energy-efficient and environmentally friendly District government operations, the purchase of recycled and recyclable products, procurement of green power for District operations where feasible, the use of energy-saving

equipment, and contracting practices that include incentives for sustainable technology. 630.5

- 630.6 ***Policy E-7.1.3: Sustainable Landscaping***
Require sustainable practices for landscaping projects, GI, and restoration projects on District properties that reduce the need for watering and mowing, control the spread of invasive species, increase the use of landscaping for stormwater management, provide habitats, and reduce the use of pesticides and herbicides. Consider using industry best practices and certifications to guide this policy. 630.6
- 630.7 ***Action E-7.1.A: Green Building Legislation***
Update legislation to increase green standards for projects constructed by the District or receiving funding assistance from the District . Strive for higher levels of energy efficiency, renewable energy requirements, net-zero standards for new construction, and broader sustainability metrics for public projects, using 2019 as the baseline year. 630.7
- 630.8 ***Action E-7.1.B: Energy Management Plans***
Require the submittal and periodic updating of Energy Management Plans by District agencies. These plans should be developed in coordination with Clean Energy DC to ensure that they have baselines, goals, and strategies that are compatible with, and support the goals and objectives of, Clean Energy DC and Climate Ready DC. . 630.8
- 630.9 ***Action E-7.1.C: Sustainable DC***
By 2032, fully implement Washington, DC’s sustainability plan, Sustainable DC, to address the District’s built environment, energy, food, nature, transportation, waste, and water. Dedicate District government staff and funding to implement the Sustainable DC Plan, track progress, and make the results publicly available. 630.9
- 630.10 ***Action E-7.1.D: Sustainable DC Innovation Challenge***
Fully launch the Sustainable DC Innovation Challenge to help District agencies test new innovations and technology with the goal of increasing the use of renewable energy. 630.10
- 630.11 ***Action E-7.1.E Reduce Energy Use in District Government-Owned Buildings***

Retrofit and maintain District government-owned buildings to minimize energy use. Install renewable energy technology to minimize energy use. 630.11

- 630.12 ***Action E-7.1.F Environmental Partnerships***
Continue to leverage the local business and environmental advocacy communities by collaborating on sustainability initiatives. 630.12
- 630.12a **Text Box: Public-Private Coordination**
Coalitions of stakeholders and government representatives—including the Food Policy Council (FPC), GBAC, and UFAC—regularly convene to evaluate and make recommendations regarding the effectiveness of the District’s sustainability policies. These coalitions analyze the impact of existing and proposed policies on the District’s environmental health, including the potential impact of policies on the specific environmental challenges facing Washington, DC. 630.12a
- 630.13 ***Action E-7.1.G Environmental Audits***
Evaluate existing and proposed new District government facilities to guide decisions about retrofits and other conservation measures. Audits should include analysis with regard to resilience and energy efficiency and also be required anytime the District leases space for government use. Resilience audits should support Washington, DC’s capacity to thrive amidst challenging conditions by preparing and planning to absorb, recover from, and more successfully adapt to adverse events. 630.13
- 631 E-7.2 Sustainability Education and Stewardship 631**
- 631.1 A key element of the District’s environmental strategy is increased environmental education. This should begin with collaborative efforts between local nonprofits, the private sector, District and federal governments, and K-12 schools. The District’s Sustainable DC Plan, Environmental Literacy Plan, and regional 2014 Chesapeake Bay Plan provide road maps for environmental education implementation. Aquatic and wildlife education programs instill appreciation of natural resources in youth and provide them with knowledge and skills that they may use later in life. Environmental education activities should continue with adult programs, professional development for teachers, and outreach to the business community on environmental quality issues. These programs should move Washington, DC beyond environmental awareness to increased stewardship

and informed action. Furthermore, demonstration projects, such as those funded through the Sustainable DC Innovation Grant program, provide the means to introduce and experience innovative ideas and approaches and prepare the way for replication and upscaling. 631.1

- 631.2 ***Policy E-7.2.1: Sustainability Education in District Schools***
Expand programs to educate youth from preschool to high school about the importance of sustainability . 631.2
- 631.3 ***Policy E-7.2.2: Continuing Education on the Environment***
Encourage greater participation by residents, business owners, institutions, and public agencies in reaching environmental goals. This should be achieved through public education, community engagement, compliance assistance, and environmental enforcement programs. . 631.3
- 631.4 ***Policy E-7.2.3: Interpretive Centers***
Support the continued development of environmental education and nature centers in the District, particularly in recovering habitat areas such as the Anacostia River shoreline. 631.4
- 631.5 ***Policy E-7.2.4: Demonstration Projects***
Encourage best practice guides, demonstration projects, tours, and other tools to create a culture where the green choice (i.e., the choice that results in greater energy efficiency, resiliency, sustainability, innovation, and better environmental health) is the preferred choice for energy, transportation, construction, and design decisions. 631.5
- 631.6 ***Policy E-7.2.5: Sustainable Purchasing***
Strengthen the District’s Sustainable Purchasing Program through the addition of guidance in new product categories, making the resources more accessible, training more District employees on the use of the product specifications, and making Environmentally Preferable Products and Services (EPPS) the default through District purchasing systems. 631.6
- See also Parks, Recreation, and Open Space Policy PROS-2.2.8 on Stewardship of public space.*
- 631.7 ***Action E-7.2.A: Partnerships for Environmental Education***

Develop partnerships with environmental nonprofits and advocacy groups to promote environmental education in the District. Examples of such programs include the Earth Conservation Corps effort to employ youth in environmental restoration along the Anacostia River; the Anacostia Watershed Society's tree planting, clean up, and riverboat tour events; and the NPS summer programs for high school students at Kenilworth Park. 631.7

631.8 ***Action E-7.2.B: Production of Green Guide***

Continue to update guidance aimed at homeowners, builders, contractors, and the community-at-large with guidelines and information on green building and GI. 631.8

631.9 ***Action E-7.2.C: Sustainability in Schools, Recreation Centers, and Libraries***

When modernizing all public school buildings, recreation centers, and libraries, reduce their environmental footprint and integrate sustainable and healthy practices into their operations. Continue to support District-wide schoolyard greening efforts and related programs, and encourage public and charter schools to participate in schoolyard greening efforts. 631.9

632 E-7.3 Environment and the Economy 632

632.1 Environmental and economic development goals intersect with respect to the redevelopment of brownfield sites. Brownfields include industrial, commercial, institutional, or government sites that are abandoned or underused, in part due to environmental contamination or perceived contamination. Their redevelopment provides the opportunity to revitalize underserved communities, increase property tax revenue, and create new jobs. In the District, a Voluntary Clean up Program has been initiated to provide incentives to clean up brownfields and put them back into active use. 632.1

632.2 Linked to the redevelopment of brownfields is the idea of growing the environmental sector of the District's economy. A number of Washington, DC-based organizations have pioneered the idea of building a green-collar workforce to demonstrate how employment and natural resource conservation can sustain one another. Training programs have been established to help District youth find jobs in green construction, horticulture, parks and recreation, landscaping, recycling, renewable energy, and similar professions. The District can contribute to these programs through initiatives to attract green businesses to Washington,

DC. Such efforts can help diversify the economy and provide new jobs while advancing the sustainability goals of the Comprehensive Plan. 632.2

- 632.3 ***Policy E-7.3.1: Brownfield Remediation***
Clean up and redevelop contaminated brownfield sites, providing new business and job opportunities and expanding land resources for equitable development, as appropriate, housing and affordable housing as appropriate, open space, and other purposes. Expand financial incentives for the remediation and redevelopment of these sites. 632.3
- 632.4 ***Policy E-7.3.2: Job Training***
Continue to train more District residents to be competitive for livable-wage jobs in growing industries such as sustainability, the environment, and resilience. Connect underemployed residents to training programs and any necessary social services. 632.4
- 632.5 ***Policy E-7.3.3: Incentives for Green Business***
Support economic incentives that encourage environmentally sustainable businesses to locate in the District. 632.5
- 632.6 ***Action E-7.3.A: Voluntary Clean Up Program***
Continue the District's Voluntary Clean Up Program . The program is designed to encourage the investigation and remediation of contamination on any site that is not on the EPA's National Priority List and that is not the subject of a current clean up effort. 632.6
- 632.7 ***Action E-7.3.B: Sustainable Business Program***
Develop a more robust, voluntary sustainable business program that partners with businesses to help them operate sustainably. 632.7
- 632.8 ***Action E-6.3.C: Green-Collar Job Corps***
Continue to implement green-collar job training programs focused on GI installation and maintenance, solar installations, and lead abatement in order to educate and train unemployed or underemployed District residents. Efforts should be made to connect trainees with employers in the green fields upon the completion of their training programs. 632.8

- 633 E-7.4 Environmental Program Management 633
- 633.1 The final section of this chapter addresses the administration of environmental policies and programs in Washington, DC. 633.1
- 633.2 ***Policy E-7.4.1: Adequacy of Funding***
Provide for adequate funding and coordination of environmental protection activities and ensure that the environmental impacts of public actions and decisions are fully evaluated. 633.2
- 633.3 ***Action E-7.4.A: DOEE***
Provide the necessary staff resources, funding, and regulatory authority for the DOEE to achieve its mission and successfully implement the District's key environmental protection programs. 633.3

700 Overview 700

700.1 The Economic Development Element addresses the future of Washington, DC's economy and the creation of economic opportunity for current and future District residents. It includes strategies to sustain the District's major industries, diversify the economy, accommodate job growth, maintain small businesses and neighborhood commercial districts, and increase access to employment for District residents. 700.1

700.2 The critical economic development issues facing Washington, DC are addressed in this element. These include:

- Ensuring that prosperity is equitably shared by addressing the disparities and underlying barriers that exist across race and geography;
- Growing and diversifying Washington, DC's economy;
- Increasing career opportunities and the workforce development system's effectiveness for residents most in need;
- Expanding opportunities for small, local, and minority businesses; and
- Responding to the impacts of technological advancements on employment and businesses. 700.2

700.3 Since the Comprehensive Plan was adopted in 2006, Washington, DC has achieved success in:

- Growing the tax base;
- Increasing jobs across a wide range of industries;

- Catalyzing economic development through reuse of large sites across the District;
- Improving the District's market position in the regional economy;
- Revitalizing commercial corridors;
- Expanding workforce development programs that prepare residents for in-demand occupations;
- Increasing support for entrepreneurs, including greater access to capital;
- Deploying creative placemaking initiatives that advance community building, urban design, and retail revitalization;
- Attracting, nurturing, and retaining growth in innovation-driven fields; and
- Growing local industries in the maker economy.

Data included in this Element precede the 2020 public health emergency. While the District's economic position may be substantially affected in the early 2020's, the District anticipates that economic trends highlighted in this chapter will hold in the long-term along with the policies contained in this chapter, which are designed to guide the District through both growth and recession cycles. 700.3

700.4 Since 2006, Washington, DC's economy has expanded and diversified with growth in a range of sectors across the central employment area and along commercial corridors. Additionally, the District has been a national epicenter in the changing nature of work, where the increasing prevalence of teleworking, independent contracting, and gig work has increased commercial activity in both formal and informal workspaces. As a result, the District's economy has become strong, benefitting from sustained growth, which generates a tax base that balances costs with revenue. However, the District's economic growth has contributed to increases in property values that present challenging barriers for both established and emerging businesses, which can be particularly severe among small businesses. Additionally, more work remains to ensure that all residents have access to retail, commercial facilities and job opportunities with career pathways. The District is striving to ensure that all residents, particularly those from communities of color, are able to enjoy the benefits of economic growth in the District and the region. 700.4

700.5 Economic development is about more than simply increasing the number of jobs and improving the District's finances. It is also about ensuring that all residents have opportunities to thrive economically. This means fostering good-quality jobs with career paths to higher wages and connecting more residents to those good-quality jobs through better preparation . This is especially true for residents who have traditionally faced greater challenges accessing the benefits of economic growth, such as communities of color and low-income residents. Economic

development harnesses the benefits of the strong regional economy to grow the District's economy equitably. . Economic development strategies are also critical to improving the quality of life in neighborhoods, and bringing retail, , restaurants, and basic services to communities that are underserved by these amenities today. 700.5

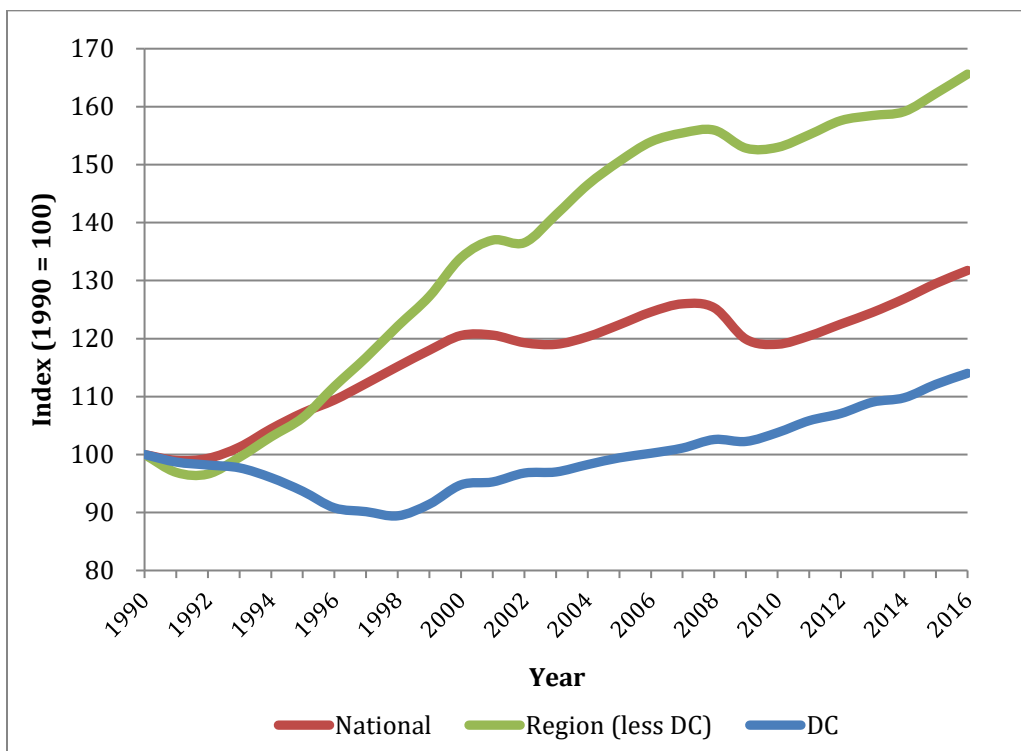
700.6 A racially equitable economy that ensures all residents, particularly those disadvantaged historically, can become economically secure is fundamental to the District's resilience and prosperity. While the District has experienced population and economic growth in recent years, poverty, child poverty, and income inequality have all grown, and disproportionately affect people of color. In 2017, 26 percent of the Black population lived below the poverty level, the highest among all racial and ethnic groups. While Blacks represent 45 percent of the population, Black-owned businesses make up less than 14 percent of total businesses. Labor force participation is lower among Black residents than white residents, and 72 percent of Black residents work full-time and earn less than \$75,000, compared to just 34 percent of their white counterparts. Significant racial disparities exist in household incomes, business ownership, and employment. These structural inequalities are present in earning gaps, homeownership rates, retirement savings, student loan debt, and uneven asset building strategies, all contributing to wealth disparities in the District. The District must commit to closing the racial wealth gap by reducing income inequality. Racially equitable economic development must mean intentionally disrupting systems that perpetuate income and wealth inequality. The policies and actions in this Element must be applied recognizing this context, with the goal to reduce the racial income and wealth gaps and specific inequalities facing communities of color.

700.7 Prior to 1998, the District faced chronic negative economic trends that limited its ability to meet the needs of many residents. These trends included population loss, job decline, high unemployment and poverty rates, fiscal insolvency, and the loss of spending power to the suburbs. . As of 2019, Washington, DC, is financially healthy and experiencing sustained population and job growth. However, the historic east-west socio-economic divide in the District has become more stark. While many neighborhoods are becoming more diverse socio-economically, the lowest-income residents—who are predominately Black—have become increasingly concentrated in many southern and eastern communities. In addition, the same residents are more likely to have lower levels of education, which corresponds to much lower labor force participation and higher unemployment rate. 700.7 .

700.8 In 1950, Washington, DC accounted for nearly 75 percent of the metropolitan region's jobs. By 2000, the District's share of the region's jobs had fallen to less than 25 percent. Figure 7.1 depicts a new wave of job growth that began in 1998. This wave increased the number of jobs in Washington, DC by 126,000—from 672,000 in 2000 to 798,000 by 2015. Much of this growth occurred in the recovery from the 2008 recession, when the District's net employment

growth increased from an average of 7,000 jobs per year to over 10,000 jobs per year. As a result of this growth, the District has begun regaining a larger share of the metropolitan region’s total employment. By 2018, Washington, DC accounted for approximately 30 percent of the metro area’s jobs. This is an important economic shift following the 1980s and 1990s, when the District experienced little to no job growth. 700.8

700.9 Figure 7.1: Employment in Washington, DC 700.9



Source: BLS, DC Office of Planning, 2016

Note: Chart shows employment indexed to its 1990 value. Each subsequent value is a percentage of the 1990 value.

700.10 The District has more jobs than residents but still has an unemployment rate that is more than 50 percent higher than the regional average. Jobs in the District provide some of the highest wages in the country, but over 16 percent of the District’s residents live below the poverty line. The region has had strong and sustained economic growth, adding an average of more than 41,000 jobs a year since 2000. Despite sustained job growth locally and regionally, many District residents, especially from communities of color, continue to face long-term unemployment due

to structural barriers which lead to persistent inequities in skills and education. The District must commit to reducing barriers that disproportionately incarcerate, penalize and reduce opportunities within Black, Indigenous, and Peoples of Color (BIPOC) communities. Additionally, billions of dollars of income are generated in the District, the majority of which the District is unable to tax because its earners live in other states. This limitation adds to the District's challenge harnessing its economic growth to invest in residents with the greatest need. 700.10

700.11 Some of the negative trends of the past have begun to reverse course. . Washington, DC is reasserting its position at the center of the regional economy, which had the fifth greatest number of jobs in the country in 2017, with more than 3.2 million jobs. Since 1997, the District has seen significant private sector employment growth, particularly in industries that generate large amounts of secondary employment through business-to-business transactions that facilitate the delivery of goods and services to customers. The growth has occurred in industries that also have higher than typical average compensation, such as architectural and engineering services, advertising, and public relations. This generates notable indirect employment growth through consumer spending in sectors such as accommodations and food services. . 700.11

700.12 The District's rapid and sustained population growth has contributed to higher property values and increased personal wealth for many long-time homeowners. The growth has also alleviated the District's financial limitations through increased tax revenues. For example, adjusted for inflation, the value of all the commercial properties in the District more than doubled between 2006 and 2018, which contributed to an 85 percent increase in commercial property tax assessments over that period. 700.12

700.13 In addition, downtown retail rebounded following steep declines in previous decades and neighborhood commercial districts like U Street NW, 14th Street NW, and Barracks Row also rebounded. After decades in which retailers shunned areas east of 16th Street NW, new retail and fresh food options are being developed in the eastern half of the Washington, DC, including in Wards 7 and 8 ; national/brand tenants are clustered in Columbia Heights and Fort Lincoln; and a thriving commercial and cultural district has emerged along H Street NE. 700.13

700.14 Tourism also rebounded; in 2017 the District hosted nearly 23 million visitors. Those visitors were accommodated by a growing supply of hotel rooms, totaling 32,000 rooms in 2018, with 2,500 additional rooms under construction and another 6,100 in pre-development. The sustained expansion of hotel rooms is particularly notable because it has coincided with the introduction of short-term rental housing options, which significantly increased lodging options for visitors. 700.14

700.15 By 2045 , the District is projected to add 247,100 jobs. One of the most significant economic challenges will be filling more of these jobs with District residents. This will not only create wealth and opportunity within Washington, DC , it will offset commuter traffic, reduce social service expenses, and improve the quality of life for thousands of households. Confronting this challenge successfully will require a multi-pronged strategy to continue improving the educational system, increasing career training, strengthening workforce preparedness, growing partnerships with employers, and improving the regional transportation network to support job access. 700.15

701 Economic Development Goal 701

701.1 The overarching goal for economic development in the District is to drive inclusive economic expansion and resilience by growing the economy and reducing employment disparities across race, geography, and educational attainment status. 701.1

702 ED-1 Defining the Economic Future 702

702.1 The District's economy is underpinned by a handful of core industries, including government (particularly federal government); educational services; professional, technical, and scientific services; administrative support services; religious, grantmaking, civic, professional, and similar organizations; accommodation and food services; arts, entertainment, and recreation; and health care and social assistance. These eight industries account for more than 85 percent of jobs in Washington, DC and distinguish the District's economy in the regional and national economies . Economic development strategies must explore ways to sustain these industries while leveraging them to attract new businesses and jobs. Diversifying the economic base through focused support of fields with high-growth opportunities can expand job opportunities for residents and can increase the District's resilience against economic downturns. 702.1

702.2 The District's economy is diversifying, but it is still dominated by the government sector. More than 30 percent of the jobs are public sector jobs, with the federal government directly accounting for approximately 26 percent of total employment, and local government jobs accounting for approximately five percent in 2016. The federal government generates many of the District's private sector jobs because it spends heavily on contracting and procurement from local businesses. 702.2

702.3 In the 1980s, federal procurement spending emerged as a major component of the federal government's budget as an approach to reduce its workforce by outsourcing work to contractors

on a competitive basis. Federal procurement spending in the metropolitan region increased steadily between 1980 and 2010, when it peaked at \$81.5 billion in 1996 after exceeding spending on the federal payroll. Since 2010, federal procurement in the region has declined by approximately 10 percent. However, most of the regional decline has been to spending in Virginia. As of 2016, procurement spending in the District has remained flat since 2010 at \$20.5 billion. Additionally, the federal government’s employment in the District grew by only three percent, from 192,800 employees in 2006 to 199,300 employees in 2016. The DC Department of Employment Services’ (DOES) industry projections indicate that the federal government is not likely to increase its employment in Washington, DC between 2016 and 2026. 702.3

702.4 These trends of flat or declining federal employment and procurement in the District are significant, because historically federal spending and employment have accounted for the overwhelming majority of the region’s economic growth. This shift marks a major economic transition following generations of sustained growth propelled by the federal government’s operations. . 702.4

702.5 Figure 7.2 shows the District’s top 20 private industries in 2017 ranked by numeric change in jobs between 2004 and 2017 . Over this period, employment has grown dramatically but the same industries still dominated the District’s economy, representing 60 percent of all jobs and 89 percent of private sector jobs in the District. 702.5

702.6 Figure 7.2: 20 Largest Private Sector Industries in the District of Columbia: 2004–2017 Ranked by Total Employment Change 702.6

NAICS Code	Industry	2004	2017	Numeric Change	Percent Change
722	Food services and drinking places	30,483	52,577	22,094	72.48%
541	Professional, scientific, and technical services	93,841	116,041	22,200	23.66%
813	Religious, grantmaking, civic, professional, and similar organizations	44,078	57,548	13,470	30.56%
611	Educational services	35,798	45,892	10,094	28.20%
621	Ambulatory health care services	10,215	20,479	10,264	100.48%

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622	Hospitals	22,466	26,917	4,451	19.81%
561	Administrative and support services	41,415	46,387	4,972	12.01%
624	Social assistance	10,696	13,809	3,113	29.10%
238	Specialty trade contractors	5,963	8,490	2,527	42.38%
531	Real estate	9,301	11,661	2,360	25.37%
445	Food and beverage stores	5,483	7,917	2,434	44.39%
711	Performing arts, spectator sports, and related industries	2,759	4,936	2,177	78.91%
812	Personal and laundry services	5,915	7,965	2,050	34.66%
623	Nursing and residential care facilities	7,372	7,482	110	1.49%
814	Private households	4,315	5,216	901	20.88%
515	Broadcasting, except internet	4,374	5,234	860	19.66%
721	Accommodations	14,795	15,111	316	2.14%
999	Unclassified	6,106	2,151	-3,955	-64.77%
522	Credit intermediation and related activities	8,529	7,209	-1,320	-15.48%
511	Publishing industries, except internet	9,180	5,563	-3,617	-39.40%
All other private sector Jobs		54,339	56,188	1,849	3.40%
Total private employment		429,176	524,773	95,597	22.27%

Source: U.S. Bureau of Labor Statistics, Covered Employment and Wages (CEW) series; DC
DOES Current Employment Survey (CES) series

NAICS = North American Industry Classification System

Note: Total retail employment (which is comprised of several NAICS industries) is estimated at
20,000

702.7 Washington, DC’s largest private sector industry is professional, scientific, and technical services, which accounted for approximately 30 percent of the District’s private sector employment in 2017. This category includes lawyers, architects, engineers, and accountants . The second-largest category, religious, grantmaking, civic, professional, and similar organizations , includes the many industry, trade, and interest groups in the District. The food services and drinking places industry had among the greatest numeric and percentage increases in employment between 2004 and 2017. The industry added over 22,094 jobs, jumping from the District’s fifth-largest industry by employment in 2004 to the third-largest in 2017. Other key sectors are educational services and ambulatory health care , which added 10,264 and 4,451 jobs, respectively. . 702.7

702.7a Text Box: The Sharing Economy

The sharing economy, which includes businesses that provide shared-use goods and services such as mobility, housing, workspace, and equipment, is expanding and driving innovation in business practices across numerous industries. Its most visible impact has been on transportation through services, such as car sharing, on-demand ride hailing, and bike sharing. It also includes business cooperatives, community farms, and membership workspaces. 702.7a

702.7b The sharing economy has the potential to reshape the District’s built environment and infrastructure by shifting where work occurs and how people move. However, many of the people who deliver the goods and services in the sharing economy are employed as independent contractors, and there are significant concerns related to worker compensation, benefits, retirement planning, and career stability. 702.7b

702.8 In 2006, forecasts by DOES and research organizations including the Center for Regional Analysis at George Mason University anticipated the District would add approximately 7,000 new jobs per year on average between 2005 and 2015 These forecasts accurately projected the total amount of jobs that were created across this period. 702.8

702.9 The DC Office of Planning (OP) anticipates job growth to maintain a long-term average of approximately 9,000 per year through 2035. OP’s long-term growth rates balance cycles of rapid growth against periods of economic contraction. DOES expects nearly all sectors of the economy to grow during the next decade, but certain retail segments closely connected to neighborhood commercial corridors—such as clothing, furniture, and electronics—are forecast to contract. These contractions are associated with the rise of online retailing. 702.9

703 ED-1.1 Diversifying the Economic Base 703

703.1 The District can do more to leverage the strengths of its economy and the region's skilled, highly educated labor force. It already has an enviable mix of assets that includes the nation's capital, high-performing industries, numerous colleges and universities, amenity-rich neighborhoods, and a robust multimodal transportation system that links the entire metropolitan region. To increase its competitiveness, the District will need to further diversify its economy in sectors that have growth potential . 703.1

703.2 The District's economic growth strategy emphasizes sustaining established industries as well as growing and supporting six cross-cutting industry clusters. Supporting and enhancing core industries facilitates future growth that strengthens the District's competitive advantage. Established fields include the federal government, professional services, universities, media and communications companies, hospitality and tourism providers, and design firms. . 703.2

703.3 Beyond the established fields, the District will also build economic resilience by supporting and growing cross-cutting industry clusters where the District has a competitive advantage nationally. Economic resilience is the ability for the District government, in partnership with businesses and the workforce, to mitigate the impacts of chronic stressors (such as high unemployment) as well as shocks (such as the sudden loss of economic activity due to a recession or technology changes). The clusters include the impact economy, smart cities and civic solutions, professional services innovation, hospitality innovation, security technology, as well as data science and analytics. By supporting these forward-looking industry clusters, the District is seeking diversify its economy. 703.3

See also the Infrastructure Element for additional information on smart cities.

703.4 Figure 7.3 Cross-Cutting Industry Clusters Identified by the 2016 DC's Economic Strategy 703.4

(certified as the Comprehensive Economic Development Strategy or CEDS by the U.S. Economic Development Administration in August 2017)

703.5 The District is also a center of international business and foreign direct investment. The foreign missions and offices of global economic organizations, such as the World Bank Group and the International Monetary Fund (IMF), represent a major economic sector in their own right . The concentration of missions and institutions makes the District a unique place to conduct business for companies engaging in international investment or transactions. 703.5

703.6 Figures 7.2 and 7.3 provide some indication of where the District’s economy may be headed. Since 2004, four sectors—professional, scientific, and technical services; accommodation and food services; health care and social assistance; and educational services—have produced more than 80 percent of new private sector jobs in the District. Looking forward to 2026, the DOES 2016 industry projections indicate that these four sectors are likely to continue producing the vast majority of job growth over the next six years. Among these sectors, growth in the professional, scientific, and technical services segment is particularly beneficial because it is one of the District’s strongest domestic and international export industries. Exports are important because they help drive higher rates of economic growth by capturing spending from other economies. 703.6

703.7 Between 2016 and 2026, several high-growth industries—including computer systems design and related services; professional, scientific, and technical services; ambulatory health care services; and food services and drinking places—are anticipated to drive growth, offsetting stagnant federal government employment and procurement as well as losses in declining industries, such as travel arrangement and reservation services. 703.7

703.8 The 15 industries listed in Figure 7.4 represent more than half of the job growth expected in Washington, DC during the 10-year period between 2016 and 2026. Some of the gains reflect continued growth of core industries like professional, scientific, and technical services; health care and social assistance; and food services and drinking places. Other gains are in emerging sectors, which show promise for even greater expansion . 703.8

703.9 Figure 7.4 : Top 15 Projected High-Growth Industries, in the District 2016-2026 703.9

Industry	New Jobs Projected
Professional, Scientific, and Technical Services	14,450
Educational Services	7,283
Ambulatory Health Care Services	7,214
Administrative and Support Services	6,337
Management, Scientific, and Technical Consulting Services	5,438
Computer Systems Design and Related Services	5,433
Food Services and Drinking Places	4,886
Home Health Care Services	4,187
Social Assistance	3,680
Colleges, Universities, and Professional Schools	3,103

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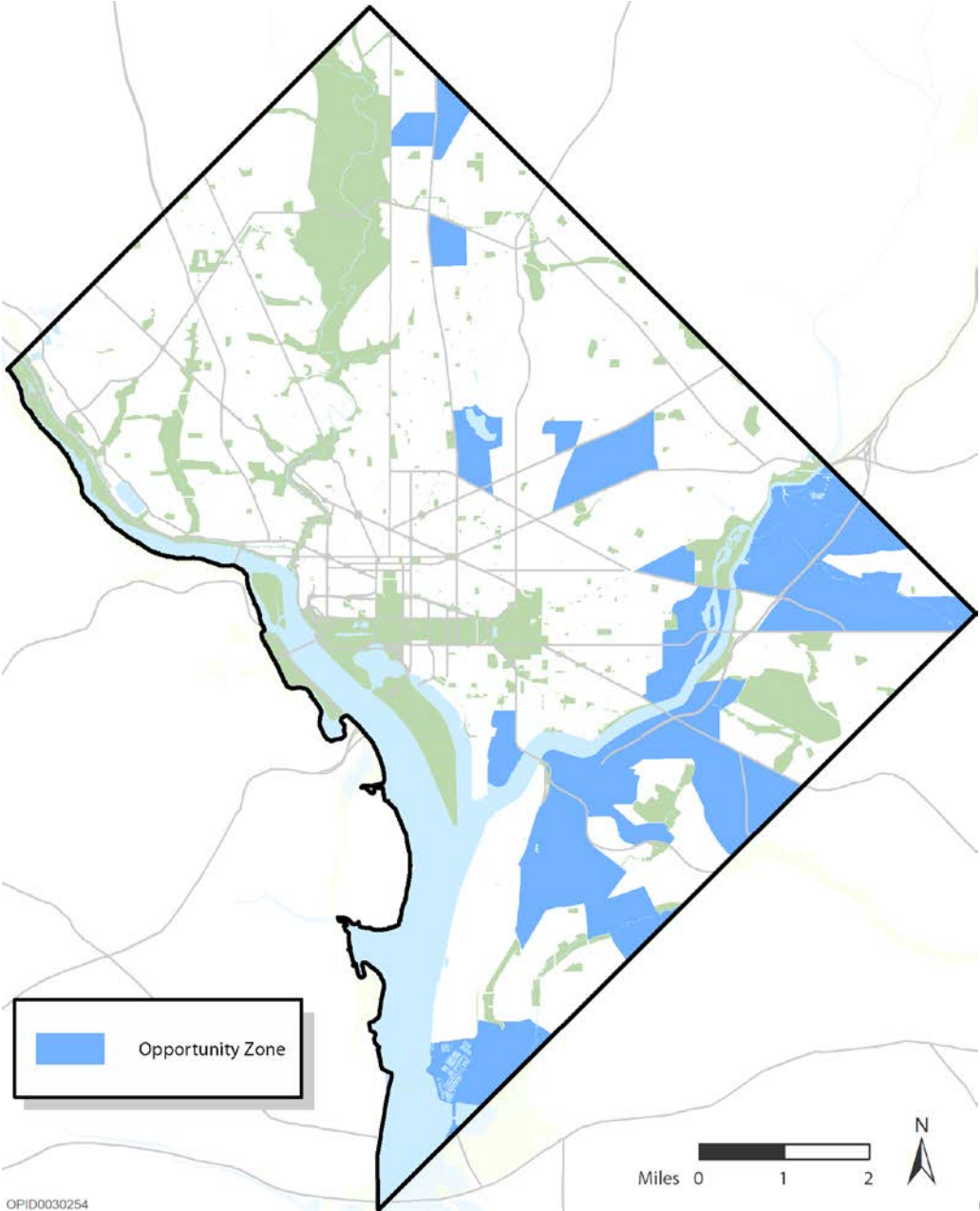
Elementary and Secondary Schools	3,084
Religious, Grantmaking, Civic, Professional, and Similar Organizations	2,138
Employment Services	2,109
Hospitals	1,943
Total Federal Government Employment	1,785

703.10 In 2018, the District’s economy had been growing in employment and output for 20 years. Long-standing core sectors had propelled economic growth along two dimensions: expansion of established lines of business and the addition of new lines of business. Strength in established sectors had positioned the District to take advantage of growing segments in the nation’s economy by specializing in rapidly growing technology-driven and enabled fields, such as cybersecurity and coworking. Through continued growth in core sectors and emerging industries, the District will continue building a resilient and inclusive economy. 703.10

703.10a Text Box: Opportunity Zones

In 2017, a new federal tax law, the Tax Cut and Jobs Act, included a tax incentive program called Opportunity Zones. The program provides tax benefits for investors with capital gains that invest through Qualified Opportunity Funds in real estate and operating businesses located in Census tracts designated as Opportunity Zones. The tracts—nominated by each state, the District of Columbia, and U.S. territories—were certified by the U.S. Treasury Department as Opportunity Zones, which are eligible to receive investments from the Qualified Opportunity Funds. This program, although unproven, could be a useful tool in attracting investment in communities that have historically been overlooked by many investors. The District is focused on aligning Opportunity Zone investments with community priorities and supporting community-driven projects in leveraging the incentive. 703.10a

703.11 Map 7.1: Federal Opportunity Zones within the District 703.11



OPIID0030254

(Source: DC GIS, 2019) Note: As of 2019, the Opportunity Zone designations are set to expire December 21, 2028.

703.12 Policy ED-1.1.1: Core Industries

Continue to support and grow the District's core industries, particularly the federal government; professional, scientific and technical services; religious, grantmaking, civic professional, and similar organizations; postsecondary education; accommodation and food services; health care and social assistance; and administrative support services. 703.12

703.13 Policy ED-1.1.2: Economic Linkages

Leverage the potential of core industries to provide new employment opportunities, particularly the growth of businesses that supply essential goods and services to the government, universities, hospitals, law firms, hotels, nonprofits, and other major employers in the District. 703.13

703.14 Policy ED-1.1.3: Diversification

Diversify the District's economy by targeting fields with the greatest potential for growth, including the impact economy, smart cities and civic solutions, professional services innovation, hospitality innovation, security technology, and data science and analytics. Established industries with significant growth potential include retail, international business, infrastructure, and building construction. 703.14

703.15 Policy ED 1.1.4: Promote Local Entrepreneurship

Support District residents, including women-owned businesses and equity impacts enterprises (small, resident-owned Black and Brown business) seeking entrepreneurship opportunities through layered programs, including technical assistance, promotion of District products and services, and market development. 703.15

703.16 Policy ED 1.1.5 Build Capacity and Opportunities

Focus on building capacity and opportunities to participate in core and growth industries for minority- and women-owned businesses. Ensure under-represented entrepreneurs have access to business opportunities created through public sector spending, anchor institution spending, and corporate supply chains. Provide layered support through technical assistance, product promotion, and market development. 703.16

703.17 Policy ED-1.1.6: Competitive Edge

Maintain and enhance the District's competitive edge relative to the metropolitan Washington, DC region and U.S. markets in fields such as federal government, professional services, health care, postsecondary education, media and communications, and hospitality and tourism. Enhancing the District's competitive edge may require continued government support and performance-based incentives for economic development programs; government participation in local economic development projects and initiatives; strengthened capacity

among local economic development organizations, community development corporations, and workforce development groups; well-maintained business fundamentals, including transportation access; and support for and partnerships with communities of color . 703.17

703.18 *Policy ED-1.1.17: Use of Large Sites*

Plan strategically for large development sites to ensure that their unique potential is fully realized both as a source of economic dynamism and equity building, maximizing the sites' utility to the District. View the sites as assets to further the District's goals to diversify its economy and provide inclusive, equitable job growth, for housing and affordable housing production, and to bring desired amenities and services to neighborhoods. Sites with Metro access and priority transit access should be used to advance growth in emerging industries that diversify the District's economy. 703.18

703.19 *Policy ED-1.1.8: International Assets*

Draw on international business and institutional assets to develop businesses that specialize in international trade of goods and services . Expand cultural opportunities to residents and visitors, and create links between the District and foreign cities, industries, retail, institutions, and markets. 703.18

703.20 *Policy ED 1.1.8: International Tourism*

Support efforts by Destination DC and the Metropolitan Washington Airports Authority (MWAA) to strategically expand direct flights and market the District as a tourism destination to foreign markets. International visitors generate particularly large amounts of tax revenue that benefit District residents. 703.20

703.21 *Action ED-1.1.A: Economic Development Strategic Plan*

Maintain an Economic Development Strategic Plan that lays out in greater detail the steps the District must pursue to maintain and grow its economy. This plan should cover all economic sectors, evaluate competitiveness, and include strategies for workforce development, as well as business attraction and retention. It shall be developed through broad input from stakeholders, including those representing resident, industry, communities of color, and education interests. The Plan should identify approaches that provide recruitment and opportunities to participate by small and minority-owned businesses, and approaches to close the racial income and wealth gaps in the District. 703.21

703.22 *Action ED-1.1.B: Data Tracking*

Maintain and regularly update statistical data on employment in core sectors, wages and salaries, forecasts by sector, and opportunities for future employment growth. Where possible, the District should consistently track, collect, and disaggregate data by race. 703.22

703.23 Action ED-1.1.C: Monitoring and Updating Data to Support Recovery from 2020 Public Health Emergency

Monitor and update appropriate data to support 2020 public health emergency response and recovery efforts. Such data will include a wide range of economic indicators and drivers, such as jobs, population, and housing, and where possible, should track, collect, and disaggregate data by race. 703.23

703.24 Action ED-1.1.D: Business Support Structures

Work collaboratively across District agencies to streamline processes and create a more centralized system that assists businesses in meeting regulatory requirements quickly and efficiently, with a particular focus on serving small and local businesses, equity impact enterprises, businesses that show the promise to create many jobs, and businesses that help the District meet goals, such as its commitment to reduce greenhouse gasses. Centralize information and assistance to small and local businesses on starting a new business, the business permitting processes, zoning, fees and regulations, incentives, financing, unique programs, and opportunities. Create and maintain a fast-track permits and approvals system for businesses interested in opening or expanding in priority, underserved neighborhoods. 703.24

703.25 Action ED-1.1.E: Improve Access to Capital and Financing Opportunities

Support collaboration between District agencies and private organizations that facilitate increased access to capital for District entrepreneurs. This includes strategic grantmaking, facilitating small business access to capital, and facilitating new forms of investment, such as social impact investing and Opportunity Funds. 703.25

703.26 Action ED-1.1.F: Identify Underused Sites

Explore the feasibility of identifying underused commercial sites using techniques such as parcel-based development capacity analysis. This identification would inform land-use planning and economic development. 703.26

703.27 Action ED-1.1.G: Monitor Opportunity Zones

Monitor effects of the federal Opportunity Zones incentive in DC's Qualified Opportunity Zones to ensure that these programs benefit communities and to identify and address adverse community impacts, particularly to communities of color. If significant impacts are identified, recommend program and policy changes to mitigate the impacts. 703.27

703.28 Action ED-1.1.H: Stabilize Business Occupancy Costs

Explore program and policy alignments that stabilize or reduce commercial occupancy costs in the District, especially for historically disadvantaged businesses. Potential options

include alignment with the District’s sustainability programs to reduce energy costs, increased awareness of small business capital programs, and agreements for the reuse of public lands.

703.28

703.29 Action ED-1.1.I: Increasing Exports

Seek opportunities to increase domestic and international exports of goods and services produced by District-based organizations through cost-effective strategies. Examples include high-visibility pop-ups that introduce DC brands to new markets, and foreign trade missions that help build new business partnerships. 703.29

704 ED-1.2 Sustaining the Federal Presence 704

704.1 Although the number of federal jobs declined between 1990 and 1998 and continued to decline as a percentage of all jobs through 2017, retaining federal employment is an important part of the District’s economic development strategy. Not only does the federal government buffer the District’s economy from cyclical boom-and-bust cycles, it generates significant private employment. 704.1

704.2 Washington, DC’s status as the nation’s capital and seat of the United States government is intrinsic to the local economy. In 2016, the federal government employed 199,300 workers in the District, and federal activities accounted for almost 34 percent of the District’s economic output. It accounts for one in every four jobs in Washington, DC. The continued presence of the federal government and related uses is a key source of the District’s preeminence in the region. Supporting this presence is important to maintaining the District’s central position in the metropolitan economy. 704.2

704.3 Decentralization of federal jobs from Washington, DC has been a concern since the 1950s. The combination of interstate highways, suburbanization of the workforce, lack of available land, and national security issues resulted in the relocation of many federal offices to Maryland and Virginia in the 1950s and 1960s. Historically, the National Capital Planning Commission’s 60/40 policy encouraged centralization of the federal government’s regional workforce within the District of Columbia. 704.3

704.3a Text Box: The 60/40 Policy

The 60/40 policy refers to a federal guideline on the distribution of federal jobs within the Washington, DC metropolitan area. The policy was first established in 1968 by NCPC as a symbolic commitment to retain the District of Columbia as the seat of the federal government during a period when many jobs and residents were leaving the District for the suburbs. A goal

was set to retain at least 60 percent of the region's federal jobs within the District, and thus allow no more than 40 percent of the federal jobs to locate in the District suburbs. 704.3a

704.3b The District's share of federal jobs in the region dropped below 60 percent in the 1970s and currently stands at about 49 percent. Pressure to relocate federal jobs to the suburbs continues to be strong due to factors such as security and a desire to be closer to the District's suburbs. In recent decades, the region's federal employment in the District has hovered in the 50 percent range, and now NCPC is expected to transition away from the longstanding 60/40 policy. 704.3b

704.3c However, the District encourages the federal government to recommit to Washington, DC as the seat of the federal government. The District is uniquely positioned to serve this role because of its constitutional status, unparalleled access to a specialized workforce, and its supportive infrastructure including the Metrorail system's core. 704.3c

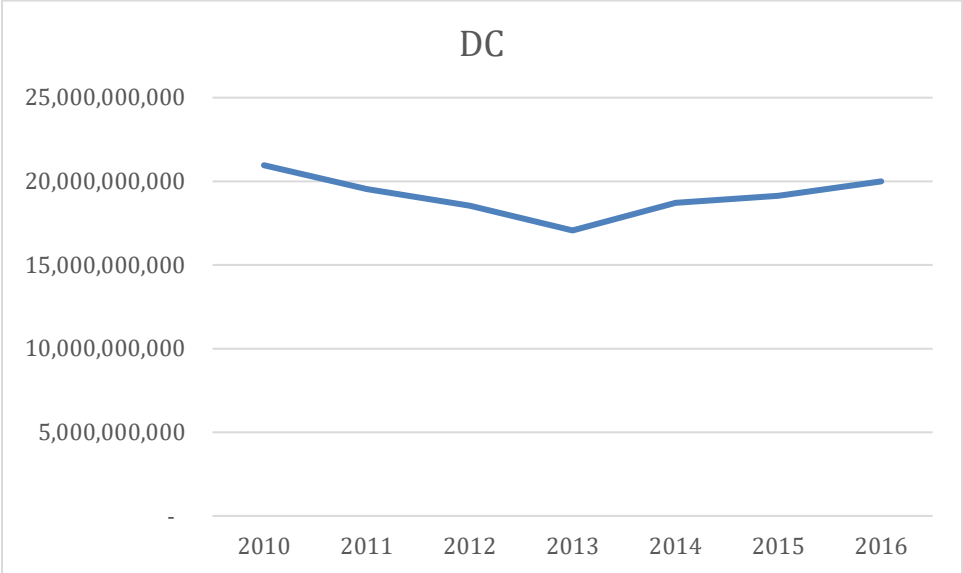
704.4 In addition to regional decentralization of federal employment, recent federal policy has encouraged greater national distribution of federal employment. This policy increases the District's competition for hosting federal jobs. 704.4

704.5 One of the factors driving both regional and national decentralization of the federal workforce is the relatively high cost of office space in the District. In response, the General Services Administration (GSA) has been working to decrease the space per employee in federal offices within the District in order to reduce the total amount of space the government owns and leases. Together, these trends have been contributing to an elevated level of office vacancy in Washington, DC through increasingly compact facilities and the ongoing decentralization of the federal government, which is by far the District's largest industry and employer. 704.5

704.6 Looking forward, the District should continue to retain as much federal employment as it can. Federal jobs have historically provided tremendous job opportunities for District residents, ranging from entry level and clerical jobs to advanced managerial and highly skilled positions. 704.6

704.7 Even greater opportunities lie in federal procurement. Procurement in the metropolitan region surpassed direct federal spending on wages in the mid-1990s and has remained a leading category of federal spending ever since. A substantial amount of procurement spending—more than \$20 billion in 2016—already occurs within the District, as shown in Figure 7.5 . Additionally, the District has the potential to grow its economy by capturing a greater portion of federal procurement, which exceeded \$72 billion regionally and \$432 billion nationally in 2016. 704.

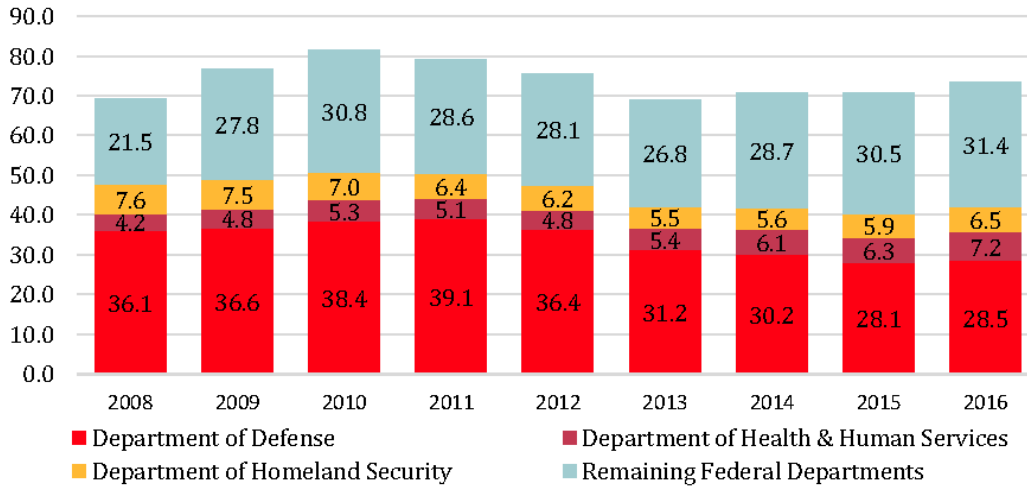
704.8 Figure 7.5: Federal Procurement Spending in the District 2010-2016 704.8



Source: Stephen S. Fuller Institute 2017

704.9 More concerted and strategic efforts should be made to help companies capture contract services in the future, leveraging the District’s already strong presence in computer systems design; engineering; cybersecurity; and management, scientific, and technical consulting services. 704.9

704.10 Figure 7.64: Federal Procurement by Federal Agency in the Washington, DC Region (\$ billions) , 2008-2016 704.10



(Source: Stephen S. Fuller Institute 2017, *Federal Procurement Spending in the Washington Region 2008-2016*)

704.11 Policy ED-1.2.1: Sustaining the Federal Workforce

Advocate for the retention of the federal workforce within the District, consistent with the Federal Elements of the Comprehensive Plan. 704.11

704.12 Policy ED-1.2.2: Federal Workforce Growth

Support the growth of the federal workforce in Washington, DC, particularly in leased office space whose owners pay District property taxes. Consistent with the Federal Elements, ensure that federal expansion plans support the District’s neighborhood revitalization and job creation programs. 704.12

704.13 Policy ED-1.2.3: Procurement and Outsourcing Opportunities

Improve the District’s competitive position for capturing federal procurement and outsourcing dollars. The District should help local businesses take advantage of procurement opportunities and should employ strategies to increase the number of local minority businesses that qualify, while working to attract new firms that can also take advantage of these opportunities. The District should work closely with local and regional economic development agencies to formulate attraction and retention strategies for such businesses, including tax and financial incentives. 704.13

704.14 Policy ED-1.2.4: Retaining Federal Employment

Work with NCPC, Maryland and Virginia to retain federal employment in the national capital region including a strong majority of federal jobs in the District. 704.14

704.15 Action ED-1.2.A: Retention and Recruitment Programs

Work with private sector economic development organizations and through the Office of Federal and Regional Affairs (OFRA) to discourage federal jobs and agencies from leaving Washington, DC, and to enhance the District's ability to capitalize on federal procurement opportunities. 704.15

704.16 Action ED-1.2.B: Technical Assistance

Through the Department of Small and Local Business Development (DSLBD), provide local firms with technical assistance in bidding on District and federal procurement contracts so that the District's companies and workers may capture a larger share of this economic activity. Periodically evaluate the success of local technical assistance programs, and make adjustments as needed to achieve higher rates of success. When practical, collect data and publish informational resources detailing opportunities to participate in District and federal government contracting. 704.16

704.17 Action ED-1.2.C: Study Federal Employment

Conduct a study in coordination with NCPC to identify updated approaches to retain and attract federal jobs as well as related federal activities in Washington, DC. This study should respond to the changing needs of the federal workplace, identify federal uses best aligned with the District's workforce and economic development priorities, building types and locations compatible with those federal activities. 704.17

705 ED-1.3 Supporting Innovation in the Economy 705

705.1 The District's long-term economic strength depends on fostering continual growth and diversification. Historically, the federal government has driven the vast majority of the District's economic growth. Looking forward, it is likely that an increasing amount of growth will be driven by the private sector. 705.1

705.2 Fortunately, Washington, DC is uniquely positioned to support economic innovation driven by technology businesses, technology-enabled businesses, and businesses that use new models. These new and expanding businesses are growing from the foundations of the District's leading fields, such as issue-driven advocacy, hospitality, regulation management, and government services. 705.2

705.3 Economic innovation is taking many different forms, ranging from new industries created by regulatory reform to experiential retail models and technology-oriented service delivery. The common thread among these businesses is that innovation draws on forward-looking and diverse sources of inspiration that are connected to changes in the business environment. These changes are often driven by increased information access, communication, and global commerce. They are also propelled by the District's robust arts and cultural environment, which injects valuable sources of creativity. These forces align to leverage emerging growth opportunities created by increasing access to low-cost goods and services, which has increased demand for human interaction and products that are authentic to a place or community. 705.3

705.4 In 2017, DC's Economic Strategy identified six opportunity areas for innovation: the impact economy, smart cities and civic solutions, professional services innovation, hospitality innovation, security technology, and data science and analytics. Each of these fields presents opportunities for economic expansion through entrepreneurship and career development. They are also important safeguards against changes in federal policy that may impede the District's economic growth through increased national distribution of federal employment and reduced federal procurement spending. Supporting innovation in the District's economy helps ensure that the tax base continues expanding to finance critical investments, including affordable housing production, environmental protection and sustainability, and transportation improvements. 705.4

705.5 Since 2006, innovations such as coworking, smartphones, and 4G telecommunications have changed work, travel, and social interactions. These changes are likely to intensify as new technologies such as autonomous vehicles, 5G telecommunications, and artificial intelligence become widely used. The net impacts of these technologies are likely to be positive, though businesses and many individuals in the workforce will face challenges adapting to shifts in the business climate and nature of work. 705.5

705.6 The District is a leader in advancing equity and inclusion, particularly in technology-driven industries, through its educational, entrepreneurial, and business development programs. Technology-driven innovation is likely to be a leading facet of the District's economic growth. However, there are major equity challenges to address—namely, ensuring that business and workforce development programs employ comprehensive strategies to identify and eliminate institutional barriers, and are designed to eliminate structural inequities preventing District residents from attaining employment and business opportunities. An equity focus on business and workforce development programs is imperative because increased automation and legacy business disruption will likely result in reduced employment opportunities in some industries and occupations. 705.6

705.7 In addition, Washington, DC's environmental sustainability leadership is another driver of economic innovation. In 2019, Washington, DC adopted the Clean Energy Omnibus Act, which is landmark legislation that will transition the District to 100 percent renewable electricity by 2032. This comprehensive legislation places the District of Columbia on the cutting edge of energy policy nationally. By taking this bold step toward greater resilience and sustainability, Washington, DC is also catalyzing valuable opportunities for economic growth by stimulating innovation in architecture, engineering, and the construction trades, among other fields. 705.7

705.8 Economic innovation is a critical component of building Washington, DC's economic resilience as national and global economics undergo a period of accelerated change. While the District advances these growth opportunities, it is also important to monitor and adjust job training to keep pace with changing employment opportunities and occupational requirements. 705.8

705.9 ***Policy ED-1.3.1: Technology-Intensive Industries***

Aggressively pursue technology-based and creative industries, such as computer systems design, information services, smart cities, clean energy, efficient building construction and renovation, and cybersecurity . Promote the development of space that is attractive for these industries , both in new and existing buildings. Such space should include buildings with good access to transportation, high-quality architecture, a mix of uses, and attractive urban design. 705.9

705.10 ***Policy ED-1.3.2: Media and Design***

Capitalize on the success of established broadcast media and design companies by continuing to grow these industries, and by growing related industries such as web design and multimedia content. 705.10

705.11 ***Policy ED-1.3.3: Incentives***

Provide performance-based incentives, marketing efforts, and workforce development tools to attract and retain technology and creative industries. Take full advantage of federal incentives, such as research and development tax credits to attract such firms. Link incentive performance to advancing equitable economic development and increased capital within communities of color. 705.11

705.12 ***Policy ED-1.3.4: Leveraging and Adapting to Technological Change***

The District supports economic resilience by aligning workforce development and small business development with economic development to ensure that residents, and particularly lower-income residents with less educational attainment, benefit from economic growth driven by technological innovation. 705.12

705.13 Policy ED-1.3.5: Leveraging Environmental Policy for Economic Growth

Leverage the District’s environmental sustainability policies for economic growth by aligning them with business attraction and workforce development programs. These efforts should focus on expanded opportunities for historically underrepresented populations, including communities of color. 705.13

See also the Environment Element for more information about policies and actions that link environmental sustainability with economic and workforce development.

705.14 Policy ED-1.3.6: Equitable Opportunities in Industries Enabled by Regulatory Reform

Facilitate opportunities for locally owned small businesses and historically underserved populations to participate when new industries are enabled by regulatory reform. 705.14

705.15 Action ED-1.3. A: Branding Washington, DC as a Creative Hub

Maintain and grow a marketing and branding campaign that establishes a stronger identity for the District as a center for creativity and innovation, capitalizing on established institutions, such as museums, think tanks, arts establishments, universities, and media industries, as well as the District’s rich local history and culture, such as Go-Go music. 705.15

See also the Arts and Culture Element for policies on arts and the economy , and the Educational Facilities Element for policies and actions on educational partnerships.

705.16 Action ED-1.3.B: Link Federal Research and Enterprises

Launch a program that connects District entrepreneurs with technology transfer and commercialization opportunities associated with the federal government’s research institutions in the metropolitan region. 705.16

705.17 Action ED 1.3.C: Support Emerging Entrepreneurs

Directly, or through partnerships with private entities, establish a fund or funds to help local entrepreneurs grow investment-ready businesses. To reduce existing inequities, take steps to build capacity in entrepreneurs of color and women to be investment-ready, and ensure access and transparency in any grant processes or procurement opportunities. Emphasize increasing access to capital, particularly among lower-income entrepreneurs in emerging fields, such as the impact economy, urban innovation/smart cities, hospitality and professional services innovation, data, and security tech. 705.17

705.18 Action ED 1.3.D: Foster Technology Careers for District Students

Create programs that help District students connect with careers in technology fields. These should include targeted training and opportunities for internships that provide direct experience in technology businesses. 705.18

705.19 Action ED 1.3.E: Support and Promote Inclusive Technology Business and Workforce Opportunities

Support and promote inclusivity in the District's technology economy through workforce development, business development, and public-private sector collaboration. These efforts emphasize increasing the diversity of the workforce serving technology industries, as well as the ownership of technology-oriented businesses. 705.19

705.20 Action ED 1.3.F: Planning for Technology-Based Businesses

Explore the benefits of aligning business attraction for technology-based firms with next-generation information technology infrastructure, such as 5G telecommunications networks. 705.20

705.21 Action ED 1.3.G: Monitor Changes in Technology

Monitor changes in the technology industry and its impact on jobs, commerce, and workforce development. Washington, DC will use this information to update workforce development approaches to respond to these impacts. 705.21

705.22 Action ED 1.3H Gig Economy Workers

Analyze the characteristics of the District's workforce that is employed in the gig economy, which refers to the portion of the workforce that connects a series of on-demand employment opportunities to form a significant source of individual income. The analysis should make recommendations to increase awareness of the limitations, costs, and responsibilities of this type of work. It should also make recommendations to increase access to programs and support resources, such as health insurance. Additionally, explore approaches to reduce worker misclassification. 705.22

705.23 Action ED 1.3.I Assess Incentives

Assess existing and proposed incentives for performance and efficacy. In particular, assess tax and other incentives intended to benefit historically underserved or low-income residents or communities of color to determine if they are advancing equitable development. 705.23

705.24 Action ED 1.3.J Racial Equity Toolkit

Develop a racial equity toolkit to assist in reviewing existing small business and workforce development programs through a racial equity lens. 705.24

706 ED-2 The Spatial Impacts of the Job Market 706

706.1 The forecasted addition of 247,100 jobs between 2015 and 2045 will create demand for office, retail, hospitality, institutional, and industrial space. Estimates of floor space needs for the 30 -year period vary from around 50 million to 94 million square feet, depending on the mix of jobs and space utilization trends. This real estate development will take place across the District with a variety of building types. However, accommodating this growth will require more challenging real estate development techniques, including lot assembly and/or extensive redevelopment of existing facilities, because the District is a mature city. 706.1

706.2 Different sectors of the economy will generate the demand for different types of space. The federal government, professional/technical services, and member associations will drive the demand for office space, especially in Central Washington. However, shifts toward hoteling and telework are changing when, where, and how employees work. The education and health care sectors will drive demand for institutional space, typically on campuses. In other areas, growth of the maker economy is generating demand for production, distribution, and repair space. The arts, education, and recreation sector and the accommodation and food services sector will rely on retail, hotel, and cultural space in Central Washington and elsewhere. 706.2

706.3 The following sections of the Economic Development Element explore the impact of projected job growth on each of these market segments. The policies and actions are intended to accommodate long-term economic growth needs by coordinating land use and transportation decisions and to make the District's economy more inclusive and equitable by maximizing access to employment for residents. These policies are supplemented by the job training and development policies that appear later in this element, and by the commercial and industrial land use policies in the Land Use Element. 706.3

707 ED-2.1 The Office Economy 707

707.1 The District has one of the largest inventories of office space in the nation. In 2006, there were 112 million square feet of office space, which grew over the next 10 years to over 142 million square feet. Among American cities, only Manhattan has a larger inventory of Class A office space within a central business district. By most indicators, the District's office market is

performing well. Its vacancy rate is competitive with other growing office markets but historically high at 11.4 percent in 2018. The average asking rent was above \$60 per square foot, which is among the highest in the nation, only trailing the New York City and San Francisco Bay Area office markets. 707.1

707.2 Central Washington includes a number of submarkets, each providing different amenities and locational advantages. The largest of these submarkets are downtown (traditionally defined as the area east of 16th Street and south of Massachusetts Avenue) and the Golden Triangle (extending from 16th Street west to Foggy Bottom and north to Dupont Circle). Smaller office districts exist in Georgetown, on Capitol Hill, along the avenues of Upper Northwest Washington, and around L'Enfant Plaza. The fastest growth rates within the District's submarkets has occurred in the Capitol Riverfront and North of Massachusetts Avenue (NoMa) areas. The large geographic expanse of the District's office market has been driven at least partially by building height limits and the sizeable area dedicated to federal uses and open space in the heart of Washington, DC. 707.2

707.3 Washington, DC's long established business districts, such as downtown and the Golden Triangle, are entering a phase of remodeling and redevelopment. As a result, office development is pushing east toward Union Station and NoMA areas, and south into Capitol Riverfront . Almost five million square feet of office space is now under construction in Washington, DC, much of it in these areas. 707.3

See also the Central Washington Element for more information on the Golden Triangle/K Street Area.

707.4 Although the District's commercial land supply is adequate to accommodate forecasted job growth through 2045 , the market faces a number of challenges to its continued high performance. Absorption has been modest with an average of 635,000 square feet per year between 2011 and 2016 . . Over this period, office space has become more intensively used with less dedicated space-per-employee, less on-site document storage, and fewer in-building facilities, such as legal libraries. Denser office configurations are driven by demand for trophy-class office space by businesses seeking newer office formats that feature higher-quality interior architecture and more generous shared space. These newer office configurations accommodate significantly more people per square foot than their predecessors. As a consequence, these new office building formats are contributing to higher vacancy rates, as the District's office market accommodates significantly more employees while adding modest amounts of net new office space. Telework trends, accelerated by the work-from-home restrictions of the pandemic, are also reshaping office space needs. 707.4

707.5 At the same time, some of the existing space in Central Washington has reached the end of its economic life and is in need of renovation or replacement. The Base Realignment and Closure (BRAC) program, which has generated new office districts such as Capitol Riverfront, has been one of the most significant drivers in the District's office market since 2006. Going forward, there will be a need for strategies to retain existing office tenants and to attract new tenants through creative marketing. 707.5

707.5a Text Box: The Impact of Base Realignment and Closure (BRAC)

The Department of Defense periodically reorganizes America's military infrastructure to more effectively and efficiently support its operations. This may result in the redeployment of personnel to new sites, the development of new facilities, and the closure of military bases across the United States. The latest round, announced in 2005 closed the Walter Reed Hospital campus, located between Georgia Avenue NW and 16th Street NW. Additionally, operations at Washington Navy Yard and Bolling Air Force Base were significantly realigned. 707.5a

707.5b The indirect impacts of BRAC have been even greater than the direct impacts. Specifically, updated Department of Defense security standards required millions of square feet of space in Arlington and Alexandria to be vacated; contractors and federal tenants moved to secure facilities at Fort Belvoir and elsewhere. 707.5b

707.5c These closures have had a destabilizing impact, but it is also clear that they will generate positive impacts. For example, land transferred from federal ownership to the District is creating new economic development opportunities for the District at sites such as the former Walter Reed campus. Additionally, in 2018, Amazon announced that it would locate its second headquarters in Crystal City, where it will repurpose buildings vacated by BRAC to host at least 25,000 employees. Securing the second headquarters in Northern Virginia is expected to strengthen the region's economic diversification by attracting, growing, and retaining technology-oriented businesses. 707.5c

707.6 Policy ED-2.1.1: Office Growth

Plan for an office sector that will continue to accommodate government agencies and growth in government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and the adjoining office centers, including NoMa, Capitol Riverfront, Buzzard Point, St. Elizabeths, and Poplar Point. 707.6

707.7 Policy ED-2.1.2: Corporate Headquarters

Promote the qualities that favor the District as a headquarters or branch setting for multinational corporations, including its economic, social, political, and locational attributes.

Focus on companies that contract with the federal government but are currently headquartered elsewhere and companies that would benefit from proximity to regulators. Construct performance-based incentive packages to encourage large corporations to locate and maintain their offices in the District. 707.7

707.8 Policy ED-2.1.3: Signature Office Buildings

Emphasize opportunities for build-to-suit/signature office buildings in order to accommodate tenants and users such as corporate headquarters that require premium office space. 707.8

707.9 Policy ED-2.1.4: Diversified Office Options

Diversify the tenant base by attracting premium , mid-range, and low-cost office space users, and by supporting a range of office space types. Recognize that many firms may prefer low-cost space over premium office space. 707.9

707.10 Policy ED-2.1.5: Infill and Renovation

Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space. 707.10

707.11 Policy ED-2.1.6: Local-Serving Office Space

Encourage the development of small local-serving offices and coworking facilities within neighborhood commercial districts throughout Washington, DC to provide relatively affordable locations for small businesses and local services (such as real estate and insurance offices, accountants, consultants, and medical offices). 707.11

707.12 Policy ED-2.1.7: Lower-Cost and Flexible Office Space

Support innovations such as shared office space, hoteling, and incubators as methods to support lower-cost office space and reduce office vacancy rates. Consider techniques such as tax incentives and regulatory flexibility. 707.12

707.13 Action ED-2.1.A: Marketing Programs

Implement marketing strategies for the District's commercial space, working collaboratively with local economic development organizations such as the Washington, DC Economic Partnership, Greater Washington Partnership, Federal City Council, Greater Washington Board of Trade, and DC Chamber of Commerce. The program should be conducted on an ongoing basis, focusing on companies that are headquartered elsewhere but conduct extensive business with the federal government, including legal firms, national membership

organizations, technology-intensive industries, and the domestic offices of international firms. 707.13

707.14 Action ED-2.1.B: Support Low-Cost Office Space

Explore the feasibility of financial or regulatory support to encourage the development of lower-cost office space, including coworking space for small or nonprofit businesses in underinvested commercial districts outside downtown. 707.14

707.15 Action ED-2.1.C: Supporting Entrepreneurship

Facilitate entrepreneurship, including through mentorship, technical assistance, incubators, and pro bono partnerships that will help aspiring entrepreneurs access resources and increase the likelihood of establishing a successful small business. 707.15

707.16 Action 2.1.D: Anchor Commercial Expansion

District agencies leasing new space will give priority to locations in Wards 7 and 8, where they can anchor commercial development, including fresh food retail. OP and the Deputy Mayor for Planning and Economic Development (DMPED) should support the location of District facilities in these areas through analysis of land use plans and public lands. 707.16

708 ED-2.2 The Retail Economy 708

708.1 The retail sector has generated significant tax revenue that provided employment and income for residents, enhanced the vitality of Washington, DC, and improved shopping, dining, and entertainment choices for District neighborhoods. In recent years, the range of retail options in the District has been increasing. Between 2006 and 2017, nearly six million square feet of retail space has been constructed, with another one million square feet under construction, and an additional six million square feet in the development pipeline. 708.1

708.2 New and remodeled retail space has been a leading component of community revitalization throughout Washington, DC, including in CityCenterDC, Gallery Place, Columbia Heights, Logan Circle, Barracks Row, Brookland, H Street, NE, and U Street NW, which have reemerged as major shopping, entertainment, and dining destinations. At the same time, established retail districts such as Friendship Heights, Dupont Circle, Cleveland Park, Georgetown, and Adams Morgan are drawing fewer patrons, as the District's retail landscape continues to diversify by expanding south and east across the District. Importantly, this expansion is returning retail to Washington, DC's eastern quadrants, where residents without automobiles have had significantly reduced access to household goods. Some of the communities

in the eastern quadrants undergoing retail growth include Fort Lincoln, Fort Totten, Anacostia Gateway, and Skyland . 708.2

708.3 The retail economy is important to the tax base, and new retail options are anticipated to capture more consumer spending from residents, workers, and visitors, which strengthens the tax base. Retail expansion has occurred in numerous neighborhood commercial areas across the District and in the Central Employment Area. Since 2006, District-wide retail growth has dramatically reduced the District's retail leakage as a proportion of resident spending, which was estimated at \$1 billion per year in 2006. Between 2009 and 2016, retail sales and use taxes were up 36 percent, and retail employment was up 28 percent. 708.3

708.4 In the District, strong retail growth has been driven by robust demand from the food and beverage segment. Nationally, the retail economy is experiencing major shifts in durable goods retailing, due in part to growth in online retailing. These changes are likely to reshape the regional retail landscape and may yield a mix of benefits and challenges for retail in the District. DOES anticipates that non-store retailers, which include online retailers, will be the fastest growing component of retail trade through 2026. This is a major shift that is anticipated to drive new retail business models that will change how retailers connect with customers and likely impact traditional brick-and-mortar stores. 708.4

708.5 Efforts are underway to expand retail choices and strengthen existing retail businesses, in both Central Washington, DC and in District neighborhoods. Continued planning and market assessment will help retail areas across the District adapt to changing market conditions. Since 2006, OP has conducted two major retail initiatives: the Retail Action Strategy and Vibrant Retail Streets Toolkit. These initiatives provide a foundation for communities and retailers to adapt to the changing retail landscape, where new retail formats that are experiential and blended with online sales are imparting major changes in retail business models, trade areas, and marketing techniques. These studies identified market potential for numerous retail areas and strategies to attract neighborhood-serving uses, such as grocery stores, home furnishings, and home improvement stores that are missing or underrepresented today. Additional studies may assess the potential for new retail formats, such as shared spaces that are paired with administrative and technical support that make entrepreneurship more accessible by efficiently using limited and expensive land. If the full market potential of retail is tapped starting in 2006, as much as seven to 10 million square feet of floor space might be accommodated by 2026 . 708.5

708.6 Policy ED-2.2.1: Expanding the Retail Sector

Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers, and visitors, and that will meet the retail needs of communities across the District and particularly in underserved communities . 708.6

708.7 Policy ED-2.2.2: Downtown Shopping

Strengthen Downtown Washington, DC as a regional experiential retail destination in order to capitalize on its status as a transit hub and its historic role as the crossroads and central marketplace for the Washington, DC metropolitan area. Downtown should be tenanted and promoted as a regional experiential retail destination of choice, with multiple traditional and nontraditional retail anchors, a variety of consumer goods retailers, specialty shops, retailers unique to the Washington, DC region, and a wide variety of restaurants and entertainment venues. 708.7

708.8 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

708.9 Policy ED-2.2.4: Support Local Entrepreneurs

Support the efforts of local entrepreneurs who enhance the District's economy by manufacturing and retailing goods within Washington, DC, which increases the local employment and tax revenue generated by consumer retail spending . 708.9

708.10 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

708.11 Policy ED-2.2.6: Grocery Stores and Supermarkets

~~Promote~~Support and incentivize the development of new grocery stores and supermarkets, and prioritize stores in neighborhoods with existing food deserts, where residents currently travel long distances for food and other shopping services, and neighborhoods most affected by hunger and poverty to improve access to healthy, affordable food. Because such uses inherently require greater depth and lot area than is present in many commercial districts,

consider adjustments to current zoning standards to depth and lot area to accommodate these uses, and explore new models like co-ops. 708.11

708.12 Policy ED-2.2.7: Planning For Retail

Coordinate neighborhood planning efforts with the District’s economic development planning and small business development programs to improve retail offerings by leveraging the Vibrant Retail Streets Toolkit. Evaluate techniques, such as consolidating retail near highly trafficked locations along major corridors (particularly near transit station areas). Consider strategies to increase a retail area’s market position, including by coordinating promotion. . 708.12

708.13 Policy ED-2.2.8: Innovative Retail

Identify and implement innovative retail strategies . This could include supporting pop-up or mobile retailers in neighborhoods with insufficient or unproven market demand for new stores . These strategies can help new businesses become established, or introduce new products and concepts, provide seasonal merchandise and services, and fill commercial buildings during short-term vacancies. 708.13

708.14 Policy ED-2.2.9: Clustered Retail at Transit

Cluster retail around areas of high foot traffic, including Metrorail stations, bicycle facilities, high-capacity transit stops, and other multimodal meeting points. Create strong, vibrant retail nodes of to effectively link retail and transit. 708.14

708.15 Action ED-2.2.A: Update Retail Action Agenda

Update the District-wide Retail Action Agenda. The agenda should include an evaluation of the current and projected amount of market-supportable retail, strategies for increasing retail offerings in historically underserved communities, , submarket-specific retail positioning strategies , and an analysis of how changing retail trends and technologies, such as online retailing and automation, are likely to impact retail businesses and employment in the District. . 708.15

708.16 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

708.17 *Action ED-2.2.C: Update the 2005 Retail Leakage Study*

Conduct an analysis of the District's retail economy to assess the impacts from online retailing and opportunities to capture resident retail spending. The study should also assess opportunities to attract additional retail spending by visitors and residents of nearby jurisdictions.

708.17

709 ED-2.3 The Tourism and Hospitality Economy 709

709.1 The District is a premier tourism, convention, and special events destination. Its array of attractions and cultural venues, particularly national museums and federal monuments, rivals that of other great cities around the globe. With 22 million annual visitors in 2017, the District is a leading destination for domestic travelers and foreign visitors. Away from the National Mall, an increasingly rich and diverse set of visitor amenities has been developed, including theaters, galleries, restaurants, nightclubs, historic trails, and historic home museums, which are enjoyed by visitors and residents alike. Added to this are the District's expanded convention facilities and the associated increase in convention travel. 709.1

709.2 The economic impact of tourism includes both direct employment in the hospitality industry and spending by tourists and business travelers during their stays in the District. As of 2017, hotels, bars, and restaurants directly provide more than 67,000 jobs in the District. New hotels, such as the 1,150-room Convention Center Marriott Marquis, have added to the lodging choices in the District. 709.2

709.3 Future growth is expected in both the tourism and convention sectors. Attractions such as the National Museum of African American History and Culture and the U.S. Capitol Visitors Center will draw new visitors and repeat visitors to the capital. The MCI Center, now called Capital One Arena, anchored revitalization of Chinatown when it opened in 1997. Then Nationals Park opened in 2008, where it helped catalyze reuse of the Anacostia waterfront . Building on the momentum of Nationals Park, the new Audi Field and Entertainment Sports Arena at St. Elizabeths East are expected to draw more visitors and spending to historically underserved communities near and along the Anacostia River. In addition, features such as the African-American Heritage Trail; the Civil War Defenses of Washington, otherwise known as the Fort Circle Parks; the National Arboretum; Kenilworth Aquatic Gardens; and the Frederick Douglass Home offer an opportunity to explore Washington, DC beyond the monuments while also supporting neighborhood businesses and providing a better understanding of Washington, DC's history and culture among visitors. 709.3

709.4 Meeting the increased demand for visitor services will require sustained efforts to expand the hospitality workforce, upgrade transportation capacity, increase awareness of the District's public safety, and maintain public access to key attractions and amenities. It will also require proactive measures to address neighborhood concerns about motor coaches, parking, and other tourism impacts. 709.4

709.5 *Policy ED-2.3.1: Growing the Hospitality Industry*

Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government services . Strive to increase the total number of visitors to the District, the number of visitors staying in the District, and longer visitor stays in the District. Promote the District not only as the preferred base for exploring Washington, DC's attractions, but also the preferred overnight base for visiting regional attractions. 709.5

709.6 *Policy ED-2.3.2: Visitor Attractions*

Encourage new and enhanced visitor attractions and entertainment venues in the District, particularly attractions that complement the traditional museums and monuments and draw more international visitors and young adults to Washington, DC. New attractions should create a clear identity for the District as the region's major entertainment center. 709.6

709.7 *Policy ED-2.3.3: Amenities Beyond the Mall*

Promote the development of cultural amenities beyond the Mall in an effort to more fully capitalize on and distribute the economic benefits of tourism. 709.7

See also the Arts and Culture Element for policies on culture in every neighborhood, and the Historic Preservation Element for policies on heritage tourism.

709.8 *Policy ED-2.3.4: Lodging and Accommodation*

Support the development of a diverse range of hotel types, serving travelers with varying needs, tastes, and budgets. New hotels should be encouraged both within Central Washington and in outlying commercial areas of the District, particularly in areas that are underserved by hotels . 709.8

709.9 *Policy ED-2.3.5: Federal Coordination*

Continue to work with federal entities in the planning of visitor attractions, including new federal museums and memorials, so that the District can plan for complementary amenities and incorporate these features into its marketing programs. The District should also coordinate with

the federal government to address security measures that may affect the accessibility and appearance of visitor attractions. 709.9

709.10 Policy ED-2.3.6: Gallery Place/Convention Center Entertainment District

Support the continued clustering of entertainment uses in the Gallery Place/Convention Center area to create a stronger and more visible destination for visitors, workers, and residents. Manage noise, lighting, signage, and event activity to appropriately address impacts on surrounding neighborhoods. Improve streetscape and transportation connections between this area and the National Mall to foster its continued growth. 709.10

709.11 Policy ED-2.3.7: Visitor Information Services

Provide effective visitor information services, including information on visitor attractions and services, transportation, lodging, dining, cultural, and entertainment options. 709.11

See the Transportation Element for additional information on improved signage to attractions and destinations within the District.

709.12 Policy ED-2.3.8: Spin-Off Industries

Promote the development of hospitality-supply industries and technological innovations within the District to capture a greater share of the employment and income benefits associated with this labor-intensive sector. Presently, many of the industries that provide supplies to local hotels and restaurants are located outside of the District. 709.12

709.13 Policy ED-2.3.9: Hospitality Workforce Development

Recognize the potential for the hospitality sector to generate entry-level jobs and opportunities for upward mobility for District residents by promoting career and job training and job placement initiatives in this sector, and by working with local hotels, the District of Columbia Hotel Association, the Washington Convention and Tourism Corporation, unions, and others. 709.13

709.14 Policy ED-2.3.10: Waterfront Destinations

Promote the Anacostia and Potomac waterfronts as destinations for District residents and visitors in an effort to capitalize on the amenities and economic benefits of tourism in neighborhoods adjacent to the rivers. 709.14

709.15 Action ED-2.3.A: Promote Unique Assets

Investigate opportunities for further promotion of Washington, DC's more esoteric attractions so that visitors may be drawn to new destinations in the District, thereby extending their stays and creating more economic benefits for Washington, DC. For example, consider tour

packages that include “Undercover Washington” (featuring the FBI Building, the Watergate Hotel, the International Spy Museum, etc.), “Naturalist’s Washington” (featuring the C&O Canal, Dumbarton Gardens, the Anacostia River, Rock Creek Park, and the National Arboretum), “Washington, DC the Port City” (featuring the District’s reimagined ports at Georgetown, the Wharf, and Navy Yard), and “Washington, DC at War” (featuring the Fort Circle Parks and the war memorials). 709.15

709.16 Action ED-2.3.B: Economic Development Financing Tools

Review the potential of expanding commercial revitalization programs, such as tax increment financing, to include adjoining underused and historically disadvantaged commercial districts with an emphasis on areas in Wards 7 and 8. 709.16

709.17 Action ED 2.3.C: Test Challenge-Based Procurement

Test the feasibility of challenge-based procurement, which is a technique for procuring a solution rather than a specified product. Challenge-based procurement starts with defining a challenge in a request for proposals to prospective contractors who then propose solutions. This is a significant departure from traditional procurement where the solution is determined prior to procurement for predefined goods and services. This model has helped identify innovative solutions to public-sector problems that use technology-driven and evidence-based approaches. 709.17

See the Arts and Culture Element for additional actions relating to tourism.

710 ED-2.4 The Institutional Economy 710

710.1 The District’s institutional anchors— , including colleges, universities, and hospitals— make a significant contribution to the local economy. As of 2017, colleges, universities, and professional schools accounted for 52,900 jobs in the District, representing nearly five percent of total employment. Of the District’s top 20 private organizations with the most employees , universities comprise a quarter of the largest employers, . including the two largest employers, Georgetown University and George Washington University, according to DOES reports. DOES indicates this sector is likely to gain about 3,103 jobs between 2016 and 2026. 710.1

710.2 Several of the District’s universities also have affiliated teaching hospitals. These include Washington Hospital Center (a private teaching hospital affiliated with several DC universities), Georgetown University Hospital/Medstar Health, Howard University Hospital, and the George Washington University Hospital. These four institutions are the third, seventh, 13th, and 14th largest private employers in the District. Hospitals accounted for approximately 28,400 jobs in 2017, representing five percent of private-sector employment. 710.2

710.3 In addition, the University of the District of Columbia (UDC), including its community college, is the District's public university, serving residents affordably through multiple points of entry, including workforce training; professional certifications; associate degrees; and bachelor, graduate, and law degrees. 710.3

710.4 *Policy ED-2.4.1: Institutional Growth*

Support growth in the higher education and health care sectors. Recognize the potential of these institutions to provide employment and income opportunities for District residents, and to enhance the District's array of cultural amenities and health care options. 710.4

See also the Educational Facilities Element for additional policies related to colleges and universities.

710.5 *Policy ED-2.4.2: Secondary Benefits*

Promote the development of local businesses and enterprises that rely on the concentration of universities and health care institutions in the District, including both firms that provide supplies to these industries and firms that benefit from their knowledge and research capacity. 710.5

710.6 *Policy ED-2.4.3: Higher Education and Health Care Linkages*

Encourage continued linkages between the higher education and health care industries through incubator facilities co-located with medical schools, teaching hospitals, and medical research centers to generate new spin-off businesses from these institutions. 710.6

710.7 *Policy ED-2.4.4: Public Higher Education for District Residents*

Support UDC in its role as the District's public institution of higher learning. Recognize that the community college and university expand employment and income opportunities for District residents. In addition, elevate the university as an important resource for building a workforce for growth industries that require highly trained employees. 710.7

710.8 *Policy ED-2.4.5 : Partnerships with Anchor Institutions*

Enhance partnerships with anchor institutions, such as universities, hospitals, and other institutions, to generate business and employment growth in the research and development sectors, and to continue technology transfer programs for District businesses and entrepreneurs. 710.8

See also the portions of this element on Supporting Innovation in the Economy and Increasing Access to Employment for additional policies and actions relating to higher education. Also see the Educational Facilities Element for information on higher education facilities.

710.9 Action ED-2.4.A: Institutional Spin-off Business

Encourage District-based institutions, such as hospitals and universities, to establish or expand business incubators and accelerators that enable students and employees to develop and commercialize insights gained through the pursuit of an institution’s mission. Leading examples include the MedStar Institute for Innovation and the Sheik Zayed Institute for Pediatric Surgical Innovation at Children’s National Hospital. 710.9

711 ED-2.5 The Production, Distribution, and Repair Economy 711

711.1 Production, distribution, and repair (PDR) areas in Washington, DC play an important role in District operations, in addition to preserving space for industries that make, distribute, and repair goods. PDR industries include the construction trades, utilities, transportation, publishing, manufacturing, wholesalers, and service providers such as commercial laundries. When these industries are assessed collectively, they account for approximately nine percent of the District’s employment. PDR employment in the District has been broadly stable since 2006. Declines in some industries, such as publishing, have been offset by growth in other industries, such as food and beverage production. 711.1

711.2 PDR jobs are particularly desirable in the District, as they offer competitive wages to persons with limited education and academic credentials. An analysis by OP in 2014 found that the jobs created in PDR areas pay \$4 to \$7 more per hour on average than comparable jobs in retail, while requiring little to no training or education. In addition, they frequently provide opportunities for career advancement and on-the-job training. The ability to continue creating these types of jobs in the District is a key to growing inclusively. See the “Industrial Land Transformation Study” text box for more information. 711.2

711.3 As described in the Land Use Element, the areas that historically accommodated many of the District’s PDR jobs were the waterfronts and the railroad corridors. Since 1975, regulatory changes have allowed residential uses on nearly a third of Washington, DC’s industrial lands. Areas designated for PDR on the Future Land Use Map are some of the only parts of the District that exclude residential uses to facilitate municipal and private sector uses that are not well-suited for residential areas. Additionally, because PDR areas have restricted use, land values are typically lower than in other parts of the District, which supports uses that require larger spaces

and that are cost-effective for PDR uses. Today, the demand for housing continues to grow, while the supply of PDR properties has become very tight, which is creating a tension between much-needed housing production and PDR activities in a land-constrained District. 711.3

711.4 The PDR sector plays an important role in supporting government operations and the broader economy. . Without PDR areas, many private sector services and municipal operations could become less efficient and more expensive. The District needs PDR areas for municipal services, including trash collection, street sweeping, fleet storage, vehicle repair, and snow removal operations. Utilities and authorities need PDR lands to house key infrastructure, as well as for conducting repairs and maintenance. These areas serve a wide range of distribution needs. For example, all the alcoholic beverages sold in the District are warehoused and distributed from PDR areas, and same-day delivery services are seeking fulfillment centers in close proximity to customers. Entrepreneurs use facilities in PDR areas to operate creative businesses, including video production, food preparation, and beverage manufacturing. Preserving PDR areas supports industries that provide important services and economic diversification. 711.4

711.5 Currently, residential neighborhoods are emerging in and near PDR areas, such as Florida Avenue Market, Ivy City, Edgewood, and Buzzard Point. As of 2014, less than three percent of the District's future land use was dedicated to PDR, which is low in the context of comparable cities, such as San Francisco and Boston. Due to this limited supply, the District recognizes the importance of PDR uses, which facilitate economic dynamism and support the delivery of municipal and other services. These areas are a limited resource that is important to many facets of Washington, DC's economy, and they must continue to serve the needs of the District. 711.5

See also the Land Use Element for information on areas for PDR and industrial uses, the Environmental Protection Element for information pertaining to Environmental Justice and the Urban Design Element for information pertaining to buffering PDR facilities.

711.5a Text Box: PDR Uses in the District

PDR uses are evolving in the District. For example, in 2018 the District formed a partnership with Ford Autonomous Vehicles to pilot-test autonomous vehicle technology and begin training the workforce to support this new type of mobility. The partnership with Ford will develop a base of vehicle operations and maintenance in the District and establish a training program through the DC Infrastructure Academy to prepare residents for new jobs that will come with the broader introduction of autonomous vehicles. This partnership exemplifies how new types of technology-based businesses may transform PDR lands. 711.5a

711.5a1 Text Box: Ward 5 Industrial Land Transformation Study

In 2014, OP commissioned a detailed study of the District's industrial lands from a land use, economic, and market perspective. This work included:

- Outreach to industrial land use stakeholders, community engagement , field surveys, and mapping of land use patterns and physical characteristics of each industrial area;
- An opportunities and constraints analysis of the Ward 5 industrial areas based on outreach and analysis;
- An analysis of the role that PDR businesses and jobs play in the DC economy; and
- Identification of best practices and recommendations for key industries and submarkets.

The study also found that there is a limited supply of PDR land for municipal use , and that much of the District's industrial land is either undevelopable because it supports infrastructure (e.g., water treatment and transportation infrastructure), has been rezoned to include housing and other incompatible uses, or is becoming more valuable than many users can afford, as the demand for PDR lands persistently exceeds supply. 711.5a

1711.5a2 The study provided recommendations regarding where industrial land should be preserved and how to better integrate PDR uses with residential communities by applying state-of-the-art environmental mitigation systems and well-designed buffers to reduce nuisances. Two groups of recommendations are provided. The first group are policy recommendations that provide guidance and protections for PDR businesses. The second group are place-based strategies for , nuisance abatement, municipal uses, and community amenities. Together, these recommendations provide clear expectations for how industrial facilities should be constructed and operated to minimize and offset adverse impacts on residential areas. These recommendations shape policies that balance the District's need for industrial business and municipal services with community needs. 711.5a2

711.6 Policy ED-2.5.1: Support for PDR Areas

Support business attraction, business retention, and technical assistance targeted toward PDR areas. Partner with stakeholders to develop and implement initiatives. 711.6

711.7 Policy ED-2.5.2: Improve Environmental Stewardship

Improve the environmental performance of PDR areas by capturing and treating stormwater on-site, generating renewable energy on-site, implementing energy efficiency upgrades, and improving air quality. 711.7

711.11 Policy ED-2.5.3: Workforce Development

Encourage PDR businesses and training programs to link unemployed and underemployed residents to career pathways. PDR industries are particularly effective entry-level jobs for populations with barriers to employment. 711.11

711.12 Action ED-2.5.A: Industrial Business Association

Explore the formation of an Industrial Business Association) , to promote industrial tenant attraction and retention. 711.12

711.13 Action ED-2.5.B: Municipal PDR Needs Study

Explore a study to gain a better understanding of the District’s long-term real estate needs for municipal PDR functions. These functions include waste management, fleet storage, fleet maintenance, and infrastructure operations. The study should consider opportunities for co-location and the consolidation of municipal uses. 711.13

See also Land Use Element Section LU-3.1 for additional policies and actions related to industrial land retention and addressing impacts.

711.14 Action ED-2.5.C: Siting of Food Aggregation, Processing, and Production Facilities

Explore the feasibility of developing food hubs, central storage, and community kitchens to expand healthy food access, federal nutrition program participation, and economic opportunity in underserved areas. These sites should be co-located whenever possible with job training, business incubation, and entrepreneurship programs. 711.14

711.15 Action ED-2.5.D: Assess Innovations in PDR Uses

Explore how emerging trends in PDR uses—such as vertical distribution facilities, one-hour delivery, autonomous vehicle fleets, and maker businesses—are adapting to changes in urban PDR real estate markets. 711.15

712 ED-3 Supporting the Neighborhood Business Environment 712

712.1 The distinct characteristics of many of the District’s neighborhoods are expressed in their local shopping areas. Neighborhood business districts often reflect the ethnic heritage, building patterns, and architectural and social history of the communities that surround them. They provide places to interact with neighbors and, in many cases, a public domain with active street life and character. 712.1

712.2 From an economic development standpoint, the District’s neighborhood shopping areas generate property and sales taxes, provide jobs, and meet local needs for goods and services. The economic health of these areas varies widely across the District. In shopping districts that are thriving, the District promotes continued patronage, variety among retailers, and high-quality goods and services, while addressing issues such as aesthetics and access for suppliers, customers, and employees. 712.2

712.3 In shopping districts that are underserved or underperforming, the District promotes a range of solutions, including concentrating retail areas and converting some retail spaces to office or services uses (e.g., coworking) to address chronic challenges such as boarded-up storefronts, concerns about public safety, and difficulty competing with stronger commercial districts. 712.3

712.4 Small and local businesses have demonstrated strong capacity for anchoring community revitalization, which has been amplified through initiatives such as Made in DC and DC Main Streets, which have helped propel resurgence in the retail economy. However, many formerly economically thriving retail districts have experienced market position shifts from regional-serving toward neighborhood-serving as retailing has strengthened downtown and expanded eastward since 2006. To address challenges and target opportunities in retail submarkets, the District has conducted a series of studies—including the Retail Action Strategy, the Vibrant Retail Streets Toolkit, and the Great Streets program—that provide strategic guidance for the District, retailers, and community partners. 712.4

713 ED-3.1 Strengthening Retail Districts 713

713.1 Part of growing an inclusive District involves improving access to basic goods and services for all residents of Washington, DC. Currently, some areas of the District lack basic amenities such as grocery stores, hardware stores, drug stores, and dry cleaners. In other parts of the District, these services exist but are poorly sited and do not provide a strong sense of community identity . 713.1

713.2 Commercial districts such as 14th and U Street NW have reemerged as walkable shopping areas, with new development reinforcing the traditional pedestrian pattern. Other commercial districts have not fared as well. This is especially true along long arterial streets, and in neighborhoods where certain commercial uses are in oversupply. The market feasibility of each commercial area is evaluated based on a number of factors, including architectural design and

character, lot and block patterns, property ownership, surrounding uses, market competition, community support, accessibility, traffic and parking, and the mix of existing businesses. 713.2

713.3 To sustain viable commercial centers, it is essential that the District provide the police and fire protection, street and sidewalk maintenance, lighting, sanitation, and code enforcement services necessary to ensure the health and safety of merchants, residents, and shoppers. Transportation accessibility improvements are particularly important for increasing retail districts' customer bases while minimizing neighborhood disruption. The District operates a number of programs with these objectives. For example, the Great Streets initiative is a multi-agency commercial revitalization initiative to support existing small businesses, attract new businesses, and transform emerging corridors. In addition, the DC Main Streets Program supports small business development through technical support. 713.3

713.4 Ultimately, the success of each neighborhood commercial district will depend on private investment, cooperation among merchants and property owners, and consumer support. Community-based organizations (e.g., Main Streets) and business improvement districts assist through the services they provide and the local business enterprises they support. The government assists by providing technical assistance, financial incentives, and support to merchant associations, and by coordinating its revitalization programs with those of the private and nonprofit sectors. 713.4

See the Framework Element (Generalized Policy Map) for additional information about the District's commercial centers, including neighborhood centers, multi-neighborhood centers, regional centers, and Main Street mixed-use corridors.

See the Land Use Element for additional information about the District's land use and development policies in neighborhood business districts.

713.5 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

See the Housing Element for additional information about the District's housing policies.

713.6 Policy ED-3.1.2: Targeting Commercial Revitalization

Continue to target government economic development programs to areas of greatest need and historically neglected areas, including older business areas with high vacancy rates and

commercial centers that inadequately serve surrounding areas. All projects for commercial revitalization should serve existing neighborhood residents and support resident-owned businesses. Focus on equitably achieving critical mass to sustain viable neighborhood commercial centers, recognizing that critical mass may vary according to zoning and historical investments.~~Focus on those areas where the critical mass needed to sustain a viable neighborhood commercial center can be achieved.~~ 713.6

713.7 *Policy ED-3.1.3: Commercial District Associations*

Encourage business improvement districts, merchant associations, Main Street organizations, and other commercial associations that enhance economic development and commercial revitalization efforts, particularly in underserved or rapidly changing neighborhoods. 713.7

713.8 *Policy ED-3.1.4: Assistance for Community-Based Development*

Encourage a network of active and effective neighborhood-based community development organizations, particularly those serving communities of color. The District should assist these organizations in acquiring the necessary technical and financial skills to participate in neighborhood revitalization projects. It should integrate the work of such groups into the District's overall planning and economic development initiatives. 713.8

713.9 *Policy ED-3.1.5: Leveraging Private Investment*

Leverage public resources to attract private sector investments through techniques including ground leases, design build contracts, maintenance and operations agreements, licensing agreements, and joint development on publicly-owned land and redevelopment in areas considered to be high risks by investors. Support the involvement of local community development corporations in commercial development and revitalization efforts within these areas. 713.9

713.10 *Policy ED-3.1.6: Revitalization Planning*

Link commercial revitalization strategies to capital budget priorities and larger neighborhood and transportation investment plans, including programs to improve transit to neighborhood centers. 713.10

713.11 *Policy ED-3.1.7: Community Equity Investment*

Provide opportunities for community equity investment in local economic development projects. This may include methods of business financing that provide District residents with greater opportunities to acquire equity shares in new development. Emphasize opportunities for residents and communities that have not previously been able to access equity investments. 713.11

713.12 Policy ED-3.1.8: Neighborhood Retail District Identity and Promotion

Brand the distinct character of retail districts through signature promotional events, signage, streetscape, and district gateways. Additionally, encourage unique retail clusters where appropriate. 713.12

713.13 Action ED-3.1.A: Neighborhood Commercial Revitalization

Expand commercial revitalization programs such as tax financing structures, Great Streets, and the DC Main Streets Program to include additional commercial districts, particularly in the northeast and southeast quadrants of the District. Use the commercial revitalization programs to increase the stability of small and locally owned businesses by helping them adapt to demographic and market changes. Review District Main Streets and Great Streets programs from a racial equity lens to consider where they are located and barriers to start-up; who is, and who is not, served by these districts; and for those districts serving communities of color, any funding, grant allocation, or structural barriers.

713.14 Action ED-3.1.B: Integrating Cultural Events and Neighborhood Commercial Revitalization

Promote the vitality and diversity of the District's neighborhood commercial corridors through heritage and cultural tours, festivals, and other events. 713.14

See also The Arts and Culture Element for additional information on placemaking.

714 ED-3.2 Small and Locally Owned Businesses 714

714.1 Small goods and services businesses are an important part of what makes the District's neighborhood commercial areas work. They provide full- and part-time employment opportunities for Washington, DC residents and contribute to the District's tax base. They help sustain the diversity of neighborhood shopping areas and enable the marketplace to respond to changing business conditions and consumer preferences. Washington, DC's small business proprietors have initiated many of the District's commercial revitalization efforts, driven by a desire and commitment to upgrade their businesses, properties, and neighborhoods. 714.1

714.2 Approximately 98 percent of the businesses in the District had fewer than 500 employees in 2015. These businesses represented 47 percent of the District's private-sector jobs and they are an essential part of . economic base. Sectors with high numbers of small businesses include construction, wholesale trade, retail trade, and food services. In fact, the average retail business

in the District has about 12 employees, and the average food service business has 22 employees.
714.2

714.3 The success of small businesses in these sectors and others is particularly important in Washington, DC's underserved or underfunded communities. Small businesses in these areas can catalyze neighborhood renewal and provide local jobs. The availability of working capital and other forms of financial and technical assistance is important to promote their success. 714.3

714.4 One of the potential downsides of revitalization is the loss of small businesses as the cost of retail space increases beyond what many business models can support in the face of growing demand from new types of businesses, such as fast-casual restaurants that generate particularly high levels of revenue. This can result in the replacement of basic services with specialty retail and dining that is not affordable to as many residents. The District recognizes that neighborhood shopping areas should evolve in response to changes in consumer tastes and preferences, but it also recognizes the importance of avoiding displacement and economic hardship for the businesses that have anchored Washington, DC's shopping areas for years. 714.4

714.5 New programs may be needed to increase opportunities for residents to own businesses in thriving commercial areas. Measures could include income and property tax incentives, assistance to commercial tenants seeking to purchase their buildings, commercial land trusts (which buy local commercial space and hold it in perpetuity for the benefit of the community), and relocation assistance programs for displaced businesses. Zoning strategies, such as development incentives to preserve local-serving small businesses, should be considered. There are also federal programs like the Historically Underutilized Business Zone (HUBZone) and Small Business Administration (SBA) loans that can support local entrepreneurs. In addition, entrepreneurship training programs can help residents develop successful enterprises that have forward-looking business models that can become the next generation of local businesses that anchor communities. 714.5

714.5a Text Box: Employee-Owned and Controlled Businesses

Employee-owned and controlled businesses, such as worker cooperatives, are one form of small business ownership that produces an array of economic benefits for low-income communities that can effectively reduce economic disparities on a long-term basis. Employee-owned and controlled businesses tend to provide higher wages, more opportunities for skill development, greater job stability, and better benefits. This type of business is a proven community development practice that can help build economic equity by promoting living wages and reducing income inequality. 714.5a

714.5b Promoting employee-owned and controlled businesses is an opportunity to build community wealth and support workforce development in concert with other programs to continue building an inclusive District. Connecting prospective employee-owned and controlled businesses with small business financing programs can improve the successful creation, implementation, and expansion of worker cooperatives. 714.5b

714.6 *Policy ED-3.2.1: Small Business Retention and Growth*

Encourage the retention, development, and growth of small and minority businesses through a range of District-sponsored promotion programs, such as Made in DC and 202 Creates, as well as through technical and financial assistance programs. 714.6

714.7 *Policy ED-3.2.2: Small Business Incubators*

Support small business incubators that provide space for lease to small and emerging businesses at low cost with flexible terms, paired with business development advisory services. Encourage entrepreneurship and workforce development in maker industries, particularly for businesses of color.

714.7

714.8 *Policy ED-3.2.3: Access to Capital*

Expand access to equity, debt capital (including small business loans and lines of credit), long-term debt financing, and grants for small and medium businesses to support new and expanded business ventures. These tools should be used to leverage private investment in facility improvements, streetscape improvements, and other investments that help revitalize commercial districts and generate local jobs. 714.8

714.9 *Policy ED-3.2.4: Partnerships with Major Employers*

Promote collaborations and partnerships between small businesses and the District's major employers to increase contracts for small and disadvantaged businesses (including federal outsourcing contracts), create new training opportunities, leverage corporate social responsibility initiatives, or otherwise collaborate on inclusive economic growth initiatives. 714.9

714.10 *Policy ED-3.2.5: Innovation in Emerging Cross-Cutting Industry Clusters*

Support ongoing efforts by the District's colleges and universities to promote innovation in emerging fields. Provide technical and financial assistance to help local entrepreneurs and small businesses with an emphasis on the impact economy, smart cities, professional services innovation, hospitality innovation, security technology, and data science and analytics. These efforts should include small business clinics, incubators, and course offerings at institutions of

higher education. These efforts should emphasize opportunities to serve women, communities of color, and low-income residents. 714.10

714.11 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

714.12 Policy ED-3.2.7: Assistance to Displaced Businesses

While avoiding displacement where possible, assist small, minority, and local businesses that are displaced as a result of rising land costs and rents, government action, or new development. Efforts should be made to find locations for such businesses within redeveloping areas, or on other suitable sites within the District. 714.12

714.13 Policy ED-3.2.8: Certified Business Enterprise Programs

Expand opportunities for local, small, and disadvantaged business enterprises through programs, incentives, contracting requirements, and other activities. 714.13

714.13a Text Box: Small and Minority Businesses

Minority business enterprises represent an important subset of small businesses in Washington, DC. Their growth and expansion remain a particularly high economic development priority, and efforts should continue to streamline processes and provide innovative assistance. The DC Business Center is a one-stop online center to streamline regulatory information and make payments. The DC Business Center and DSLBD's Center for Entrepreneurial Education and Development provide unified information from key agencies, including the Department of Consumer and Regulatory Affairs (DCRA) and the Alcoholic Beverage Regulation Administration (ABRA). 714.13a

714.14 Policy ED-3.2.9: Employee-Owned and Controlled Businesses

Support the creation and advancement of employee-owned and controlled businesses. Consider techniques such as public funding to support the formation of cooperatives, prioritizing worker cooperatives in competitive contracting and procurement opportunities, aligning preferences for cooperatives with workforce and economic development initiatives, training partnerships with workforce development programs, and providing technical assistance, including financial and legal services. 714.14

714.15 Policy ED-3.2.10: Local Business Operational Planning

Promote the development of business operational plans to assess and build capacity of local businesses to prepare for, withstand, operate, and recover from identified threats and risks. The intent of business continuity plans is to implement safeguards and procedures that minimize disruptions during and after disasters, and to eliminate threats that can jeopardize the financial solvency of the small business. 714.15

714.16 Policy ED-3.2.11: Small Business Capacity Building

Promote capacity building for small businesses, including equity impact enterprises, that expand awareness of financial management, strategic planning, inventory management, legal requirements and risk management, and proven marketing techniques. Expanding awareness of these techniques will help small, minority, and local businesses grow along with the District's economy. 714.16

714.17 Action ED-3.2.A: Anti-Displacement Strategies

Complete an analysis of alternative regulatory and financial measures to mitigate the impacts of demographic and economic market changes on small, minority, and local businesses. Measures to be assessed should include, but not be limited to, technical assistance, building purchase assistance, income and property tax incentives, historic tax credits, direct financial assistance, commercial land trusts, relocation assistance programs, and zoning strategies, such as maximum floor area allowances for particular commercial activities. 714.17

714.18 Action ED-3.2.B: Business Incentives

Use a range of financial incentive programs to promote the success of new and existing businesses, including HUBZones, the Inclusive Innovation Fund, Certified Business Enterprise set-asides, loans, loan guarantees, low-interest revenue bonds, federal tax credits for hiring District residents, and tax increment bond financing. 714.18

714.19 Action ED-3.2.C: Temporary Retail

Support temporary retail opportunities that would enable entrepreneurs and small businesses to open a shop in vacant commercial space at reduced costs. 714.19

714.20 Action ED-3.2.D: Small Business Needs Assessment

Conduct an assessment of small and minority business needs and impact evaluations of existing small business programs in the District. The assessment should include recommendations to improve existing small business programs and developing new, performance-based programs as needed. 714.20

714.21 Action ED-3.2.E: Neighborhood Commercial District Resilience Toolkit

Create a toolkit that builds on the Vibrant Retail Streets Toolkit to provide community-based economic development organizations tools to navigate changing markets. The toolkit will help organizations identify and leverage public space assets, build market strength, apply creative placemaking, and implement temporary uses. 714.21

714.22 Action ED-3.2.F: Study Employee-Owned and Controlled Businesses

Evaluate employee-owned and controlled businesses' potential for inclusive economic growth. Research could include identifying successful programs and assessing the feasibility of support for employee-owned and controlled businesses through startup funding, technical assistance, and legal support. 714.22

715 ED-4 Increasing Economic Equity 715

715.1 At the heart of Washington, DC's economic development strategy is a goal to create good-quality jobs with livable wages and good benefits that are filled by residents. Good-quality jobs should offer stable employment with opportunities to advance. By improving the District's educational system and job readiness programs, more residents will participate in the workforce and unemployment will decrease. By taking these steps, the District can build a more equitable economy . 715.1

715.2 According to employment projections prepared by the DOES, 61 percent of the jobs to be created by 2026 will require a bachelor's degree or higher. District students need to be equipped with the education needed for these jobs so they can fully participate and benefit from economic growth. 715.2

715.3 The need to improve occupational skills, job training, and job placement is clear. In 2017, the region's 3.8 percent unemployment rate was lower than other comparable regions but its job growth rate of 1.4 percent was one of the slowest among large metropolitan regions. 715.3

715.4 The District itself lags in key employment indicators. Its unemployment rate has been several percentage points above the region's, and often it is more than 50 percent higher. In addition, its labor force participation rates for residents who have not graduated from college are 30 to 40 percent lower than for college graduates. Labor force participation is important because the unemployment rate is drawn from residents who are in the labor force. Together, these figures show that in 2015, 55 percent of adult residents whose highest level of educational attainment was a high school diploma were not employed, while only 18 percent of college graduates were not employed. These indicators show that the District's residents have significant differences in their employment prospects. 715.4

715.5 To address these issues, comprehensive action is needed on multiple fronts to increase employment, particularly among residents with lower levels of educational attainment who are significantly more likely to be from historically underserved communities. . Continued efforts are needed to improve education, job training, and job readiness so that residents are equipped with the education and skills necessary to enter and remain in the workforce in jobs and careers that provide sufficient wages. Job readiness requires more than just reading, writing, and arithmetic skills; it also requires essential life skills such as problem-solving, interacting with others, behaving responsibly, and organizing time effectively. 715.5

715.6 There is also a need to recognize that many of the job opportunities potentially available to District residents are located outside Washington, DC. In fact, 82 percent of the new jobs that are likely to be created in metropolitan Washington, DC between 2015 and 2035 are forecast to be in the suburbs. Many of these jobs will be service, repair, sales, and clerical positions suitable for entry-level employees or employees without advanced degrees. Thus, an important part of improving access to employment is improving access to the region's job centers. 715.6

715.7 Equitable development can be built with greater access to career pathways. This access can be achieved through skill development and education programs that are tailored to the needs of growth industries with career pathways. These pathways link advancement to experience and skill development, enabling employees to earn increased levels of compensation as they progress. Some career pathways require higher levels of educational attainment to access, while others feature opportunities for on-the-job training or progressive certifications. Over time, education programs, workforce development programs, and investments in equitable development are expected to increase labor force participation and career opportunities for residents. The data, programs, policies, and actions described here must be developed in the context of addressing the significant challenges facing the District's low-income residents and communities of color regarding education and employment outcomes. The District can accomplish this by using a racial equity lens to guide investments, set and measure racially equitable outcomes, and employ innovative and proven best practices. 715.7

716 ED-4.1 Linking Education and Employment 716

716.1 Washington, DC is making progress toward improved educational outcomes, but the District continues to face serious challenges with respect to literacy, high dropout rates, low test scores, truancy, and unsatisfactory student performance. By 2017, the number of adults in the District lacking high school diplomas or equivalents had declined from nearly 75,000 in 2005 to just over 48,000. . However, job seekers without a high school diploma significantly and

persistently outnumber employment opportunities at that educational level, which contributes to increased economic vulnerability among residents with the lowest levels of educational attainment. Looking forward, one of the District's most significant economic development opportunities will be to improve its educational system to ensure that District residents obtain the skills necessary to secure and keep good jobs, especially in high-growth occupations. 716.1

716.2 This opportunity includes higher education, which is required for many of the best paid career pathways. In order to increase economic equity, the District and its educational stakeholders must continue to close the literacy and education gaps that have inhibited many residents from attaining higher levels of educational attainment and obtaining many of the District's plentiful good-quality jobs. 716.2

716.3 As noted in the Educational Facilities Element of this plan, the District's public schools have implemented extensive reforms to improve curricula and upgrade learning environments. Still, more far-reaching efforts are needed to create a supportive environment for learning outside the classroom, including strengthening services for families and resources for parents. Early childhood learning and development are critical, ensuring that the District's youngest residents have healthy, stimulating, and supportive preschool years. It is also important to support adult learning and higher education programs that create pathways to opportunity, including those that can empower older residents to increase their skills and education to better connect with workforce opportunities. In order to adequately support curricula updates and student needs, extensive reforms must continue to prioritize the progress of at risk and the most vulnerable students. 716.3

716.4 In addition to strengthening basic curriculum and improving teacher quality, the District will support further efforts by the DC Public Schools (DCPS) and public charter schools to create career-oriented curriculum . As of 2017, DCPS has launched 19 Career Education Programs in 16 high schools. The programs provide distinct learning experiences, in some cases through business sponsorships, and give students a fast track into their chosen career. They emphasize achievement and performance, and encourage students to actively apply their skills and talents. 716.4

716.5 Although the work environment in Washington, DC is perpetually changing, it appears certain that living-wage jobs in all industries will require higher skill levels in the future than they have in the past. The District's share of jobs requiring postsecondary education is among the highest in the nation at 70 percent, which is expected to increase to 76 percent by 2020. Conversely, positions requiring only a high school diploma currently represent 22.6 percent of the District's jobs, compared to 40 percent at the national level. These educational characteristics

are similar to the region's occupational breakdown; the District's workforce development programs can also help increase residents' competitiveness for jobs regionally. 716.5

716.6 The District's evolving economy requires increasingly advanced skills and knowledge, such as computer literacy, social media communications, and data analysis . Developing and implementing a 21st century workforce curriculum will be essential to meet these requirements. Although it may take years to completely close the Washington, DC's educational gap, the District and all of its workforce development partners are committed to a more comprehensive and integrated workforce preparation system moving forward. This will require more resources for adult education, certificate and associate programs, a strong UDC, related workforce programs, and tighter integration and coordination with DCPS and DC public charter schools, enhanced by public-private partnerships with colleges and universities, as well as resources for K-12 schools. 716.6

See the Educational Facilities Element for additional policies and actions related to providing higher education facilities in every ward, including in Wards 7 and 8.

716.7 Policy ED-4.1.1: Educational Improvements

Continue collaborative efforts with the DCPS and DC Public Charter School Board to improve the quality of public education, increase graduation rates, and improve basic competency and skill levels among District youth. Every District child must have a safe and productive learning environment that promotes academic and personal achievement. 716.7

716.8 Policy ED-4.1.2: Career-Oriented Curriculum

Engage employers to develop curriculum and preparation for school programs designed to result in a career upon graduation~~sponsor schools and school programs~~. These efforts ~~may~~must include input from industry leaders regarding curriculum design and program validation at both magnet and traditional schools. 716.8

716.9 Policy ED-4.1.3: Certification and Associate Programs

Support the continued contributions of colleges and universities in providing career-building opportunities for District residents, including literacy and job training programs, as well as professional certificate and two-year degree programs. The District will strongly support the UDC as a public institution of higher learning, a place of continuing education, and a ladder to career advancement for District residents. 716.9

See the Educational Facilities Element for additional policies and actions related to UDC and improving access to higher education.

716.10 Policy ED-4.1.4: Adult Education

Support adult education and workforce development, career, and technical training for unskilled adult workers of all ages. Continue to innovate with programs that blend adult education and basic skills remediation with occupational skills and work experience. 716.10

716.11 Policy ED-4.1.5: Learning Outside the Classroom

Support greater opportunities for learning and student achievement outside the classroom, including tutoring and mentoring programs by the District's major employers, nonprofits, and volunteers, and a full array of after-school programs. 716.11

716.12 Policy ED-4.1.6: Agency Coordination

Expand collaboration between Washington, DC's education, human services, juvenile justice, and workforce development agencies to better serve the District's youth, reduce barriers to employment, and connect students with education and training opportunities that align with career pathways . 716.12

716.13 Policy ED-4.1.7 Interjurisdictional Professional Licensing Agreements

Encourage and support professional licensing boards/commissions to adopt interjurisdictional agreements that enable workers licensed in domestic jurisdictions other than the Washington, DC to reasonably obtain licensure to work in the District. 716.13

716.14 Policy ED-4.1.8 Recognition of International Professional Credentials

Provide support to professional licensing boards/commissions for establishing equivalency between District licensing standards and foreign credentials. This support enables the District's professional licensing boards/commissions to more easily credential foreign workers. 716.14

716.15 Action ED-4.1.A: Master Education Plan

Support implementation of a Council-approved Master Education Plan and the DC Public Schools Strategic Plan to improve the performance of Washington, DC schools and the expanded capacity of all District youth to successfully join the future workforce and access career pathways. 716.15

716.16 Action ED-4.1.B: Expanded Youth Services

Expand collaboration between Washington, DC's education, human services, juvenile justice, and workforce development agencies to better serve the District's youth, reduce barriers to employment, and connect District students with education and training opportunities that lead

to career-track employment. Expand the DOES year-round jobs program and other job center services to effectively serve youth customers. In addition, continue to support the Marion Barry Summer Youth Employment Program for youth and young adults up to 24 years of age. 716.16

716.17 Action ED-4.1.C: Partnerships for Outside-the-Classroom Learning

Track the outcomes of mentoring, internship and tutoring programs offered by the District's institutional and nonprofit organizations to better understand where there may be duplication and where there may be gaps. Gather qualitative feedback, in addition to quantitative program results, directly from mentees, interns or program attendees to receive first-hand accounts on the needs for these programs. 716.17

716.18 Action ED 4.1.D: UDC Certification as a Training Provider

Encourage UDC to be fully certified to provide workforce development training that will help more District residents gain the qualifications required to reach career pathways. 716.18

716.19 Action ED 4.1.E: Expand Job Center Services for Youth

Expand DOES job center services to effectively serve youth customers. These expanded programs will help increase youth employment and long-term participation in the labor market. 716.19

717 ED-4.2 Increasing Workforce Development Skills 717

717.1 A competitive and marketable workforce is crucial to the District's economic health . Workforce development strategies must combine public and private investment and initiatives to close the occupational skills gap that now exists in the District. The goal of these strategies should be to help District residents achieve economic self-sufficiency while providing a skilled labor pool that meets the needs of local employers. 717.1

717.2 The District's Workforce Investment Council (WIC) is a private sector-led, 32-member board responsible for advising the Mayor, Council, and District government on the development, implementation, and continuous improvement of an integrated and effective workforce investment system. Members of the WIC include representatives from the private sector, local business representatives, government officials, organized labor, youth community groups, and organizations with workforce investment experience.

717.2

717.3 In 2016, the WIC released the District's Workforce Innovation and Opportunity Act, Unified State Plan for 2016 through 2020, also known as the WIOA Plan. This plan is required

by federal law, and it incorporates both strategic and operational planning to build an integrated workforce development system. The WIOA Plan details nine operational priorities that will be used to fulfill the plan's goals. They include (i) unified client intake and tracking, (ii) integrating the Temporary Assistance for Needy Families (TANF) Program into American Job Centers to improve service delivery, (iii) deploying a mobile one-stop job center, (iv) delivering improved job training, (v) forming interagency partnerships to reduce barriers to employment, (vi) improving opportunities for youth to pursue education and career goals, (vii) developing a unified business services plan, (viii) developing a vendor scorecard to help focus funding on programs with proven outcomes, and (iv) developing interconnected education and training pathways to help residents advance within high-demand sectors. 717.3

717.4 In addition, the District manages a job bank designed to match employers with job seekers. The DC Public Library (DCPL) is also helping residents become more employable by expanding digital literacy with technology access and training, as well as skills and development programs. 717.4

717.5 Despite these initiatives, there is room for improvement. Some of the District's job placement and training services continue to have low success rates. Feedback from employers shows that reading skills, math skills, career readiness, and computer knowledge of some residents are still not at the level needed by business. 717.5

717.6 Presently, the District's workforce development programs are administered through more than 20 federal and District agencies, including DOES and the District Department of Human Services (DHS). Many of these programs are operated through private and nonprofit organizations. The District itself operates a network of American Job Centers, each providing a range of job placement services. 717.6

717.7 The District also has created programs to support the hiring of local residents and local firms, particularly for District government contracts. For example, the First Source Program is a cooperative effort between businesses and the District to ensure that District residents have the first opportunity to apply for and be considered for jobs (see First Source Program text box). In addition, DC Law 15-295 requires contractors who perform construction and renovation work with District government assistance to initiate apprenticeship programs through the DC Apprenticeship Council. Construction apprenticeships offer one of the most accessible career pathways to good-quality jobs. There are also programs to eliminate discriminatory hiring practices. 717.7

717.7a Text Box: First Source Program

The First Source Agreement Program assures District residents priority for new jobs created by municipal financing and development programs. It mandates that all projects funded in whole or in part with District funds, or other funds which the District administers, shall provide for increased employment opportunities for District residents.

Each employer in the program must sign an agreement ensuring that:

- All job openings created are listed with DOES; and
- 51 percent of new hires are District residents.

Employers who receive other District government benefits, such as Industrial Revenue Bonds, are also covered. The program:

- Provides employment opportunities for Washington, DC residents;
- Provides monitoring to ensure that employers are in compliance with the law;
- Helps employers hire qualified District residents; and
- Assists employers in meeting contractual commitments. 717.7a

717.8 Pursuing the District's goal to increase access to education and employment also includes providing opportunities for career advancement for residents. Many of Washington, DC's entry-level jobs have high turnover, low job security, and few benefits. However, these jobs offer important initial employment opportunities. In addition, workforce development programs are needed to increase opportunities for upward mobility to good-quality jobs . Workforce development programs should prepare as many residents as possible for careers in industries with strong advancement opportunities, including construction, health care, higher education, and federal employment. These programs, in concert with the District's planning and economic development efforts, help create good-quality jobs that enable more residents to earn living wages that support families and enable older adults to retire. 717.8

717.9 Policy ED-4.2.1: Linking Residents to Jobs

Promote measures that increase the number of District jobs held by District residents. According to the Census Bureau's Longitudinal Employer-Household Dynamics Program, 67 percent of the jobs in the District were held by non-residents in 2016. While recognizing that some imbalance is inevitable due to the relatively large number of jobs and small number of residents in Washington, DC , the District should work to increase the percentage of resident workers through its job training and placement programs. 717.9

717.10 Policy ED-4.2.2: Linking Job Training to Growth Occupations

Target job training, placement, and career programs toward core and growth sectors and occupations, such as hospitality, information technology, health care, construction, home health aides, and computer user support specialists. Seek opportunities to link the pipeline of potential employees from workforce development programs to small, locally owned businesses. 717.10

717.11 *Policy ED-4.2.3: Focus on Economically Disadvantaged Populations*

Focus workforce development efforts on economically disadvantaged communities, including communities of color, and particularly those with many unemployed or marginally employed residents. Assistance should also be focused on groups most in need, including persons with limited work skills, the LGBTQ+ community, persons with disabilities, single mothers, youth leaving foster care, returning citizens, and persons with limited English proficiency. 717.11

717.12 *Policy ED-4.2.4: Neighborhood-Level Service Delivery*

Emphasize the delivery of workforce development programs at the neighborhood level. Continue neighborhood faith-based and community-based initiatives that deliver job training and placement services to unemployed and underemployed residents. Consider programs that align with Business Improvement Districts' clean and safe teams. 717.12

717.13 *Policy ED-4.2.5: Business and Labor Partnerships*

Facilitate communication and partnerships between business, labor, commercial associations, and educational institutions to improve the skill levels of the workforce, improve job training and placement resources, and improve the labor pool available to major employers. These partnerships could result in apprenticeship programs, pre-apprenticeship programs, entrepreneurial skills training, mentorship agreements, customized on-site job training, and career training. 717.13

717.14 *Policy ED-4.2.6: Entry-Level Opportunities*

Support the creation of entry-level career opportunities, particularly for lower-income youth and adults, and persons with disabilities. Recognize the need for complementary efforts to provide affordable child care options, transportation, counseling, and other supportive services. 717.14

717.15 *Policy ED-4.2.7: Living-Wage Jobs*

Promote the attraction and retention of living-wage jobs that provide employment opportunities for unskilled and semi-skilled workers. Use marketing strategies and performance-based incentives to encourage the relocation of firms with such positions to the District. 717.15

717.16 Policy ED-4.2.8: Limited English Proficiency and Literacy

Promote collaboration between Washington, DC's education, human services, juvenile justice, and workforce development agencies to better serve the District's English Language Learners (ELL) and Limited English Proficiency (LEP) populations, reduce barriers to employment, and connect residents with education and training opportunities that lead to successful employment. Encourage English as a Second Language (ESL) programs and literacy training for residents in need of such services in order to overcome barriers to employment.
717.16

717.17 Policy ED-4.2.9: Upward Mobility

Encourage continuing education and career advancement programs to provide opportunities for upward mobility among the District's workforce. Encourage the growth of businesses that have been shown to provide career advancement opportunities for employees.
717.17

717.18 Policy ED-4.2.10: Market-Responsive Programs

Maximize the use of technology and labor market data to help District residents find suitable employment, training, and education. Examples of such applications include DOES publications such as the Hot Job Report and the Industry Profile Handbook. 717.18

717.19 Policy ED-4.2.11: Innovation in Training

Support innovative training strategies to fill skill gaps in the local labor force, including partnerships with the private sector, industry associations, and individual government agencies. Examples of such strategies include the Cadet Training Program of the DC Fire and Emergency Medical Services Department, the DC Infrastructure Academy, and trade organization apprenticeship programs.. 717.19

717.20 Policy ED-4.2.12: Local Hiring Incentives

Maintain requirements for resident job training and placement for projects built or operated with any form of public subsidy/loan, grant, or other incentive. Support incentives for similar training and hiring programs for private sector facilities and businesses through mechanisms such as community benefits agreements. 717.20

717.21 Policy ED-4.2.13: Equal Opportunity Compliance

Enforce compliance with the DC Human Rights Act, which makes discrimination illegal based on race, color, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, family responsibilities, political affiliation, and disability. Additionally, the law makes discrimination illegal against the following traits in some

areas: matriculation, family status, genetic information, source of income, place of residence or business, status as a victim of an intrafamily offense, and credit information.

717.21

717.22 Policy ED-4.2.14: Alternative Work Arrangements

Encourage increased opportunities for alternative work schedules, such as part-time employment, flextime, teleworking , and in-home employment to accommodate the needs of working parents and others with dependent care responsibilities or mobility limitations. 717.22

See the Land Use Element for additional policies related to home-based business.

717.23 Policy ED-4.2.15: Involvement of Educational Institutions

Seek the involvement of DCPS and public charter schools, the Board of Trustees of UDC , District agencies, and other educational institutions in the planning and implementation of workforce development programs. Encourage these entities to support the District’s training efforts through their basic and adult education programs. 717.23

717.24 Policy ED-4.2.16: Digital Literacy

Support digital literacy by improving access to technology, including providing internet access and training, through the DCPL system and through other resources to address and further close the digital divide. Increased internet access and technological skills are critical to the District’s workforce development programs. Prioritize the communities with the greatest need, including vulnerable populations and those with limited access to technology. Expand broadband access to the District’s broadband and Wi-Fi network, prioritizing communities with the lowest connectivity rates. 717.24

717.25 Action ED-4.2.A: Alliances with External Organizations and Entities

Use Memorandums of Understanding (MOUs) to develop alliances, networks, and other relationship building strategies that enhance the success of workforce development initiatives. Such MOUs currently exist with organizations like the American Federation of Labor and Congress of Industrial Organizations (AFL/CIO), Washington Metropolitan Transit Authority (WMATA), and PEPCO . 717.25

717.26 Action ED-4.2.B: Labor Market Monitoring

Maintain accurate data on the job market to better connect job seekers with job opportunities in high-growth, high-demand sectors. Monthly data on employment, occupation, and income should continue to be compiled by DOES. 717.26

717.27 Action ED-4.2.C: Employer Needs Assessments

Conduct annual surveys of employer needs, particularly in high-growth industries. Using this report, develop new workforce training development services and strategies to respond to these the changing needs of employees and employers. 717.27

717.28 Action ED-4.2.D: Outreach to Residents and Employers

Distribute information on the District's job training, skill enhancement, and job placement programs, particularly in communities with high rates of unemployment. Ensure that outreach strategies provide for persons with limited reading proficiency. 717.28

717.29 Action ED-4.2.E: Workforce Investment and Opportunity Act (WIOA)

Continue implementation of the WIOA, including programs for job training and placement systems. Measures to improve the coordination of job training programs that strengthen the workforce development system and more effectively target resources should be identified and implemented. 717.29

717.30 Action ED-4.2.F: Training Program Tracking

Track the effectiveness of job training programs. Use assessments of such programs to modify and improve them. 717.30

717.31 Action ED-4.2.G: Good Practices Report

Assess good practices for success in job training and readiness, and use the findings to evaluate and improve the District's programs. Publish a good practices guide to hiring a diverse, inclusive workforce based on successful corporate and nonprofit models. 717.31

717.32 Action ED-4.2.H: Incentive Programs

Continue to offer incentive-based programs that encourage District businesses to hire job seekers who are disadvantaged and have barriers to employment. . 717.32

717.33 Action ED-4.2.I: Wages and Working Conditions

Continue advancing programs, including apprenticeships and employer training, that help increase wages for lower-income residents while improving working conditions. 717.33

717.34 Action ED-4.2.J: Employment Barriers

Continue to study the capacity, need, and participation in programs that reduce barriers to employment for disadvantaged populations such as returning citizens and residents who speak English as a second language. 717.34

717.35 Action ED-4.2.K: Improved Training

Provide on-the-job training, customized training, incumbent worker training, and cohort-based training to promote existing employees, which produces new entry-level openings. 717.35

717.36 Action ED-4.2.L: Increase Access to On-The-Job Training and Workforce Development

Assess opportunities to work with government or private sector stakeholders to increase access to on-the-job training and workforce development through internships, fellowships, and apprenticeships. The assessment should prioritize opportunities for youth and young adults, as well as older adults navigating career changes that increase economic equity by establishing career pathways. 717.36

717.37 Action ED-4.2.M: DC Housing Authority Employment Opportunities

Explore opportunities to strengthen and expand employment opportunities for low-income and very low-income residents with the DC Housing Authority and its contractors through the federal Section 3 program. 717.37

718 ED-4.3 Getting to Work 718

718.1 In 2016, 35 percent of all employed District residents worked in the suburbs. This percentage is fairly typical of large, older central cities. The comparable 2014 figures for Boston, Baltimore, San Francisco, and Philadelphia were 46, 53, 40, and 39 percent, respectively. However, the figure for the District was 22 percent in 1990, indicating fairly rapid growth in the number of reverse commuters in recent years. The District works diligently to connect residents with District jobs, which produces numerous benefits for individuals and the District. Fortunately, Washington, DC is part of a strong regional economy, and its residents are part of a regional labor pool where many find employment opportunities. For some occupations, entry-level and semi-skilled jobs in the Maryland and Virginia suburbs can be difficult to reach. 718.1

718.2 The District's location at the center of the regional transportation network and Metrorail system provides good access to rail-served job centers like Bethesda and Rosslyn. However, there is limited transit service to some significant suburban employment centers, which increases financial pressure on lower-income residents who have less affordable and reliable access to employment in those areas. . Even within the District, there are challenges to commuting resulting from crowded Metrorail trains and buses, congested roads, and costly parking for those who cannot conveniently use transit. 718.2

718.3 The extension of Metrorail to Tysons and Dulles Airport will improve transit access to the region's job centers. Other solutions to improve access to regional employment centers that

are not served by Metro include on-demand ride-hailing services, carpooling, and bus routes and shuttles. Such solutions must be forged through regional agreements and partnerships, working through entities such as the Greater Washington Board of Trade, WMATA, the DC Workforce Investment Council, and the Metropolitan Washington Council of Governments. 718.3

718.4 Transit-accessible housing matching the needs of the workforce is imperative. As Washington, DC continues growing, its housing market is becoming more complex, characterized by increased segmentation of the market rate and affordable housing stock. As a consequence, this increased complexity necessitates closer alignment between economic development planning, housing planning, and transportation planning to ensure that growth is equitable and sustainable. 718.4

718.5 *Policy ED-4.3.1: Transportation Access to District Jobs*

Improve access to jobs for residents through sustained investments in the transportation system, particularly transit improvements between neighborhoods with high unemployment rates and the District's major employment centers. 718.5

718.6 *Policy ED-4.3.2: Links to Regional Job Centers*

Continue to seek inter-jurisdictional transportation solutions to improve access between the District's neighborhoods and existing and emerging job centers in Maryland and Virginia. These solutions should include a balance between transit improvements and roadway capacity improvements. They should also include transportation demand management initiatives, such as ridesharing and vanpooling. 718.6

718.7 *Policy ED-4.3.3: Regional Job Connections*

Support regional efforts to reduce unemployment, including partnerships with the region's major employers and programs that link District residents to jobs in fast-growing suburban employment centers. 718.7

718.8 *Policy ED-4.3.4: Regional Access to Central Washington*

Provide sustained investments to the District's transportation network to ensure that both District and regional workers can access the growing employment areas of Central Washington and the Anacostia Waterfront. 718.8

718.9 *Action ED-4.3.A: Regional Initiatives*

Actively participate in regional employment initiatives that link suburban employers with District-based providers of job training and placement, transportation, child care, and related support services. 718.9

See the Transportation Element for additional policies and actions on mobility, access to employment, and commuting to jobs.

718.10 Action ED-4.3.B: Increasing Access to Employment

Pursue opportunities to develop high-capacity transit corridors that connect low-income communities to major employment areas, both in the District and region. 718.10

718.11 Action ED-4.3.C: Housing a Thriving Workforce

Study how job growth and the District's economic strategy will affect demand for market rate and affordable housing to inform the development of housing strategies that can meet the housing needs of a thriving workforce. 718.11

718.12 Action ED-4.3.D: Align Housing and Transportation Planning Regionally

Explore opportunities to align the District's planning and policies for housing locations and employment access with regional initiatives, such as the Metropolitan Washington Council of Government's Visualize 2045 plan. 718.12

800 Overview 800

800.1 This element addresses the future of parks, recreation, and open space in Washington, DC. It recognizes the important role parks play in recreation, aesthetics, health and wellness, neighborhood character, environmental quality, and resilience. The element also recognizes that parks have the potential to bring people together across social, economic, and racial divides. It includes policies on related topics, such as recreational facility development, the use of private open space, the creation of trails to better connect the District's open spaces and neighborhoods, and the support of resilience through the restoration of natural systems. Finally, this element includes policies and actions that support the delivery of equitable access, great spaces, and exceptional experiences. 800.1

800.1a Text Box: Parks, Recreation, and Open Spaces in the District
Since the 2006 Comprehensive Plan, Washington, DC, has continued to enhance its parks, recreational, and open spaces. The Department of Parks and Recreation (DPR) now manages more than 900 acres of green space, 34 urban gardens and

five partner urban farms, 375 parks, 12 dog parks, 95 playgrounds, 135 athletic fields, 336 courts, 76 recreation facilities, and 50 aquatic facilities and features. In 2018, Washington, DC, was ranked the third fittest city on the American Fitness Index^{xxi} and was ranked the fourth best park city.^{xxii} 800.1a

- 800.2 The critical parks, recreation, and open space issues facing Washington, DC are addressed in this element. These include:
- Coordinating and sharing stewardship between Washington, DC and the federal government on park and open space planning, design, and management to produce better outcomes for District residents;
 - Providing additional recreational land and facilities in areas of the District that are currently underserved and in newly developing areas, and improving access;
 - Maintaining, upgrading, and improving existing parks and recreation facilities as key features of vibrant neighborhoods in Washington, DC;
 - Increasing funding for capital improvements and operations through partnerships and creative strategies;
 - Fostering community health so that residents can seek healthier lifestyles regardless of income, ability, or employment;
 - Leveraging open space to support resilience, including flood mitigation, well-connected habitats on land and water, an increased tree canopy, and strong ecosystems for wildlife; and
 - Designing parks, trails, and recreational facilities to improve the safety of staff and visitors. 800.2

- 800.2a Text Box: Parks, Open Spaces, and Natural Resources
The Sustainable DC Plan envisions a District that has high-quality, well-connected habitats on land and water, and that provides strong corridors and ecosystems for wildlife. Washington, DC, will conserve and manage these natural resources to enhance biodiversity, control stormwater, reduce the urban heat island effect, become more resilient to changing climate conditions, and build people's connections to, understanding of, and appreciation for nature. 800.2a

- 800.3 Washington, DC, is one of the few cities in the United States that was originally planned and designed around the framework of a park system. The L'Enfant Plan featured broad swaths of open land to frame iconic buildings and landmarks. Wide park-like boulevards were incorporated to preserve key views and vistas. 800.3

- 800.4 The 1901 McMillan Plan continued this legacy, using open space to accomplish social as well as aesthetic goals. The McMillan Plan made a conscious effort to extend the park system beyond the monumental core, connect existing parks with scenic roadways, and provide for the recreation and health of a growing population. The National Mall and Rock Creek Park that we know today are among that plan’s legacies. Many of the early plans prepared by the National Capital Parks and Planning Commission (NCPC) placed a similar emphasis on improving the District’s open spaces and parkways. Many of the District’s parks and recreational facilities established during this time were racially segregated and developed to different standards. 8800.4
- 800.5 These historic plans have resulted in more than 7,800 acres of permanent open space and parkland in Washington, DC, and one of the highest ratios of park acreage per resident in the country. Nonetheless, when Washington, DC achieved Home Rule and set about developing its first Comprehensive Plan, a Parks, Recreation, and Open Space Element was not included. This responsibility was left to the federal government. Today, 74 percent of Washington, DC’s parkland is still managed by the National Park Service (NPS) and is not under the District’s jurisdiction.^{xxiii} The other 26 percent includes 10 percent managed by the District’s Department of General Services (DGS) and DPR, and 16 percent managed by other entities, including DC Public Schools (DCPS). 800.5
- 800.6 Including a chapter on parks, recreation, and open space in the District elements of the Comprehensive Plan is important for a number of reasons:
- First, the District itself owns approximately 950 acres of parkland, and there is a need for a coordinated set of policies for its management.
 - Second, access to quality parks and open space is a top priority for District residents—regardless of who owns the land. The fact that most of the District’s open space is federally controlled suggests that joint policy planning for these assets is essential.
 - Third, Washington, DC is changing, which means recreational needs also are changing. Policies are needed to make sure that new park and recreational opportunities are provided and existing parks are improved to meet the needs of a changing and expanding population.
 - Fourth, parks are essential to many of the goals expressed elsewhere in the Comprehensive Plan, including sustainability, resilience, improved public health, racial equity, and inclusion. 800.6

800.7 Parks are part of the foundation of what makes Washington, DC, a great place to live. They are where friends are met, and where people walk, play, and exercise. They contribute to personal wellness and the quality of the environment. They keep neighborhoods vibrant, enhance property values, and foster civic bonds. The policies in this element are aimed at sustaining parks as great public spaces while providing more equitable access to parks across the District. Achieving these outcomes requires different strategies for different neighborhoods. When investing in parks, District government and other stakeholders should consider a fair distribution, amount, and quality of parkland and facilities across the District—as well as other social factors, such as income and age, that may shape localized decisions in programming and design. 800.7

800.8 The Comprehensive Plan is supplemented by a more detailed set of planning documents for parks and recreation that address these issues, including master plans and a collaboration with the federal government, titled CapitalSpace. These companion plans establish bold visions for advancing the District’s parks and recreation goals, starting with an overarching master plan for parks (see text box entitled Parks Master Plan). In addition, the Sustainable DC Plan, completed in 2012 and updated in 2018, provides further guidance. 800.8

801 Parks, Recreation, and Open Space Goal 801

801.1 The overarching goal for parks, recreation, and open space is to preserve and enhance parks and open spaces within Washington, DC to meet active and passive recreational needs through universal access, promote health and wellness, improve environmental quality, enhance the identity and character of District neighborhoods, and provide visual beauty in all parts of Washington, DC. 801.1

802 PROS-1 Park Planning and Land Management 802

802.1 This section of the element focuses on parks that are owned and operated by the District. Policies also express the District’s perspectives on the federally-owned parks that serve residents. 802.1

802.2 The District manages 375 parks and open spaces, comprising approximately 950 acres. More than two-thirds of these properties are small open space triangles formed by the intersection of diagonal avenues and the District street grid. The

remainder includes 17 regional parks, 86 neighborhood and community parks, 51 pocket parks, and eight natural areas. Figure 8.1 provides an overview of DPR-managed amenities. 802.2

802.3 For planning purposes, park activities are usually divided into two categories: active recreation and passive recreation. Active recreation is associated with sports or play activities and requires facilities such as playgrounds, ball fields, tennis courts, and swimming pools. Passive recreation emphasizes the open space aspect of a park or waterway and includes activities like hiking, picnicking, and kayaking. In Washington, the presence of District-owned parks and national parks provides a unique blend of active and passive recreational opportunities. 802.3

803 The Parks Master Plan 803

803.1 In 2006, DPR drafted its first Comprehensive Master Plan since its establishment in 1942. Building on this earlier work, DPR and the DC Office of Planning completed the Parks and Recreation Master Plan in 2014 (the Parks Master Plan). 803.1

803.2 The Parks Master Plan evaluates the existing park system, defines community priorities, and identifies a potential program of investments to make the park system more equitable and responsive to local needs. It is based on a detailed evaluation of conditions at all parks, recreation centers, and outdoor facilities; a comprehensive assessment of recreation programs; and an evaluation of service gaps based on public input, industry best practices, and objective standards. 803.2

803.3 The District is now at a stage where a new District-wide parks planning effort is needed to identify and prioritize the next round of major capital investments. Population and development pressures, changing recreational trends, and the opportunity, through recently passed federal legislation, to explore cooperative local management of federal parkland, all present new opportunities and realities that the District faces in meeting the recreational needs of its residents. In addition, there is a need to create a District-wide plan for funding and maintaining existing, as well as new, recreation centers and park sites. For all of these reasons, DPR will begin a new parks master planning effort in 2020 that builds on the work of

the 2014 plan as well as the 2010 CapitalSpace plan. 803.3

803.4 The Parks Master Plan addresses seven key elements of the park system:

- Parkland;
- Recreation centers;
- Aquatics facilities;
- Outdoor facilities;
- Programs;
- Bikeways and trails; and
- Environmental lands and natural areas. 803.4

803.5 For each element, the Parks Master Plan provides target benchmarks for service delivery. Specific outcomes of the Parks Master Plan include:

- Comprehensive information on the recreational needs of District residents;
- Projections of expected future needs, based on growth and demographics;
- Information on customer usage and satisfaction;
- Identification of current and potential shortfalls; and
- Strategies for overcoming shortfalls, including land acquisition and programming changes.803.5

803.5a Text Box: CAPRA Accreditation

In 2014, DPR became accredited by the Commission for Accreditation of Park and Recreation Agencies (CAPRA). This designation “recognizes and requires standards of excellence in the parks and recreation field.” 803.5a

804 PROS-1.1 Developing a Park Classification System 804

804.1 Most large cities in the United States have adopted classification systems to guide the management of their parks and open spaces. In fact, the National Recreation and Park Association (NRPA) defines park classification as the basic element of the planning function. Classification provides a basis for deciding which activities and facilities are appropriate within each park. It also provides a means of analyzing where service gaps exist and where acquisitions and capital improvements may be required. 804.1

804.2 Until 2006, the District’s parks were loosely classified as large parks, neighborhood parks, recreation center grounds, and triangles. These categories are not consistent with national standards, making it difficult to evaluate the adequacy of parks or to compare the District with peer cities. 804.2

804.3 The 2006 Parks Master Plan recommended a new classification system to improve customer service and park management. Under this system, DPR would develop a park classification system with clear definitions of each classification based on a review of industry standards and best practices. This would allow the agency to develop more specific level of service standards based on each classification. 804.3

804.4 Figure 8.2 summarizes a sample park classification system. Map 8.1 shows the location of District-owned parks. The small open spaces are not shown due to the map scale and their small size. 804.4

804.5 Figure 8.1: DPR-Managed Parks, Recreation, and Open Space Amenities
804.5

830 acres of green space
375 parks
200 outdoor basketball courts
160 tennis courts
119 athletic and ball fields
94 playgrounds
76 recreation centers
35 gyms
34 community gardens
31 aquatic pools
25 spray parks
23 fitness centers
13 dog parks
7 wellness centers

7 boxing rings
5 urban farms
1 outdoor amphitheater
1 skate park

Source: DPR, 2017

804.6 Figure 8.2: Sample Park Classification System 804.6

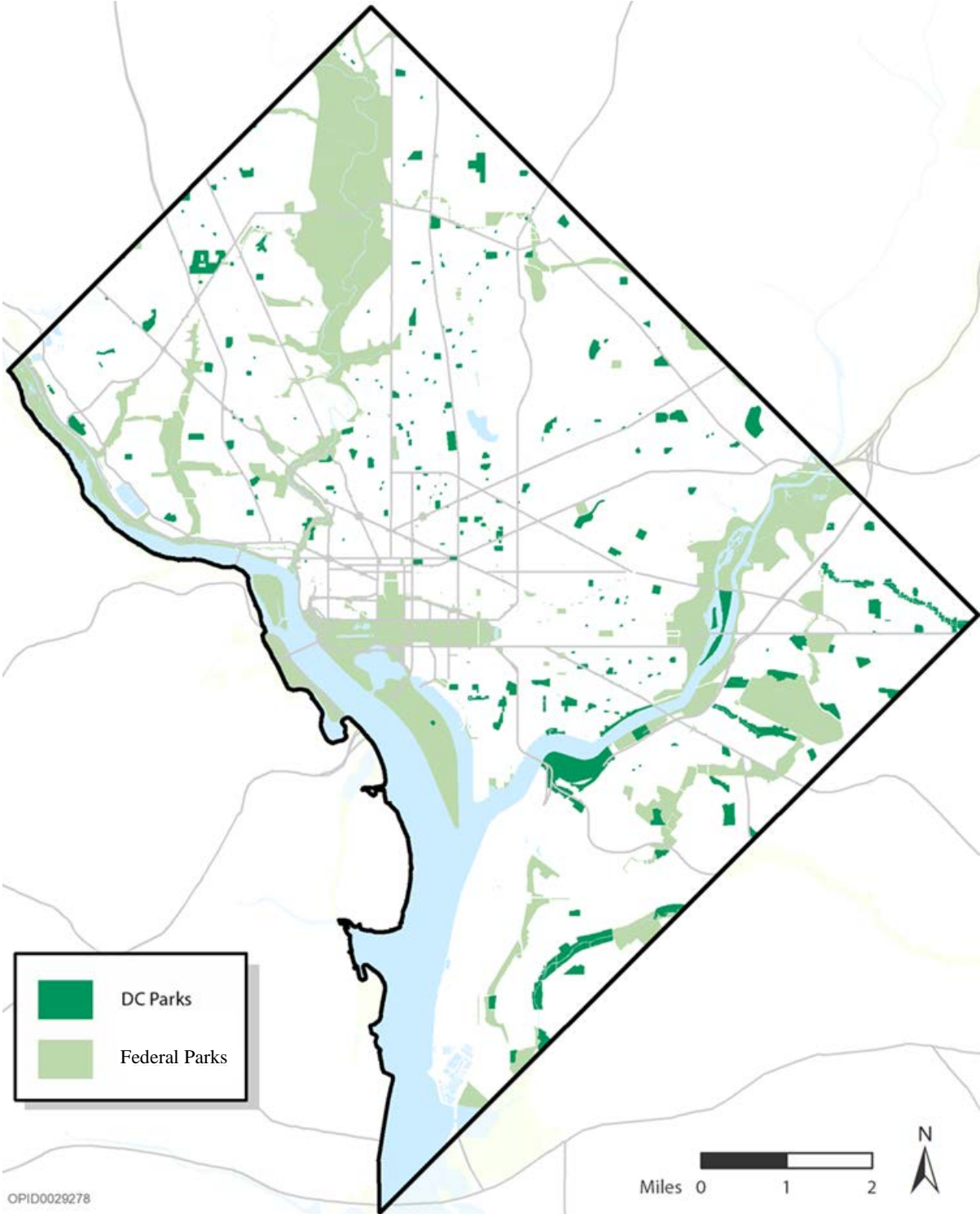
Park Type	Description	Typical Uses	Service Area*
Small Park	Pocket parks or triangles. Range from landscaped “islands” to places for socializing, playing chess, etc.	Benches, seating areas, public art, landscaping	¼-mile radius
Neighborhood	Provide informal, centrally located setting for neighborhood-based recreational amenities, possibly including recreation centers	Playgrounds, tot lots, basketball courts, open lawn areas for unstructured play, seating and picnic areas, community gardens, and interpretive or educational exhibits	½-mile radius
Community	Larger parks with more structured recreational opportunities, including recreation center buildings with a range of DPR programs	Active play-oriented outdoor facilities, such as ball fields, athletic courts, playgrounds, indoor and outdoor swim facilities, natural amenities such as trails, natural areas, and picnic grounds	One- to two-mile radius, with connections to bike and pedestrian trail networks
Regional	Large multiuse parks that draw users District-wide or from beyond adjacent neighborhoods	Very large areas of open space, recreation centers, lighted athletic fields, group picnic areas, hiking, multiple activity areas	District-wide
Natural Resource	Parks established to conserve open space and sensitive natural resources or heritage	Low-impact, passive activities, such as hiking and	N/A—not demand

ENGROSSED ORIGINAL

Areas	assets. If adjoined by open, level areas, then recreational fields and play areas may be appropriate.	environmental education	driven
Sports Complexes	Programmed athletic fields and multiuse indoor complexes, custom designed for specific programmed uses	Track and field, natatorium, softball, soccer, tennis, basketball, volleyball, racquetball, football, boxing, martial arts	District-wide
Special Use	Parks dedicated to a single use, such as a zoo or amphitheater. Accommodate highly organized activities and provide economic as well as social and physical benefits. May have highly specialized management requirements.	Golf courses, aquatic or spray parks, sculpture parks, dog parks, arboretums, historic homes, amphitheaters, skate parks, climbing centers, therapeutic facilities	District-wide
School Parks	Public land on school property, developed with playgrounds and open fields, designed for student activities but also available for community use	Running tracks, playgrounds, athletic fields, basketball courts	½-mile to two-mile radius
Trails and Bikeways	Hard or soft paved paths providing linkages within or between parks, facilitating access and exploration	Paved or dirt trails, boardwalks, promenades	½ to ¼ mile to access point

* Some parks are nationally significant and serve an area larger than Washington, DC.

804.7 Map 8.1: Location of District Parks 804.7



Source: DC Office of Planning, 2018

- 804.8 An important consideration in classifying Washington, DC's parks is the role that federal lands play in the overall park system (noted in Policy PROS 1.1.2). In many parts of the District, federal land plays a crucial role in meeting park, recreation, and open space needs. Some of Washington, DC's parks are part of a contiguous system of parks and open spaces, with different areas under different ownership and management. Such systems need to be cohesively planned and managed, and not treated as individual isolated neighborhood or community parks. 804.8
- 804.9 ***Policy PROS-1.1.1: Park Classification***
Adopt and maintain a classification system to guide the future use of District parks. Figure 8.2 provides the framework for this system. Follow general management prescriptions for each type of park, as defined by the official Parks Master Plan. 804.9
- 804.10 ***Policy PROS-1.1.2: Consideration of Federal Parkland***
Work with federal agencies to evaluate the role that federal lands play in meeting the recreational needs of District residents, particularly for regional parks and sports complexes. Because these properties are used by residents, they should be considered when identifying underserved areas and assessing the need for local park improvements. 804.10
- 804.11 ***Policy PROS-1.1.3: Park Diversity***
Provide a diverse range of recreational experiences in parks within Washington, DC, including a balance between passive and active recreational uses, and a mix of local-serving, region-serving, and national recreational uses. 804.11
- 804.12 ***Action PROS-1.1.A: Park Classification***
Complete the classification of each of the District's 375 properties using Figure 8.1. Identify suggested (advisory only) classifications for federal parks as part of this process. 804.12
- 804.13 ***Action PROS-1.1.B: Parks Master Plan***
Implement the Parks Master Plan for the District of Columbia Parks System. Update the plan at least once every five years or as needed to reflect changing conditions and needs. Use the Parks Master Plan as the basis for the annual Capital Improvement Program request for park and recreational facilities. 804.13

- 804.14 ***Action PROS-1.1.C: Master Plans for Individual Parks***
Prepare master plans for large individual parks (such as regional parks) prior to major capital improvements as funding allows and use these plans to guide capital improvement and implementation processes. 804.14
- 804.15 ***Action PROS-1.1.D: Quality of Existing Park Spaces***
Develop an enhanced maintenance and improvement schedule to upgrade the quality of passive and active parklands and outdoor facilities, to make the most of existing District parks. 804.15
- 804.15a Text Box: New Parkland
A 2014 DPR study estimated that 180 acres of new parkland will be needed to meet demands associated with increased population over the next 15-20 years. 804.15a
- 805 PROS-1.2 Closing the Gaps 805**
- 805.1 At first glance, Washington, DC appears to have a more than adequate supply of parkland. There are 12.6 acres of parks per 1,000 residents, compared to 7.9 acres per 1,000 in Baltimore, 6.9 acres per 1,000 in Philadelphia, and 7.7 acres per 1,000 in Boston.^{xxiv} However, most of the District’s parkland consists of passive federally owned natural resource areas. Neighborhood and community parkland is much more limited and amounts to less than one acre per 1,000 residents in many parts of the District. By contrast, suburban communities typically set standards of four or five acres of active parkland per 1,000 residents. 805.1
- 805.2 Even neighborhoods with abundant parkland may lack access to recreational amenities and facilities. Other neighborhoods have parks that are too small to meet local needs, such as relief from the impacts of increasing temperatures. For example, a lack of open space and accompanying vegetation can result in heat islands that reduce local health quality. Many of these neighborhoods include areas where significant growth is taking place, and the increased volume strains the ability of the facilities to meet neighborhood needs. Improved access to parks is also needed through improvements to bus service, enhanced pedestrian and bicycle routes, and better security. Figure 8.3 presents recommended benchmarks for delivery of parks and recreation services. 805.2

805.3 Recreational needs are also a function of demographics and density. The need for parks may be more critical in some areas of the District due to:

- Limited mobility due to low rates of auto ownership;
- Larger numbers of children, older adults, and/or populations with chronic disease;
- Larger numbers of apartment dwellers living in housing without usable open space;
- Denser development patterns without the aesthetic amenities, heat island mitigation, and stormwater management benefits afforded by open space; and
- Larger concentrations of youth who may benefit from programmed recreational activities. 805.3

805.4 These factors suggest that special attention be given to increasing usable open space in the District’s densest neighborhoods, even where parks already exist. Special attention must be given to improving access, park capacity, and acreage for communities where access or acreage is poor. 805.4

805.5 Improved data collection will allow the District and its partners to plan for a healthier and more active community. More robust data will help improve facilities usage and participation measurement, master planning, capital investment, and programming decisions. The implementation of systems to track the work of DPR—such as maps to show progress in closing level of service gaps—and visitor data to observe trends in program participation are important for prioritizing projects and improving community outcomes. 805.5

805.6 Figure 8.3: Benchmarks for Delivery of Park and Recreation Services 805.6

Variable	Benchmark
Access to “Meaningful” Public Open Space (improved parks larger than 1/3 acre)	Within one-half mile of all residents
Public Open Space Land Area	<ul style="list-style-type: none"> ● 4 acres per 1,000 residents in each neighborhood cluster ● 2 acres per 1,000 residents in greater Downtown DC (e.g., the Central Employment Area)
Access to Recreation Centers	Within one mile of all residents
Access to Aquatics Facilities	<ul style="list-style-type: none"> ● Indoor pool within two miles of all residents ● Outdoor pool within 1.5 miles of all residents

	<ul style="list-style-type: none"> ● Splash pad within one mile of all residents
Access to Outdoor Facilities	80 percent of all DC residents will rate their access to outdoor facilities as good or excellent
Program Options	25 percent of all DC residents will participate in a DPR program, and 90 percent will rate their experience as being good or excellent

805.7 ***Policy PROS-1.2.1: Closing the Gaps***

Achieve a better distribution of high-quality parks in all neighborhoods of Washington, DC. Provide access to the natural environment or quality green space within a 10-minute walk of all residents. This will require a priority to improve or expand parks in:

- More densely populated neighborhoods with limited open space;
- Areas that are more than a half mile from a neighborhood or community park (or a federal park that serves an equivalent function);
- Areas where substantial new housing growth is expected, based on the forecasts of the Comprehensive Plan;
- Areas where the existing recreation centers and parks are in poor condition; and
- Areas where social and economic conditions compel a greater investment in parks to improve health, public safety, and community well-being.

805.7

805.8 ***Policy PROS-1.2.2: Improving Accessibility***

Improve accessibility to and within the major park and open space areas through pedestrian safety and street crossing improvements, wayfinding signage, bike lanes and storage areas, perimeter multiuse trails within select parks, and adjustments to bus routes where appropriate. All parks should be accessible by foot, and most should be accessible by bicycle. Seek to provide access within parks for all ages and abilities consistent with park use and recognize that paved trails are accessible to wheelchair users, whereas dirt, cinder, and wood chip trails can present challenges for these users. 805.8

805.9 ***Policy PROS-1.2.3: Responding to Community Change***

Update and improve existing parks in response to changing demographics, cultural norms, and community needs and preferences. Parks should reflect the identity and needs of the communities they serve. Further, the parks and recreation system should evolve to offer a variety of facilities located within a

reasonable distance of each resident and provide a range of programs in spaces designed to flex as residents' needs and interests change. 805.9

- 805.10 ***Action PROS-1.2.A: Bus Routing***
Consult with the Washington Metropolitan Area Transit Authority (WMATA) and the DC Circulator to identify locations where additional bus stops are needed to serve neighborhood and community parks, particularly those with recreation centers. 805.10
- 805.11 ***Action PROS-1.2.B: Public Involvement***
Consult with Advisory Neighborhood Commissions (ANCs) and local community groups on park planning and development to understand and better address resident priorities. 805.11
- 805.12 ***Action PROS-1.2.C: Park Spaces on District Properties***
Encourage shared-use agreements for green spaces owned by District government and DCPS so that these areas are available and accessible to residents for recreational purposes. 805.12
- 805.13 ***Action PROS-1.2.D: Temporary Activation of Underutilized Spaces***
Identify underutilized spaces that can be programmed on a seasonal and temporary basis to advance public life. Focus on commercial corridors where park space is scarce. Consult with ANCs, local community groups, and local businesses to identify locations where on-street parking spaces, empty lots, or parking lots could be seasonally repurposed for outdoor recreational use. 805.13
- 805.14 ***Action PROS-1.2.E: Open Space Plan***
Evaluate the need for a District-wide open space plan focusing on improving physical access to green space and the rivers. 805.14
- 805.15 ***Action PROS-1.2.F: Promoting Access***
Promote access to biking and swimming facilities and programs, with an emphasis on underserved and underrepresented groups. Explore opportunities for roving park programming to serve residents in their communities. 805.15

806 PROS-1.3 Preserving the Value of Parkland 806

- 806.1 A park often reflects a neighborhood's vitality and character. However, too often, District parks have not been treated as the resource for revitalization and community empowerment that they should be. Some suffer from deferred maintenance, illegal dumping, and crime. Others face challenges accommodating competing needs within limited space. Previous plans have created hundreds of small pockets of green space, contributing to the uniqueness of the District's character. Yet these spaces often pose a challenge in terms of programming and maintenance. In addition, the parks are not managed by a single government but by multiple entities. Collaboration and coordination are both necessary and often complex. 806.1
- 806.2 Washington, DC's parks should be viewed as limited and precious resources, no less valuable than the neighborhoods they serve. But the purpose of park management should not be solely to preserve open space. Parks meet the recreation, education, and social needs of District residents. The tree canopy and green infrastructure parks provide can improve community resilience and sustainability through such activities as stormwater management, energy conservation, and carbon sequestration. They can support urban agriculture in areas with limited access to fresh produce. They can generate and support economic and social benefits, such as youth employment, business attraction, cultural activities, and community gathering space. The District should strive to realize these multiple and diverse benefits in the design of its parks and other public spaces. 806.2
- 806.3 Small open spaces (those less than one acre in size) are a significant untapped resource that can enhance the District's neighborhoods, connect residents to their community through green networks, provide additional green space, and create a sense of place. There are 1,149 of these spaces in the District. They are controlled by multiple entities of the District government: DPR, DGS, and the District Department of Transportation (DDOT). Collectively, these spaces total over 148 acres. NPS manages additional small open spaces throughout the District. These combined small open spaces are triangle parks, circles, medians, paper streets, open spaces at interchanges, and narrow strips of green space running parallel to freeways. They are part of open space systems that contribute to the park-like character of the District and its neighborhoods, creating an urban environment that is distinct to Washington, DC. 806.3

- 806.4 ***Policy PROS-1.3.1: Balancing Competing Needs***
Manage the District’s parklands to preserve and enhance their open space character while also accommodating a range of recreational, educational, and environmental functions. Park activities and facilities should be designed in a way that makes the best possible use of each space while minimizing conflicts between different recreational uses. 806.4
- 806.5 ***Policy PROS-1.3.2: Parks and Environmental Objectives***
Use park improvements to achieve environmental objectives, such as water quality improvement, air quality improvement, wildlife habitat restoration, and tree canopy conservation and improvement. 806.5
- 806.6 ***Policy PROS-1.3.3: Preserving Small Open Spaces***
Develop a coordinated approach for the improvement of small open spaces. Maintain the District’s small open spaces as neighborhood amenities supporting a range of recreational, ecological, cultural, and commemorative uses. These active and passive uses should vary based on the setting of each space and should range from planted islands to more active spaces. The spaces should be designed in a way that mitigates stormwater runoff and air pollution from adjacent corridors. 806.6
- 806.7 ***Policy PROS-1.3.4: Conversion of Parkland/Open Space***
Preserve the basic function of District parks as public open spaces and prevent parkland conversion to other uses. On select park sites with active uses, complementary uses, such as concessions, may be considered as a way to generate the revenue needed to sustain and modernize recreation facilities and further activate such spaces. 806.7
- 806.8 ***Policy PROS-1.3.5: Park Buildings***
Require any new structure on District-owned parkland to be sited to minimize impacts on existing recreational activities and facilities, avoid encroachment onto athletic fields, and retain as much of the site as possible as usable open space. Public facilities that do not relate to recreational needs should be discouraged from locating on District-owned parkland, especially in areas with parkland deficiencies. 806.8
- 806.9 ***Policy PROS-1.3.6: Compatibility with Adjacent Development***
Design and manage park activities and facilities, including recreation centers, in a way that is compatible with nearby residential and commercial uses. 806.9

See also the Historic Preservation Element and the Urban Design Element for additional policies and actions related to historic natural areas and the squares, circles, and triangles associated with the L'Enfant Plan. See the Infrastructure Element for policies on the siting of communication towers (in parks and elsewhere).

- 806.10 ***Policy PROS-1.3.7: Health and Wellness***
Use Washington, DC's parks, open space, and recreation spaces to help meet the District's health and wellness priorities, which are linked to physical activity, public safety, healthy food access, psychological health, air and water quality, and social equity. 806.10
- 806.10a Text Box: Sustainable DC 2.0: One of the District's most important resources is the health of its residents. The District consistently ranks at the top of lists of the country's healthiest and fittest cities. Yet significant disparities in health exist along the lines of race, income, and geography. For example, residents in Ward 8 are four times as likely to have diabetes compared to residents in other wards in the District, and Black residents are almost 2.5 times more likely to have heart disease than White residents. Depending on which Ward a person lives in, life expectancy can vary by up to 10 years. Further, many District residents suffer from the negative effects of air pollution, lack safe places to exercise, and are disproportionately at risk for chronic diseases such as diabetes and heart disease. Climate impacts, like asthma and heat-related injuries, further compound these issues and often fall disproportionately and unfairly on low-income populations. 806.10a
- 806.10b Sustainable DC 2.0, Washington, DC's plan to make the District the healthiest, greenest, and most livable city in the United States, affirms that building a culture of health means thinking beyond hospitals and clinics as the main sources of personal well-being. The opportunity to make healthy choices starts in homes, schools, workplaces, neighborhoods, and communities. Access to high-quality parks and open spaces and completing at least 150 minutes of physical activity per week are key components to achieving personal wellness. 806.10b
- 806.11 ***Policy PROS-1.3.8: Multipurpose Infrastructure***
Design parks and recreational facilities with infrastructure to serve multiple purposes, including flood risk reduction, urban heat island mitigation, and stormwater management. 806.11

806.12 ***Action PROS-1.3.A: Transfer of Small Open Spaces to DPR***
Develop a strategy for small open spaces through a coordinated management approach among the various government agencies. The strategy should define the role of small open spaces in the larger park system, which will help agencies manage them more efficiently and promote system-wide investment of resources. Consider the transfer of maintenance responsibilities for small open spaces from DDOT and NPS to DPR to recognize their primary function as parkland stewards, where appropriate. 806.12

See also the Environmental Protection Element for policies related to preventing development on land adjacent to parks, which would hinder access, destroy views, or otherwise compromise the value of parkland.

806.13 ***Action PROS-1.3.B: Site Plan Review***
Plans for the redesign of individual parks or the development of park facilities shall be reviewed by appropriate District agencies so that they advance the District's goals for better public recreation facilities, environmental protection, open space preservation, historic preservation, public safety, accessibility, and resilience. 806.13

806.14 ***Action PROS-1.3.C: District-wide Ecosystem***
Support a District-wide ecosystem consortium that will work to increase wildlife habitat and connectivity, especially among parks. The consortium can collectively identify, map, and protect wildlife and natural resources so that wildlife has access to high-quality habitat throughout Washington, DC. 806.14

807 PROS-1.4 Meeting the Needs of a Growing District 807

807.1 The addition of thousands of new jobs and households over the next 20 years will increase demand for programmed parks, open space, and recreational activities. Existing parks will accommodate more users, particularly in neighborhoods where high-density infill development is planned. New parks will be needed to serve new and growing communities. Given the developed character of the District, finding land for such parks will be difficult and expensive. The District must seize opportunities for parkland dedication on its largest redevelopment sites and take steps now to promote park provision elsewhere as Washington, DC grows. 807.1

- 807.2 A 2014 DPR study estimated that 180 new acres of parkland will be needed to meet demands associated with increased population over the next 15-20 years. Additional recreation facilities and programs also are needed to close gaps in underserved neighborhoods. Many residents are more than a half-mile from a usable park or open space or live in a neighborhood where park acreage is low. New parks planned at Buzzard Point, Near Southeast, Poplar Point, Hill East, and elsewhere along the Anacostia River will meet some of this demand. Additional parkland will be needed to serve growth and development in the north central, northeastern, and southeastern parts of the District, where a substantial amount of additional housing is planned in an area with a dearth of public parks. Substantial areas for new parks should also be designated in the reuse plans for any large federal sites that are transferred to the District or used for private development in the future. 807.2
- 807.3 Creating new parks in built-up neighborhoods will be more challenging. There is competing pressure to use public land for other purposes, particularly revenue-generating uses like housing and office development, which tend to make potential new park sites more expensive. The District does not have a dedicated funding source for parkland acquisition (such as an impact fee) and capital improvement funds are typically used for new facilities rather than to acquire vacant land. Acquisition may occur through a variety of means, such as donations and grants, payment in lieu of taxes, tax increment financing, and public-private partnerships. Open space may also be set aside within new projects through development agreements and Planned Unit Development (PUD) amenity packages. Such open space should be usable, publicly accessible, and address open space needs of the area, including rooftops and courtyards. Business improvement districts (BIDs) also have a potential role to play. In 2012, the North of Massachusetts Avenue (NoMa) BID formed the NoMa Parks Foundation, a nonprofit organization dedicated to securing additional park space in the neighborhood. 807.3
- 807.4 New and improved parks along the waterfront have contributed to the vitality of the District in three powerful ways: making the waterfront broadly accessible, adding economic value to new development as a neighborhood amenity through recreation and programming, and providing environmental resilience to mitigate flooding and the impacts of climate change. Canal Park, Yards Park, Diamond Teague Park, and the Wharf Park are linked to new developments and provide neighborhood amenities for existing and new waterfront residents, workers, and visitors. Additionally, long-standing federal park and open space assets—from

Langston Golf Course to the National Arboretum, to Anacostia Park—are experiencing reinvestment, including plans for stronger connections to adjacent communities. 807.4

807.5 The increase in the District’s population means that there is a greater demand for commemorative parks under federal jurisdiction, such as Franklin Park, to serve residents. Additionally, the federal government has struggled to provide adequate funding to plan, develop, and maintain the range of parks and open space that it operates. Federal partnerships with local agencies and organizations—such as DPR, BIDs, and nonprofit groups—are key to developing strategies that improve the character and function of these parks, provide new visitor amenities, and better support their neighborhoods while still preserving commemorative and historic resources within the parks. 807.5

807.6 ***Policy PROS-1.4.1: Park Planning***
Prioritize the creation of parks and recreation spaces through neighborhood planning and development review processes, particularly in areas where residents are not within a 10-minute walk of sufficient park space. 807.6

807.7 ***Policy PROS-1.4.2: Park Acquisition***
Acquire and improve additional parkland to meet the recreational needs of existing and future residents. This should occur both through the expansion of existing parks and the development of new parks. 807.7

807.8 ***Policy PROS-1.4.3: Acquisition Methods***
Use a variety of methods to acquire and improve parkland, including easements, donations, land purchases, strategic property transfers, long-term land leases, and park set-asides on new development sites. Recognize the impacts of new development on the need for additional park and recreational facilities and mitigate impacts through dedication of parkland or in-lieu payments. 807.8

807.9 ***Policy PROS-1.4.4: Parks on Large Sites***
Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the District should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. 807.9

- 807.10 ***Policy PROS-1.4.5: Parks on Surplus Land***
Acquire and convert abandoned or tax delinquent land, surplus rail or road rights-of-way, and other land not in productive use into recreational use where feasible and appropriate, particularly in parts of Washington, DC, that lack adequate access to parkland. Balance the need for additional open space with other District priorities, such as affordable housing. 807.10
- 807.11 ***Policy PROS-1.4.6: Park Amenities on NPS Land***
Where consistent with other policies in the Comprehensive Plan and NPS plans, and supported by nearby neighborhoods and needs assessments, encourage federal government projects that would provide new recreational amenities—such as soccer fields, picnic areas, and trails—that increase equitable District resident access to national parkland. 807.11
- 807.12 ***Policy PROS-1.4.7: Parks in Employment Growth Areas***
Provide new parks and open spaces in areas of expected employment growth. Small pocket parks, plazas, and other open spaces should be created in the vicinity of the NoMa-Gallaudet U Metro station, Buzzard Point, the east end of downtown/Mount Vernon Triangle, and the Near Northeast neighborhood to provide visual relief and space for active and passive recreation. 807.12
- 807.13 ***Action PROS-1.4.A: New Parkland Dedication or Park Impact Fee***
Study a requirement for a dedication of new parkland—or a park impact fee in lieu of new parkland creation—for new development or redevelopment based on the size, use, and density of the new development. 807.13

See also the Educational Facilities Element for polices on the use of school recreational facilities and lands.

808 PROS-2 Park and Recreational Facilities 808

- 808.1 While the previous section of this element focused on park planning, this section focuses specifically on park facilities. 808.1
- 808.2 The District currently operates 76 recreation centers with a combined total of approximately one million square feet of floor space. It also operates over 50 aquatic facilities comprised of 11 indoor pools, 18 outdoor pools, four children’s pools, and 20 splash pads. The range of facilities have grown to include 34

community gardens, five skate parks, and over a dozen dog parks. There are more than 340 fields and courts, accommodating field sports, tennis, basketball, and other athletic activities. These facilities are used to provide recreational services to residents in all parts of the District. DPR activities range from aquatics, quilting, and environmental education to martial arts, personalized weight training, and even poetry slams. Many of the programs are targeted toward specific age groups, such as older adults and teens. Others are designed for persons with disabilities or for families. 808.2

808.3 Demand for recreational programs—and the facilities to accommodate them—is expected to grow in the future as population grows. Demand will also be affected by cultural changes, new technology, sports and entertainment trends, and demographic shifts. The growth of the youth and older adult populations, in particular will influence recreational needs in the District over the next 20 years. The text box, *The District Speaks Out on Parks*, provides an indication of current recreational habits and trends in Washington, DC, based on a 2013 resident survey. 808.3

808.3a **Text Box: The District Speaks Out on Parks**
The Parks Master Plan process conducted in 2013-2014 engaged the community in a discussion about park needs in Washington, DC. Public input was solicited through stakeholder interviews, an advisory committee, staff workshops, focus groups, an online engagement tool, a recreation center survey, and a statistically valid mail-in survey. Major findings of the survey included:

- Seventy-one percent of the respondents had visited any DPR park in the last 12 months. Of this total, 77 percent rated the visited park as good or excellent. Another 20 percent rated the park as fair, and only 23 percent rated the park as poor.
- Twenty-eight percent of the respondents indicated they visited an indoor recreation center at least once a week.
- Eighteen percent of the respondents had participated in a DPR recreation program in the last 12 months. Of this total, 82 percent rated the program as good or excellent.
- The most frequently mentioned reasons for not using parks and recreation centers more often were lack of time (47 percent), lack of program awareness (32 percent), and absence of desired amenities (12 percent).
- The facilities in greatest demand were trails (66 percent), small neighborhood parks (66 percent), indoor pools (59 percent), large community parks (57 percent), indoor exercise and fitness facilities (55

- percent), picnic areas (54 percent), and outdoor pools (53 percent).
- The programs in greatest demand were community special events (59 percent), adult fitness and wellness (52 percent), water fitness (40 percent), adult leisure learning (40 percent), and nature programs (40 percent). 808.3a

808.4 The needs assessment during the 2013-2014 master planning process determined that:

- The District's strengths include a relatively large number of recreation centers and amenities, including some with state-of-the-art spaces. However, some facilities are underused because they are outdated or not well maintained.
- There is a major need to improve and maintain existing facilities. Deferred maintenance is a problem at many recreation centers. Improvements need to be addressed in a prioritized, equitable, and efficient method.
- There is a perception of inequity in parks and recreation services. This is partially due to the gap between high-quality new or recently modernized facilities and those that are older. Some parts of the District have better access to facilities than others.
- The existing neighborhood-based model of providing services may not be sustainable and requires too many facilities to be built, operated, and staffed. Although consolidation would result in a smaller number of facilities, it may translate into higher levels of service, since these facilities could reach larger populations and be operated more efficiently. 808.4

809 PROS-2.1 Assessing Recreational Facilities 809

809.1 The 2014 Parks Master Plan identified three primary facility types in the District's parks:

- Recreation centers, which provide space for the delivery of indoor recreation services and support space for outdoor activities;
- Aquatic facilities, including pools and splash pads; and
- Outdoor facilities, including courts, playgrounds, fields, and similar park features. 809.1

809.2 The text and policies below provide general direction on how these facilities can be managed to meet future needs. In general, residents overwhelmingly favor

enhancing existing assets to building new facilities. This focus should continue, particularly in areas experiencing subpar levels of service today. 809.2

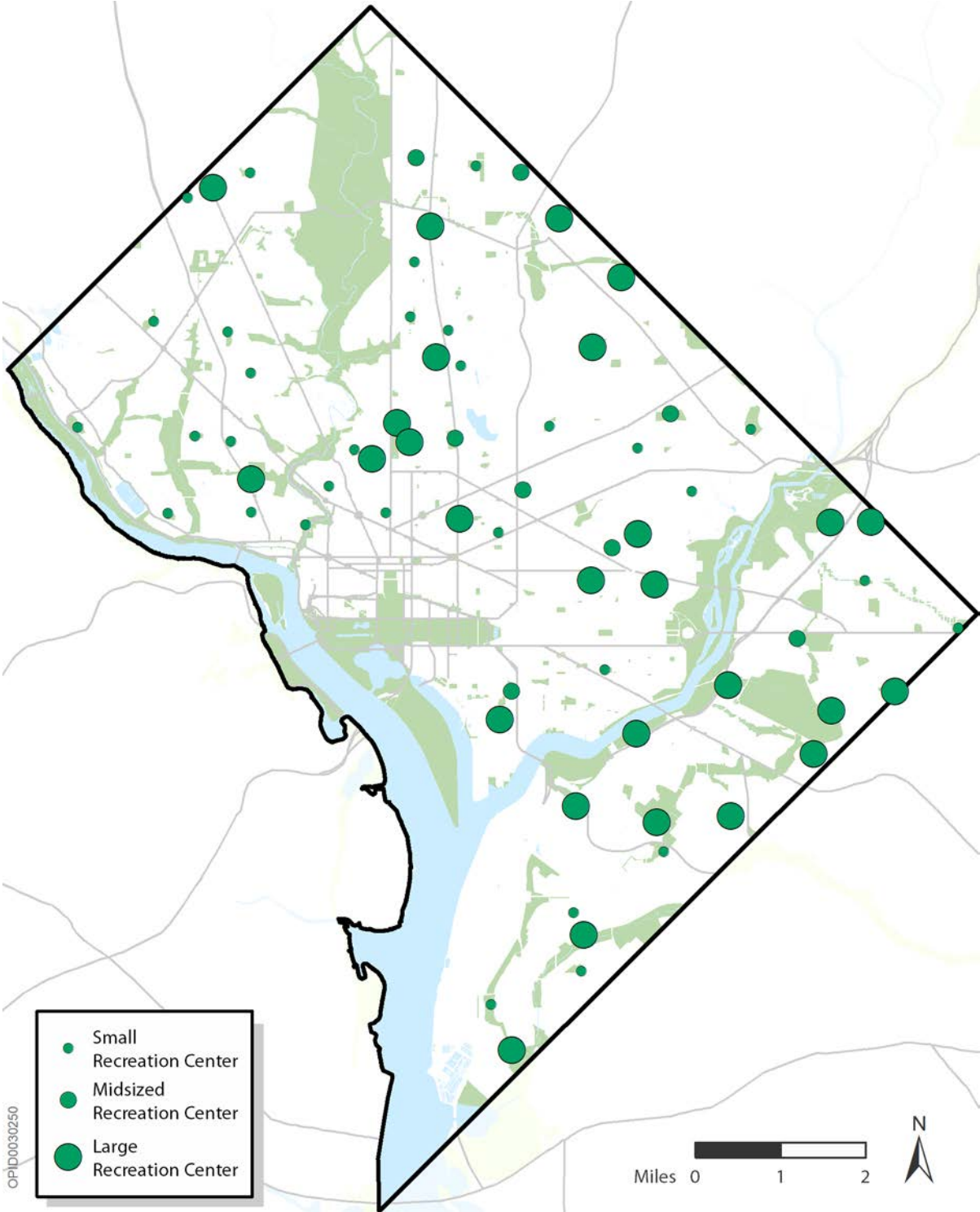
- 809.3 The District has one of the highest ratios of recreation centers to residents in the country. The District's ratio is substantially higher than ratios for the largest East Coast cities and several major West Coast cities. However, this benchmark does not consider the condition or size of the center, or the accessibility of recreational services to residents. Most of the District's recreation centers meet basic expectations, but some need modernization. DPR and DGS are actively working to improve the quality and size of outdated centers. 809.3
- 809.4 As Map 8.2 indicates, there are still many parts of the District that may require additional recreation center space. Service gaps appear in Near Southeast, the far western and far northern parts of the District, and downtown. 809.4
- 809.5 DPR's design guidelines identify four recreation center prototypes: neighborhood, community, District, and specialty. They are distinguished by their size, amenities, and service area. Criteria are provided for the functional relationship of interior spaces for each center type. There are also guidelines to recognize the historic significance of older centers and protect their historical integrity. 809.5
- 809.6 The District has one of the highest number of aquatics facilities per capita in the country. However, sometimes these facilities are not in locations that are easily accessed by residents in their service area or in the best condition, and sometimes they are not large enough to meet demand. To promote equitable access to and excellence in aquatics, continued investment in pools and other facilities is needed. Evaluations of potential new aquatic facilities, including those that can generate revenue and draw visitors from other jurisdictions, may be considered in the future. Other water-oriented activities, such as river canoeing, kayaking, and fishing, also will be supported through recreational programs. 809.6
- 809.7 Probably the most familiar function of a neighborhood or community park is to provide space for active outdoor recreation. District parks support hundreds of facilities, including softball and baseball fields, football and soccer fields, basketball courts, tennis courts, dog parks, and skate parks. In addition, an unprecedented number of playgrounds were renovated in 2013 and 2014, drawing thousands of children and other users to new equipment across the District. The District continues to work toward securing more outdoor facilities and modernizing existing facilities so they can be operated and maintained more

efficiently. In some instances, this may require partnering with agencies such as DCPS and DDOT to creatively accommodate facilities on school grounds or in transportation rights-of-way. Given the limitations of the District's compact geographic area and the varied amounts of space for outdoor facilities, recreation can become a component of new urban infrastructure projects in a number of settings. 809.7

809.8 ***Policy PROS-2.1.1: Recreational Facility Development***

Improve the physical and psychological health of District residents by providing a variety of recreational and athletic facilities, including playing fields, tennis courts, swimming pools, basketball courts, trails and paths, art studio and exhibition spaces, boating facilities, docks, and open areas for other sports activities. 809.8

809.9 Map 8.2: Recreation Center Buildings 809.9



0P1D0030250

Source: DC Office of Planning, 2018

- 809.10 ***Policy PROS-2.1.2: Use of Service Standards***
Develop recreational facilities in an orderly way by using service standards and design guidelines that help identify local needs. Further, consistently apply the new classification system for recreation centers included in the Parks and Recreation Master Plan. Direct investment in new facilities to the areas with the greatest unmet needs and areas where additional demand is expected in the future. 809.10
- 809.11 ***Policy PROS-2.1.3: Quality and Compatible Design***
All park improvements should be of high design and construction quality, sensitive to the natural environment, respectful of historic structures and important cultural landscapes, sensitive to the needs of people of all ages and abilities, and compatible with surrounding land uses. 809.11
- 809.12 ***Policy PROS-2.1.4: Responding to Local Preferences***
Provide amenities and facilities in District parks that are responsive to the preferences and needs of the neighborhoods around the parks. Park planning should recognize that there are different leisure time interests in different parts of Washington, DC. To better understand these differences, the community must be involved in key planning and design decisions. 809.12
- 809.13 ***Policy PROS-2.1.5: Adapting to Changing Needs***
Allow the development of flexible facilities that respond to changing preferences and community needs in appropriate District parks, including dog parks, skate parks, tot lots, and water spray parks. 809.13
- 809.14 ***Policy PROS-2.1.6: Nature-Based Design***
New recreational facilities should incorporate nature-based design principles that value residents' innate connection to nature and allow abundant opportunities to be outside and to enjoy the multisensory aspects of nature. Nature-based elements can include a visual connection with nature, the presence of water, the use of natural materials, and incorporation of dynamic and diffuse light. 809.14
- 809.15 ***Policy PROS-2.1.7: Alternatives to New Facilities***
Identify opportunities to meet outdoor recreational needs through existing public or private facilities, as an alternative to building new facilities. 809.15

- 809.16 ***Policy PROS-2.1.8: Project Development Process***
Maintain a well-defined and transparent project development process that includes public participation so that future park projects meet resident needs and achieve context-sensitive design solutions. Recreational needs should be confirmed through area plans, neighborhood plans, and plans for individual parks. 809.16
- 809.17 ***Policy PROS-2.1.9: Use of Emerging Technologies***
Support the use of emerging technologies, such as tech lounges and e-sports, to create interactive gathering spaces for residents, particularly youth and older adults. 809.17
- 809.18 ***Action PROS-2.1.A: Capital Improvements***
Regularly identify and update the cost of improvements needed to meet service delivery standards, including those for recreation centers, aquatic facilities, and outdoor facilities. Provide systematic and continuing funds for park improvements through the annual Capital Improvement Program, with investments prioritized for the facilities and communities that are most in need. 809.18
- 809.19 ***Action PROS-2.1.B: Needs Assessments and Demographic Analysis***
Conduct periodic needs assessments, surveys, and demographic studies to better understand the current preferences and future needs of District residents regarding parks and recreation. 809.19
- 809.20 ***Action PROS 2.1.C: Parks Restroom Inventory***
Conduct an assessment of the existing parks restroom inventory, considering park size and usage to determine the needs for additional public restrooms. 809.20
- See also the Community Services and Facilities Element for policies on the co-location of recreational uses with other public facilities.*
- 809.21 ***Action PROS-2.1.D: Level-of-Service and Classification Systems***
Evaluate existing level-of-service standards by type of facility and amenity, and where deemed necessary, develop facility-specific classification systems. 809.21
- 809.22 ***Action PROS-2.1.E: Improvement of Outdoor Recreational Facilities***
Systematically evaluate existing outdoor recreational facilities based on the Parks Master Plan design guidelines. Implement plans to eliminate deficiencies and

close gaps through capital improvements. Typical capital projects might include turf restoration, addition of lighting and seating at sports fields, playground renovation, and resurfacing of basketball and tennis courts. 809.22

810 PROS-2.2 Providing Quality Service to All Residents 810

- 810.1 Maintaining a quality park system requires a high level of facility maintenance, modernization, and repair. A 2009 assessment of 72 DPR facilities found that 10 were in poor condition, 11 were in fair condition, and 51 were in good condition. A supplemental assessment of 56 recreation centers was done by DGS in 2013. It found 11 facilities in poor condition, 17 in fair condition, and 28 in good condition. 810.1
- 810.2 On a per capita basis, the District spends less on park operations and maintenance than peer cities like Minneapolis, Portland, and San Francisco. Since 2003, however, the District's annual expenditures on park capital improvements have been higher than expenditures in these cities. New facilities are replacing aging buildings and providing attractive new community centers. With more capital construction planned in the coming years, the District will need to dedicate additional funds to cover the higher expenses of operating and maintaining these facilities. 810.2
- 810.3 Similar efforts will be needed to address a wide variety of park planning issues, including the personal safety of park visitors, provisions for youth and residents with disabilities, staffing needs, and the coordination of service delivery with other agencies. A steady, reliable stream of funds will be essential to keep our parks safe and attractive, and to respond to future needs. 810.3
- 810.4 Programming is one of the core elements of recreational service delivery. DPR delivers over 400 programs a year at its facilities. Recent data indicates that fewer than 20 percent of DC residents participate in these programs. Detailed data on demographics, resident preferences, and user satisfaction can help create more responsive programming. There are also opportunities for better marketing and programming for targeted audiences like youth and older adults. In some cases, service delivery by other agencies or nonprofits may be the most effective option. 810.4

- 810.5 Looking ahead, new funding sources—such as public-private partnerships, grants, and concessions—may be necessary. A commitment to future funding should recognize the many tangible and intangible benefits that the District’s parks provide to neighborhoods. 810.5
- 810.6 ***Policy PROS-2.2.1: Maintenance and Renovation***
Provide for the continuing maintenance, renovation, and upgrading of the District’s parks and recreational facilities to prevent their deterioration so that they continue to meet community needs. Prioritize the asset management of existing facilities during the capital improvement process. 810.6
- 810.7 ***Policy PROS-2.2.2: Park Safety and Security***
Design parks, trails, and recreational facilities to improve the safety of visitors and staff. Avoid creating hidden and difficult-to-access areas, where security problems or vandalism could result. Lighting, fencing, building materials, and other design components should be selected to enhance the safety of park users. Park lighting should be compatible with adjacent residential neighborhoods. 810.7
- 810.8 ***Policy PROS-2.2.3: Program Diversity***
Provide diverse recreational activities to promote healthy living for persons of all ages and cultural backgrounds. Such activities must be distributed equitably in all parts of the District. Coordinate activities and offerings with other service providers, including DCPS and community-based organizations such as wellness centers for older persons, to maximize the effectiveness of service delivery and minimize redundancy. 810.8
- 810.9 ***Policy PROS-2.2.4: Data-Driven Programming***
Collect and analyze data on recreational program participation and use this data to shape decisions on future programs and operations. Programs should reflect local and national trends in recreation and regular surveys of District residents, with a focus on meeting the needs of underserved populations. 810.9
- 810.10 ***Policy PROS-2.2.5: Youth Recreational Services***
Provide recreational services that are particularly responsive to the special needs of the District’s youth, using recreation and athletics to promote self-esteem, responsibility, and leadership skills among youth. 810.10

- 810.11 ***Policy PROS-2.2.6: Special Needs***
Increase efforts to meet the needs of underserved population groups, particularly older residents and persons with disabilities. Provide barrier free access by modifying existing facilities to accommodate the needs of persons with disabilities and modifying existing indoor and outdoor facilities and parks to accommodate the needs of persons with disabilities. Explore the use of alternative participation styles and formats in the program curriculum so that activities can be easily adjusted to allow persons with disabilities and residents needing additional accommodations to participate. 810.11
- 810.12 ***Policy PROS-2.2.7: Physical Activity in Everyday Spaces***
Prioritize community-driven strategies to support physical activity in non-traditional, everyday spaces across the District. Childhood play is essential to physical, cognitive, creative, social, and emotional development. However, many children face barriers to play, such as a perceived or actual lack of safe spaces. District government and its partners should provide additional opportunities for play in everyday locations where kids and families already spend time, including bus stops, grocery stores, and sidewalks. 810.12
- 810.13 ***Policy PROS-2.2.8: New Funding Sources***
Seek out and pursue new forms of local, federal, nonprofit, and private financial support to acquire, develop, and operate the District's park and recreational facilities. Streamline the process for accepting private donations of parks-related goods, services, and facilities. 810.13
- For more information, see PROS-4.1 on public-private partnerships.*
- 810.14 ***Policy PROS-2.2.9: Park Stewardship***
Encourage volunteer assistance and stewardship in the maintenance of the District's parks, particularly the triangle parks along major thoroughfares. Local community organizations should be encouraged to donate goods, services, and time to help in the oversight and upkeep of such spaces. Stewardship should be viewed as a way to increase environmental awareness, reduce maintenance costs, and build civic pride in parks. 810.14
- 810.15 ***Policy PROS-2.2.10: Fiscal Impact of Park Improvements***
Evaluate proposed park facilities to determine their ability to generate revenue and help recover operational and maintenance costs. When developing new

facilities, assess the projected operation and maintenance costs prior to requesting capital funding approval. 810.15

810.16 ***Action PROS-2.2.A: Facility Assessments***

Conduct regular facility condition and utilization studies and use this data to determine if there is a need for improvement, reconstruction, closure, or expansion. A comprehensive facility condition assessment should be performed for each recreation center at least once every five years. 810.16

810.17 ***Action PROS-2.2.B: Maintenance Standards***

Create official maintenance standards based on industry best practices, such as Sustainable SITES Initiative (SITES) or an equivalent system, to improve the effectiveness of current maintenance and service levels for recreational buildings, facilities, and landscaping. Both maintenance contractors and the District should adhere to these standards. 810.17

810.18 ***Action PROS-2.2.C: Adopt-a-Park***

Continue to encourage community groups, businesses, and others to participate in the District's Adopt-a-Park/Adopt-a-Playground program and publicize the program through signs, advertisements, websites, and other media. Support Friends of Parks groups in stewarding, advocating, and hosting fundraising events for park sites to help maintain grounds and buildings and assist in the planning process. 810.18

810.19 ***Action PROS-2.2.D: Data Tracking***

Establish a system to maintain and regularly update data and maps on parks, recreational facilities, and programming offered by DPR and affiliated providers to measure improvements in levels of service and document achievements. 810.19

810.20 ***Action PROS-2.2.E: Marketing and Branding***

Develop a marketing plan to increase public awareness of programs and to more firmly establish an identity for Washington, DC, parks. 810.20

See also policies in the Environmental Protection Element about green maintenance and green building practices, including requirements that future recreation centers meet Leadership in Energy and Environmental Design (LEED) Silver standards.

- 810.21 ***Action PROS-2.2.F: Integration of Federal and District Athletic Fields***
Better integrate federal and District athletic fields under the jurisdictions of NPS, DPR, and DCPS. 810.21
- 810.22 ***Action PROS-2.2.G: Design Standards***
Create District-wide parks and recreation facility design standards for outdoor facilities. Design parks, open spaces, and recreational facilities to reflect the preferences and culture of the local population, to accommodate a range of age groups and abilities, and to improve the safety of visitors and staff. When renovating playgrounds and parks, design new infrastructure for active recreation, including workout equipment, for all ages and abilities. 810.22
- 810.23 ***Action PROS-2.2.H: Hospital and Clinic Partnerships***
Explore partnerships with hospitals and clinics to increase the number of doctors prescribing parks and recreational activities to patients of every age. 810.23
- 810.24 ***Action PROS-2.2.I: Performance Monitoring***
Provide the necessary hardware and software to track customer use and evaluations, determine gaps in programming and facilities, and identify opportunities to improve the overall performance of the parks and recreation system. 810.24
- 810.25 ***Action PROS-2.2.J: Recreation Program Action Plan***
Develop a recreation program action plan that elevates, standardizes, and expands the quality of DPR program offerings. The plan should help DPR to prioritize program investments while promoting broader goals of health, fitness, artistic expression, and community building. 810.25
- 810.26 ***Action PROS-2.2.K: Public-Private Partnerships***
When using a public-private partnership model to fund park acquisitions or improvements, incorporate programming and maintenance plans. 810.26
- 810.27 ***Action PROS-2.2.L: New Kiosk Development***
Amend the zoning regulations to allow temporary and permanent kiosks at residentially zoned parks, where appropriate. Kiosks would be owned by the District and revenue from the kiosks would be used to support park maintenance and operations. 810.27

811 PROS-3 Open Space Networks 811

811.1 Washington, DC, is characterized by four outstanding and distinct networks of open space:

- The Monumental Core, including the National Mall and adjacent areas in East and West Potomac Parks;
- Rock Creek Park and the linear parks along its tributary streams, extending from the Potomac River to the Maryland border;
- The Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, forming a ring of open space approximately five miles out from the center of the District; and
- The Anacostia and Potomac parklands, including linear parks along tributary streams. 811.1

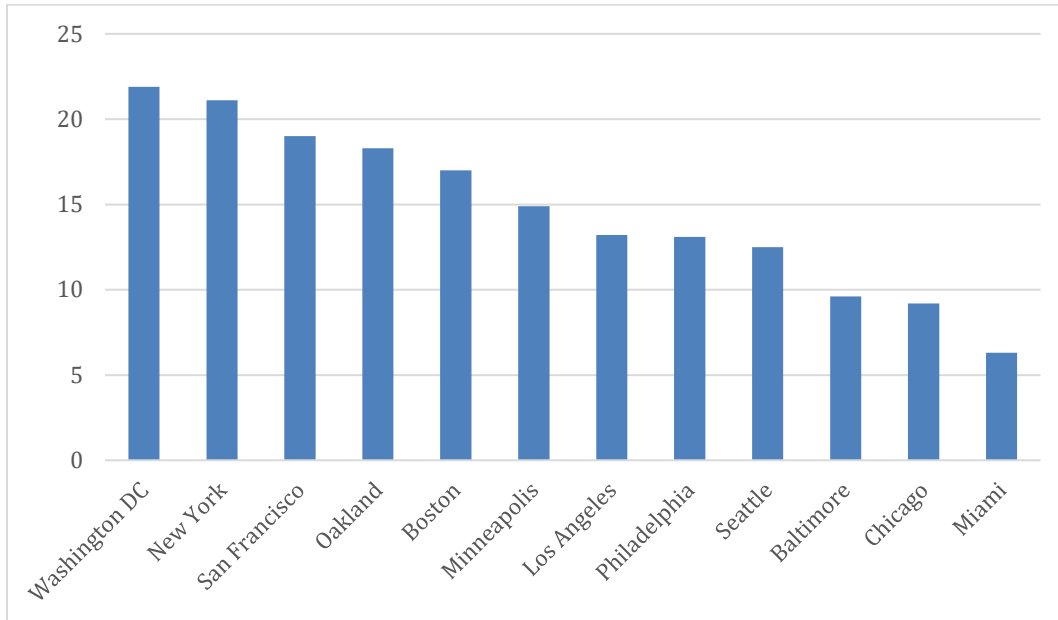
811.2 Each of these areas is profiled in more detail below. Together, they comprise 6,700 acres of parkland, or about 18 percent of the District's land area. Because almost all of this land is under the control of NPS, the policies presented here are intended to express the District's aspirations for the land's long-term management. They are statements of the District's values and priorities, to be consulted by our federal partners as they plan and manage these important properties. 811.2

811.3 In addition to the four open space networks described above, there are other important chains of interconnected open space across the District. Among the most significant is the corridor of District, federal, and institutional lands extending from McMillan Reservoir on the south to Fort Totten on the north. 811.3

811.4 This section of the Comprehensive Plan includes a special focus on park and open space planning for Washington, DC's waterfronts. The need to improve connectivity between open spaces through trails and greenways also is addressed. Policies on these topics are supplemented in Section PROS-4.0 with information on functional open spaces that may augment this network and further contribute to community needs, environmental quality, and economic value. 811.4

811.5 Figure 8.4 compares the total parkland acreage within Washington, DC, to other high-density U.S. cities, using data from a recent analysis by the Trust for Public Land. 811.5

811.6 Figure 8.4: Parkland Open Space, Washington, DC Compared to Other Cities
811.6



Source: Trust for Public Land, 2016

812 PROS-3.1 Sustaining and Enhancing the Federal Open Space Systems 812

812.1 Although Washington, DC, does not have jurisdiction over the National Mall and the adjoining open spaces in East and West Potomac Parks, these are arguably the most visible and high-profile parklands in the District. They project the image of Washington, DC, to the world and attract millions of visitors each year. The future of the landscaped glades between the U.S. Capitol and the Potomac River is the focus of national debate, as the need for new monuments and memorials is balanced against the need to retain the Mall’s historic form, sight lines, and open quality. Under statehood, the National Mall and environs would be preserved as the core of the federal district. In addition, the prospect of sea level rise threatens the continued viability of recreational uses at East Potomac Park and Hains Point. The Mall serves local, national, and international communities. It is integral to Washington, DC’s history. The National Mall should remain an inclusive space that allows users to recognize history while balancing the need to draw visitors to the District. The National Capital Planning Commission (NCPC) has prepared

several important plans on these issues, including the Legacy Plan and the Memorials and Museums Master Plan. Both plans seek to preserve the historic proportions of the Mall, recognize its multiple functions as a passive and active open space, and expand the open space network to new areas along South Capitol Street and the Anacostia River. 812.1

812.2 Several planning initiatives for the National Mall have been completed. In 2000, NPS completed a Comprehensive Design Plan for the White House and President's Park. The approved plan provides the management framework and flexibility needed to manage and preserve the site for the presidency and the public. In 2001, NCPC released the Memorials and Museums Master Plan, which identifies 100 potential locations for memorials and museums, and provides general guidelines for their development. In addition, in 2004, the nonprofit organization National Mall Coalition launched the National Mall Third Century Initiative (3C Initiative). The mission of the 3C Initiative is to renew the vitality of the Mall through creative public use, wise stewardship for the next century, and appropriate expansion. The U.S. Commission of Fine Arts (CFA) is also involved in planning and design decisions on the Mall. 812.2

812.3 Rock Creek Park is the largest contiguous open space within the District, encompassing over 2,000 acres along the Rock Creek Valley and its tributary streams. The park's scenic landscapes provide a respite from the cityscape of Washington, **DC**. Each year, more than two million people visit the park to hike, picnic, play, and enjoy its rugged beauty. More than 12 million people a year use the park roads for commuting or scenic driving. In 2005, NPS completed a General Management Plan (**GMP**) for the largest unit of Rock Creek Park, providing guidance on how to best protect natural resources and manage visitor services. The goals of the GMP are to preserve and perpetuate the ecology of the Rock Creek Valley, protect archaeological and historic resources, provide for education and exploration, and create opportunities for recreation that are compatible with the park's natural and cultural setting. The GMP itself includes management prescriptions that will guide future land use decisions and issues regarding road closures and traffic management. 812.3

812.4 At the start of the Civil War in 1861, a series of fortifications was built around Washington, DC, to protect the nation's capital from a Confederate invasion. Among the fortifications were Fort Stevens, site of an 1864 battle; Fort Reno, highest point in the District; and Fort Dupont, the largest park Ward 7 or 8. After the Civil War, most of the 68 forts and 93 batteries were dismantled, and the land

was returned to its pre-war owners. Before they disappeared completely, a number of fort sites were purchased by the federal government and developed as parkland. An envisioned Fort Circle greenbelt featured prominently in the McMillan Plan of 1901, and with the advent of the automobile, the greenbelt was proposed as a 23-mile circumferential parkway around the growing District (the Fort Drive). 812.4

- 812.5 NPS prepared a GMP for the Fort Circle Parks in 2003. The GMP's primary objectives include protection of ecological and historical values and accommodation of local recreational interests. The GMP seeks to remedy issues such as the deteriorated state of the parks' historical earthworks, concerns about visitor safety, and the lack of visitor services and interpretive facilities. Among the planned improvements are a new hiking trail linking the forts through existing parkland, new recreational features, coordinated signage, and new public access points. 812.5
- 812.6 The Potomac and Anacostia rivers and their associated tributaries, such as Watts Branch and Pope Branch, provide an important link in the District's open space network. They provide protection for sensitive natural habitat, scenic beauty, and water-oriented recreation for District residents and visitors. Washington, DC's waterfront open spaces encompass an area larger than all of Rock Creek Park. 812.6
- 812.7 Investments in infrastructure have started to provide a connected waterfront, so that the Anacostia River no longer divides neighborhoods, although further connections, many in planning, are needed. State-of-the-art multimodal projects are enhancing mobility and public access to and along the waterfront, such as the nearly 20-mile Anacostia Riverwalk Trail and the local 11th Street Bridge, which now serves pedestrians and cyclists. When constructed, the planned Frederick Douglass Memorial Bridge will continue this momentum along with the planned pedestrian and cyclist bridge spanning the Anacostia River and additional new miles of bike paths linking underserved communities, 812.7
- 812.8 In addition, the Anacostia waterfront has emerged as a cultural center complementing the Mall with cultural venues, sports arenas, and museums. These amenities enliven the waterfront's shores with millions of annual visitors and reinforce the District's unique cultural heritage. There are also new developments and neighborhoods that serve as destinations themselves, such as the Wharf, and that are changing the image of the District and its relationship with the water

through unique public spaces and programming. From Nationals Park and Audi Field to new museums, music venues, future monuments, and the planned 11th Street Bridge Park, the Anacostia waterfront is adding to the cultural energy and dynamism of Washington, DC. Despite these successes, significant environmental, urban design, and infrastructure challenges remain. 812.8

See the Environmental Protection, Urban Design, and Infrastructure elements for more information about these issues.

812.9 Policies for the waterfront are presented in the Section PROS-3.2 of this element. 812.9

812.10 *Policy PROS-3.1.1: District Open Space Networks*

Coordinate with NPS and other relevant organizations to restore the environmental health of the District's open space networks, including tree cover and habitat, and to help more residents experience these areas through nature programs and trails. 812.10

812.11 *Policy PROS-3.1.2: Monumental Core*

Preserve the integrity of the National Mall open space, and advocate for federal plans and programs that protect this area from inappropriate or excessive development. 812.11

812.12 *Policy PROS-3.1.3: East and West Potomac Parks*

Work with the federal government to protect and enhance the great open spaces of the Monumental Core beyond the National Mall, such as Hains Point and the Tidal Basin parklands. In efforts consistent with the Federal Elements of the Comprehensive Plan, support the use of these areas for outdoor cultural events and celebrations, and for recreational activities and amenities that serve District residents and visitors. Planning for these areas should provide opportunities to expand the National Mall and better integrate East Potomac Park with the Southwest Waterfront across the Washington Channel. Planning for these areas should also seek to mitigate sea level rise through nature-based design solutions where possible. 812.12

812.13 *Policy PROS-3.1.4: Rock Creek Park*

The District's land use and transportation decisions should support the conservation of Rock Creek Park as a national scenic resource. Actively

participate in discussions about the management of park resources—including roadways and recreational facilities—and environmental quality. 812.13

812.14 ***Policy PROS-3.1.5: Tributary Parks***

Maintain the scenic open space qualities and ecology of the District’s stream valley parks, including tributaries to the Potomac and Anacostia rivers and tributaries to Rock Creek. Create and maintain hiking and walking paths along tributary streams as appropriate to preserve habitats, minimize erosion, and preserve trees. Ensure that development adjacent to stream valley corridor parks does not compromise visual and ecological values and access to natural and forested areas. 812.14

See the Environmental Protection Element for additional policies on stream preservation.

812.15 ***Policy PROS-3.1.6: Fort Circle Parks***

Protect and enhance the Fort Circle Parks as an integrated network of permanent open spaces that connect neighborhoods, provide scenic beauty and historic interest, and offer a variety of recreational activities. Recognize these parks as an important District and national resource. Prevent District and federal actions that would harm historic and ecological resources in the Fort Circle Parks, and strongly support actions that would improve their maintenance, connectivity, visibility, accessibility, and safety. 812.15

812.16 ***Policy PROS-3.1.7: Compatibility with Parklands***

Maintain and design public and private development adjacent to the edges of open spaces and parks to be compatible with these parklands and improve park access and safety. 812.16

812.17 ***Action PROS-3.1.A: Participation in Federal Planning Park Efforts***

Support and participate in NPS and NCPC efforts to plan for parks and open spaces in, and adjacent to, the Monumental Core. Encourage resident participation in these efforts. 812.17

812.18 ***Action PROS-3.1.B: Monument and Memorial Siting***

Actively participate with the appropriate federal agencies, commissions, and others in discussions and decisions on the siting of new monuments, memorials, and other commemorative works on open spaces within Washington, DC. 812.18

812.19 ***Action PROS-3.1.C: Implementation of General Management Plans***
Support federal efforts to implement the Comprehensive Design Plan for the White House and President’s Park and the GMPs for Rock Creek Park and the Fort Circle Parks. 812.19

812.20 ***Action PROS-3.1.D: Fort Circle Park Trail***
Use land acquisition and/or easements to complete the Fort Circle Park Hiker-Biker Trail and to provide additional Fort Circle Park signage and historic markers. 812.20

812.21 ***Action PROS-3.1.E: Fort Circle Partnerships***
Actively participate in interjurisdictional and public-private partnerships to preserve, enhance, restore, and complete the Fort Circle Parks. 812.21

812.22 ***Action PROS-3.1.F: Park Land Transfers***
In cooperation with appropriate federal agencies, identify park resources in federal ownership that could potentially be transferred to the District for conservation or recreational purposes only, such as Franklin Park, the Robert F. Kennedy Memorial Stadium (RFK Stadium), and Langston Golf Course, along with various triangle parks, such as Murrow and Monroe parks. 812.22

813 PROS-3.2 Reclaiming the Waterfront 813

813.1 The contrast between the District’s two waterfronts—the Potomac and the Anacostia—has been well documented. Virtually the entire Potomac shoreline north of Hains Point is publicly accessible, with such amenities as the Chesapeake and Ohio (C&O) Canal towpath, Georgetown Waterfront Park, Thompson Boat Center, and Theodore Roosevelt Island. The shoreline affords stunning views of the District’s monuments and picturesque vistas across the river to Virginia. On the other hand, much of the 22 miles of shoreline along the Anacostia River, while inaccessible, is natural and relatively undisturbed. In 2003, the Anacostia Waterfront Framework Plan set a visionary and ambitious agenda for the revitalization of the Anacostia waterfront as a world-class destination and the center of 21st-century Washington, DC. The Anacostia Waterfront Initiative (AWI) set in motion a transformation that includes new mixed-income neighborhoods, environmental restoration, transportation infrastructure, enhanced public access, new connected parks, and cultural destinations. Fifteen years after the AWI Plan, the turnaround of the Anacostia waterfront is a national model for

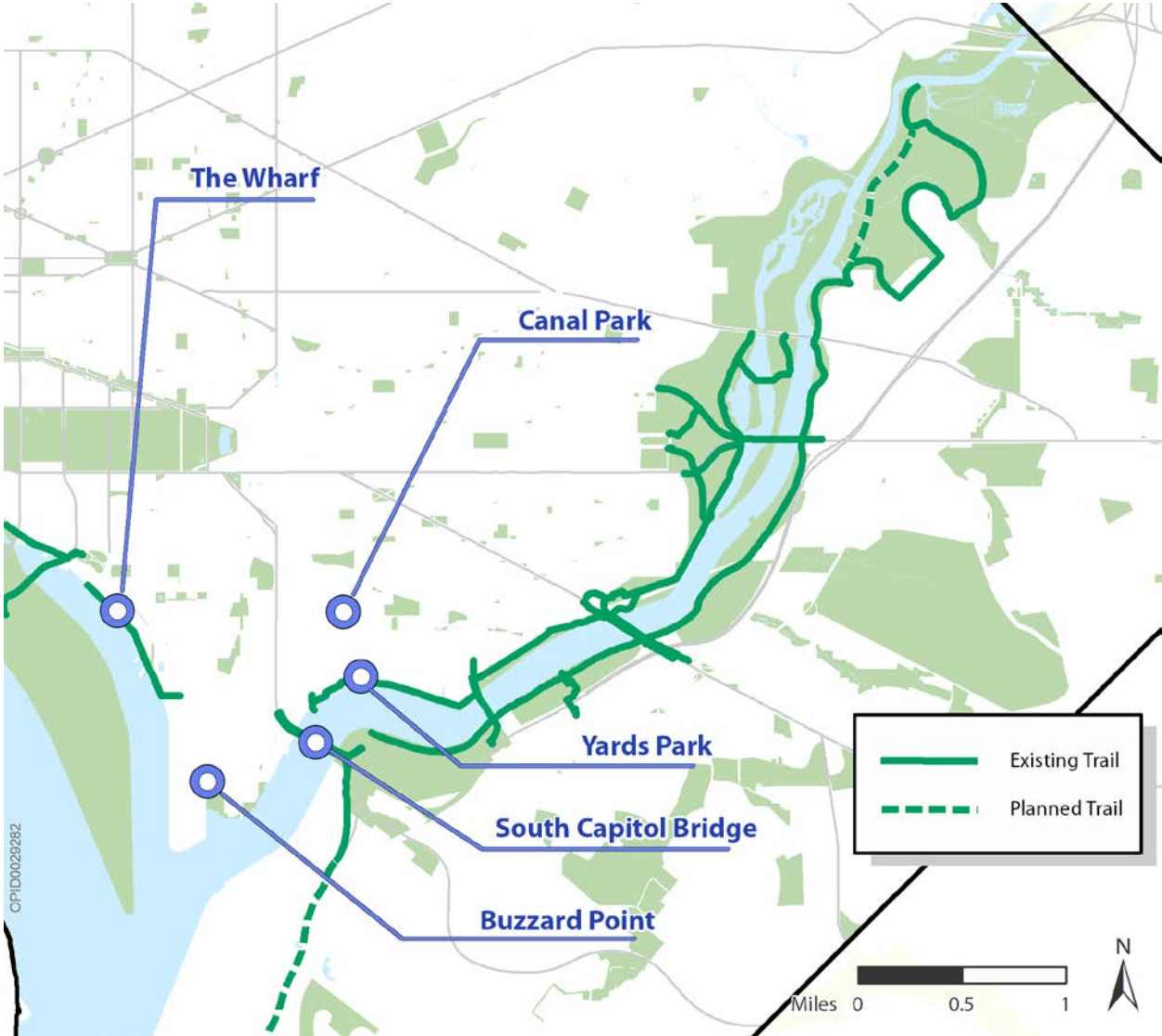
urban rivers in terms of environmental restoration, public access, economic development, and inclusive growth. 813.1

813.2 Along the Potomac, the District’s priority is conserving the federal parklands, retaining public access, and improving access where it does not exist today. Along the Anacostia, the District has created a system of interconnected and continuous waterfront parks that establish access to the river for recreation, from signature locations like Yards Park to improved facilities like Kenilworth Recreation Center, all joined by the Anacostia Riverwalk Trail. However, despite these significant achievements, several recreational and open space improvements have yet to be realized. Map 8.3 provides an overview of completed and ongoing projects along the Anacostia waterfront. The Area Elements should be consulted for additional detail. 813.2

813.3 ***Policy PROS-3.2.1: Preserving Waterfront Open Space***
Recognize the importance of Washington, DC’s waterfronts for recreation, public access, ecological protection, and scenic beauty. 813.3

813.4 ***Policy PROS-3.2.2: Connecting Neighborhoods to the Rivers***
Develop open space linkages between the Anacostia and Potomac Rivers and adjacent neighborhoods using stream tributaries such as Watts Branch and Pope Branch as a framework for linear parks between the shoreline and nearby residential areas. 813.4

813.5 Map 8.3: Overview of Completed and Ongoing Projects along the Anacostia Waterfront 813.5



Source: DC Office of Planning, 2018

813.6

Policy PROS-3.2.3: Linking Residents to Waterfront Park Spaces

Establish stronger multimodal linkages between the waterfront and adjacent upland neighborhoods, including Deanwood, Mayfair, Kenilworth-Parkside, River Terrace, Fairlawn, Twining, Kenilworth, Historic Anacostia, Carver-Langston, Kingman Park, Hill East, Capitol Hill, Barney Circle, Southwest, and Buzzard Point. Maximize public access to the waterfront from these areas through

the development of a continued riverwalk and shoreline trail, natural shorelines, green infrastructure along streets, improved public transportation, redesigned bridges and freeways, additional pedestrian access routes, and the extension of neighborhood streets and avenues to the water's edge. 813.6

- 813.7 ***Policy PROS-3.2.4: Waterfront Visibility and Accessibility***
Improve access to the shoreline parks from across Washington, DC, and reduce barriers to waterfront access created by railroads, freeways, and non-water-dependent industrial uses. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government. 813.7
- 813.8 ***Policy PROS-3.2.5: Water-Oriented Recreation***
Provide for a variety of water-oriented activities—including fishing, boating, kayaking, and paddle-boarding—on the District's rivers. Recognize both the Anacostia and Potomac rivers as vital aquatic resources that can accommodate kayaking, canoeing, sculling, fishing, and other forms of water-oriented recreation. 813.8
- 813.9 ***Policy PROS-3.2.6: River Facilities***
Coordinate with federal and private partners to create a network of facilities along the Anacostia and Potomac rivers that provide water access, recreational equipment, educational space, and other amenities. These amenities must be equitably distributed along the rivers and easily accessible from nearby neighborhoods. 813.9
- 813.10 ***Policy PROS-3.2.7: Shoreline Access***
On waterfront development sites under District jurisdiction, require public access to the shoreline unless precluded by safety or security considerations. Incorporate natural shorelines where appropriate. 813.10
- 813.11 ***Policy PROS-3.2.8: Waterfront Park Design***
Waterfront parks shall be designed and planned to maximize the scenic and recreational value of the rivers. Features such as parking lots and park maintenance facilities should be located away from the water's edge, and environmentally sensitive resources should be protected. 813.11

813.12 ***Policy PROS-3.2.9: Upper Potomac Waterfront***
Partner with NPS and other federal agencies to conserve open space along the Potomac waterfront and to protect the wooded and scenic qualities of the Potomac Palisades and adjacent islands and shoreline. Support efforts by NPS and partners to restore, reimagine, and revitalize the C&O Canal National Historic Park.
813.12

813.13 ***Policy PROS-3.2.10: Lower Potomac Waterfront***
Support additional public access to the Potomac waterfront from the mouth of the Anacostia River southward. While general access is currently restricted due to existing uses (such as that by Bolling Air Force Base), the District should identify long-term opportunities for shoreline open space and recreation, in the event that federal needs and use of this land change. 813.13

See also the Urban Design Element for additional policies and actions related to shoreline development and aesthetics and the Lower Anacostia Waterfront/Near Southwest Element for additional information about the planned shoreline parks.

813.14 ***Action PROS-3.2.A: Anacostia River Park Improvements***
Work collaboratively with the federal government, the private sector, and community and nonprofit groups to implement the open space improvement plans of the AWI. Planned improvements include:

- A major destination park at Poplar Point;
- Restored natural areas at Kingman and Heritage islands;
- New parks, including recreational fields, around RFK Stadium;
- Continuous bicycle and pedestrian trails along the waterfront and new pedestrian crossings on the upper reaches of the river;
- New neighborhood parks and athletic fields within redeveloping areas along the waterfront, including the Southwest Waterfront, Buzzard Point, Near Southeast, and Hill East; and
- Enhancements to the existing waterfront parks. 813.14

For more details on these planned parks, see the Lower Anacostia Waterfront/Near Southwest Area Element and the Anacostia Waterfront Initiative Framework Plan.

813.15 ***Action PROS-3.2.B: Signage and Branding***
Work with NPS to develop and implement a consistent system of signage and markers for the Anacostia and Potomac waterfronts. 813.15

813.16 ***Action PROS-3.2.C: Anacostia River Boating***
Develop additional marine facilities, including rowing centers, appropriately scaled boathouses, boat slips, and piers along the banks of the Anacostia River as recommended in the Anacostia Waterfront Framework Plan. All new marinas should become Clean Marina Partners. Implement boating access improvements utilizing the Boating Access grants from the U.S. Fish and Wildlife Service Wildlife & Sport Fish Restoration Program. 813.16

813.17 ***Action PROS-3.2.D: Anacostia Riverwalk***
Construct new sections of the Anacostia Riverwalk according to the Buzzard Point Vision Framework’s riverwalk design guidelines. Work with Fort McNair to extend the Anacostia Riverwalk along the Washington Channel and design it to include co-benefits, such as enhanced security and flood protection for the base and ecological restoration features, thereby completing a key piece of the District-wide riverwalk system. 813.17

814 PROS-3.3 Other Significant Open Space Networks 814

814.1 The District’s formal open space networks are complemented by several smaller open space systems. These networks may be lesser known due to fragmented ownership and multiple functions, but they are no less important—particularly to the communities they serve. 814.1

814.2 A unique open space network comprised primarily of major federal facilities, cemeteries, and institutional uses is located just north of Washington, DC’s geographic center, in an area otherwise lacking in public parkland. The network includes McMillan Reservoir, the Armed Forces Retirement Home, Rock Creek Cemetery, Battleground National Cemetery, and Glenwood, Prospect Hill, and St. Mary’s cemeteries. This area was already established as a major recreational ground for Washington, DC, in the 19th century. Its role was confirmed by the 1901 McMillan Plan, which recognized the dual purposes of these lands as functional facilities and passive open spaces. While public access to many of these properties is restricted today, their presence as an open space corridor is plainly visible on aerial photos of the District. 814.2

See the Upper Northeast Element for more information on these properties.

- 814.3 Several sites along the path of the McMillan to Fort Totten open space network are currently under consideration for development. As detailed plans are developed for these sites, the District should take an active role in conserving the connected open space network as a historic, ecological, aesthetic, and recreational resource. 814.3
- 814.4 Frederick Law Olmsted, Sr.'s Highway Plan for the District created two kinds of boulevards and parkways that are part of a larger park and open space system. Some broad boulevards—including Nebraska Avenue, South Dakota Avenue, and Minnesota Avenue—connect parks to the Potomac and Anacostia rivers. Winding parkways along ridges, in valleys, or other roadways leading into large parks include Reno Road, Arkansas Avenue, and Alabama Avenue. These boulevards and parkways, enhanced by circle and triangle parks, should be preserved and maintained as elements of the larger park and open space system. Additionally, although parkways were not intended or designed to be major transportation arteries, they also currently function as primary transportation routes. 814.4
- 814.5 Continued enhancement and preservation of open space networks in other parts of the District are also important. These networks include the forested greenbelt along Oxon Run, the woodlands and wetlands around Oxon Cove (extending south into Maryland), and the wooded areas extending from Westmoreland Circle to the Potomac River (including Dalecarlia Reservoir). 814.5
- 814.6 ***Policy PROS-3.3.1: North-Central Open Space Network***
Preserve and enhance the historic open space network extending from McMillan Reservoir to Fort Totten. As land use changes in this area, an integrated system of permanent open spaces and improved parks should be maintained or created. 814.6
- 814.7 ***Policy PROS-3.3.2: Other Open Space Networks***
Recognize the recreational, scenic, environmental, and historic value of other interconnected or linear open spaces in the District, including Oxon Run, Oxon Cove, and the Dalecarlia Reservoir area. 814.7
- 814.8 ***Policy PROS-3.3.3: Small Park and Open Space Cluster Improvements***
Prioritize improvements of small open spaces in areas with limited access to parks and open space, and a growing population. Apply common themes, such as sustainability, placemaking, or connectivity to plan, enhance, and maintain the

small parks as a system. 814.8

See the Environment Protection Element for more information on the use of pollinator gardens in small parks and open spaces.

- 814.9 ***Policy PROS-3.3.4: Small Parks Database***
Develop a shared database of small parks, as defined by the CapitalSpace Plan, to inform coordination efforts between agencies and with the public. The database should include data on ownership, size, location, function, level of use, historic or cultural value, commemorative elements, programs, and condition. Assess existing agency jurisdiction for certain small parks so that each parcel is managed effectively to meet District and/or federal objectives and clarify the responsibilities of the managing agencies. 814.9
- 814.10 ***Policy PROS-3.3.5: Boulevards and Parkways***
Balance the transportation needs and safety standards of modern roadways with the preservation of resources and of scenic parkway goals to minimize impacts on viewsheds and natural and cultural resources that comprise the parkway landscape. 814.10

See the Urban Design Element for additional information on parkways.
- 814.11 ***Policy PROS-3.3.6: Enlivening Cemeteries***
Explore using cemeteries for passive open space. Collaborate with cemetery administrators to reconnect the burial grounds to the surrounding neighborhoods for greater public access. 814.11
- 814.12 ***Action PROS-3.3.A: Creating Washington, DC's Central Park***
Work with the federal government and institutional and open space landowners to create a linear system of parks and open space extending from Bryant Street on the south to Fort Totten on the north. This system should be created from existing large publicly-owned and institutional tracts, as well as adjacent triangle parks, cemeteries, and rights-of-way. 814.12

See the Rock Creek East and Mid-City elements for additional information on this network.
- 814.13 ***Action PROS-3.3.B: Boulevards and Parkways***
Preserve and maintain boulevards and parkways as elements of the larger park

and open space system. Proposed improvements and maintenance projects along trails and parkways should minimize impacts on viewsheds and be sensitive to the natural and historic qualities that make them significant. 814.13

815 PROS-3.4 Connecting the District Through Trails 815

815.1 Trails and linear parks are an important part of the open space network. They link the District’s open spaces to one another and provide access between neighborhoods and nature. In some cases, they provide stream buffers or visual edges within communities. There are many different kinds of trails serving a range of recreational and transportation functions. Recent trail planning efforts have focused on improving bicycle mobility and waterfront access, and on showcasing the District’s cultural, historic, and scenic resources. Trail planning is an integral part of park and open space planning. It is a means of improving access to parks and developing new trails within parks. 815.1

815.2 Key trail-building initiatives include the Anacostia Riverwalk Trail and Fort Circle Parks Hiker-Biker Trail (both referenced in the previous section), the Metropolitan Branch Trail between Union Station and Silver Spring, the Watts Branch Trail, the Georgetown Waterfront Trail, the Broad Branch Road NW connection between the Western Ridge Trail and Soapstone Valley Trail, and the Potomac Heritage National Scenic Trail (PHNST). The PHNST is of particular interest, as it is one of the country’s 22 scenic national trails and includes multiple strands extending from the Chesapeake Bay to western Pennsylvania. Several of these strands pass through Washington, DC. 815.2

815.3 The Bicycle Element of moveDC, released in 2014, includes many recommendations to improve bicycle facilities and infrastructure, such as expanding and upgrading the network of shared-use paths to eliminate bicycle network gaps, and facilitating and supporting development of regional and national trail routes. Additional details on the Bicycle Element of moveDC may be found in the Transportation Element of this Comprehensive Plan. 815.3

815.4 Figure 8.5: Trail Improvements Recommended by moveDC 815.4

Anacostia Park Trail/Prince George’s County’s Colmar Manor Park Trail

Gallatin Street NE Trail/Prince George’s County’s Trail Connection to West Hyattsville Metrorail Station
Long Bridge Trail/Mount Vernon Trail in Arlington County
New York Avenue NE Trail/Prince George’s County’s Colmar Manor Park Trail
Oxon Run Trail/Prince George’s County’s Oxon Run Trail
Pennsylvania Avenue SE Trail/Prince George’s County’s Pennsylvania Avenue Bicycle Lane/Trail
Rock Creek Park (Beach Drive NW) Trail/Montgomery County’s Rock Creek Trail
Suitland Parkway Trail into Prince George’s County
South Capitol Street Trail into Oxon Hill Farm and Prince George’s County

- 815.5 ***Policy PROS-3.4.1: Trail Network***
 Develop a network of trails, paths, and linear parks to link the District’s open space areas and improve access to open space. Trails and paths should provide a safe and convenient way for residents to experience Washington, DC’s scenery and natural beauty on foot or by bicycle. 815.5
- 815.6 ***Policy PROS-3.4.2: Linear Park Connections***
 Work with the federal government to improve connections between the open spaces within the District of Columbia through land acquisition and park dedication, particularly where gaps in the District’s open space network exist. Attention should be given to acquisitions that better connect the Fort Circle Parks and improve shoreline access. 815.6
- 815.7 ***Policy PROS-3.4.3: Preserving Natural Features***
 Preserve the scenic qualities of trails and the parklands they traverse. This includes designing trails to reduce erosion and tree removal and preserving the integrity of the settings that make each trail unique. 815.7
- 815.8 ***Policy PROS-3.4.4: Trails in Underutilized Rights-of-Way***
 Develop multiuse trails in underutilized rights-of-way, including surplus railroad corridors, undeveloped street rights-of-way, and possibly alleys. 815.8
- 815.9 ***Policy PROS-3.4.5: Trail Dedication***
 Require trail dedication, as appropriate, on privately-owned development sites along the District’s streams, waterfronts, and linear parks. 815.9

- 815.10 ***Policy PROS-3.4.6: Trails and Rivers***
New development along the Anacostia and Potomac rivers should provide public right-of-way for trail connections and extensions where needed, and to construct trails according to applicable design standards and guidelines. 815.10
- 815.11 ***Policy PROS-3.4.7: Trails and the Environment***
Limit the effects of trails on natural areas and open space by using environmentally responsible building materials, paving to prevent erosion where necessary, and locating new trails in areas that will minimize the degradation of sensitive environmental areas. Recognize that trails have broader environmental benefits, such as reducing vehicular traffic and emissions. 815.11
- 815.12 ***Policy PROS-3.4.8: Multijurisdictional Coordination***
Work closely with other jurisdictions and the Metropolitan Washington Council of Governments (MWCOCG) to provide a regional system of trails. Continually seek to connect District trails with those in bordering jurisdictions and complete a regional system of trails. 815.12
- 815.13 ***Action PROS-3.4.A: Bicycle Trail Implementation***
Initiate focused trail planning and construction efforts to eliminate gaps in the bicycle trail network and to improve substandard trails, as itemized in moveDC. Coordinate with NPS on trails for which both DDOT and NPS have responsibility. Support District and federal agencies, including DDOT and NPS, in developing, funding, and building multiuse trails within select parks that can connect to the District-wide trail system. Work with NPS to align District planning and implementation efforts with the NPS National Capital Region Paved Trails Study (2016), which calls for coordination with local jurisdictions to advance trail projects that contribute to the success of the regional trail network. 815.13
- 815.14 ***Action PROS-3.4.B: District-wide Bicycle Network***
In support of Sustainable DC, continue to develop a District-wide 100-mile bicycle lane network. Prioritize bicycle connections to parks and recreation facilities. 815.14

815.15 ***Action PROS-3.4.C: Signage and Parking***
Provide more consistent and unified signage along the District’s trails to improve their identity and accessibility. Provide secure bike parking at trailheads and key destinations. 815.15

815.16 ***Action PROS-3.4.D: Water Trails***
Continue to develop designated water trails and water access points in the Potomac and Anacostia rivers for travel by canoe, kayak, and other paddlecraft. 815.16

816 PROS-4 Maximizing Assets 816

816.1 The Parks and Recreation Master Plan estimated that meeting the projected parks and recreation needs of the District would require \$1.2 billion in capital funds over the next 20 years. The District government has neither the land nor the dollars to completely fill parkland gaps and meet future recreational needs on its own. In addition to capital costs, competing budget needs make it difficult to deliver optimal levels of services, maintenance, and programming. In 2015, the District spent about \$162 per capita, per year on its park system. While this was slightly above the average for large U.S. cities, more resources may be required to meet District goals for quality and equity. Through increased investment, collaboration with the federal government, and community partnerships, community resources~~non-traditional forms of support~~ can be leveraged to dramatically improve access to open space and recreational services. It is important to foster Agreements with the federal government, public and private schools, local colleges and universities, major employers, and others in the private sector ~~are an important part of the~~ in support of the District’s efforts to broaden recreational choices for all residents. 816.1

816.2 Maximizing assets also means redefining open space to include more than just parkland. Broadly defined, open space includes cemeteries, golf courses, reservoirs, institutions, parkways, military bases, and even private lawns and backyards. In this context, the value of open space may be its contribution to the District’s form rather than its use for recreation. Preserving a balance between development and open space is important in all District neighborhoods and essential to the health of the community. Similarly, provisions for high-quality open space in new development—including amenities such as balconies,

courtyards, and landscaping—is important to the psychological well-being of future residents and the aesthetic qualities of the District. 816.2

817 PROS-4.1 Maximizing Access Through Partnerships 817

817.1 The need for joint planning to coordinate federal and District open space planning has been mentioned throughout this element. In 2005, the District, NPS, and NCPC launched the CapitalSpace Initiative to increase access to green space for District residents and visitors (see the CapitalSpace text box). It focuses on improving access to parks in neighborhoods where they are in short supply, such as Central and Northeast DC. NCPC continues to work with partnering agencies to implement the plan’s recommendations, including the coordination of planning and management of small parks among the various park and planning agencies for efficiency and the promotion of investments across all small park resources. In 2017, NPS developed the Small Parks Management Strategies Plan, which lays out several management options to achieve that goal. In addition, NCPC maintains the Parks and Open Space Element of the Comprehensive Plan for the National Capital (Federal Elements), which includes policies for improved coordination between the federal and District governments. Similar joint planning and design exercises should be pursued with the District’s public schools and with other local governments in the region. 817.1

817.2 More recently, public-private partnerships have been recognized as a way to develop and operate new parks. Such partnerships can facilitate the design, construction, operation, and maintenance of park and recreational facilities, offering a win-win for local government and private partners. Typically, the private partner provides the capital funds or operating services in exchange for a return on investment over the life of the project. The public benefits by getting new facilities at a lower cost. Recent park improvements at the Yards and Canal Parks were completed in this manner, creating some of the District’s most popular recreation spaces and facilities. A number of ingredients are required for success, including a sound business plan, realistic revenue forecasts, a commitment to programming and maintenance, and sustained and equitable access for all District residents. 817.2

817.3 There are several different forms of public-private partnerships. Real estate development provides a range of opportunities, such as the renovation of aging recreation centers in exchange for allowing private development above it or

adjacent to it. Allowing private concessions in parks or in recreation centers is another example. In other cases, recreation center hours might be extended to allow a third party to provide services. The District could also lease space in its recreation centers to nonprofit service providers with missions that are compatible with the mission of DPR, such as health and wellness organizations. In all of these cases, such partnerships must preserve the fundamental function of parks as open spaces and places for public gathering. 817.3

- 817.3a Text Box: CapitalSpace
Over 23 percent of Washington, DC’s land area is devoted to parks and open spaces, ranging from the formal circles and squares established by the L’Enfant Plan to neighborhood pocket parks, large, forested stream valley corridors, recreational centers, and waterfront parks. Planning, ownership, and management of these different areas are provided by different branches of the District government, the federal government, and, occasionally, nonprofit organizations. 817.3a
- 817.3b DPR, NCPC, the DC Office of Planning (OP), and NPS joined together for the CapitalSpace Initiative to establish a shared planning framework to address all of the parks and open spaces within the District. 817.3b
- 817.3c CapitalSpace is an opportunity to achieve a seamless system of high-quality parks and open spaces meeting both national and local needs; addressing the often-competing demands placed on these spaces; clarifying their appropriate uses; providing established and new neighborhoods access to adequate parkland; and developing strategies to best use scarce resources to design, program, and maintain parks and open spaces according to the highest possible standards. 817.3c
- 817.4 The philanthropic community is another important partner. Foundations, “friends” groups, and other charitable or advocacy organizations offer significant potential for funding. Nonprofit service providers also provide recreational facilities and programs for District residents. Groups like the United Planning Organization, Friendship House Association, the Boys & Girls Clubs of America, and the YMCA/YWCA fill gaps in local recreational services as they pursue their missions to foster the spiritual, mental, and physical development of individuals, families, and communities. Local colleges and universities also provide athletic programs and community services, many for free or at greatly reduced costs.

These entities should not be viewed as competitors to DPR, but as partners that can help increase recreational access for all. 817.4

- 817.5 Building a world-class park system is not only a governmental responsibility. It is a collective effort that requires the contribution of private businesses, institutions, nonprofits, residents, and community organizations. 817.5
- 817.6 *Policy PROS-4.1.1: National Park Service Partnerships*
Promote expanded partnerships with NPS and other District agencies to broaden the range of recreational opportunities available to District residents. 817.6
- 817.7 *Policy PROS-4.1.2: Joint Planning and Management Strategies*
Develop joint planning and management strategies for all parks for which the District and NPS have overlapping responsibilities. Use coordinated standards for lighting, fencing, walkways, maintenance, and security in these areas. 817.7
- 817.8 *Policy PROS-4.1.3: Greener, More Accessible Schoolyards*
Work with DCPS to improve the appearance and usefulness of schoolyards and outdoor recreational facilities such as playgrounds and athletic fields. Strive to make such areas more park-like in character, with increased tree canopy, especially in communities without access to District-operated parks. 817.8
- See the Educational Facilities Element for policies on joint-use agreements between the District government and DCPS.*
- 817.9 *Policy PROS-4.1.4: Nonprofit Recreational Facilities*
Support the development of nonprofit recreational facilities, such as Boys & Girls Clubs, to meet the recreational needs of District residents and complement the facilities provided by the District. 817.9
- 817.10 *Policy PROS-4.1.5: Regional Open Space Planning*
Support federal, interstate, and multi-jurisdictional efforts to preserve open space and create interconnected greenbelts and hiking trails within and around the Washington region. 817.10
- 817.11 *Action PROS-4.1.A: CapitalSpace*
Complete implementation of the CapitalSpace Initiative, which provides a coordinated strategy for open space and park management between the District and federal government. 817.11

- 817.12 *Action PROS-4.1.B: Expanding Partnerships*
Provide an annual list of parks and recreation partnerships, including “friends” groups, program partners, inter-agency government partners, and sponsors that support District parks, recreation facilities, and programs. In concert with community members and agency staff, create an action plan to recruit new business, philanthropic, nonprofit, and governmental partners in the region to enhance park and recreation services benefitting residents and visitors. 817.12
- 817.13 *Action PROS-4.1.C: Sponsorships and Foundations*
Explore opportunities for financial sponsorship of park and recreation facilities by corporate and nonprofit partners, foundations, and “friends” organizations. 817.13
- 817.14 *Action PROS-4.1.D: Joint-Use Partnerships*
Consider alternative joint-use partnership models with DCPS and nonprofit service providers and select and implement the most effective approaches. 817.14
- 817.15 *Action PROS-4.1.E: Cooperative Management Agreements*
Develop a District-wide strategy for securing cooperative management agreements with NPS and other federal partners to update, operate, and maintain federally controlled parks in Washington, DC. 817.15
- 818 PROS-4.2 Recognizing the Value of Functional Open Space 818**
- 818.1 Functional open space refers to undeveloped land used for purposes other than parks and conservation. Such space comprises hundreds of acres of public and private land in the District, including sites that are valued for their large trees, scenic vistas, and natural beauty. Some of these sites are regarded as public amenities, with features like hiking trails, lawns for picnics, and other forms of recreation. Such spaces are particularly important in neighborhoods like Brookland, where conventional parks are in short supply. There and elsewhere in the District, the grounds of seminaries, hospitals, and cemeteries are informally serving some of the functions usually associated with a neighborhood park. 818.1
- 818.2 Retaining public access to these assets is important to the well-being of surrounding neighborhoods. Even where public access is not possible, the role of

these spaces in improving the physical environment and shaping the visual quality of District neighborhoods should be acknowledged. 818.2

- 818.3 ***Policy PROS-4.2.1: Institutional Open Space***
Encourage local institutions—such as private and parochial schools, colleges and universities, seminaries, hospitals, and churches and cemeteries—to allow the cooperative use of their open space lands for the benefit of District residents. Explore funding and insurance mechanisms that would incentivize and preserve local institutions that choose to provide cooperative use. Ensure that cooperative uses recognize and respect institution missions and operations. 818.3
- 818.4 ***Policy PROS-4.2.2: Utility Open Space***
Recognize the value of undeveloped land associated with utilities, reservoirs, and other infrastructure facilities in providing visual buffers for adjacent neighborhoods and opportunities for recreational trails. 818.4
- 818.5 ***Policy PROS-4.2.3: Parkways and Medians***
Enhance the visual and open space qualities of Washington, DC’s streets and highways through the landscaping of medians, traffic islands, and rights-of-way. If sufficient right-of-way is available, consider use of these spaces for active recreation. 818.5
- 818.6 ***Policy PROS-4.2.4: Freeway Joint Use***
Where compatible with adjacent land uses, support the use of land under or adjacent to freeways or other limited-access roadways for passive open space, public art, or other uses that enhance the usefulness and appearance of such land. 818.6
- 818.7 ***Policy PROS-4.2.5: Podium Parks***
Consider the development of podium-type open spaces and parks in the air rights over below-grade freeways and urban federal highways, including the I-395 through Downtown Washington, DC, the Southeast-Southwest Freeway near Capitol Hill, and the underpasses of North Capitol Street. 818.7

819 PROS-4.3 Open Space and the Cityscape 819

- 819.1 Improving open space is part of the District’s broader vision of building green and healthy communities. The Sustainable DC Plan envisions a District with high-

quality, well-connected habitats on land and water providing strong corridors and ecosystems for wildlife. The following policies seek to increase the amount of open space in Washington, DC, and preserve open space where it exists today. Although these spaces are often small, they collectively make an important contribution to the livability of the District. 819.1

- 819.2 Zoning provisions seek to retain open space by setting lot coverage limits and front, rear, and side yard requirements. The maximum area that may be covered by structures varies from 40 percent to 75 percent in residential zones and from 60 to 100 percent in commercial zones. Creation or preservation of open space is also defined as a public benefit or public amenity for the purpose of granting additional density in a Planned Unit Development (PUD). 819.2
- 819.3 ***Policy PROS-4.3.1: Open Space in the Downtown Landscape***
Sustain a high-quality network of downtown pocket parks, courtyards, arcades, plazas, and rooftop gardens that provide space for recreation, scenic beauty, and outdoor activities for workers, visitors, and residents. 819.3
- 819.4 ***Policy PROS-4.3.2: Plazas in Commercial Districts***
Encourage the development of high-quality, multifunctional, and publicly accessible outdoor plazas around Metro station entrances, in neighborhood business districts, around civic buildings, and in other areas with high volumes of pedestrian activity. Design plazas to reflect neighborhood preferences, to serve as gathering spaces, and to function as green infrastructure. Use the PUD process to promote such spaces for public benefit and to encourage tree planting, public art, sculpture, seating areas, and other amenities within such spaces. 819.4
- 819.5 ***Policy PROS-4.3.3: Common Open Space in New Development***
Work with developers for new and rehabilitated buildings to include green roofs, rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5
- 819.6 ***Policy PROS-4.3.4: Preservation of Open Space in Multi-family Development***
Recognize the implicit value of the lawns, courtyards, gardens, and other open areas that surround many of the District's older high- and medium-density residential buildings. Discourage the practice of building on these areas if the historic proportions and character of the original buildings would be compromised. 819.6

819.7 ***Policy PROS-4.3.5: Residential Yards***

Recognize the value of residential yards as a component of the District's open space system and discourage increased coverage of such areas by buildings and impervious surfaces while balancing that value against other District priorities such as the creation of affordable housing. 819.7

900 Overview 900

900.1 The Urban Design Element addresses the District's physical design and visual qualities. The element describes the ways in which different aspects of the District's landscape, especially its buildings, streets, and open spaces, work together to define impressions of Washington, DC and its neighborhoods. The design and appearance of physical space can create connections or barriers. It can create a sense of safety or a sense of discomfort. Ultimately, urban design shapes perceptions of the District and contributes to the way people interact and experience the environment around them. 900.1

900.2 The critical urban design issues facing Washington, DC are addressed in this element. These include:

- Affirming civic identity through a focus on the historic intention of the District's design;
- Strengthening neighborhood quality of life while accommodating growth and change;
- Providing compatible infill development and appropriate transitions between varying uses and densities;
- Supporting a vibrant urban life that enhances the accessibility, performance, and beauty of public streets and spaces; and
- Realizing design excellence and innovation in architecture, infrastructure, and public spaces to elevate the human experience of the built environment.
- 900.2

900.3 The foundation of Washington, DC's design and character is based on continuous and deliberate planning to create a capital worthy of the nation. The streets, reservations, and vistas in the District's urban core collectively establish the historic L'Enfant City as the singular American example of a national capital conceived to physically express the ideals of a new republic. This historic plan serves as a significant urban design framework that both the federal and District governments have extended through subsequent generations of planning and the development of a signature system of public parks, lushly landscaped streets, and architecturally rich neighborhoods and buildings. Deeply rooted in the District's form are also natural qualities

like the topography, streams, waterways, and sweeping promontory views that continue to shape the human experience of Washington, DC in both subtle and formative ways. 900.3

900.4 As a growing District, and to remain vital for future generations, Washington, DC should respond to the evolving needs of its residents, workers, and visitors and be cognizant of how technology and innovation are transforming the way people engage with the public realm and built landscape. The continued planning efforts by the federal and District governments will build upon the planning legacy by shaping the District's buildings, streets, and public spaces as places for people; celebrating the increasing diversity of people and institutions within the District; and elevating the nation's capital as a sustainable and resilient place. By weaving the everyday experiences of people and contemporary design into the District's historic plan, Washington, DC's national image will be elevated. 900.4

900.5 Urban design objectives are interwoven throughout many of the Comprehensive Plan's elements. In particular, the Land Use; Transportation; Environmental Protection; Historic Preservation; and Parks, Recreation, and Open Space elements all speak to the role that design should play in shaping the future of the District. The Comprehensive Plan as a whole recognizes the power of good design to transform and revitalize Washington, DC and its neighborhoods. The Urban Design Element includes diagrams to illustrate the principles suggested by its policies and actions. These diagrams are illustrative only. 900.5

901 Urban Design Goal 901

901.1 The overarching goal for urban design in the District is to enhance the beauty, equity, and livability of Washington, DC by reinforcing its historic design legacy and the identity of its neighborhoods and centers, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and function of streets and public spaces. 901.1

902 UD-1 Shaping a Shared Civic Identity 902

902.1 Washington DC's civic identity is defined by a particular set of physical features, including the Potomac and Anacostia rivers, the topographic bowl around the original city laid out by L'Enfant and the rolling hills beyond, the open spaces and dense tree canopy of its parks and neighborhoods, and the wide diagonal avenues, rectangular street grids, and circles, squares, and triangular parks. The District is further defined by its built form, which includes a horizontal skyline punctuated by civic landmarks, park-like streets, and pedestrian-scale architecture. 902.1

902.2 The character of the District’s center has largely been shaped by the L’Enfant Plan, 19th century public space improvements, building height restrictions including the federal 1910 Height of Buildings Act, and the McMillan Plan. The L’Enfant Plan in particular is responsible for the radial arrangement of streets, wide streets, creation of signature views, distribution of public spaces, and many irregular and prominent building sites. Immediately beyond the District’s center, much of the Washington, DC urban pattern consists of walkable, compact communities within L’Enfant’s original grid of streets. A ring of more than a dozen well-defined neighborhoods lie within two miles of the edge of the National Mall and have the best features of traditional urbanism—housing near open space and transit, pedestrian-oriented shopping streets, and densities that create active street life. Beyond this ring, Washington, DC’s hills and valleys include many more neighborhoods that were shaped by the Olmsted Highway Plan and former streetcar lines; these neighborhoods are defined more by domestic-scale architecture, tree cover, and topography, and flank major gateways to the District. 902.2

902.3 The impact of past urban design decisions has not all been positive. The urban renewal and freeway building efforts of the 1950s and ’60s resulted in physical barriers between many communities and the displacement of primarily Black residents to other parts of the District. Future design decisions must help to reconcile some of the inequities that persist in the District and respond to varying conditions, changing the District’s image from that of a divided city to one that is much more inclusive and connected. In this regard, reinforcing the design of Washington, DC’s historic plan and access to natural features through exceptional urban design provides opportunities for achieving a shared civic identity. 902.3

902.4 The text below is organized to respond to the following topics, each related to the urban pattern and identity of the District as a whole:

- Protecting the Integrity of Washington, DC’s Historic Plans;
- Designing in Harmony with Natural Topography and Landforms;
- Designing the Waterfront for the Next Century; and
- Enhancing Thoroughfares and Gateways.
- 902.4
-

903 UD-1.1 Building on Washington, DC’s Historic Plan 903

903.1 Washington, DC’s historic plans are the backbone of the District’s architectural identity and urban form. As a deliberately planned city, the notion of future growth was built into the original L’Enfant Plan in a way that was both visionary and aspirational, anticipating a grander place that would take years to construct and speaking to the promise of a great nation. It would

take over a century for the District's population to reach 500,000 and begin to take on the monumental scale of the original vision. With the additional layers of the McMillan Plan, Olmsted Highway Plan, and various other planning initiatives, Washington's urban form has proven to be both resilient at accommodating many of the changing physical and programmatic needs and demands of urban life. 903.1

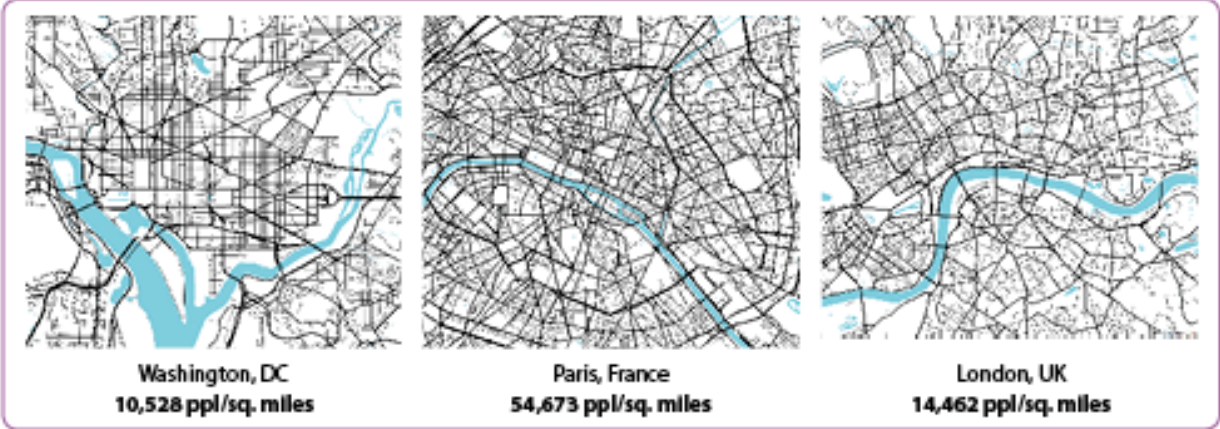
903.2 L'Enfant's 1791 plan for the City of Washington, with its generous rights-of-ways and network of parks and open spaces, has managed to incorporate, with varying degrees of success, the streetcar, the Metro, the automobile, bike lanes, security requirements, and other evolving layers of urban infrastructure. However, parts of the original plan have been altered and even transformed to accommodate change. Since 1896, 17 percent of the streets in the original L'Enfant Plan (as shown in Figure 9.1) are gone. Over the last 15 years, greater stewardship of the planning legacy has led to the reversal of some of these losses through projects like CityCenterDC and Waterfront Station. So far, approximately 1.7 miles of the original L'Enfant streets have been restored. 903.2

903.3 Figure 9.1: L'Enfant Streets Over Time 903.3

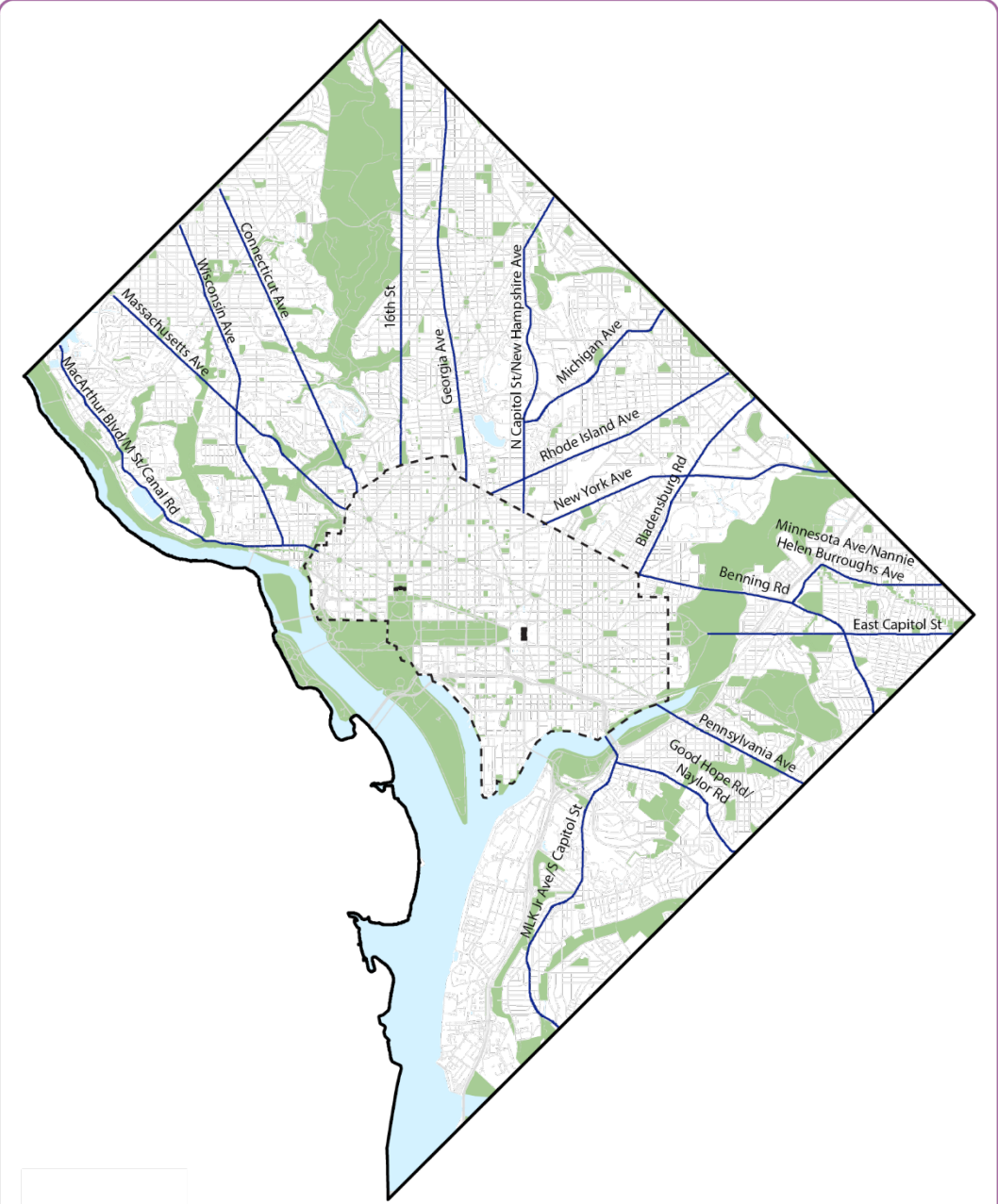
903.4 The District should continue to balance the need to preserve and honor Washington, DC's distinctive urban and monumental heritage with the pressing needs of a growing population, equity, and long-term resilience. Looking at the strategies other historic capital cities have used to grow sustainably shows that, by respecting and building on these plans, greater density and careful incorporation of taller structures are possible (see Figure 9.2). A commitment to the design concepts and underlying principles of L'Enfant's 1791 plan for the City of Washington should underpin this growth and extend across and beyond the monumental core of the District with design decisions that reinforce the plan's pattern of axial, radial, and diagonal streets; enhance the public spaces formed where these streets intersect one another; and build fine-

grained character in the alley system (see Figure 9.3). Finally, the approach to urban design should allow for 21st century realities and aspirations: equitable access, a renewed District identity, and sustainable design are just a handful of the factors giving shape to this vision and forming the backdrop for the public life and cultural engagement of all residents. 903.4

903.5 Figure 9.2: Scaled Capital City Comparison 903.5



903.6 Figure 9.3: Key Thoroughfares 903.6

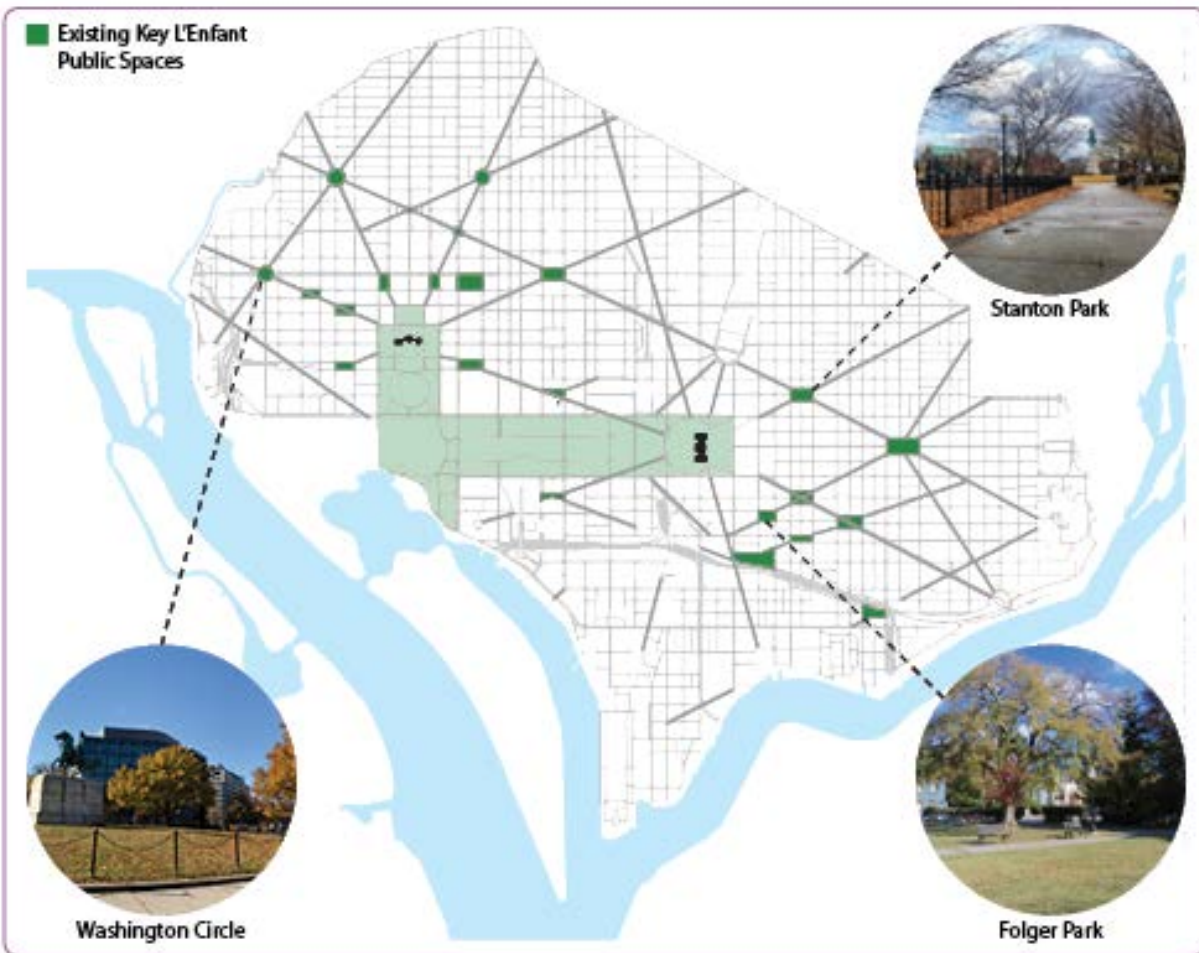


■ Key Thoroughfares

The District's key thoroughfares radiate from the L'Enfant planned city core and have traditionally framed the growth and development of neighborhoods in Washington DC's outlying hills and valleys. New development can build upon this historic form and strengthen corridors as places for future growth in the District.

903.7 Many of the District's public squares, circles, triangles, and public reservations (see Figure 9.4) are undervalued and lack distinction. They comprise a great design opportunity for the District to work with the National Park Service (NPS) and others to enhance these places as distinctive elements of the cityscape and important legacies of the earlier plans. Building placement is key to reinforcing the identity of the District's corridors and open spaces and to emphasizing, and not obstructing, important vistas. 903.7

903.8 Figure 9.4: Key L'Enfant Public Spaces 903.8



903.9 ***Policy UD-1.1.1: National Image***

Strengthen and enhance the physical image, character and outstanding physical qualities of the District, its neighborhoods, and its open spaces, in a manner that reflects its role as the national capital and its distinctive identity as a thriving urban community. 903.9

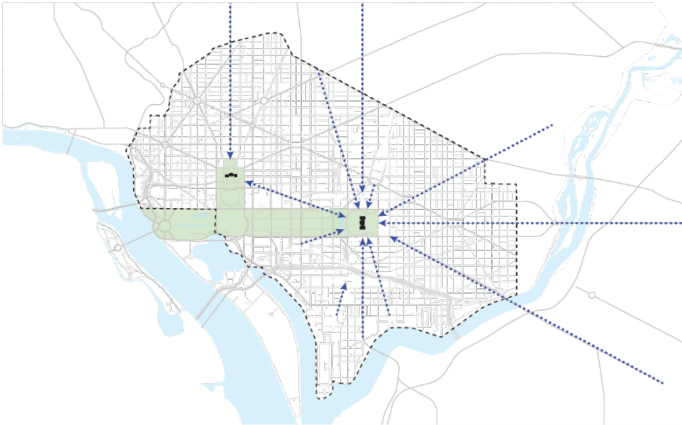
903.10 ***Policy UD-1.1.2: Reinforcing L'Enfant's 1791 Plan for the City of Washington and Olmsted Highway Plans***

Preserve and reinforce the Plan of the City of Washington, and Olmsted Highway plans to maintain the District's unique and historic character, such as the grand avenues and connections to nature. This policy should be achieved through a variety of urban design measures, including restoration of previously closed streets, appropriate building placement, view preservation, enhancement of L'Enfant Plan reservations (green spaces), limits on street and alley closings and the siting of new monuments and memorials in locations of visual prominence. Restore obstructed view corridors and vistas, where contributing to a historic resource where possible. 903.10

903.11 ***Policy UD-1.1.3: Preeminent View Corridors***

Reinforce the prominent role of views as a defining feature of the District's character through careful planning of streetscapes and public parks to preserve and frame views of existing landmarks and significant structures and through consideration of the various types of view corridors when designing and planning public projects and streetscapes. Such views could include preeminent views of nationally symbolic architecture, important views of nationally or locally significant civic structures, landmarks, and parks and open spaces. (see Figure 9.5). 903.11

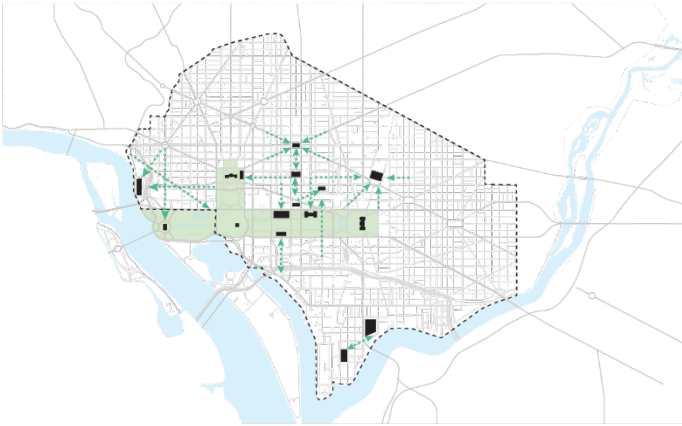
903.12 Figure 9.5: View Corridors within L'Enfant's 1791 plan for the City of Washington
903.12



Preeminent View Corridors



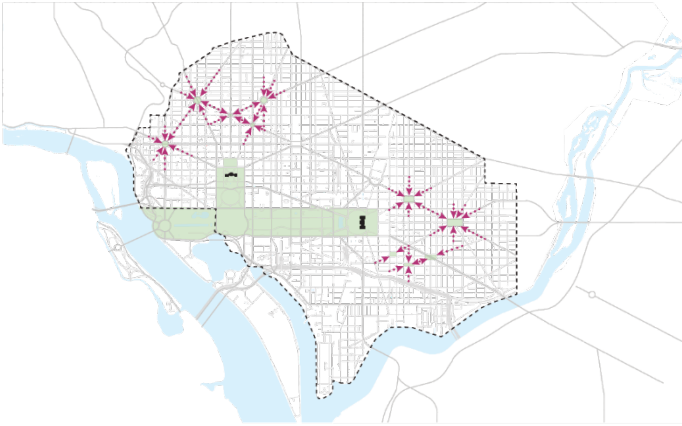
View of the Capitol Building



Significant National and Civic View Corridors



View of the DC Court of Appeals



Locally Significant View Corridors



View of Dupont Circle

903.13 ***Policy UD-1.1.: Siting and Design of Monuments and Memorials***

Locate commemorative works in places that are relevant to the subject being memorialized, where possible. Design commemorative installations to be accessible to people of all ages and various degrees of mobility, and design them in a way that benefits public life. Explore new types of commemoration, including temporary installations. 903.13

903.14 ***Policy UD-1.1.5: Height Act of 1910***

Protect the civic and historical character of the city, particularly the “horizontal” urban quality of Central Washington, by limiting building heights in accordance with the Height Act of 1910. Basic principles of the Height Act are shown in Figure 9.20. 903.14

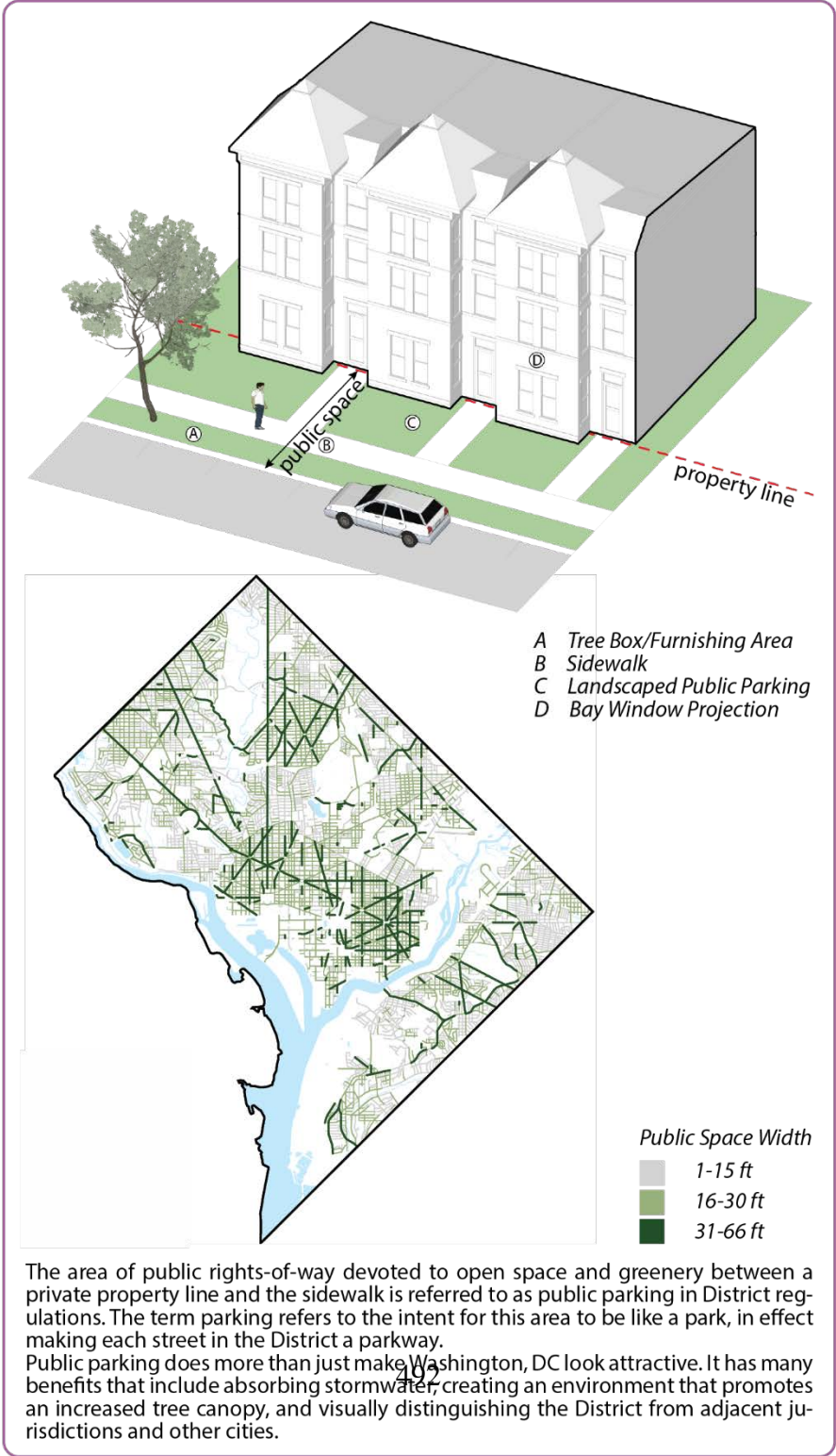
903.15 ***Policy UD-1.1.6: Inclusive and Vibrant Civic Spaces***

In coordination with federal and other stakeholders, enhance L’Enfant Plan reservations and other historic open spaces as key gathering and civic spaces of Washington, DC through appropriate redesign and programming compatible with historic qualities to attract a diversity of users, enhance user experience, and foster national and local identity. Design the visual qualities of the public spaces to reinforce the District’s grand civic character, as well as its creative culture. 903.15

903.16 ***Policy UD-1.1.7: Public Space Landscape***

Continue and enhance the use of public parking regulations (see Figure 9.6) to promote a verdant park-like character of the District’s streets, with landscaped yards, generous tree canopy, and pedestrian-scaled retaining walls and fences. Maintain building restriction lines, limit below-grade building projections that detract from green space, and preserve the existing grades along a block or corridor in public space and building restriction areas. 903.16

903.17 Figure 9.6: Streets with Public Parking 903.17



The area of public rights-of-way devoted to open space and greenery between a private property line and the sidewalk is referred to as public parking in District regulations. The term parking refers to the intent for this area to be like a park, in effect making each street in the District a parkway. Public parking does more than just make Washington, DC look attractive. It has many benefits that include absorbing stormwater, creating an environment that promotes an increased tree canopy, and visually distinguishing the District from adjacent jurisdictions and other cities.

903.18 ***Policy UD-1.1.8: Community Life in Alleys***

Promote the use of the historic alleyway systems as multipurpose spaces that meet utilitarian needs and can provide additional housing, support community life, and use approaches such as green alley treatments, and controlled vehicular access. Strongly discourage the closure of alleyways for whole block development. 903.18

903.19 Figure 9.7: Community Life of Alleys 903.19

903.20 ***Policy UD-1.1.9: Reducing Railroad and Highway Barriers***

Upgrade or rebuild railroad and highway overpasses and underpasses to maintain or restore the continuity of the historic street network for the comfort and safety of pedestrians and bicyclists and connect neighborhoods. In appropriate settings, such as Central Washington, explore longer-term solutions to addressing railroad and highway barriers, such as air rights development over tracks, sunken freeways, or conversion into boulevards. 903.20

903.21 Action UD-1.1.A: Siting of Commemorative Works

Enhance the District government's approach to the siting and review of both local and national commemorative works. Use existing processes and as needed, establish new processes for better coordination among District and federal agencies and review bodies regarding federal and District commemorative work proposals. Develop a District-wide master plan for creating and siting District commemorative works and events throughout Washington, DC. 903.21

903.22 Action UD-1.1.B: Review of Public Parking Regulations

Conduct a review of public space regulations and standards. Update and refine the design standards for public parking areas, including appropriate materials for curbs, fences, and retaining walls. In addition, develop regulations to promote tree planting in areas without street trees. 903.22

903.23 Action UD-1.1.C: Alley Greening

Investigate the adoption of regulations that allow for resident greening and controlled vehicular access of alleyways to promote neighborhood community life. 903.23

903.24 Action UD-1.1.D: District-Wide Urban Design Vision

Produce a District-wide urban design vision that facilitates equitable and sustainable growth. The vision should elevate the quality of new building architecture, landscape architecture, and urban design, while conserving essential elements of Washington, DC's traditional physical character. The vision should also strengthen District-wide systems, such as infrastructure, housing, and transportation to address contemporary community needs and improve the quality of life for all residents. 903.24

903.25 Action UD-1.1.E: View Corridor Study and Guidelines

Conduct one or more studies~~a study~~, in coordination with the NCPC~~National Capital Planning Commission~~, to inventory, analyze, and categorize important viewsheds to and from major public open spaces and important~~document existing public view corridors, and codify their typologies;~~ and develop design guidance for preserving and enhancing views, strengthening the image of the capital city and the District,~~to strengthen views and improving~~improve the pedestrian experience. 903.25

903.26 Action UD-1.1.F: Small Open Spaces Inventory and Design Guidelines

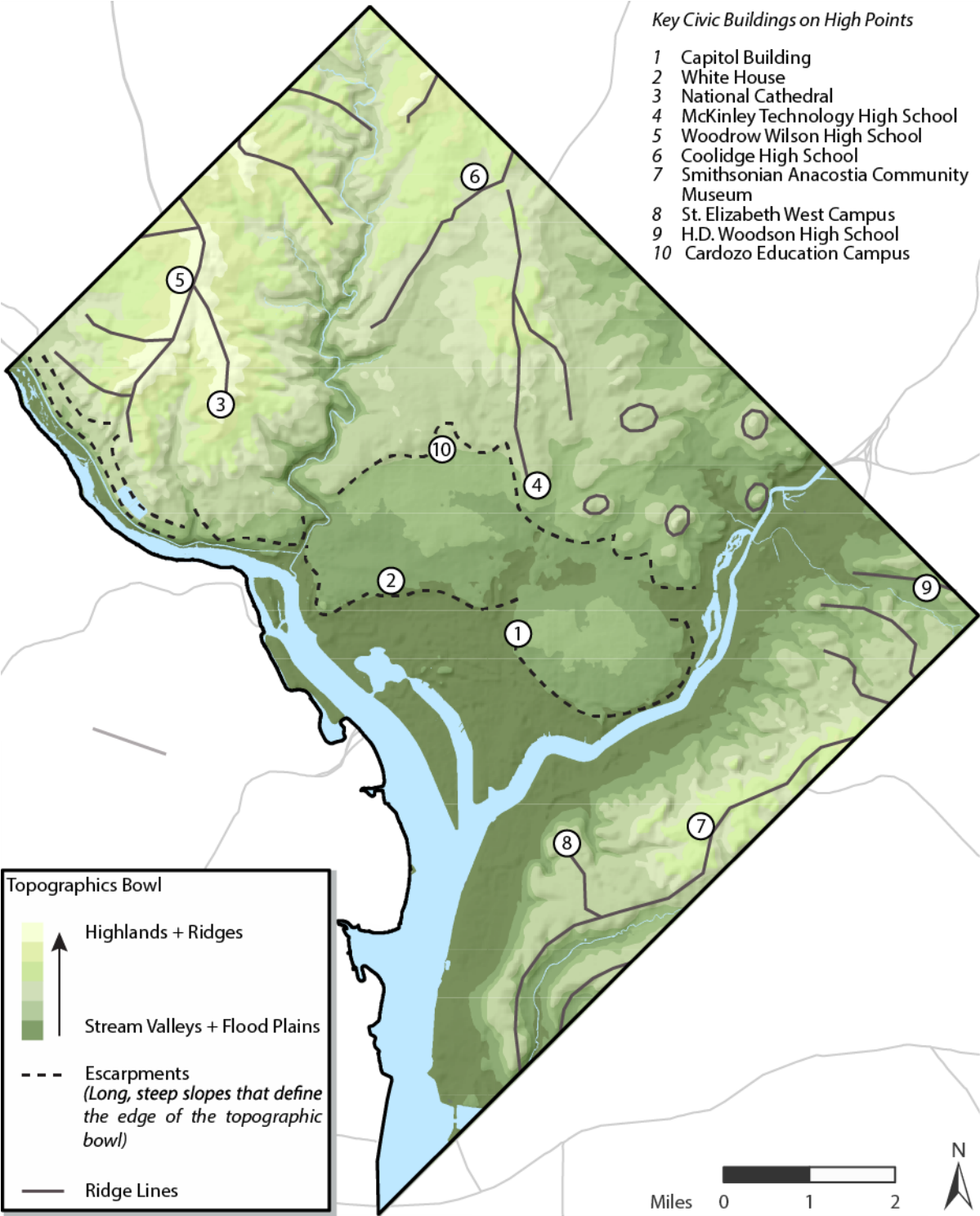
Document existing small open spaces and reservations under both federal and District control and develop guidelines for restoring green space and enhancing their usability as recreation and community spaces. 903.26

904 UD-1.2 Designing in Harmony with Natural Topography and Landforms 904

904.1 The escarpments, ridges, hills, plateaus, rivers, and streams of Washington, DC's topography are major components of the District's identity. They shape neighborhoods and parks as well as essential elements of the District's skyline, as shown in Map 9.1. This is particularly true for framing views of iconic buildings in the L'Enfant City. Natural features are also important for neighborhoods located on the hills, slopes, and ridges beyond the L'Enfant City, where the natural features frame views of grand prospects toward the Capitol building, panoramic vistas of the District from high elevations like Fort Reno, and street-level views of forested parks and stream valleys in many neighborhoods in Wards 7 and 8 and in Northwest DC. 904.1

904.2

Map 9.1: Topographic Bowl 904.2



904.3 ***Policy UD-1.2.1: Respecting Natural Features in Development***

Respect and perpetuate the natural features of Washington, DC's landscape as part of new development. In wooded or hilly areas, new construction should preserve natural features rather than alter them to accommodate development. Development in such areas should be clustered to protect topography and provide setbacks as needed to protect natural features, such as large trees, rock outcroppings, streams, and wetlands. 904.3

904.4 ***Policy UD-1.2.2: Protecting the Topographic Bowl***

Consistent with the Federal Elements of the Comprehensive Plan, maintain the prominence of the topographic bowl formed by lowland and rim features of the L'Enfant City (see text box). This protective effort should include preserving the green setting of the Anacostia hills and maintaining the visual prominence of the Florida Avenue escarpment. 904.4

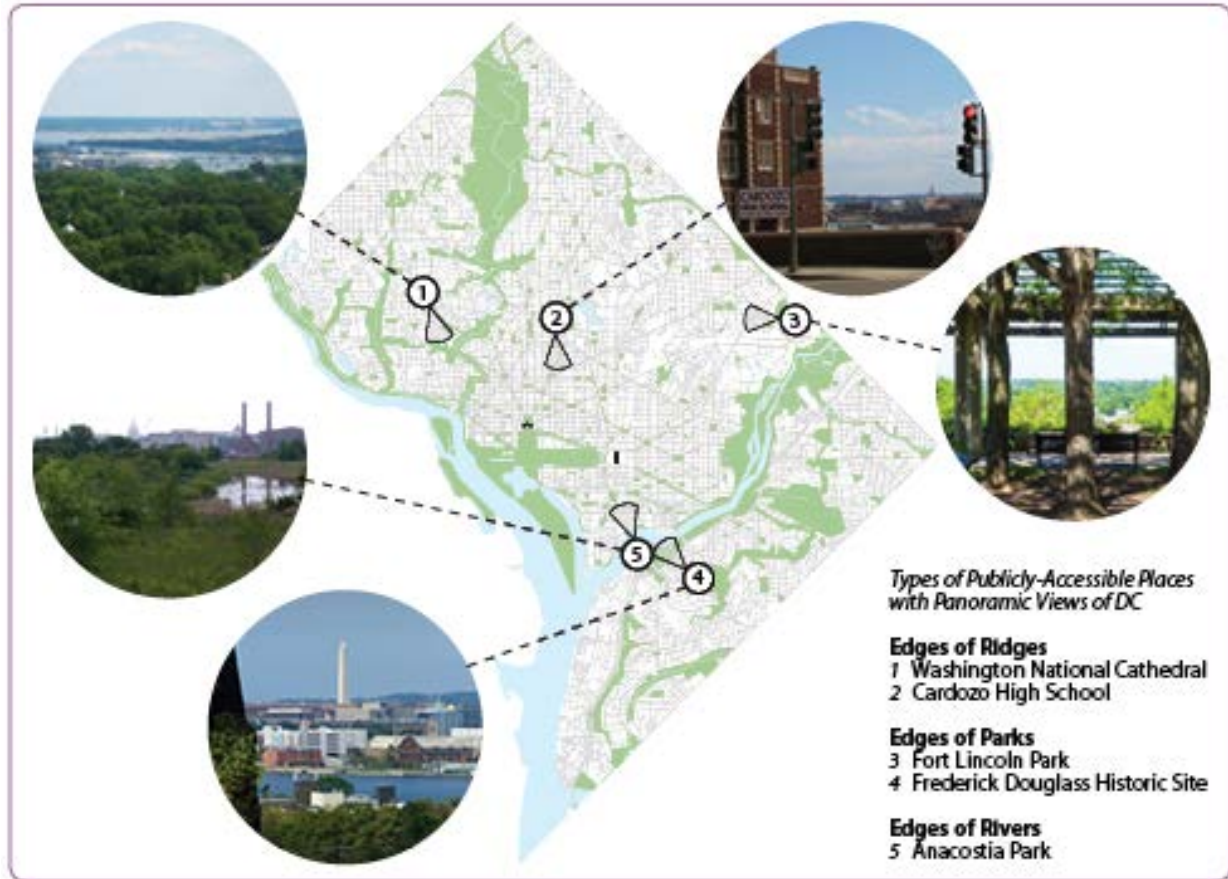
904.5 ***Policy UD-1.2.3: Ridgeline Protection***

Protect views of prominent ridgelines from the monumental core, so as to maintain and enhance the District's physical image and identity. 904.5

904.6 ***Policy UD-1.2.4: Significant View Protection***

Recognize and protect significant views within the District, particularly characteristic views of landmarks and views from important vantage points (as shown in Figure 9.8). Recognize the importance of views to the quality of life in the District and the identity of Washington, DC and its neighborhoods. 904.6

904.7 Figure 9.8: Key Public Places with Panoramic Views 904.7



904.8 The historic center of Washington, DC occupies a low-lying bowl of river flats formed by the junction of the Potomac and Anacostia rivers. The bowl is surrounded by a ring of hills, ridges, and upland areas.

The flat topography of the area within the original L'Enfant City lends itself to radial boulevards terminating on monuments or far-reaching vistas. Such geometric road patterns would have been less effective on rolling hills. In outlying areas, where the topography is more varied, important landmarks are often closely related to features of the natural setting. The National Cathedral, for example, is sited on one of the highest ridgelines in the District, affording great visibility of the structure from many points in Washington, DC and beyond. Similar promontories exist in Wards 7 and 8 on sites such as St. Elizabeths Hospital and along the Civil War Defenses of Washington, DC, also known as the Fort Circle Parks that offer viewing

opportunities. As the District continues to develop, significant public landmarks may be built, contributing to Washington, DC's varied and dramatic vistas. 904.8

904.9 Action UD-1.2.A: Public Space Regulations for Grading

Conduct a review of public space regulations and standards to assess limits and design requirements for protecting natural landforms, including changes to grade, retaining walls, fences, and landscaping. Recommend changes to these regulations as necessary to respect and enhance view corridors and the natural topography and landform. 904.9

904.10 Action UD-1.2.B: Creating View Plane Regulations

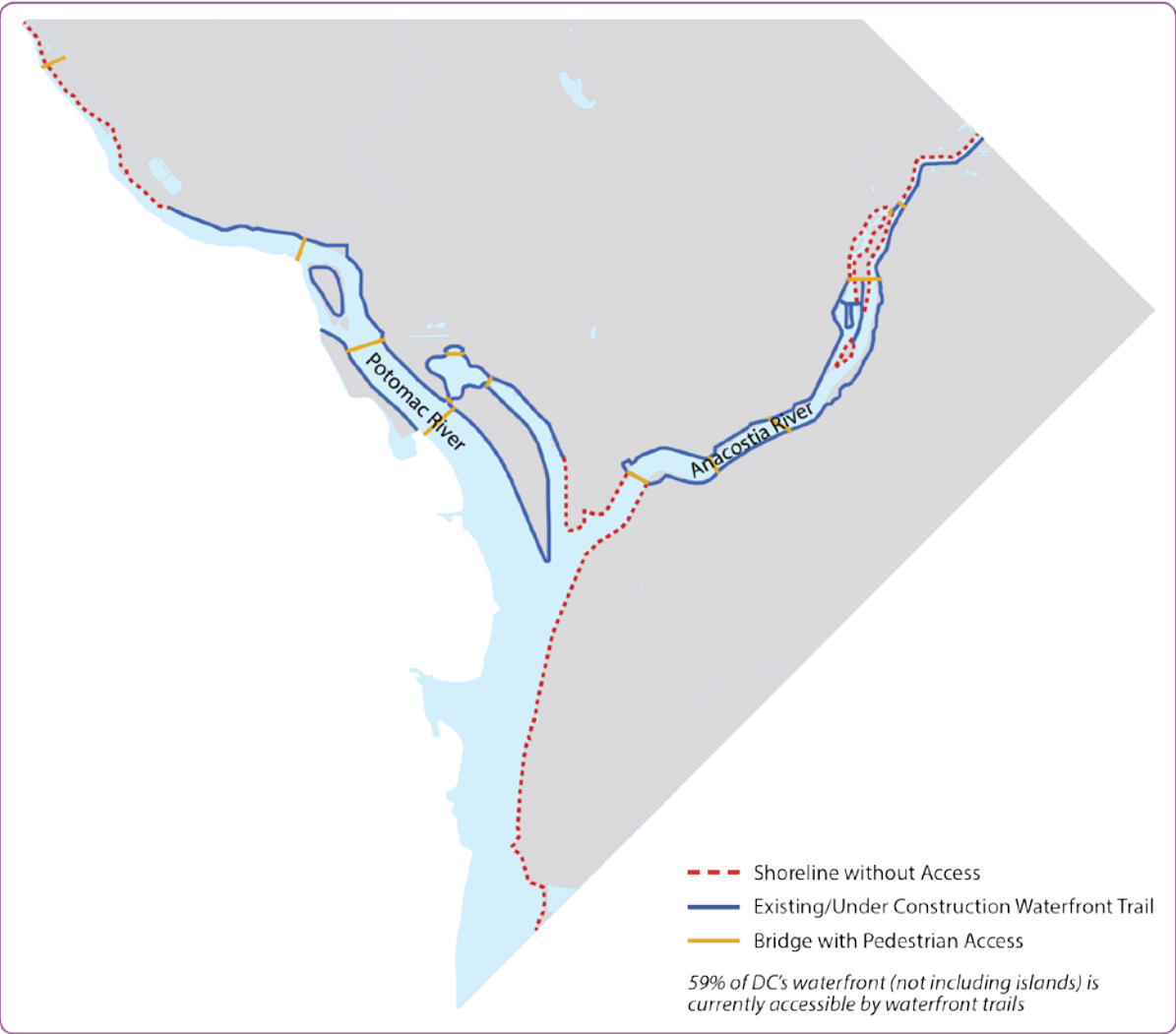
Conduct a study of significant views from key public spaces in the District, in coordination with the National Capital Planning Commission (NCPC). Identify public view locations, key components that define them, and recommendations for protecting and enhancing them. Create view plane diagrams and design guidelines. 904.10

905 UD-1.3 Designing the Waterfront for the Next Century

905.1 The confluence of the Potomac and Anacostia rivers determined Washington, DC's location, contributing to the design and orientation of the Mall, monuments, central federal institutions, and original port settlements. Subsequently, the development of industry, the construction of railroads and highways, and the reservation of much of the shoreline for military and other federal uses eroded the District's connection to the water. Restoring an urban design emphasis that embraces and reestablishes access to the water is key to strengthening the District's civic identity. Over the last 15 years, both the Potomac and Anacostia rivers have seen dramatic progress toward connected, accessible waterfronts, with destination public spaces such as the Yards Park, the Wharf promenade, and Georgetown Park; a renewed connection to riparian ecology through the Anacostia Riverwalk Trail system and the restoration of Kingman Island; and the redevelopment of new and existing neighborhoods, including Historic Anacostia, Capitol Riverfront/Navy Yard, Southwest Waterfront, and Buzzard Point.. 905.1

905.2 Realizing a waterfront that is diverse, resilient, and integrated with established neighborhoods requires continued effort. It is critical to provide equitable access to the waterfront. Riverfront access must also reflect protection of sensitive habitat, and safety and security considerations. Currently, 30 percent of the Potomac and 31 percent of the Anacostia shorelines lack riverfront trails, and only 22 percent of streets physically connect to the water's edge or waterfront public spaces, leaving many low-income neighborhoods along the Anacostia with sparse access to the river (as shown in Figure 9.9). 905.2

905.3 Figure 9.9: Waterfront Trails and Shoreline Access 905.3



905.4 Continuing the revitalization of the waterfront also means managing the growing challenges of coastal flooding, riverine flooding, and storm surge that threaten development along the waterfront as well as interior low-lying areas and areas developed along stream valleys. By 2080, the U.S. Army Corps of Engineers predict up to 3.4 feet of additional sea level rise in Washington, DC. These trends threaten not only completed Anacostia waterfront development

but also projects underway and planned in areas such as Poplar Point. Resilient and climate-adaptive design will be necessary to protect people and infrastructure in sensitive areas. 905.4

905.5 *Policy UD-1.3.1: Diverse Waterfront Experiences along the Anacostia River*

Strengthen Washington, DC's civic identity as a waterfront city by promoting public and private investment along the Anacostia River waterfront and creating equitable and publicly accessible amenities for existing and new residents. Design a mix of new public parks and other natural areas to provide diverse waterfront experiences and help residents use the water as a community asset through programming and recreational amenities. Create continuous public access along both sides of the shoreline, integrate historic features and structures into new developments, preserve or restore habitat areas, and implement other design interventions to improve the physical and visual connections between the waterfront and adjacent neighborhoods. 905.5

905.6 *Policy UD-1.3.2: Waterfront Public Space*

Develop public gathering spaces along the Potomac and Anacostia waterfronts, including promenades, viewpoints, boating and swimming facilities, and parks. Such space should be designed to promote continuous public access along the rivers and to take full advantage of site topography and waterfront views. Design treatments should vary from hardscape plazas in urban settings to greener open spaces that are more natural in character, and spaces that provide access to outdoor recreation. Encourage the density and mix of land uses that enliven waterfront sites with pedestrian activity, provide a sense of safety, create visual interest, and draw people to the water. 905.6

See also the Parks, Recreation, and Open Space Element and the Lower Anacostia Waterfront/Near Southwest Area Element for additional actions and policies related to providing continuous public access to the water's edge and removing barriers to waterfront access.

905.7 *Policy UD-1.3.3: Innovative and Resilient Waterfront Development*

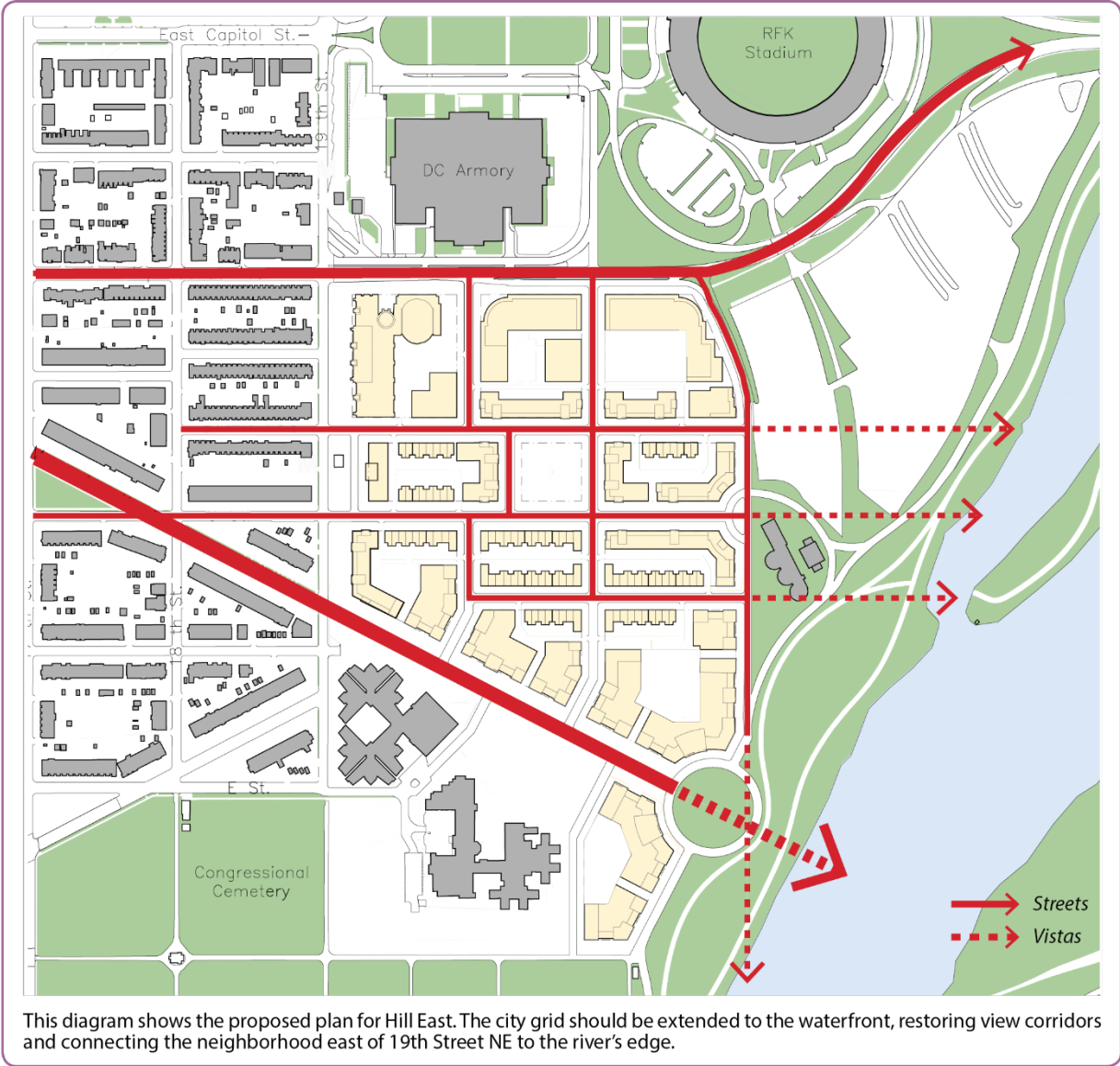
The design of new waterfront development projects should respond to the unique opportunities and challenges of being on the water. Incorporate nature-based design and flood-resilient building and site design methods. New buildings should be carefully designed to consider their appearance from multiple public vantage points along the Anacostia and Potomac shorelines, including from the shoreline and from the water. 905.7

905.8 *Policy UD-1.3.4: Resilient Waterfronts*

The design of each waterfront site should respond to its natural context and work with the natural processes of tidal rivers to be resilient to flooding from storm surge, sea level rise, and other sources. Design all buildings, structures, infrastructure, outdoor spaces, and shorelines to

accommodate and mitigate flooding and to restore ecological systems and natural shorelines.
905.8

905.9 Figure 9.10: Extending Neighborhood Street Grids to the Waterfront 905.9



905.10 Policy UD-1.3.5: River Views

Protect and enhance street view corridors to the Potomac and Anacostia rivers by shaping the design of buildings to frame views and by encouraging sensitive tree planting and landscaping that preserves an open sky and strong visual access to the water. Public river views on bridges and piers should be enhanced through features such as lighting, seating, and strong pedestrian and bicycle connections. Design buildings and public spaces along the waterfront to provide accessible, pedestrian friendly environments that protect views from important sites. Figure 9.10 illustrates preservation of river views on waterfront development sites. 905.10

905.11 Policy UD-1.3.6: Waterfront Access and Connectivity

Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing urban grid into large waterfront sites to better connect nearby developed areas to the shoreline. Greater access to the waterfront should also be achieved by reconfiguring roadways and other infrastructure along the waterfront to reduce access impediments for neighborhoods with limited access, and for pedestrians and bicyclists. Provide a consistent design treatment for waterfront trails (see Figure 9.11). 905.11

905.12 Figure 9.11: Neighborhood Street Connections to Rivers 905.12

905.13 Policy UD-1.3.7: Anacostia River Gateways

Improve visual design qualities and pedestrian access of the gateways to and from Wards 7 and 8 neighborhoods from the Anacostia River crossings, with landscape and transportation improvements along Howard Road, Martin Luther King, Jr Avenue, Pennsylvania Avenue, Randle Circle (Minnesota and Massachusetts SE), Benning Road, East Capitol Street, and Kenilworth Avenue. 905.13

905.14 Policy UD-1.3.8: Buzzard Point Vision Framework + Design Review Guide

Use the Buzzard Point Vision Framework + Design Review Guide to guide and review both public and private investments in Buzzard Point, in partnership with District agencies, the adjacent Southwest and Capitol Riverfront neighborhoods, the development community, Fort McNair, NPS, and other stakeholders. 905.14

905.15 Action UD-1.3.A: Anacostia Waterfront Initiative

Continue to implement the Framework Plan for the Anacostia River, restoring Washington, DC's identity as a waterfront city and bridging the east and west sides of the river.

Continue community and public engagement and pursue equitable development outcomes that provide opportunities and benefits for underserved neighborhoods. 905.15

See Section UD-1.3 for information about barriers to shoreline access.

905.16 Action UD 1.4.B: Waterfront Barriers

Continue to explore ways to address freeway and highway barriers along the Anacostia and Potomac waterfronts. Study options for addressing the visual barrier presented by the Whitehurst Freeway, the physical barrier presented by the waterfront CSX rail line, and I-295's physical and visual barriers. 905.16

905.17 Action UD-1.3.C: Natural Shorelines

Identify and map waterfront areas with potential to be converted to natural shorelines. 905.17

906 UD-1.4 Enhancing Thoroughfares and Gateways 906

906.1 Grand and picturesque streets in the form of avenues, gateway corridors, and parkways, and long-established roads are defining elements of Washington, DC's urban form (See Figure 9.12). They create dramatic points of entry into the District, wind through and define neighborhoods, and connect large parks and open spaces. Today, these thoroughfares are classified by their function as part of the transportation system, but they were created at various times and shaped by different forces. The avenues of the Plan of the City of Washington and the Olmsted Highway Plan establish a system of thoroughfares that have a sense of civic prominence, define neighborhoods, and frame views of the District. There are three types of thoroughfares with varying origins and purpose, each creating distinct places and experiences:

- Avenues and gateway corridors, or the formal streets that originate in the District and extend into outlying areas, serve as entrances to the District, and have become part of the national identity of the District;
- Parkways, or the streets with formal and natural characteristics that meander through and around the District, are lined with generous green space, and connect large parks and open spaces; and
- Long-established roads, or the streets with irregular alignments that follow topography that pre-dates or was created very early in the District's history to connect communities outside of the L'Enfant City. 906.1

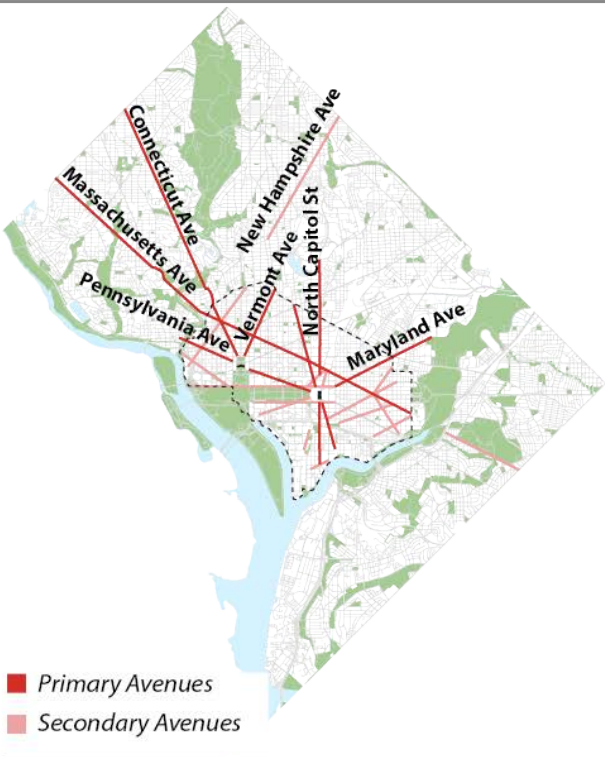
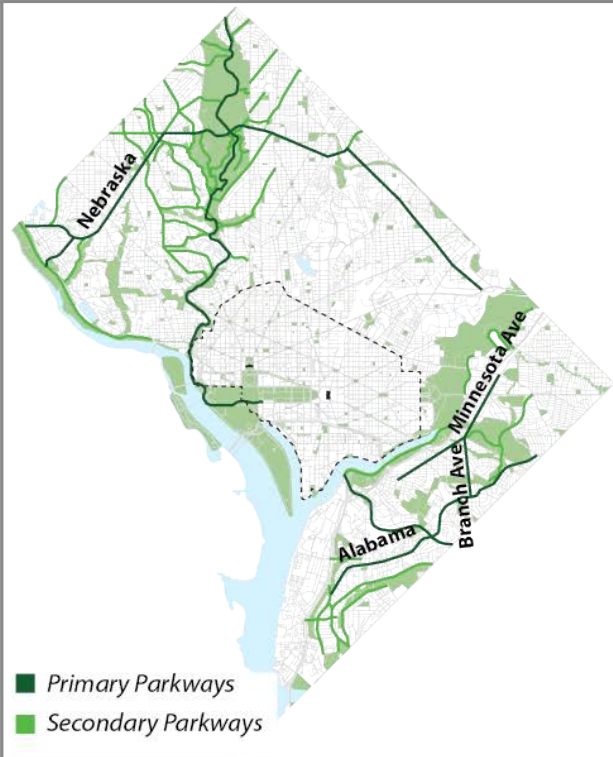
906.2 Major avenues and gateways are shown in Figure 9.12. 906.2

906.3 *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

906.4 Figure 9.12: Thoroughfare Types in DC 906.4



906.9 ***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

906.10 ***Policy UD-1.4.3: Thoroughfare Vistas and View Corridors***

Protect picturesque views and view corridors along avenues, parkways, and other major corridors, particularly along streets that terminate, connect, and frame important neighborhood and national institutions, memorials, and parks. Vistas along such streets should be accentuated by street trees and include distinct facades of high architectural quality along well-defined street walls and, if appropriate, maintain a park-like character. 906.10

906.11 ***Policy UD-1.4.4: Priority Avenues and Gateway Corridors***

Focus the District's avenue and gateway corridor design improvements on historically important or symbolic streets, including 16th Street, Rhode Island Avenue, North Capitol Street, Pennsylvania Avenue SE, and New York Avenue. Support federal efforts to preserve Constitution and Independence Avenues as major boulevards. Coordinate with NCPC to preserve and enhance the character of avenues and streets with shared federal and local interests that have important viewsheds and connections to federal and cultural structures and open spaces. 906.11

906.12 ***Policy UD-1.4.5: Grading of New Streets***

The grade of new streets should respond to existing topography, the existing grading of nearby streets, and the broader urban context. Grading should reflect the function of the street within the broader Olmstead Highway Plan, such as winding streets in residential neighborhoods with topography, level streets and sidewalks in commercial areas, and formal and consistent treatment along boulevards and avenues. 906.12

906.13 ***Action UD-1.4.A: Zoning and Views***

Conduct a study to determine the feasibility of special design controls that would apply to major thoroughfares and gateway streets to enhance important views and to upgrade the aesthetic quality of key thoroughfares. 906.13

906.14 ***Action UD-1.4.B: Boundary Streets and Entrances***

Explore the feasibility of enhancing points of arrival into the District at the major Maryland and Virginia gateways to the District through signage, public art, landscaping, restoration and careful maintenance of historic boundary markers, road design and pavement

changes, special treatment of boundary streets (Southern, Eastern, and Western Avenues), and related improvements. 906.14

See the Historic Preservation Element for more on protecting the special character of the L'Enfant Plan's streets.

907 UD-2 Designing the Livable District 907

907.1 The shape of the District profoundly affects the quality of life of its residents, from physical and behavioral health to opportunities for having close friends and neighbors to even how likely it is to find and hold a job. The built environment influences the ability for neighbors to interact, the opportunity for communities to form, and the richness of social networks. It regulates how much everyday exercise is possible through walking and biking on District streets and contributes to reducing crime when buildings support active facades, and public spaces are designed to support civic life. Beautiful parks, architecture, and public places can relieve stress, and improve physical and emotional health. 907.1

907.2 A city's livability is measured by the safety, health, and happiness it provides to all its residents, particularly to the most vulnerable members of society: children, older adults, and those who are economically or socially marginalized. Additionally, every individual in Washington, DC will have a distinct definition of what makes a place livable for them. To realize a shared vision of livability, the District should be designed to be a place where all residents feel safe in their neighborhoods and are socially connected to one another; where they feel closely linked to community services, employment, education, shops, public parks, leisure, and culture; where healthy and active lifestyles can be fulfilled; and where children grow and play with increased freedom. 907.2

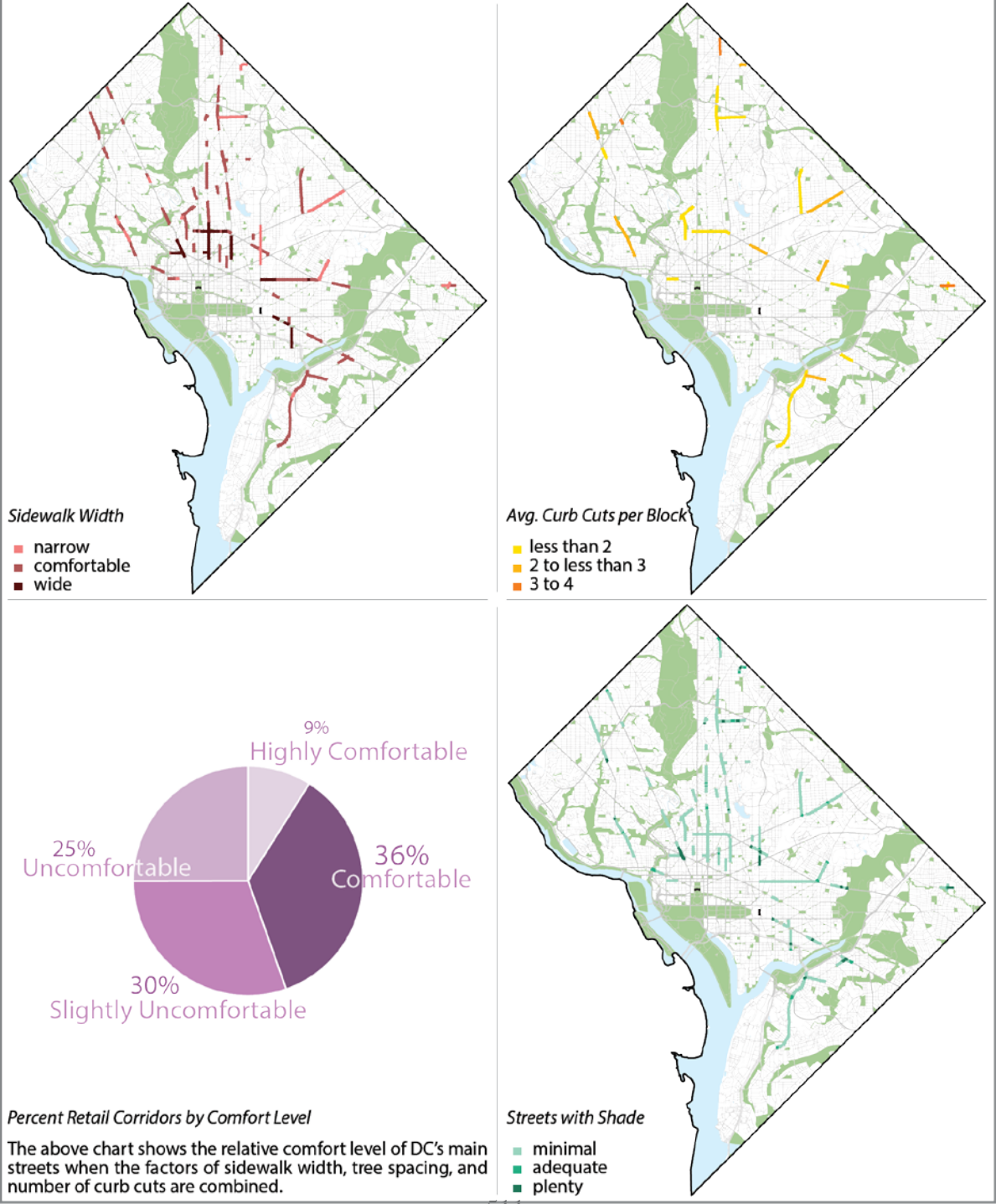
907.3 This section of the Urban Design Element addresses four key design aspects of the livable District::

- Streets for People;
- Designing for Vibrant, Inclusive Neighborhoods;
- Play Everywhere; and
- The Accessible District. 907.3

908 UD-2.1 Streets For People 908

908.1 The District's streets are more than just spaces for transportation: they are also spaces that the public inhabits, where residents, workers, and visitors alike can participate in urban life. While streets must bring people to their destinations, they also serve as the community backdrop of the District, where neighbors mingle, children play, and culture and ideas are exchanged. The physical design and layout of a city's streets directly impact the human experience of the public realm in a variety of ways: the design of a tree-lined residential street can foster casual conversations between neighbors, whereas the bustling pace of a retail corridor can encourage patrons to pause at a sidewalk café or to window shop while passing through. As shown in Figure 9.13, currently 25 percent of the District's retail corridors lack the pedestrian infrastructure of wide sidewalks, plentiful street trees, and minimal mid-block curb cuts to support enhanced pedestrian comfort and urban life. It is critical to focus on creating streets that are comfortable, walkable, interesting, and safe for pedestrians. 908.1

908.2 Figure 9.13: Pedestrian Comfort of the District's Main Streets 908.2



908.3 *Policy UD-2.1.1: Streetscapes That Prioritize the Human Experience*

Commercial streetscapes should be designed to be comfortable, safe, and interesting to pedestrians. At a minimum, commercial corridor sidewalks should be designed with clear, direct, accessible walking paths that accommodate a range of pedestrian users and facilitate a sense of connection to adjacent uses. Where width allows, corridors should have a generous presence of shade trees and café seating areas, as well as bicycle facilities. In areas with large pedestrian volumes, streetscapes should provide seating, drinking fountains, publicly accessible restrooms, and other infrastructure that supports increased frequency and duration of walking. 908.3

908.4 *Policy UD-2.1.2: Neighborhood Streetscapes*

Neighborhood streetscapes should be designed to visually reflect the character and level of intensity of the adjacent land uses. For instance, narrow sidewalks may be appropriate for narrow streets with low-scale buildings, while sidewalks with more trees and vegetation may be appropriate for large-scale development. Pedestrian-oriented lighting should be designed to enhance walkability for all users, as well as visually reflect the character of neighborhood. 908.4

908.5 *Policy UD-2.1.3: Complete Streetscape Design*

Co-locate multiple forms of transportation amenities such as bus shelters and bikeshare stations to better integrate them into a complete streetscape design. Design access for delivery trucks, valets, and rideshare services within the street and not at the expense of the pedestrian sidewalk or bike lanes. 908.5

908.6 *Policy UD-2.1.4: Connections Between Public Spaces and Streets*

Public spaces, such as parks and plazas, should have entry points that create clear and porous visual and physical connections to the adjacent public realm. Where possible, coordinate streetscape designs to create a continuous experience between parks and streets. Limit the installation of tall fences or grade changes that create boundaries between parks and public rights-of-way. Public gathering spaces should be incorporated directly into the streetscape through pedestrian amenities, such as benches, public art, spacing of shade trees, and gardens. 908.6

908.7 *Policy UD-2.1.5: Intersection Placemaking*

Incorporate urban design strategies as part of pedestrian and cyclist safety improvements at key neighborhood intersections. As appropriate, incorporate placemaking improvements such as installation of curb bump outs, raised crosswalks, artistic crosswalk markings, special paving, and other means of placemaking-oriented traffic calming. 908.7

908.8 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

908.9 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

908.10 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

908.11 Action UD-2.1.A: Retail Ceiling Heights

Develop zoning regulations to require higher first-floor ceiling heights in new buildings along main streets and other commercial/mixed-use areas. 908.11

908.12 Action UD-2.1.B: Streetscape Design by Neighborhood Type

Review current District-wide streetscape design regulations and policies to prioritize the pedestrian experience. As necessary, develop a typology for basic streetscape design standards that meet the unique needs of various types of neighborhoods in the District, including the downtown business district, commercial areas, and high- and low-density residential neighborhoods. 908.12

908.13 Action UD-2.1.C: Standards for Street Furniture

Produce standards for street furniture in public spaces, such as benches, trash cans, and bike racks, that designate spacing, layout, and other characteristics to promote socialization and interaction, as well as public health and well-being. 908.13

908.14 Action UD-2.1.D: Public Space Permitting of Street Furniture

Explore process improvements to the public space permitting process to reduce the time and complexity of reviewing and approving District-standard street furniture. 908.14

908.15 Action UD- 2.1.E: Public Restrooms in Streetscapes

Map the location of publicly accessible restrooms in the District and develop location recommendations for the installations of new restrooms. Investigate opportunities to install attractive, clean, and safe standalone public restrooms that are accessible at all hours. 908.15

908.16 UD-2.1.F: Sidewalk Widening

Conduct a corridor study to investigate widening sidewalks through a variety of means including the establishment of building restriction lines, reducing cartway width, or pedestrian bulb-outs. 908.16

908.17 Action UD-2.1.G: Placemaking and Vision Zero

Establish a pilot initiative to enhance roadway safety through placemaking at intersections at three locations. Incorporate green infrastructure, low-impact design, and public life design principles. 908.17

908.18 Action UD-2.1.H: Resilient Public Life Guide

Study and develop design guidance for how public spaces can be managed and designed to be more resilient during times of natural, security, and public health emergencies. 908.18

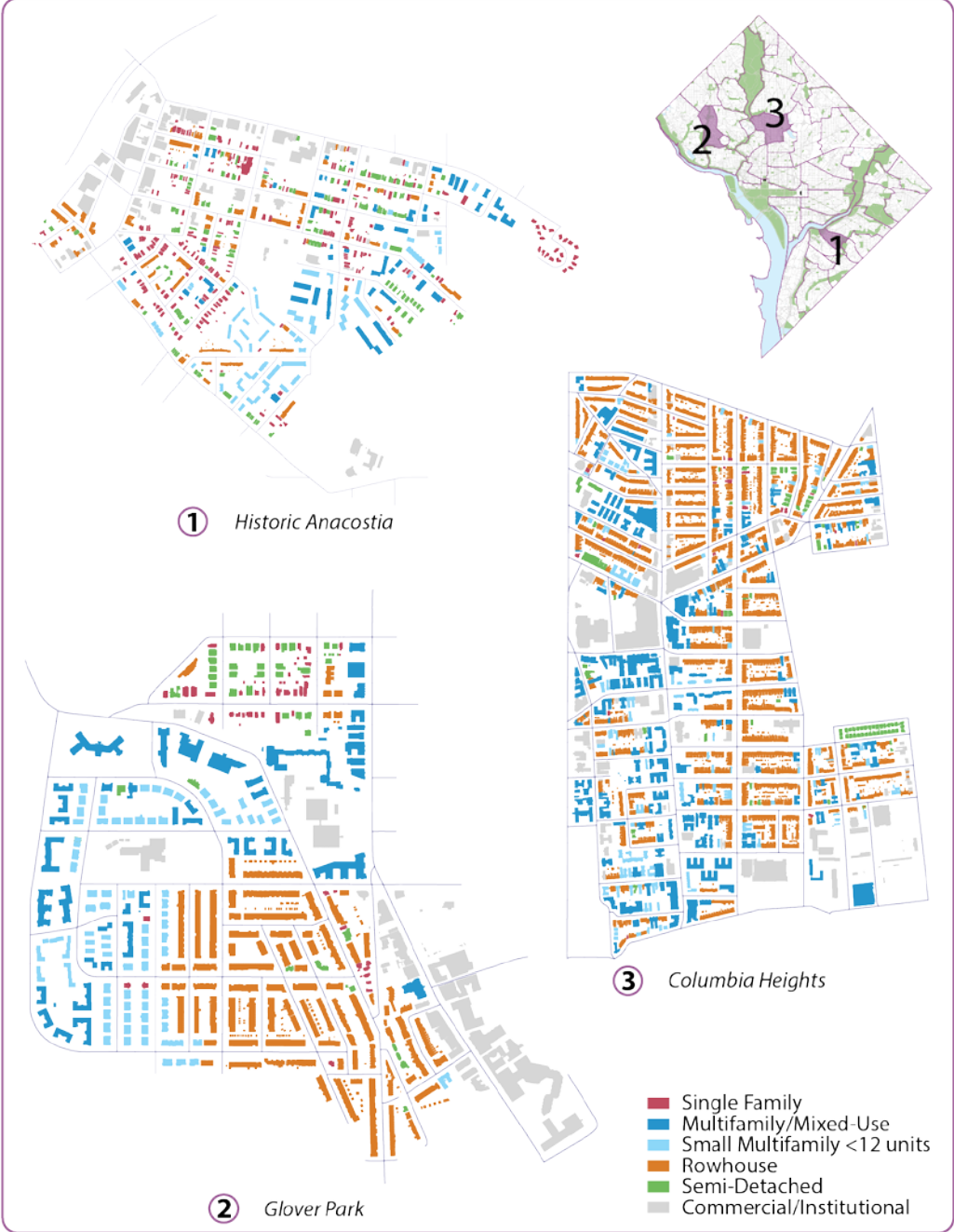
909 UD-2.2 Designing for Vibrant Neighborhoods 909

909.1 The sense of place in the District’s neighborhoods is a function of their cultural history, physical features, visual qualities, and resident mix. Those neighborhoods with a strong sense of place tend to share certain walkable and well-connected centers, well-defined edges, attractive streets, and character-defining architecture. This is most apparent in Washington, DC’s historic districts, but it is also true in non-designated row house neighborhoods and in single-family neighborhoods where particular architectural styles, setbacks, and building forms prevail. Especially in row house neighborhoods, the repetitive use of form, materials, color, and spacing creates a sense of solidarity that transcends each individual structure. 909.1

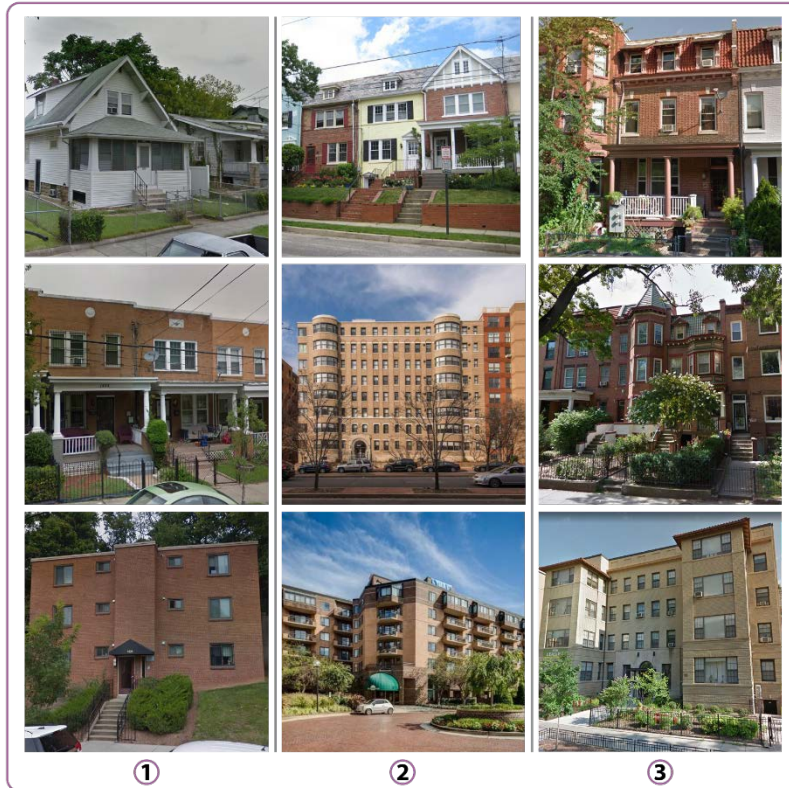
909.2 Significant population growth in Washington, DC is placing pressure on every neighborhood to grow and change. One challenge is how to design and incorporate new affordable housing at varying levels of affordability, along with more family-sized housing, throughout the District. Many neighborhoods in Washington offer solutions on how to incorporate different housing types while maintaining neighborhood character (see Figures 9.14 and 9.15). A close examination of neighborhoods like Columbia Heights, Glover Park, and historic Anacostia show that infill development can be added to the District’s historic neighborhoods. While overpowering contrasts in scale and height should be avoided, thoughtful

design can make moderate variations in height and scale compatible. Encourage use of high-quality materials that are durable and rich in texture and incorporate character-defining details. Continue established alignments and landscaping elements. 909.2

909.4 Figures 9.14: DC Neighborhoods with Diverse Housing 909.4



909.5 Figures 9.15: DC Neighborhoods with Diverse Housing 909.5



909.6 Policy UD-2.2.1: Neighborhood Character and Identity

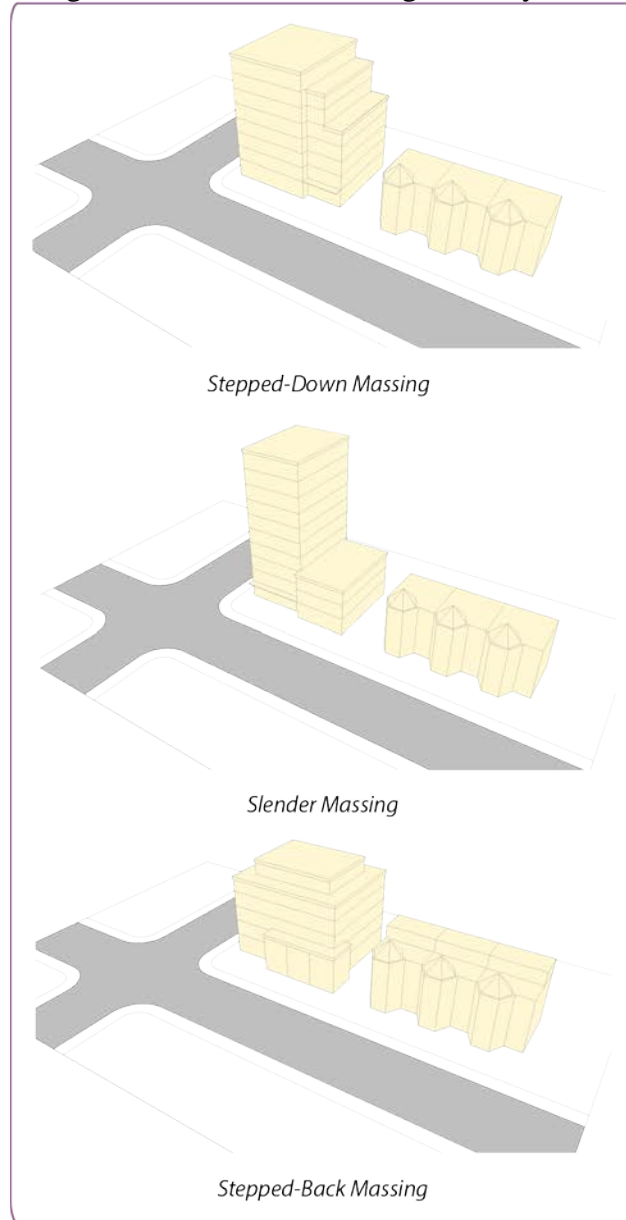
Strengthen the visual qualities of Washington, DC’s neighborhoods as infill development and building renovations occur by encouraging the use of high-quality and high-performance architectural designs and materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility. 909.6

909.7 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. 909.7

See the Historic Preservation Element for additional policies and actions related to historic districts.

909.8 Figure 9.16: Encouraged Transitions in Building Intensity and Scale 909.8



909.9 **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. 909.9

909.10 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. 909.10

909.11 Policy UD-2.2.4: 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. 909.11

909.12 Policy UD-2.2.5: Large-Scale Development

New developments on parcels that are larger than the prevailing neighborhood lot size shall be carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. Incorporate existing assets, such as historic buildings and significant natural landscapes, into the design of redeveloped large sites. For sites that were originally planned as integrated complexes of multiple buildings, historic groupings of structures should be conserved where possible. (see Figure 9.17 for examples of breaking up the massing of development on lots larger than the prevailing neighborhood lot size). 909.12

909.13 Figure 9.17: Development Massing 909.13

909.14 ***Policy UD-2.2.6: 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 should orient their entrances or other community-serving functions toward these shared resources. 909.14

909.14 ***Policy UD-2.2.6: Planning for Large Sites***

Urban design plans for large sites shall consider not only the site itself but also the context of surrounding neighborhoods, including the continuation of and connection to existing street grids. 909.14

909.15 ***Policy UD-2.2.7: Resilient and Sustainable Large Site Development***

Site plan large sites to minimize the risk of flooding to buildings and extreme heat and other climate impacts. Preserve natural resources and implement stormwater management best practices, while maintaining active building frontages and pedestrian-focused streetscapes. 909.15

Also See Parks and Open Space, Land Use, and Environmental Protection elements for additional information.

909.16 ***Action UD-2.2.A: Scale Transition Study***

Complete a Scale Transition Study to evaluate options for improving design compatibility between larger-scale and lower-scale areas. The study should respond to the varying situations where larger-scale development is (or will be) situated adjacent to lower-scale, predominantly residential neighborhoods. It should include design guidelines and provisions for buffers (including open space), stepping down of building heights, and solutions that reflect the

different lot dimensions, block faces, and street and alley widths found in different parts of the District. 909.16

909.17 Action UD-2.2.B: Use Zoning and Other Regulatory Tools to Achieve Design Goals

Explore awards and incentives to promote excellence in the design of new buildings and public spaces. Recommendations should include incentives for facade features, window placement, courtyards, buffering, and other exterior architectural elements that improve the compatibility of structures, including roof structures, with their surroundings while promoting high architectural quality and allowing for innovative, contemporary design. 909.17

909.18 Action UD-2.2.C: High-Quality Affordable Housing Review

Conduct a review of the District's affordable housing policies, buildings, and zoning regulations to identify impediments that inhibit affordable housing from achieving high quality design. Produce a list of recommended changes to these codes, policies, and supplement with a form-based guide that outlines how new dwelling units can be better integrated into existing neighborhoods. 909.18

909.19 Action UD-2.2.D: Urban Design Strategies for Resilient Communities

Research best practices and develop recommendations and urban design and biophilic guidelines to mitigate manmade and natural hazards, such as flooding and climate threats, while meeting other urban design goals. 909.19

911.20 Action UD-2.2.E: Design Guidelines for Large Sites

Develop design guidelines as part of the review process for large site developments. These guidelines should address building appearance, streetscape, signage and utilities, parking, landscaping, buffering, protection of historic resources, compatibility of development with surrounding neighborhoods, and environmental sustainability. 911.20

See Land Use Element for additional policies, actions and definitions for large sites.

911.21 Action UD-4.2.F: Design Guidelines

Develop illustrated design guidelines for private residential areas and commercial uses addressing such architectural and resilient aspects as facade design, building texture and materials, lighting, detail, signage, and building- to-street relationship. Design guidelines should allow for flexibility and creativity, and in most cases should be performance-oriented rather than based on rigid standards. 911.21

912 UD-2.3 Play Everywhere 912

912.1 Play is a universal experience that brings different people together, helps children learn, and promotes better physical and mental health for all residents. When play is thoughtfully designed into the public realm, it creates enriching, whimsical, and memorable public spaces and facilitates interactions and community-building among residents of diverse backgrounds and ages. Before the advent of the automobile, play largely happened on the neighborhood street, in the public square, and in the formal federal and ceremonial public spaces of the District, such as the National Mall. Over time, play slowly receded to private yards and public playgrounds. Today, play largely happens in safety-engineered playgrounds or the unique urban park with a splash fountain or playable sculpture. 912.1

912.2 Encouraging play in public spaces requires policies and actions that can address multiple challenges, both physical and regulatory. Structural barriers, such as the infrequent placement of public playgrounds, make it harder for 47 percent of District households to access playgrounds within a quarter-mile of their homes. Inadequate access is reinforced by social behaviors where many kids go to playgrounds only if accompanied by adults. Washington, DC has been addressing the structural challenges through the renovation and creation of more than 40 playgrounds in the last 10 years and the creation of new signature park spaces, such as Canal Park, with interactive, playable elements. The District will work further toward bringing play even closer to residents through a variety of local and small-scale play spaces that are built into the fabric of neighborhoods, streets, and schools. 912.2

912.3 *Policy UD-2.3.1: Play for Every Age*

Create appealing plaza spaces that incorporate play and welcome multiple generations, such as playable fountains, skateboarding facilities, climbable sculptures, chess tables, and other interactive elements. In particular, attention should be paid to elements that can encourage social play and interaction among community members, play between parents and children, and opportunities for engaging teenagers. 912.3

912.4 *Policy UD-2.3.2: Playing in the Square*

Encourage the use of formal public squares and parks as everyday play spaces and explore ways to incorporate design features that encourage play while respecting the park's design and other purposes when redesigning signature public open spaces. 912.4

912.5 *Policy UD-2.3.3: Play Everyday*

Encourage the creation of play spaces in or near public and private facilities where people gather and receive services on a routine basis, such as transit stops, community-serving businesses, medical offices, and government facilities. 912.5

912.6 *Policy UD-2.3.4: Streets and Corners as Play Spaces*

Create mini-play destinations on neighborhood blocks to bring play closer to where people live and help encourage social interaction between neighbors. Encourage the installation of small-scale play features in landscaped public parking areas or along sidewalks in the tree zone. 912.6

912.7 *Policy UD-2.3.5: Shared Play Spaces*

Promote the incorporation of play spaces in the common outdoor areas of new multi-family buildings, with a focus on spaces for less mobile infants and toddlers. Courtyards, terraces, and roofs can serve as outdoor spaces for children's play. 912.7

912.8 *Action UD-2.3.A: Play Streets Guidelines*

Develop guidelines for resident and civic organization activation of streets and other public spaces as temporary or permanent safe play spaces, and investigate regulatory changes necessary to enable play streets. 912.8

912.9 *Action UD-2.3.B: Playable Art*

Complete permanent artistic play structures in small parks, street corners, or civic buildings to pilot the concept of playable streets. 912.9

913 UD 2.4 Inclusive Community Spaces 913

913.1 The needs of District residents are changing and becoming more diverse as families have more children, the number of older adults increases, and the population diversifies. As neighborhoods change demographically, new and existing residents may differ in how they use and appreciate community space. Design can be a crucial tool to make Washington, DC an open, inviting, safe, and delightful place for children, families, seniors, communities of color, and persons with disabilities. However, the design of new neighborhoods and buildings does not entirely meet the needs of a growing and diverse population. Ninety-one percent of new housing growth between 2006 and 2018 has been in multi-family buildings that add considerable supply but tend to have units that are smaller in size and amenities and spaces that reflected tenant, rather than neighborhood, needs. Creating accessible, racially equitable, and inclusive spaces means examining the amenities that new and existing buildings and neighborhoods have, the way

they relate to open space, and how they provide places for residents of all backgrounds to participate in a rich and full public life. 913.1

913.3 *Policy UD-2.4.1: Inclusive and Diverse Neighborhood Spaces*

Provide for neighborhood spaces that support a diverse array of users, particularly spaces that can be designed and inhabited by people who have typically been marginalized. Inclusive neighborhood spaces should be designed to enable social interaction among neighbors and to allow for community and cultural expression as the community's needs evolve. These spaces should be inclusive for racial and ethnic minorities, LGBTQ+ populations, women, persons with disabilities, older adults, youth, immigrants/refugees, and pregnant women. 913.3

913.4 *Policy UD 2.4.2: Design for All Ages and Abilities*

Design public spaces for use by all ages and abilities, through the use of universal wayfinding and the highest standards of accessible design. During processes for designing public spaces, community involvement is critical, and teenagers, older adults, and persons with disabilities should be intentionally engaged and included in the design process. 913.4

913.5 *Policy UD 2.4.3: Children Everywhere*

Incorporate family and toddler/youth-oriented uses and accommodations into existing and new mixed-use projects, commercial projects, and public facilities. These may include special-purpose facilities, family bathrooms, and play-friendly waiting rooms. 913.5

913.6 *Policy UD-2.4.4: Accessible Neighborhoods at Every Scale*

Design large sites to facilitate good connections to District-wide and regional destinations by public transportation. Design streets and other aspects of the public realm to enable residents, workers, and visitors of all abilities the same level of access to public destinations. 913.6

913.7 *Action UD 2.4.A: Design Guidelines for Higher-Density, Family-Sized Housing*

Develop design guidelines for higher-density, family-sized housing with the intent to address key design issues at the scale of the neighborhood, site, building, and unit that relate to residential livability for families with children. 913.7

913.8 *Action UD 2.4.B: Design Standards for Universal Wayfinding*

Develop a standard template to enhance universal wayfinding integrated into public art, buildings, and streetscapes as well as signage. The template should be designed to be employed District-wide, yet customizable to showcase or promote the individual needs and character of various neighborhoods across the District. 913.8

913.9 *Action UD-2.4.C: Toolkit for Inclusive and Intergenerational Public Space Design*

Research, prepare, and implement a set of engagement strategies and design guidelines for inclusive and intergenerational public spaces in neighborhoods. These guidelines should include best practices for how to encourage community-led design efforts, successful ways to encourage community and cultural self-expression in the public realm (which includes streets, sidewalks, parks, plazas, and other public spaces), and incorporate accessible design principles, such as deaf space. 913.9

914 UD-3 Fostering A Vibrant Public Life 914

914.1 The District's public realm represents half of Washington, DC's land area, with street rights-of-way alone accounting for more than 10,000 acres. The public realm provides spaces for residents to experience District life, recreate and relax, and socialize. Great public spaces are free and available to all. They have the capacity to create neighborhood pride, become places for cultural and civic events, encourage a more open and democratic society, and provide access for marginalized individuals and groups to express themselves. The District is fortunate to have a wealth of park spaces, squares, and pedestrian-friendly streets that can perform these vital roles. However, these parks and spaces can often be designed or programmed in ways that prevent public life from being fully realized, anything from a lack of seating to regulations that disincentivize community maintenance. Historically, public spaces and amenities have not been equally provided and maintained to serve residents of color, and today, real and perceptual barriers can make public space less inviting to various groups. Many streets have transportation demands that overwhelm the public life of the sidewalk, making spending time outside less enjoyable and discouraging cafe seating and outdoor retailing. The design of public space provides some of the best opportunities for the District to improve livability, enjoyment, and public life, and advance equitable development. It is often the quality of public space that defines the great cities and neighborhoods of the world.914.1

915 UD-3.1 Public Life for All 915

915.1 A varied and vibrant public life is an important part of achieving an inclusive, equitable, and prosperous Washington, DC. Having a vibrant public life for all means that every neighborhood can realize spaces that encourage greater community use, interaction, and enjoyment. Parts of Washington, DC have a rich public life, but many parts of the District do not fully enjoy the benefits of public life. It is critical to promote many different forms and places for public life that reflect the varied cultures of the District's residents and its neighborhoods. It is also important to design public spaces throughout the District in a way that equitably invites residents to use these common spaces as places to celebrate, relax, and mingle. 915.1

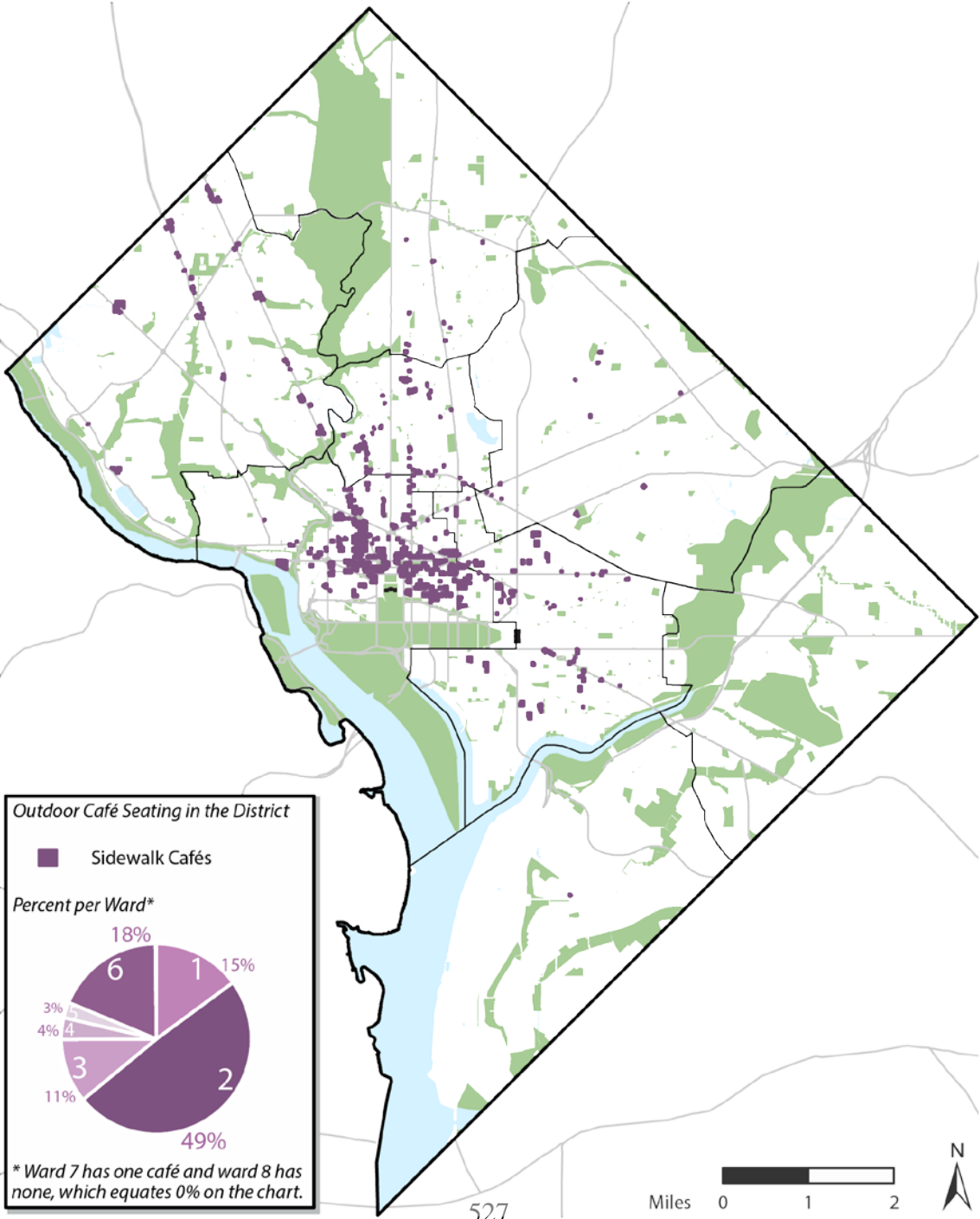
915.2 Evolving technology and digital tools can influence and maximize opportunities for a more robust and inclusive public life. The urban design of public places can leverage technology in a variety of ways, such as measuring the success of public spaces in ways that are both experiential and quantitative; merging physical elements of the public realm with virtual augmentation to create new and ephemeral experiences; and communicating information and wayfinding for increased efficiency, safety, and social interaction. The integration of technology into these aspects of public life should be balanced with a vision of people-centered urbanism anchored by real-life experience, equity, and urban vitality. 915.2

915.3 District and federal agencies should examine their regulatory systems for permitting public life activities, such as special events and festivals, farmers markets, vending, public art, and café seating so that residents have opportunities to create unique cultural activities (see Maps 9.2 and 9.3 for locations of existing permitted cafés and farmers markets). 915.3

915.4 Security has and will be a factor in the design and development of Washington, DC, particularly around government and military facilities. Washington, DC is home to major local, regional, and national events, including First Amendment gatherings, with security considerations. The continuing challenge is to accommodate safety and security needs to protect people and places, while ensuring accessible, welcoming, and attractive public spaces and a connected, thriving community. Coordination between District and federal agencies to address security and public space issues is critical. 915.4

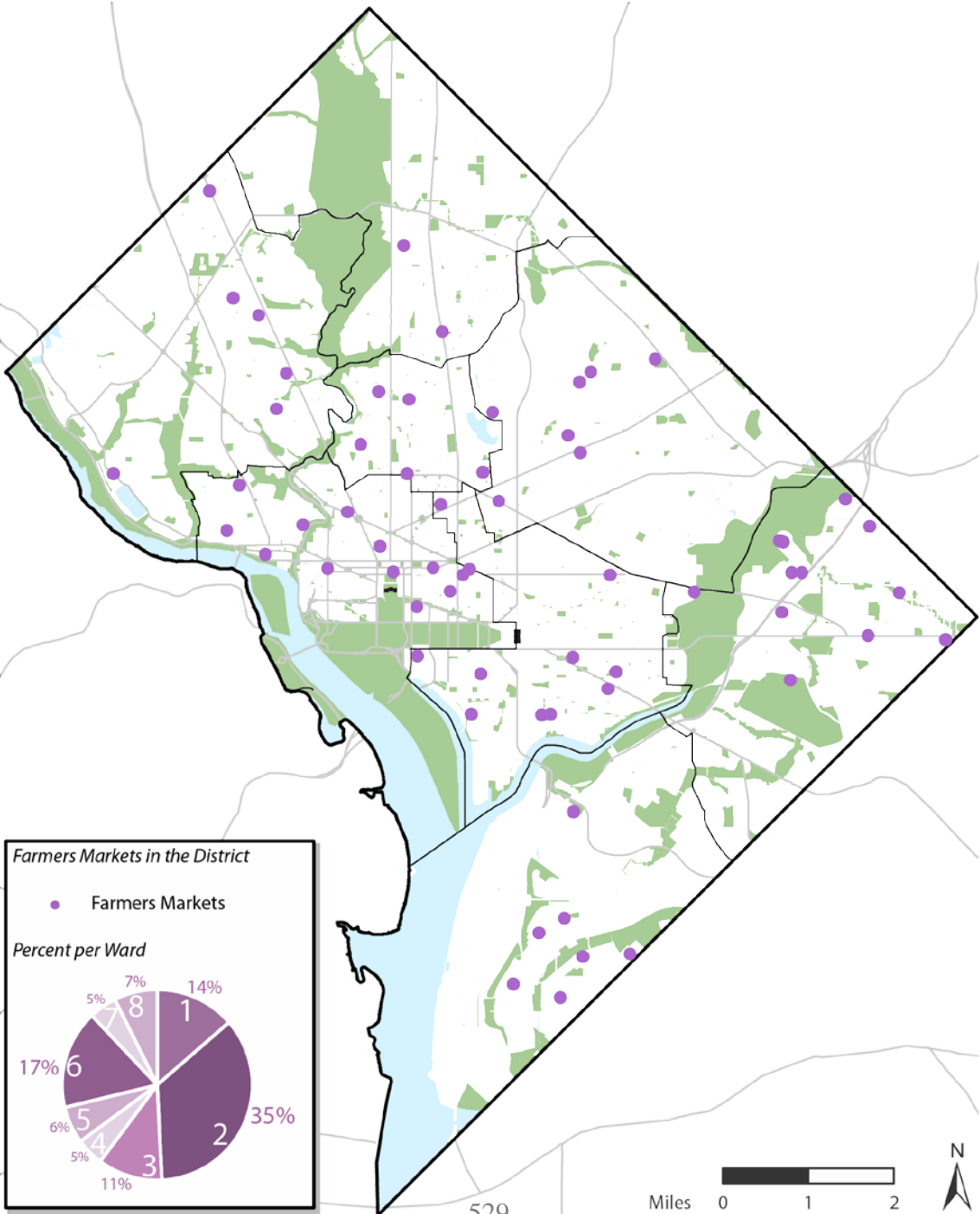
915.5 Urban design is a key component in creating safe spaces for all, including communities of color and other groups that may have felt excluded, rather than welcomed, in public spaces. Security design approaches need to be flexible to address emerging threats, use temporary and permanent approaches appropriately, and work in concert with operational activities. 915.15

915.6 Map 9.2: Locations of Sidewalk Cafés 915.4



ENGROSSED ORIGINAL

915.7 Map 9.3: Locations of Farmers Markets 915.5



915.8 *Policy UD-3.1.1: Freely Accessible Public Space*

All people, including communities of color, all ages, LGBTQ+ populations and people with disabilities, should have the ability to enjoy public life, express their culture, and feel safe in public space. There should be low barriers for peaceful assembly and free expression in existing public spaces, and new and existing public space design should be accessible, welcoming, and support a mix of activities and users. 915.8

915.9 *Policy UD-3.1.2: Security Features in Public Space*

Avoid the placement of security barriers within public space. Where necessary, security measures should be sensitively integrated into the permanent design of streets and public spaces to achieve pedestrian-friendly streets and animated public spaces that support the daily activities of District residents, workers and visitors. Examples include reinforced benches, bicycle racks, stairways and ramps, and planter boxes. Retractable vehicle barriers, guard booths, and long lines of bollards should be avoided. Consider safety and security needs from the beginning of the design process to develop less intrusive solutions. Encourage architectural design and site planning methods that minimize perimeter security requirements and reduce impacts on the public realm. Appropriately use temporary security features and remove promptly when no longer needed. 915.9

915.10 *Policy UD-3.1.3: Public Spaces for Cultural Expression*

Encourage the programming of streets and other outdoor spaces with cultural and community events and activities (such as open streets, performances, public art, festivals, and farmers markets) that stimulate street life and allow public expression of neighborhood culture. 915.10

915.11 *Policy UD-3.1.4: Markets for Small and Local Businesses*

Use public spaces to support the creation of temporary markets and vending to both expand opportunities for small and local businesses and encourage more active use of public spaces. 915.11

915.12 *Policy UD-3.1.5: Sidewalk Culture*

Encourage the use and expansion of sidewalk cafes throughout the District through more efficient and quicker permit processes, while discouraging the enclosure of sidewalk cafes that effectively transforms them into private indoor space. The design of sidewalk cafes should complement the street environment and not impede pedestrian movement. 915.12

915.13 ***Policy UD-3.1.6: Digital Public Life***

Support the District’s urban design and public life goals through the use of emerging interactive technologies, and ensure adoption and use of technologies improves, rather than prevents, access and participation. Enhance community engagement through place-based interactive surveys. Improve resident knowledge of local architecture and heritage and expand information distribution for upcoming programming and events. 915.13

915.14 ***Action UD-3.1.A: Street Vending***

Assess street vending, sidewalk café, and parklet usage to be responsive to the goals of creating lively and animated neighborhood streets and also adequately protect public safety and movement. 915.14

915.15 ***Action UD-3.1.B: Reduce Barriers to Permitting of Public Space***

Reduce procedural barriers for neighborhood and civic-oriented uses of public space. Such uses may include both one-time and recurring events, such as festivals and farmers markets, and longer-term installations, such as parklets and plazas. 915.15

915.16 ***Action UD-3.1.C: State of Public Life Report***

Create a report benchmarking the progress in expanding public life across Washington, DC as part of the Comprehensive Plan amendment cycle. The report would track aspects of public life, including the annual number of community and special events, outdoor café seating, free speech activities, vending licenses, and use counts of major public spaces and streets. See Figure 9.18 for an example of public life event data. 915.16

915.17 Figure 9.18: Public Life Dashboard of Permitted Events 915.17

915.18 Action UD-3.1.D: Digital Public Realm Initiative

As a pilot test, develop online tools to collect and share data about public life consistent with appropriate privacy protections. Leverage aggregated information from personal mobile devices and from smart-city infrastructure to better understand how the public realm is used to inform policies and actions that improve public space design, increase physical connectivity, improve access to amenities and local businesses, improve wayfinding, and disseminate real-time information to residents about events, public gatherings, and security concerns. 915.18

916 UD-3.2 Designing the Active District

916.1 The design of a city can influence how its residents use it. Physical activity can be fostered by designing spaces and streets that encourage walking, bicycling, and other forms of active movement and recreation. Active urban design entails several strategies. Recent research has demonstrated that a diverse mix of land uses, a well-connected street system, and a good public transit system all tend to increase physical activity among residents. The organization and location of parks, playgrounds, and plazas can also make active recreation opportunities more accessible to children and their families. Placing food markets and other healthy food options throughout the District can increase convenient and equitable food access and promote healthy eating. Complete streets can encourage walking and bicycling among all ages by developing safe, vibrant, and accessible streetscapes. Furthermore, streets that are safe for all will encourage more active use. Many of these active design strategies will benefit not only the health of District residents but also the environment, as they spur fewer vehicle miles traveled and better air quality. 916.1

916.2 The following policy section offers several specific planning and design strategies that can promote physical activity. The policies address both public- and private sector projects, ranging from the design of neighborhoods to the design of streets.916.2

916.3 *Policy UD 3.2.1: Buildings that Enable Social Interaction*

Residential building design should provide opportunities and spaces for interaction, such as open-air porch entrances, balconies, front stoops, and shared yards. Large multi-family buildings should prioritize individual, ground-level entrances to units that open up to the street in addition to interior access to units through a shared private lobby. 916.3

916.4 *Policy UD 3.2.2: Social and Community Meeting Spaces*

New planned unit developments (PUDs) and other large-scale developments should provide for a mix of social and third spaces—for example, schools, retail stores, cultural and community spaces, and recreational facilities. 916.4

916.5 *Policy UD 3.2.3: Recreational Space Design for Large Site Development*

Design open spaces conducive to physical activity as part of large-scale developments or create new recreation spaces (such as parks, walking paths, trails, and waterfront recreation) in neighborhoods lacking access to public open spaces. 916.5

916.6 Policy UD 3.2.4: Pedestrian-Convenient Transit

Incorporate design interventions to make transit stops friendly to users and encourage public life and pedestrian activity. Bus stop shelters should protect users from sun, wind, and rain; furnish adequate seating; and build connections between transit stops and adjacent plazas or parks. 916.6

916.7 Policy UD-3.2.5: Safe and Active Public Spaces and Streets

The design of the built environment should encourage public activity throughout the day and help minimize the potential for criminal activity. Design measures include active building frontages (such as windows, balconies, and frequently spaced entrances) adequate lighting that avoids glare and shadow, maintaining clear lines of sight and visual access, and avoiding dead-end streets. Where feasible consider closing streets to vehicular traffic to enhance pedestrian and cycling uses of streets.916.7

916.8 Action UD-3.2.A: Security-Related Design Guidelines

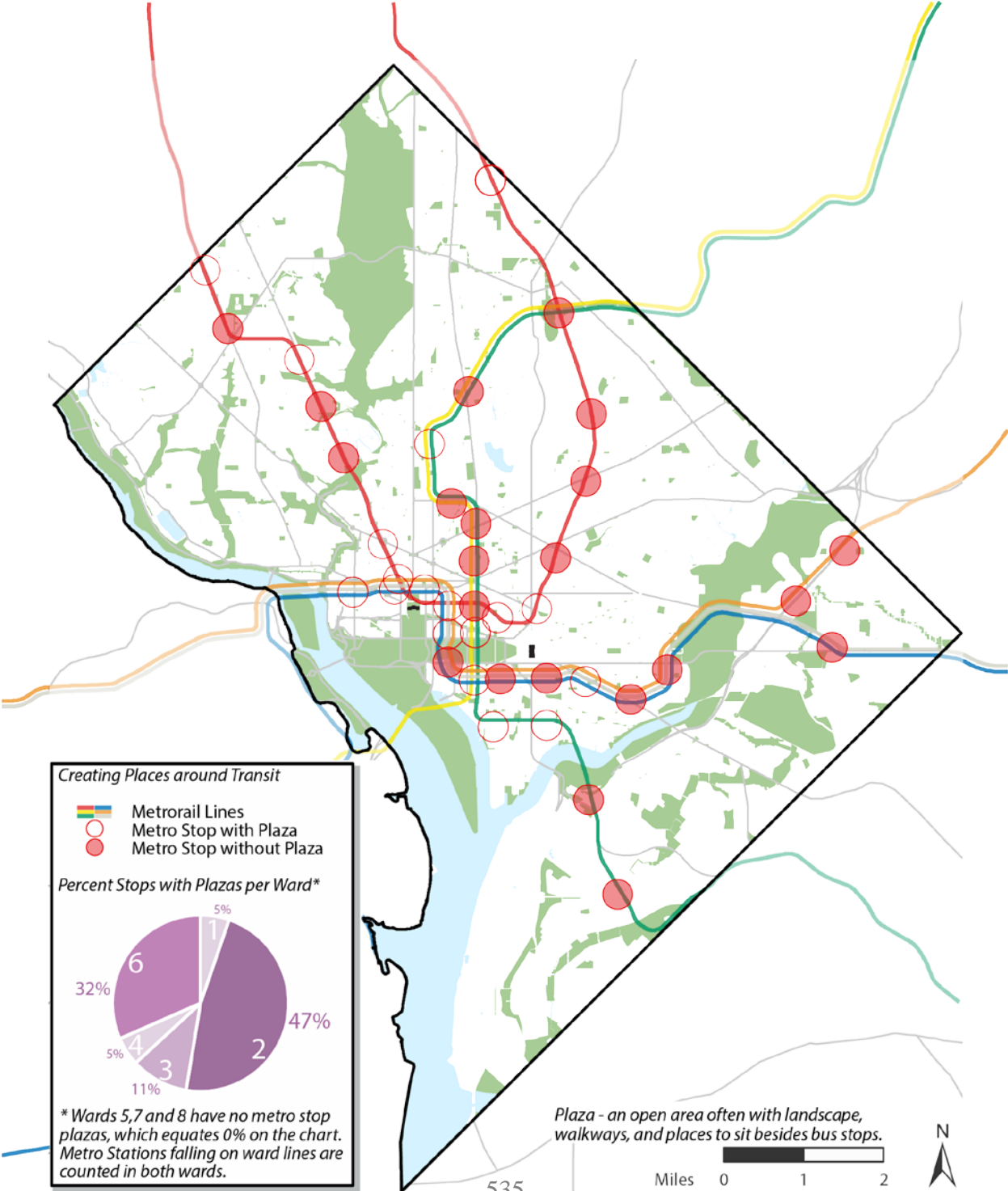
Work collaboratively with federal agencies to develop design measures which accommodate public space security needs that support ground level activities and other public space amenities and special events. 916.8

See the Land Use and Transportation Elements for additional policies on street closures for security.

917 UD-3.3 Places for Linger 917

917.1 There are many great spaces for people in Washington, DC, such as Columbia Heights Plaza, Friendship (Turtle) Park, and Yards Park, but the vast majority of small parks and plazas are underused spaces that don't fully serve the recreational or social needs of residents. This is most evident in the design of Metrorail (Metro) stations; a survey of Metro stations (shown in Map 9.4) reveals that only 45 percent have plazas that feature critical elements such as benches or artwork. It is vital that public spaces are designed to invite people to linger and share experiences. Safety, comfort, and pleasure are the key qualities present in all great public spaces and essential conditions for unlocking the potential of small parks and plazas and creating a vibrant public life. As new neighborhoods are built or existing public spaces are improved, these design parameters should be consulted to encourage socializing and recreating in the District's open spaces. 917.1

917.2 Map 9.4: Metrorail Stations with Plazas 917.2



917.3 Policy UD-3.3.1: Neighborhood Meeting Places

Provide places for neighborhood public life through the creation of public plazas at existing Metro stations or urban squares in new development. Encourage the activation of such spaces through the design of adjacent structures, including the location of shop entrances, window displays, awnings, and outdoor dining areas. 917.3

917.4 Policy UD-3.3.2: Small Parks for Recreation

Leverage small parks, including triangle parks, linear parks, and medians, to serve as places for recreation, community gathering, and play by encouraging greater resident and community design and management of these spaces through grant and partnership programs. 917.4

917.5 Policy UD-3.3.3: Plazas for Diverse Uses

Design plazas to accommodate physical activities like dancing or ball play, passive activities like sitting and chess, and cultural events like concerts, exhibits, and historical celebrations. Plazas can also provide space for cafe-style seating and farmers markets. When programming plazas, consider the needs of users with varying mobility levels. 917.5

917.6 Policy UD-3.3.4: Plaza Design for Weather Conditions

Design plazas to include sunny areas protected from the wind for use in the colder seasons, shaded areas for use in hot, sunny weather, and slick-proof surfaces with excellent drainage for storm events to facilitate year-round use. 917.6

917.7 Policy UD-3.3.5: Design for Safety

Design parks and plazas to promote safety from crime and injury through clear sightlines in and out of public spaces, maintaining a state of good repair of sidewalks and pathways, encouraging community stewardship, and inviting evening use through programming and well-designed lighting. 917.7

917.8 Action UD-3.3.A: Cross-Agency Small Parks Partnership Program

Develop a community partnership program that includes the DC Department of Transportation (DDOT), the DC Department of Parks and Recreation (DPR), and the DC Department of General Services (DGS) to improve and activate small parks through a combination of landscaping, recreation amenities, signage, and street design that contributes to neighborhood recreation, definition, and identity. 917.8

917.9 *Action UD-3.3.B: Transfer of NPS Triangle Parks to the District*

Work with NPS to identify and transfer key small parks in NPS's ownership to the District to enhance community use, programming, and stewardship. 917.9

917.10 *Action UD-3.3.C: Design Standards for Public Space Design*

Create public space design guidelines for District-controlled parks and plazas that highlight designing for diverse cultural uses, placemaking, and socializing. 917.10

918 UD-4 Making Great Urban Architecture 918

918.1 While a city is made up of more than its buildings, its image is often linked to its architectural expression. This is especially true in a capital city like Washington, DC, which must balance its roles as a national emblem and a city of neighborhoods. As an intentionally planned capital, designers have given a special emphasis to street corridors, axial vistas, and symbolic buildings, public space, and monuments to support the plan's broader vision. A series of height acts and various zoning regulations gave Washington three-dimensional form and a distinct horizontality that emphasizes the more vertical prominence of civic landmarks. Washington, DC is more than a capital city of grand proportions and axial formality. Its architectural legacy includes multiple scales: the finer-grained expression of bay window projections, tower elements, varied storefronts, and smaller-scale institutional buildings shaped by time-tested building codes and public space regulations. 918.1

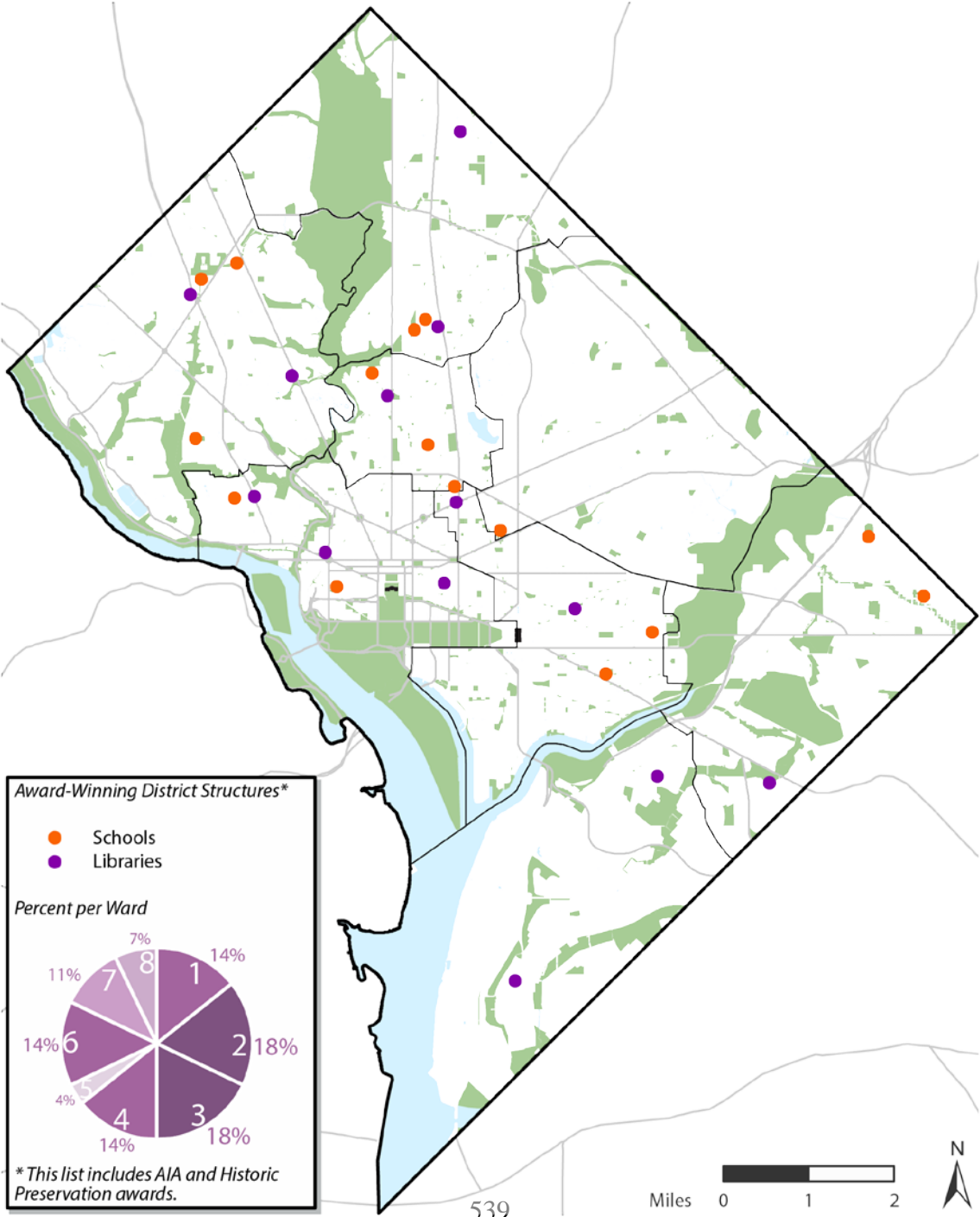
918.2 Washington has a long-standing civic design tradition. Moving forward, innovative, creative design should celebrate District public life, and embrace design excellence and sustainability. Civic buildings should be community icons, and transportation infrastructure inspiring. As development continues on waterfronts and signature sites, there are opportunities to create dynamic and contemporary places. 918.2

919 UD-4.1 The Design of Public Buildings, Public Spaces, and Infrastructure 919

919.1 The design of new civic architecture and infrastructure reinforces the District's image as a forward-looking city that supports civic engagement and respects historic context while embracing change and innovation. Each library renovation, fire station addition, school modernization, park renovation, streetscape project, and recreation center construction project is an opportunity to create a great civic asset that contributes to neighborhood livability, collective resident pride in civic institutions, and the District's status as a national capital. The District has intentionally worked over the last 15 years to equitably build award-winning civic buildings in

all eight wards (see Map 9.5). The District can continue to lead by example by actively seeking an agenda of sustainable design excellence across all agencies. 919.1

919.2 Map 9.5 Award-Winning District Architecture 919.2



919.3 Over the next 20 years, transportation infrastructure projects will provide some of Washington, DC's most important urban design opportunities through the reconstruction of transportation corridors, bridges, and upgraded systems. Within the District, Union Station is one of the world's great train stations and the Metro system itself is an iconic piece of transportation architecture. The integration of new bicycle, high-capacity transit, and other modes into the transportation system, along with the reconstruction of connections across the Anacostia River and other physical boundaries, will shape the identity of the District and its neighborhoods for decades to come. 919.3

919.4 *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. 919.4

919.5 *Policy UD 4.1.2: Design Excellence*

Promote design excellence contracting processes in District capital improvement projects for public buildings and public spaces to achieve a more attractive, functional, and sustainable environment in the District and its neighborhoods. 919.5

919.6 *Policy UD-4.1.3: Design of New Public Transit*

Design transit system elements as an important component of public architecture. Elements including transit shelters, waiting platforms, signage, off-board fare collection, bicycle-sharing facilities, and other improvements should contribute to meeting District-wide urban design goals. 919.6

919.7 *Policy UD 4.1.4: Metro Station Entrances*

Promote design improvements and public art at Metro station entrances and other transit hubs to provide a stronger sense of arrival and orientation for travelers and contribute to neighborhood identity. 919.7

919.8 *Policy UD-4.1.5: Design of Bridges and Other Transportation Infrastructure*

Promote high-quality design and environmentally advanced engineering that accommodates various modes of transportation and supports public life, natural ecology, and civic identity in all infrastructure projects, including bridges and other public works projects. 919.8

919.9 *Policy UD-4.1.6: Infrastructure Reuse Projects*

Continue to explore creative reuse of obsolete District infrastructure facilities, including transportation and utility structures, to address current needs for new types of public spaces and recreational facilities. 919.9

919.10 *Policy UD-4.1.7: Design for Longevity*

Public buildings and infrastructure should be designed to be aesthetically pleasing with the highest quality and durable building materials providing long-term appearance and functionality and to minimize energy usage and maintenance needs. 919.10

919.11 *Policy UD 4.1.5: Small Area Plans*

Integrate urban design considerations into small area plans and other applicable studies. Consider the use of illustrative design guidelines and place-specific urban design standards as part of these plans. 919.11

919.11 *Action UD-4.1.A: Design Excellence Program for District Facilities*

Develop a Design Excellence Program for architectural/engineering contracting processes for District government-controlled public buildings and public spaces based on the federal General Services Administration Design Excellence Program. 919.11

919.12 *Action UD-4.1.B: Commission of Fine Arts Review of District Government Capital Projects*

Develop guidelines for assisting the Commission of Fine Arts (CFA) design review for any applicable District building and infrastructure projects. These guidelines should reflect the District's urban design goals. 919.12

919.13 *Action UD-4.1.C: Excellence in Urban Design Initiative*

Develop a District-wide Excellence in Urban Design Initiative for the District, including an award program and public education campaign, to make Washington, DC a nationally recognized leader in architecture, landscape, environmental design, historic preservation, and city planning. 919.13

920 UD-4.2 Designing Architecture for People 920

920.1 Buildings and architecture have a direct impact on comfort, sense of safety, and emotional well-being; they form the physical fabric of the District. The quality of the District's physical character should be designed to improve the experience of walking down its streets, create moments of joy and visual delight, and promote a sense of civic pride and order. To

achieve this, the relationship of buildings to the human experience should be closely considered, including the size of buildings, their distance to the sidewalk, the treatment of ground-floor-level points of entry, and the impact of light and air. 920.1

920.2 Experiences are defined by limitations to senses: environments that relate directly to what is comfortably perceived elicit pleasant emotions, while environments that are disorienting or monotonous challenge the senses and can create isolation or discomfort. Humans interact with and understand the surrounding urban environment based on their inherent physical, sensory, and social capabilities:

- Social: distance (intimacy of communication), group sizes, level of activity;
- Physical: walking distances, material size, speed of movement; and
- Sensory (visual, auditory, tactile, etc.): craftsmanship and texture, order (scale and hierarchy), visual limits. 920.2

920.3 *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.

920.3

920.4 *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. 920.4

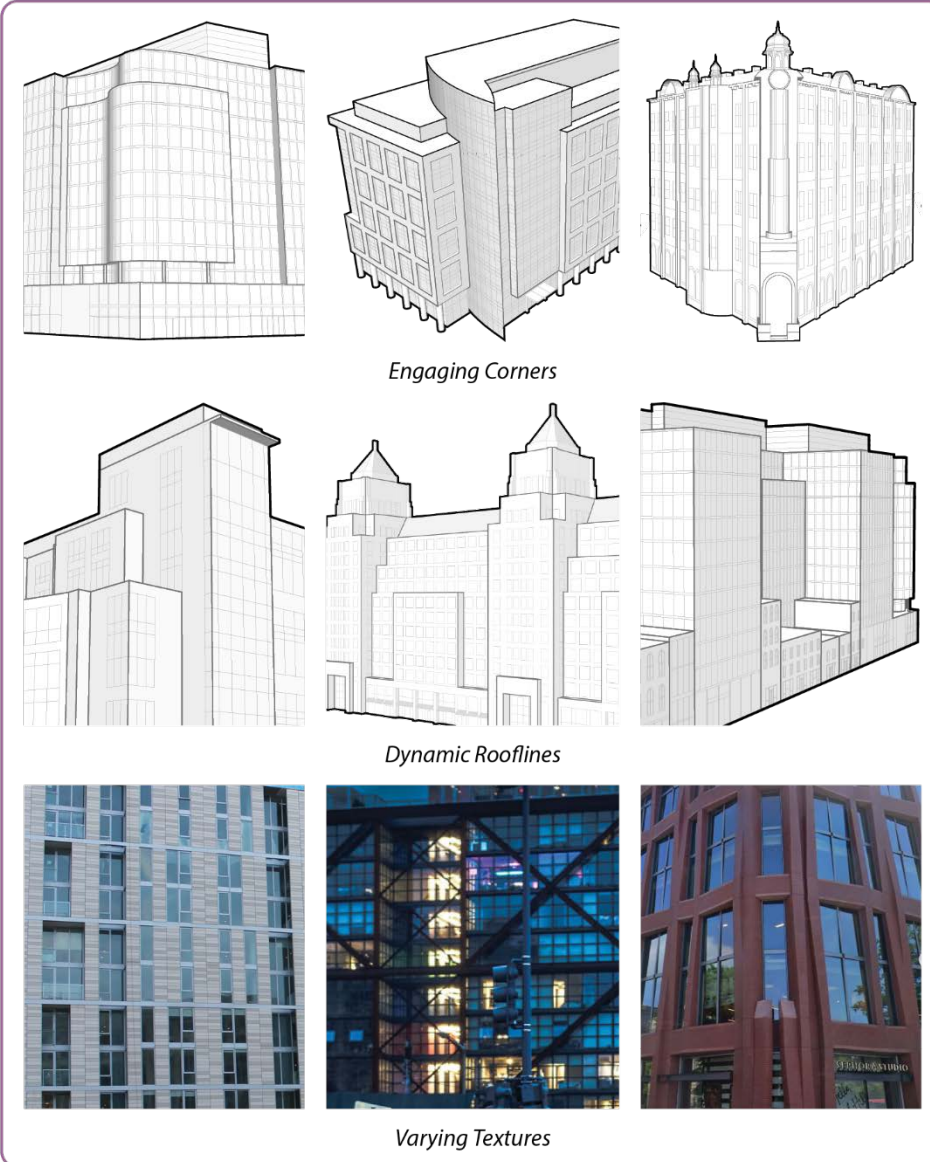
920.5 *Policy UD-4.2.3: Continuity and Consistency of Building Frontages*

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. 920.5

920.6 *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). 920.6

920.7 Figure 9.19: Creating Engaging Facades 920.6



920.8 Policy UD-4.2.5: Interesting Roof Lines

Design architecturally interesting roof lines to help articulate the massing of buildings and add visual appeal. Along commercial streets, tower elements at corners can help define intersections; in more residential neighborhoods, towers and penthouses can help scale and mass buildings to respond to surrounding building scale and mass. 920.8

920.9 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. 920.9

920.10 Action UD-4.2.A: Designing the District for the People Reference Guide

Create a reference guide that catalogues principles of good urban design at a human level. This reference guide should articulate these concepts in a clear manner to be understandable to both the general public and members of the design profession. 920.10

921 UD-4.3 Celebrate Washington, DC's Unique Design Legacy 921

921.1 Every city has a built form and character that is specific to its sense of place. Like New York City's tiered skyscrapers, San Francisco's Queen Anne row houses, or Boston's brownstones, Washington, DC has its own specific building traditions and character. They are the result of a long history of conscious design goals that have resulted in many defining features of the District. Recognizing their importance, intent, and value is critical to preserving Washington, DC's design legacy, as well as continuing design traditions as the District develops and grows. 921.1

921.2 Washington, DC's unique design legacy is far reaching and touches every aspect of the built environment:

- A relationship of building heights to street width and setbacks for penthouses create a distinct scale along streets and avenues, as well as architectural opportunity for rooftop expression;
- Public parking and building restriction lines establish a green and park-like area along residential streets;
- Limits on building height give the District its consistent skyline and open look and feel;
- Shop windows, awnings, and wide sidewalks are emblematic of active and inviting commercial areas; and
- Building projections such as porches, bay windows, oriels, and towers embellish buildings and frame picturesque views. 921.2

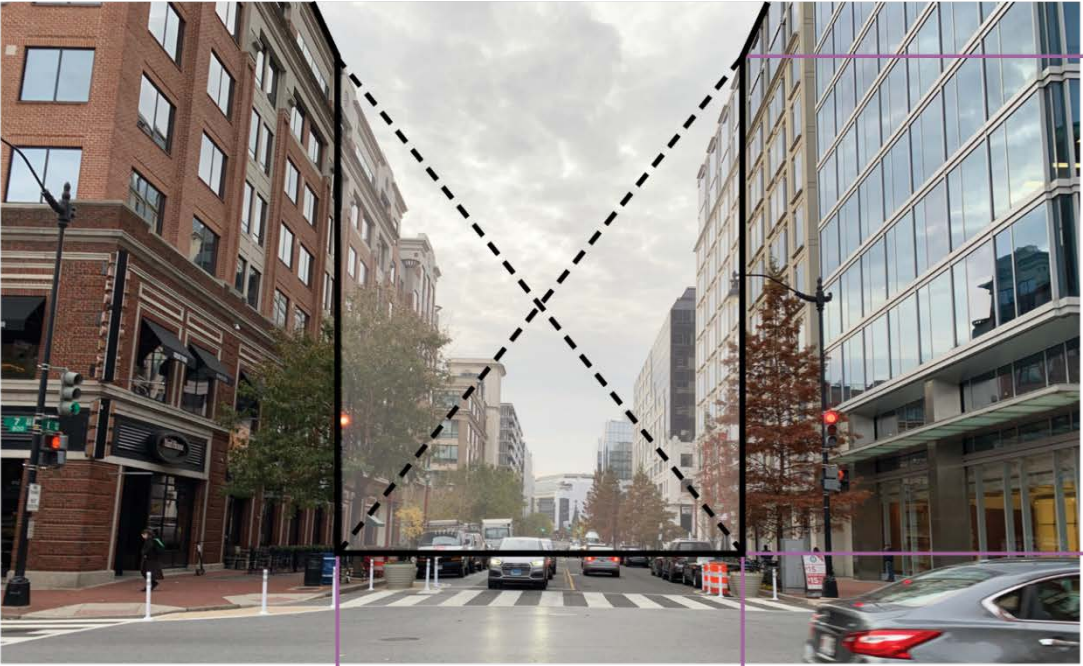
921.3 This design legacy is the result of conscious efforts to shape the District and is created through a number of different regulatory controls, some established for a specific design intent and others for practical reasons. Although they have evolved over time in response to concurrent planning and architectural trends, it is their consistent application that is most important. Their continuous use and enforcement has greatly benefited the District and its residents by creating distinct places to live, work, and visit. 921.3

921.4 ***Policy UD-4.3.1: Recognize the Legacy of the Height Act***

Utilize the basic principles for regulating building height by street width in the Height of Buildings Act of 1910 to guide the redevelopment of corridors and new large site developments, continuing Washington, DC's historic design tradition of well-proportioned streets and consistent building heights (see Figure 9.20). Examine opportunities where enabling buildings to exceed zoning height restrictions can encourage better site massing and architectural design.

921.4

921.5 Figure 9.20: Height Act Diagram 921.5



The *Height of Buildings Act* generally regulates building height based on the width of the street it faces.

For streets with mixed-use and non-residential uses: **max. building height = street width + 20'**

For streets where only residential uses are permitted the following rules apply:

<i>Maximum building height</i> Streets < 60' wide Streets 60' - 65' wide Streets > 65' wide	90' max. building height = street width max. building height = 60' max. building height = street width - 10'
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921.6 Policy UD-4.3.2: Building Projections That Shape Urban Form

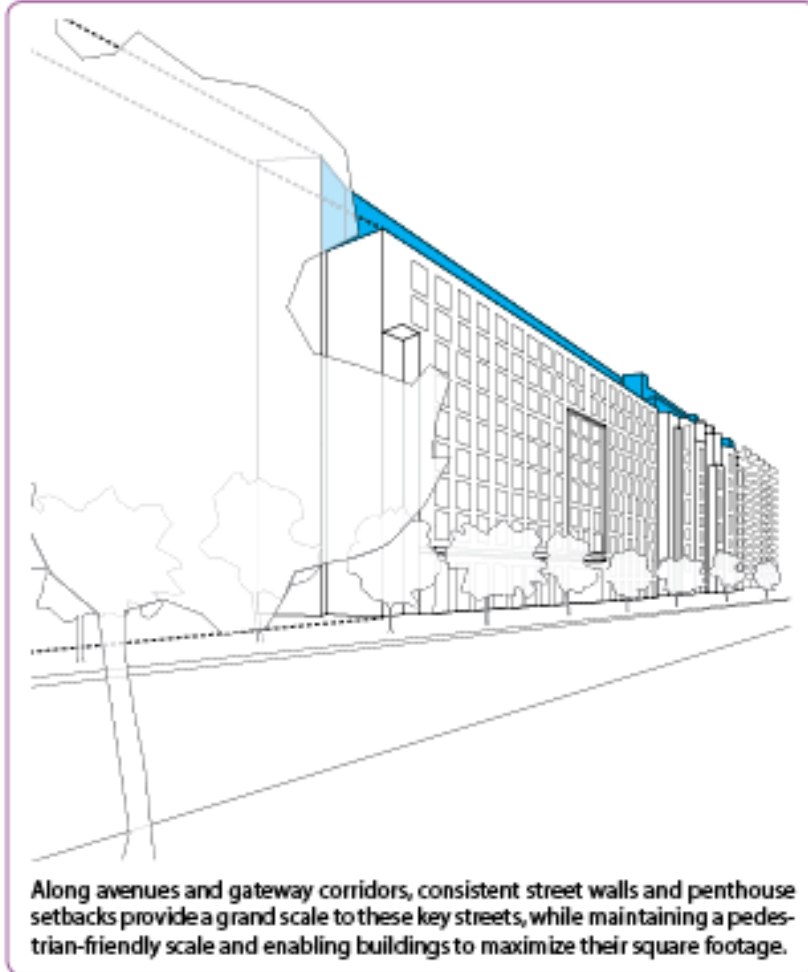
Design building projections to enhance the visual experience of the street and neighborhoods as a whole, as well as add distinct form to individual buildings. Projections should provide design embellishments while respecting the scale of the primary building façade, access to light and air for adjacent properties, view sheds, and the pedestrian experience of the street (see Figure 9.21). 921.6

921.7 Figure 9.21: Porches and Balconies 921.7

921.8 ***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. 921.8

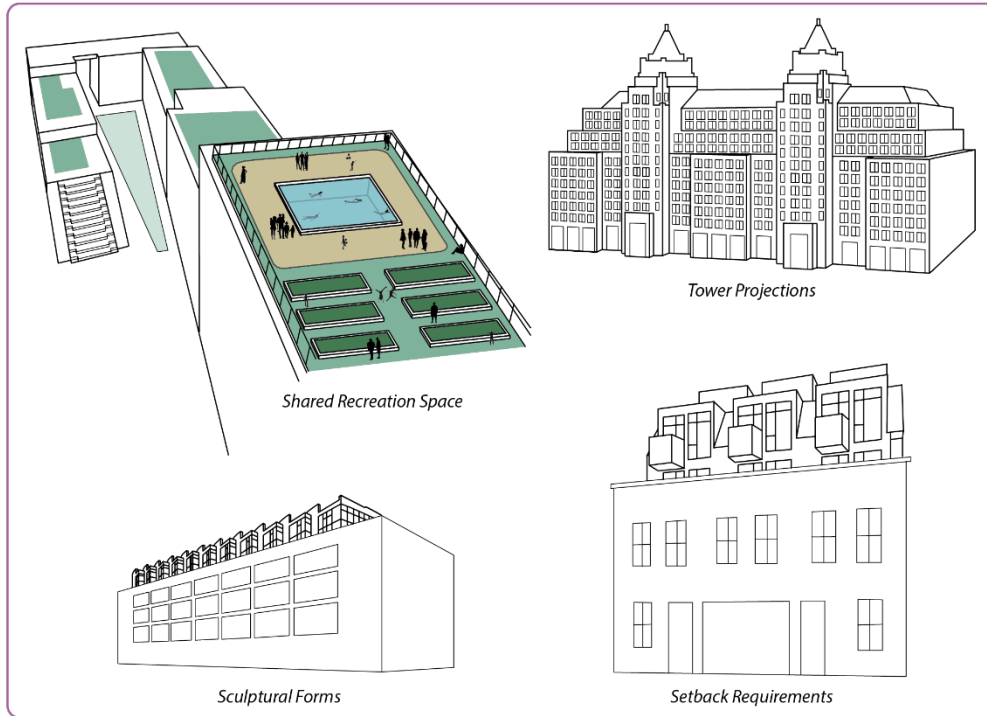
921.9 Figure 9.22: Building Setbacks 921.9



921.10 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. 921.10

921.11 Figure 9.23: Dynamic Rooftops 921.11



921.12 Policy UD-4.3.5: Building Projections that Promote Interaction

Encourage buildings with public parking along their frontage to use the flexibility of projection regulations for steps, porches, balconies, and awnings and create opportunities for in-between spaces that encourage social interaction and add visual interest to building facades.

921.12

921.13 Action UD-4.3.A: Washington, DC Urban Design Guide

Prepare an Urban Design Guide for Washington, DC that compiles the existing codes and regulations that play a role in creating the District's urban design legacy.

921.13

921.14 Action UD-4.3.B: Update of the Projection Code

Conduct a comprehensive study and subsequent building code update to address issues of large projections on long building facades that detract from the public realm, view sheds, and monumental character of the District's streets. The study should consider the role projections have played in shaping the form of Washington, DC and assess their intent and how they have evolved over time.

921.14

921.15 *Action UD-4.3.C: Review Zoning Height Restrictions*

Review the zoning code to determine where it may be more restrictive than the federal Height of Buildings Act to identify the potential capacity for more affordable housing and opportunities to expand inclusive neighborhoods (see Figure 9.24). 921.15

921.16 Figure 9.24: Zoning Height and Street Width 921.16

1000 Overview 1000

1000.1 The Historic Preservation Element guides planning for the protection, revitalization, and preservation of **Washington, DC**'s valuable historic assets. It defines the District's role in exercising preservation leadership, promoting awareness of **Washington, DC** history, identifying and preserving historic resources, and ensuring compatible design in historic neighborhoods. The element recognizes historic preservation as an important responsibility at all levels of government and as a valuable planning tool that provides an opportunity for

community input, development collaboration, partnerships, and education. Historic preservation offers a sustainable urban development model that fosters a sense of community well-being and an appreciation of the multifaceted achievements of past Washingtonians. 1000.1

- 1000.2 The critical historic preservation issues facing Washington, DC are addressed in this element. These include:
- Welcoming new growth in the District while preserving its historic character;
 - Advancing cultural heritage planning that supports active use and appreciation of the District’s distinctive places;
 - Commemorating the sites of significant events and the places associated with individuals significant in District history;
 - Identifying appropriate means to preserve the historic character of District neighborhoods;
 - Expanding the reuse of historic buildings for affordable housing;
 - Increasing public access to information about historic properties and development plans in historic areas;
 - Developing more detailed and area-specific design guidelines that apply to historic buildings and sites;
 - Enforcing preservation laws; and
 - Increasing public education and awareness of the District’s heritage and the lasting contributions of District residents to its history. 1000.2
- 1000.3 Washington, **DC** is both the nation’s capital and one of the world’s great planned cities. These conditions have profoundly influenced the course of Washington, DC’s development, shaping its culture and physical character. 1000.3
- 1000.4 The nation’s founders selected a special place for the federal city. Both northern and southern, the site was a gentle flatland surrounded by a ring of hills interlaced with broad rivers and streams. Native Americans had inhabited this land for thousands of years, and for nearly two centuries it was an agricultural landscape. By the mid-1700s, as the District began developing, both Georgetown and Alexandria were its trading centers. 1000.4
- 1000.5 The natural terrain and early trading centers enabled the creation of a brilliant geometric plan whose array of civic buildings would give the capital city its symbolic profile. The 1791 Plan of the City of Washington, drawn up by the French engineer Pierre Charles L’Enfant, envisioned a majestic seat of

government embedded in a city of trade, commerce, and thriving communities. This intermixing of national landmarks with commercial buildings and new apartments still gives Washington, DC a distinctive historic character. 1000.5

1000.6 How long this experimental District—or nation—would last was unclear. Amid the turmoil of Civil War, as Abraham Lincoln made completion of the new Capitol dome a symbolic goal, disruption laid waste to the District’s greenery and few public adornments. Soldiers and freedmen streaming into Washington, DC burdened its limited resources. It was not until the massive public works program of the Reconstruction era that Washington, DC began to assume a civic dignity befitting its ambitions. As part of the beautification effort, District leaders created a system of privately maintained green space and regulated building projections that would enable sculptural building fronts and a continuous landscape along L’Enfant’s wide thoroughfares. This system is still in effect and continues to shape the design character of the District’s row house neighborhoods. 1000.6

1000.7 The thirst for civic embellishment and picturesque settings prevailed in the capital through the end of the 19th century. National monuments rose in ornate parks, complementing the sculpted facades and tree-lined lawns along the District avenues. New parkland and a curvilinear tidal basin emerged from the Potomac River mudflats. As metal frame construction and elevators pushed buildings into the skyline, District leaders adopted the first height limits in 1894. In incremental steps, Victorian Washington, DC became a more comfortable, pleasant, and beautiful District. This legacy remains strong in the ring of neighborhoods around downtown. 1000.7

1000.8 The District began to grow beyond its original boundaries, but after the first few subdivisions were platted in haphazard fashion, District leaders stepped in to ensure that this expansion would be consistent with the District’s planning traditions. Congress set aside the Rock Creek valley for a zoological park and nature preserve, and mandated a plan to extend the spirit of L’Enfant’s geometry into the new suburbs. Realized in 1893 as the Permanent System of Highways, commonly known as the Highway Plan, this network of streets and avenues establishes the fundamental character of the District’s outlying neighborhoods. 1000.8

1000.9 As the nation entered a new century with growing global confidence, the McMillan Commission Plan of 1901 envisioned an even greater city and capital. The plan’s authors reclaimed the legacy of L’Enfant while reinterpreting his

vision on a more magnificent scale. The expanded seat of government became a civic precinct, less intermingled with the daily life of the city. The National Mall gained formal majesty, but with a loss of intimate ambience. This vast rearrangement took more than a half century to bring about, slowly evolving through two world wars and the Great Depression. It created the now-familiar heart of historic monumental Washington, DC. 1000.9

- 1000.10 Often less recognized are other enduring urban design legacies of this era. The McMillan Plan converted the Civil War Defenses of Washington, DC to a ring of parks, known as the Fort Circle Parks, linking outlying neighborhoods. New playgrounds improved neighborhoods, and sewage-filled mudflats along the Anacostia were filled in for parkland. The architecture of classicism filtered through Washington, DC in houses of commerce downtown and homes with wide front porches in new neighborhoods. Lavish mansions of the social elite began to define elegant boulevards. Social reformers sought to provide better homes for low-income residents in modest housing. 1000.10
- 1000.11 As the Great Depression brought many newcomers into Washington, DC, New Deal housing programs introduced garden city planning and better homes to relieve crowded housing, even as the New Dealers themselves sought the charms of living in old Georgetown. Recollection of the colonial past was meant to inspire a nation in hardship. It dominated the District's civic architecture and home building, even as a heroic Public Works Administration (PWA) modern sensibility began to permeate the new federal buildings framing the National Mall. 1000.11
- 1000.12 After World War II, growing suburbs, urban renewal, and modernist design ideas overtook the McMillan Plan as the main influences on Washington, DC's development. Attractive residential neighborhoods spilled out far beyond the District's boundaries, while modernist renewal destroyed most of the old Southwest neighborhood. New highways cut into Washington, DC's fabric with little regard for its architectural beauty or historic plans. Resident activism in response made historic preservation a force in the District's development. 1000.12
- 1000.13 Home Rule in 1973 gave District residents more say in their daily lives and turned attention to long-neglected inequities. New civic projects brought an era of hope and opportunity, and more inclusive planning. Civic leaders created a living downtown vision for a mixed-use District center guided by traditional urbanism. They also enacted one of the nation's strongest historic preservation laws. Starting

along Pennsylvania Avenue NW, more than three decades of reinvestment have proven the wisdom of those decisions, as revival has spread well beyond the historic downtown, bringing new life to neighborhoods across Washington, DC. With the new century, that District-wide revival has been propelled by widespread renovation of historic landmarks and ambitious modernization of public schools and community facilities in every neighborhood. 1000.13

1000.14 The District's recent growth by 100,000 residents in a single decade parallels earlier booms during wartime and the Great Depression, when newcomers flocked to Washington, DC seeking jobs and opportunity. Each of these spurts led to innovation and expansion, but also the challenge of providing adequate housing and services for new residents. 1000.14

1000.15 With these challenges come new opportunities. This is an era of revitalized historic neighborhoods, vibrant new design ideas, and a more sophisticated appreciation of the role that preservation can play in rejuvenating Washington, DC. Reinvestment has built new homes and businesses, and adaptive reuse has put many older buildings back into productive use. Continuing use of historic building stock can advance sustainability goals, while thoughtful design helps new technologies fit within the context of historic communities. Washington's historic districts offer distinctive character that provides context for new development and elevates the quality of public spaces. The policies in this element aim to lead preservation forward as an effective tool in achieving those goals. 1000.15

1000.16 The preservation policies in this plan are premised on the following basic assumptions:

- The preservation, protection, enhancement, and enjoyment of historic properties are established benefits to the public welfare. The District's historic character distinguishes it and shapes its cultural heritage and identity.
- Historic properties cannot be replaced if they are destroyed.
- Protections should focus on what merits preservation, as measured by demonstrated significance under official designation criteria.
- Historic properties were built for continued use, and a primary goal of preservation is to support Washington, DC's vitality by adapting historic properties for modern needs.
- Historic preservation can be an effective driver of economic development and growth. Preservation conserves usable resources,

stimulates tourism and investment in the local economy, creates jobs, and enhances the value of the civic environment.

- Preservation standards should be reasonable and flexible enough in their application to accommodate different circumstances and community needs.
- With thoughtful planning and development, growth and changing conditions can occur without degrading historic character.
- Preservation benefits and educates everyone, **honoring and celebrating history**. 1000.16

1001 Historic Preservation Goal 1001

1001.1 The overarching goal for historic preservation is to preserve and enhance the unique cultural heritage, beauty, and identity of Washington, DC by respecting the historic physical form of the District and the enduring value of its historic structures and places, sharing responsibility for their protection and stewardship, and perpetuating them for the benefit of the residents of the District and the nation. 1001.1

1002 HP-1 Planning for Historic Properties 1002

1002.1 Washington, DC is fortunate in its historic assets and unique planning legacy: a wealth of historic buildings and neighborhoods, rich social history, a protected landscape setting, the national civic center, and a continuous urban fabric with relatively little disruption by freeways and industrial brownfields. These advantages set Washington, DC apart from most other cities in the United States. 1002.1

1002.2 The District's preservation planning should safeguard this inheritance by providing:

- Vision and guidance through a comprehensive historic preservation plan;
- Continuing surveys and research to identify and evaluate potential historic properties;
- Effective mechanisms to preserve historic properties through recognition, official designation, development review, and enforcement; and

- Public education and engagement that encourages community participation and support. 1002.2

1002.3 Recent accomplishments have transformed the District’s preservation planning efforts. Immediate access to photographs and historical information on most buildings is available on the internet. An explosion of local history programs, websites, and publications boosted public interest. New and more engaging preservation plans and heritage guides have been created. The 2007 requirement for preservation review of District government projects has brought about better stewardship of the District’s public facilities. Every neighborhood can now enjoy civic architecture that exhibits high design quality and sensitivity to historic heritage. 1002.3

1003 HP-1.1 Preservation Planning 1003

1003.1 The District’s State Historic Preservation Office (SHPO) plans for historic properties in coordination with other agencies and the public. The SHPO maintains a comprehensive historic preservation plan, designed to engage residents and inspire District communities, organizations, and individuals to action. The plan provides guidance for historic preservation policy and decision-making, and remains current through periodic updates that evaluate the status of historic resources and new preservation challenges. 1003.1

1003.2 As part of the Office of Planning (OP), the SHPO contributes expertise to District-wide and neighborhood planning initiatives, and integrates preservation with the District’s comprehensive planning efforts. Through the District’s historic preservation plan, the SHPO seeks to ensure that the needs and concerns of residents and businesses, and Washington, DC’s goals for a vibrant and inclusive District, are not superseded by federal interests or an overemphasis on federal monumentality. 1003.2

1003.2a Text Box: State Historic Preservation Office
SHPO carries out preservation programs established by the National Historic Preservation Act so that historic properties are considered at all levels of planning and development. Working with government, private organizations, and the public, the SHPO conducts historic resource surveys and nominates eligible properties to the National Register of Historic Places (NRHP). The SHPO also administers federal grants, provides technical information, sponsors education and

training, and assists government agencies in carrying out their preservation duties.
1003.2a

1003.3 SHPO also assists federal agencies in carrying out their preservation planning duties. Each federal agency is responsible for preservation and appropriate management of historic properties under its ownership or control, consistent with an agency preservation program. The agency's historic preservation officer ensures that agency preservation activities are carried out in consultation with the SHPO, other government agencies, and the private sector. SHPO coordination on major initiatives with the National Capital Planning Commission (NCPC), Advisory Council on Historic Preservation (ACHP), and other federal agencies is another mechanism for preserving the District's interest in historic federal properties. 1003.3

1003.3a **Text Box: Advisory Council on Historic Preservation**
The ACHP is an independent federal agency that promotes the preservation, enhancement, and productive use of historic resources. ACHP is charged with encouraging federal agencies to act as responsible stewards of historic property and to factor historic preservation into the requirements for federal projects. In its role as policy advisor to the President and Congress, ACHP advocates full consideration of historic values in federal decision-making, recommends administrative and legislative improvements to protect the national heritage, and reviews agency programs and policies to promote effectiveness, coordination, and consistency with national preservation policies. 1003.3a

1003.4 ***Policy HP-1.1.1: District of Columbia Historic Preservation Plan***
Maintain and periodically update the District of Columbia Historic Preservation Plan according to the standards required by the National Park Service (NPS) for approved state historic preservation plans. Ensure that the Historic Preservation Plan remain consistent and coordinated with the Comprehensive Plan as both are updated. Keep the plan readily available to the public. 1003.4

1003.5 ***Policy HP-1.1.2: Planning by Ward***
Maintain and periodically update Ward Heritage Guides to complement the Historic Preservation Plan with information and analysis that supports preservation planning and awareness at the ward level. 1003.5

- 1003.6 ***Policy HP-1.1.3: Neighborhood Preservation Planning***
Give full consideration to preservation concerns in neighborhood plans, **Small Area Plans**, major revitalization projects, and, where appropriate, applications for planned unit developments and special exceptions. Promote internal coordination among District agencies and the SHPO at the earliest possible stage of planning and continue coordination throughout. Involve Advisory Neighborhood Commissions (ANCs) and community preservation groups in planning matters affecting preservation. 1003.6
- 1003.7 ***Policy HP-1.1.4: Preservation Master Plans***
Support public agency facility plans and campus plans as an opportunity to evaluate potential historic resources, identify eligible properties, promote their designation, and develop management plans for their protection and use. Establish preservation goals in those plans for designated and eligible properties. Identify specific historic preservation concerns through consultation with the SHPO at an early planning stage. 1003.7
- 1003.8 ***Policy HP-1.1.5: Planning for Historic Federal Properties***
Coordinate with federal agencies and citizen groups so that local planning initiatives and preservation goals are considered in federal project design and historic preservation planning. 1003.8
- 1003.9 ***Action HP-1.1.A: Inclusive Preservation Planning***
Integrate historic preservation in the preparation and review of proposed facility master plans, **Small Area Plans**, campus master plans, relevant planned unit development and special exception applications, and other major development initiatives that may have an impact on historic resources. Identify specific historic preservation concerns through consultation with the SHPO as an integral member of the planning team. 1003.9
- 1003.10 ***Action HP-1.1.B: Local Significance of Historic Federal Properties***
Recognize that the District's historic federal properties define Washington, DC's center for residents and are important for local history. Locally significant characteristics or qualities should be maintained. 1003.10

1004 HP-1.2 The District's Historic Preservation Program 1004

- 1004.1 The mission of the District's historic preservation program is to foster wise stewardship of historic and cultural resources through planning, **protection**, and public education. This is achieved through the identification and designation of historic properties, review of their treatment, and engagement with the public, using a variety of tools to promote awareness, understanding, and enjoyment of Washington, **DC's** historic environment. 1004.1
- 1004.2 The District's preservation efforts benefit from the combination of local and state functions in a unified and comprehensive preservation program. With this integration, the SHPO also serves as the District's local Historic Preservation Office (HPO). 1004.2
- 1004.3 The foundation of the District's local preservation program is the Historic Landmark and Historic District Protection Act of 1978 (see text box Purposes of the Historic Landmark and Historic District Protection Act of 1978). This law established the District's preservation review process and its major players, including the **mayor's agent**, Historic Preservation Review Board (HPRB), and HPO.1004.3
- 1004.3a Text Box: Purposes of the Historic Landmark and Historic District Protection Act of 1978 (DC Code § 6-1101[a])
It is hereby declared as a matter of public policy that the protection, enhancement and perpetuation of properties of historical, cultural and aesthetic merit are in the interests of the health, prosperity and welfare of the people of the District of Columbia. Therefore, this act is intended to:
1. Effect and accomplish the protection, enhancement and perpetuation of improvements and landscape features of landmarks and districts which represent distinctive elements of the city's cultural, social, economic, political and architectural history;
 2. Safeguard the city's historic, aesthetic and cultural heritage, as embodied and reflected in such landmarks and districts;
 3. Foster civic pride in the accomplishments of the past;
 4. Protect and enhance the city's attraction to visitors and the support and stimulus to the economy thereby provided; and
 5. Promote the use of landmarks and historic districts for the education, pleasure and welfare of the people of the District of Columbia. 1004.3a

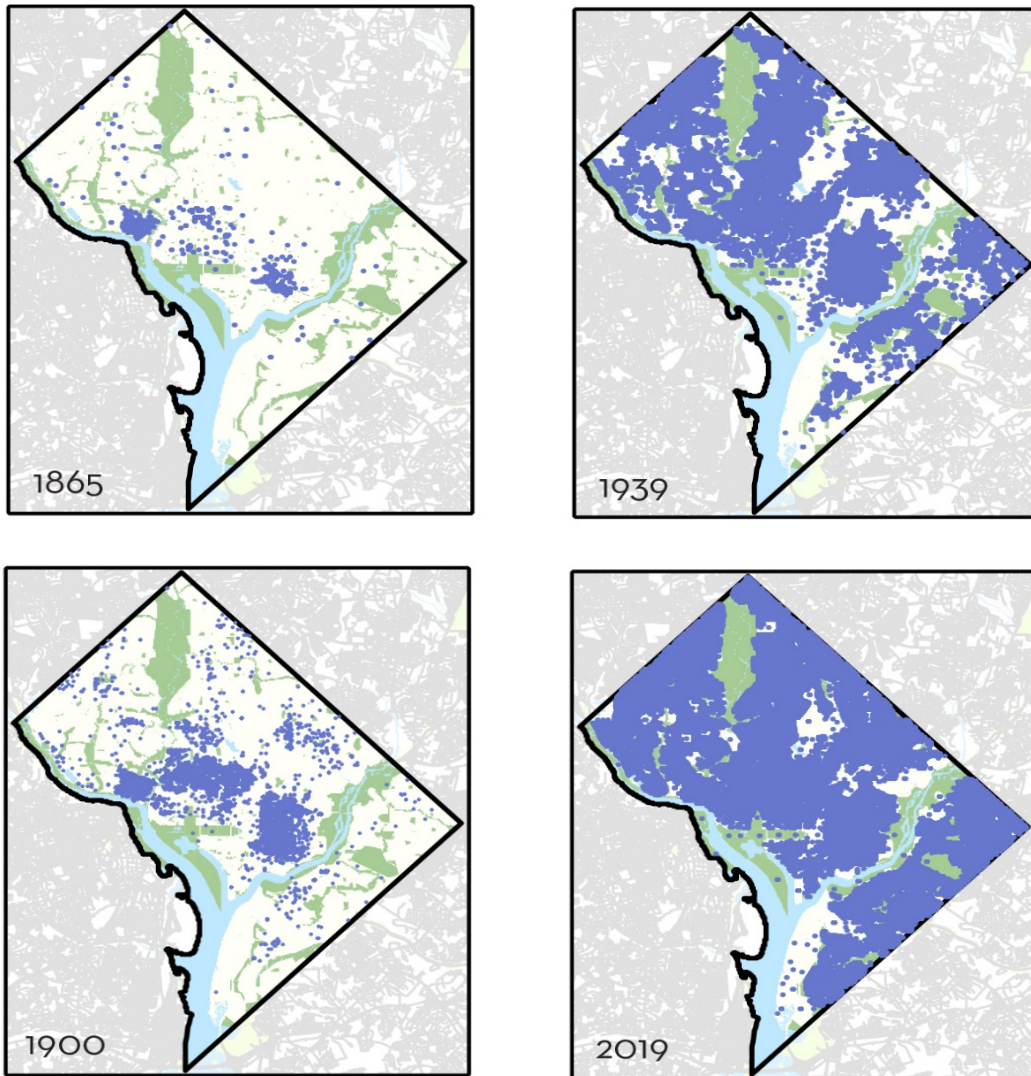
- 1004.4 The HPRB has responsibility for the designation of historic landmarks and districts, and for advising the **m**ayor’s agent on construction activities affecting historic properties. Through its regular monthly meetings, HPRB also serves an important role as a public forum for community and resident participation in the historic preservation process. 1004.4
- 1004.4a **Text Box: Historic Preservation Review Board**
The HPRB is a group of private residents appointed by the **m**ayor to represent professional and community viewpoints in the historic preservation process. HPRB professional members meet the Secretary of the Interior’s preservation qualifications and represent expertise in architecture, architectural history, history, and archaeology. HPRB advises the **m**ayor under the District law and the SHPO on matters authorized by the National Historic Preservation Act. 1004.4a
- 1004.5 In some situations, notably in Georgetown, reviews under the preservation law are conducted by the U.S. Commission of Fine Arts (CFA). Both HPRB and CFA make their recommendations to the mayor’s agent for final action. In this role, the director of the OP oversees public hearings on demolition and, when necessary, balances preservation with other public goals. 1004.5
- 1004.5a **Text box: U.S. Commission of Fine Arts**
Congress established the CFA in 1910 as an independent agency to advise the federal and District governments on matters of art and architecture that affect the appearance of the nation’s capital. The commission’s primary role is to advise on proposed federal building projects, but it also reviews private buildings adjacent to public buildings and grounds of major importance, including Rock Creek Park (under the Shipstead-Luce Act), projects in the Georgetown Historic District (under the Old Georgetown Act), and properties owned by the District government. 1004.5a
- 1004.6 ***Policy HP-1.2.1: District Historic Preservation Program***
Maintain a combined District historic preservation program that meets both the federal requirements for state programs and the requirements under the District’s historic preservation law. Federal and local preservation programs should be coordinated under the HPO and HPRB. 1004.6
- 1004.7 ***Policy HP-1.2.2: Interagency Cooperation***
Develop and strengthen supportive working relationships between the HPO and other District agencies. Maintain the role of the HPO as an integral component of

OP and as a resource to assist other District agencies in evaluating the effect of their undertakings on historic properties. 1004.7

1004.8 ***Policy HP-1.2.3: Coordination with the Federal Government***
Coordinate District historic preservation plans and programs with those of the federal government through processes established under the National Historic Preservation Act and through close coordination with federal landholders and key agencies, including the **NCPC, CFA, NPS**, and others involved in the stewardship of historic properties. 1004.8

1004.9 ***Action HP-1.2.A: Governmental Coordination***
Strengthen collaborative working relationships with federal agencies, including the **CFA, NCPC, ACHP, NPS**, and others involved in the stewardship of historic properties. Reinforce coordination between the HPO and other District agencies, and establish new relationships **as** needed to address historic preservation concerns. 1004.9

1004.12 Figure 10.1: Structures by Year of Construction. 1004.12



1004.13 The maps above show the structures still remaining in the District today by their year of construction. 1004.13

1005 HP-1.3 Identifying Potential Historic Properties 1005

- 1005.1 The completion of a comprehensive survey to identify historic resources in Washington, DC has been a continuing long-range goal of the historic preservation program. Since the mid-1980s, community sponsors and professional consultants have surveyed many of the District's older neighborhoods and property types with support from the **District's** preservation program. Since 2000, HPO has taken a more direct role in survey projects, as new technology and data have transformed traditional surveys. Complete photographs of District buildings and streetscapes are now immediately accessible on the internet. HPO contractors and staff have compiled information from historic permits and other sources on most of Washington, DC's 168,000 buildings, and that resource is available on the internet. Now the primary survey task is to use information already at hand to identify properties that should be evaluated further for historic significance. 1005.1
- 1005.2 ***Policy HP-1.3.1: Historic Resource Surveys***
Identify properties and sites meriting designation as historic landmarks and districts by analyzing existing data, with support from scholarly research and continuing thematic and area surveys that document the broad diversity of the District's prehistory and history. 1005.2
- 1005.3 ***Policy HP-1.3.2: Survey Leadership***
Undertake HPO-sponsored surveys or provide professional guidance and financial support to assist government agencies and local communities in conducting their own historic resource surveys. 1005.3
- 1005.4 ***Policy HP-1.3.3: Coordinated Survey Plan***
Organize surveys and data analysis by historical theme or by neighborhood so that survey efforts proceed according to a logical plan with clear priorities. 1005.4
- 1005.5 ***Policy HP-1.3.4: Inclusiveness of Surveys***
Surveys and data analyses should seek out not just buildings, but all types of potential historic properties, including sites of cultural significance, historic landscapes, and archaeological resources. 1005.5
- 1005.6 ***Policy HP-1.3.5: Community Participation in Surveys***
Encourage property owners, preservation organizations, ANCs, and community and neighborhood associations to participate in the survey process. 1005.6

- 1005.7 ***Policy HP-1.3.6: Survey Priorities***
Give priority to the survey and analysis of endangered resources and those located in active redevelopment areas, such as Future Planning Analysis Areas, downtown and near Metro stations. As factors in setting priorities, consider the surpassing significance of some properties, the underrepresentation of others, and the responsibility of **the** government to recognize its own historic properties. Make survey results and the identification of eligible properties readily available to the public. 1005.7
- 1005.8 ***Policy HP-1.3.7: Updating Surveys***
Evaluate completed surveys periodically to update information and to determine whether properties that did not appear significant at the time of the original survey should be reconsidered for designation. 1005.8
- 1005.9 ***Action HP-1.3.A: Database of Building Permits***
Expand HistoryQuest DC, the HPO digital database of information from the archive of 19th and 20th century District building permits to include major alteration permits and permits issued after 1949. Update internet access to this information as new data is compiled. 1005.9
- 1005.10 ***Action HP-1.3.B: Survey of Existing Historic Districts***
Complete comprehensive surveys of Anacostia, Capitol Hill, Cleveland Park, Georgetown, LeDroit Park, Takoma Park, and other historic districts where building-by-building information is incomplete. 1005.10
- 1006 HP-1.4 Evaluating Historic Significance 1006**
- 1006.1 Evaluations of historic significance should encompass all areas and aspects of Washington, **DC's history** and evolution. Historic resources remain from prehistoric to modern times, and from many cultures and facets of life. Thus, a wide range of sites may be considered historically or culturally significant for very different reasons.1006.1
- 1006.2 In any community, some historic properties are more significant than others. Properties that meet the basic test of significance should be considered for designation under the preservation law, according to preservation planning priorities. Such priorities should not exclude attention to properties of more modest or localized value. 1006.2

1006.3 Historic preservation also needs to respond as history evolves. As the pace of change in modern life accelerates, and as more modern properties are lost before their value is fully understood, there is growing awareness of the need to preserve the historic properties of the future. History is not static; part of looking forward is continuously redefining what was most significant about the past. 1006.3

1006.4 ***Policy HP-1.4.1: Interpreting Significance Broadly***
Adopt an encompassing approach to historic significance. Recognize the District's social history as well as its architectural history, its neighborhoods and its individual buildings, its natural landscape and built environment, and its characteristic and exceptional living history. 1006.4

1006.5 ***Policy HP-1.4.2: Cultural Inclusiveness***
Celebrate a diversity of histories, tracing the many roots of the **District** and the many cultures that have shaped its development. Affirm the importance of local cultural identity and traditions and recognize the role that cultural recognition plays in supporting civic engagement and community enrichment. Recognize a diversity of culture and identity to support a more equitable understanding of the District's heritage. 1006.5

1006.6 ***Policy HP-1.4.3: The Recent Past***
Anticipate the need to preserve the record of the recent past. Undertake scholarly research and documentation to inform evaluation of the recent past and expedite efforts to establish an objective historic context for structures and settings from the second half of the 20th century as communities grow and the District's built environment continues to change. 1006.6

1006.7 ***Action 1.4.A: District of Columbia Inventory of Historic Sites***
Expand the District of Columbia Inventory of Historic Sites to achieve a more comprehensive and balanced listing that represents all aspects of the District's history, culture, and aesthetic heritage. 1006.7

1007 HP-1.5 Designating Historic Landmarks and Districts 1007

1007.1 Historic properties are recognized through designation as historic landmarks or historic districts in the District of **Columbia** Inventory of Historic Sites, Washington, DC's official list of historic properties. Listing in the NRHP

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provides additional recognition by the federal government. Listed properties gain protection under District and federal preservation laws and are eligible for benefits like preservation tax incentives. **Washington, DC's** historic districts are highlighted in Map 10.1, and its historic landmarks are highlighted in Map 10.2. Historic landmarks and districts in Central Washington are shown in Map 10.3.
1007.1

1007.2 Figure 10.2: List of Historic Districts 1007.2

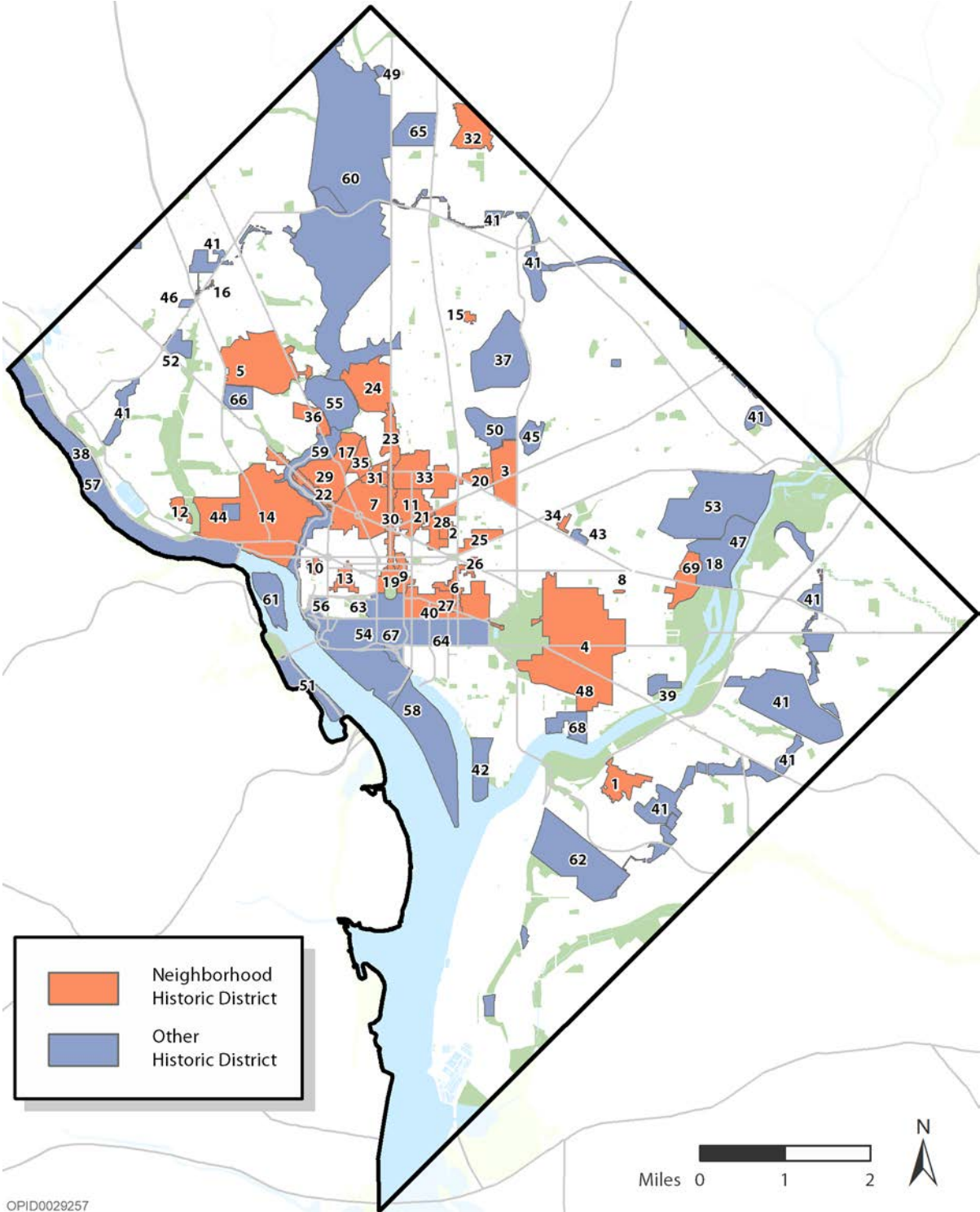
ID	NEIGHBORHOOD DISTRICTS	ID	OTHER DISTRICTS
1	Anacostia	37	Armed Forces Retirement Home
2	Blagden Alley/Naylor Court	38	Chesapeake and Ohio Canal
3	Bloomingdale	39	Congressional Cemetery
4	Capitol Hill	40	Federal Triangle
5	Cleveland Park	41	Fort Circle Parks
6	Downtown	42	Fort McNair
7	Dupont Circle	43	Gallaudet College
8	Emerald Street	44	Georgetown Visitation
9	Financial	45	Glenwood Cemetery
10	Foggy Bottom	46	Immaculata Seminary
11	Fourteenth Street	47	Langston Golf Course
12	Foxhall Village	48	Marine Barracks
13	George Washington University/Old West End	49	Marjorie Webster Junior College
14	Georgetown	50	McMillan Park Reservoir
15	Grant Circle	51	Mount Vernon Memorial Highway
16	Grant Road	52	Mount Vernon Seminary
17	Kalorama Triangle	53	National Arboretum
18	Kingman Park	54	National Mall
19	Lafayette Square	55	National Zoological Park
20	LeDroit Park	56	Observatory Hill
21	Logan Circle	57	Potomac Gorge
22	Massachusetts Avenue	58	Potomac Park (East and West)
23	Meridian Hill	59	Rock Creek and Potomac Parkway
24	Mount Pleasant	60	Rock Creek Park
25	Mount Vernon Square	61	Roosevelt Island
26	Mount Vernon Triangle	62	Saint Elizabeths Hospital
27	Pennsylvania Avenue	63	Seventeenth Street

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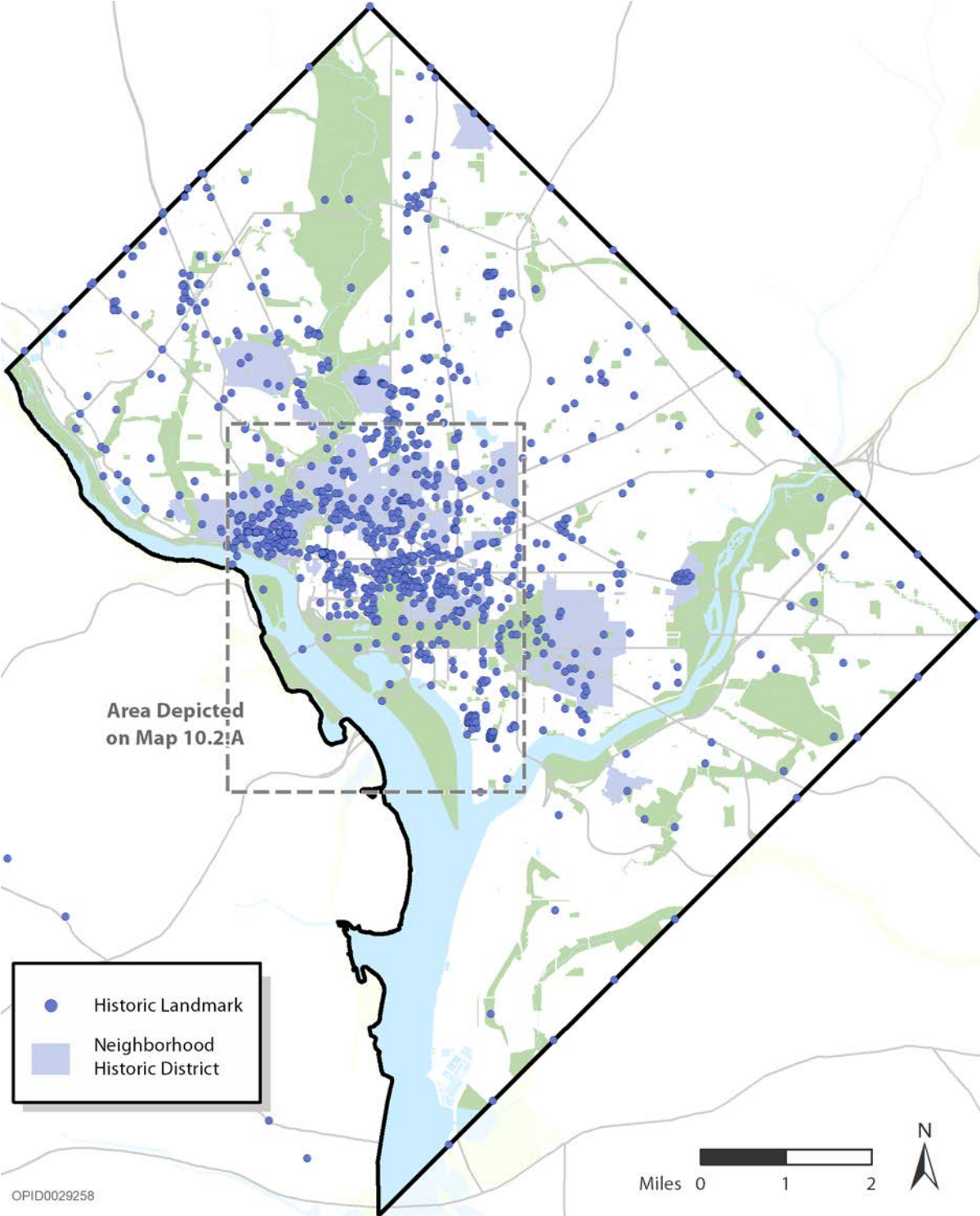
28	Shaw	64	Smithsonian Quadrangle
29	Sheridan-Kalorama	65	Walter Reed Army Medical Center
30	Sixteenth Street	66	Washington Cathedral and Close
31	Strivers' Section	67	Washington Monument Grounds
32	Takoma Park	68	Washington Navy Yard
33	U Street	69	Young Browne Phelps Spingarn Education Center
34	Union Market		
35	Washington Heights		
36	Woodley Park		

1007.3

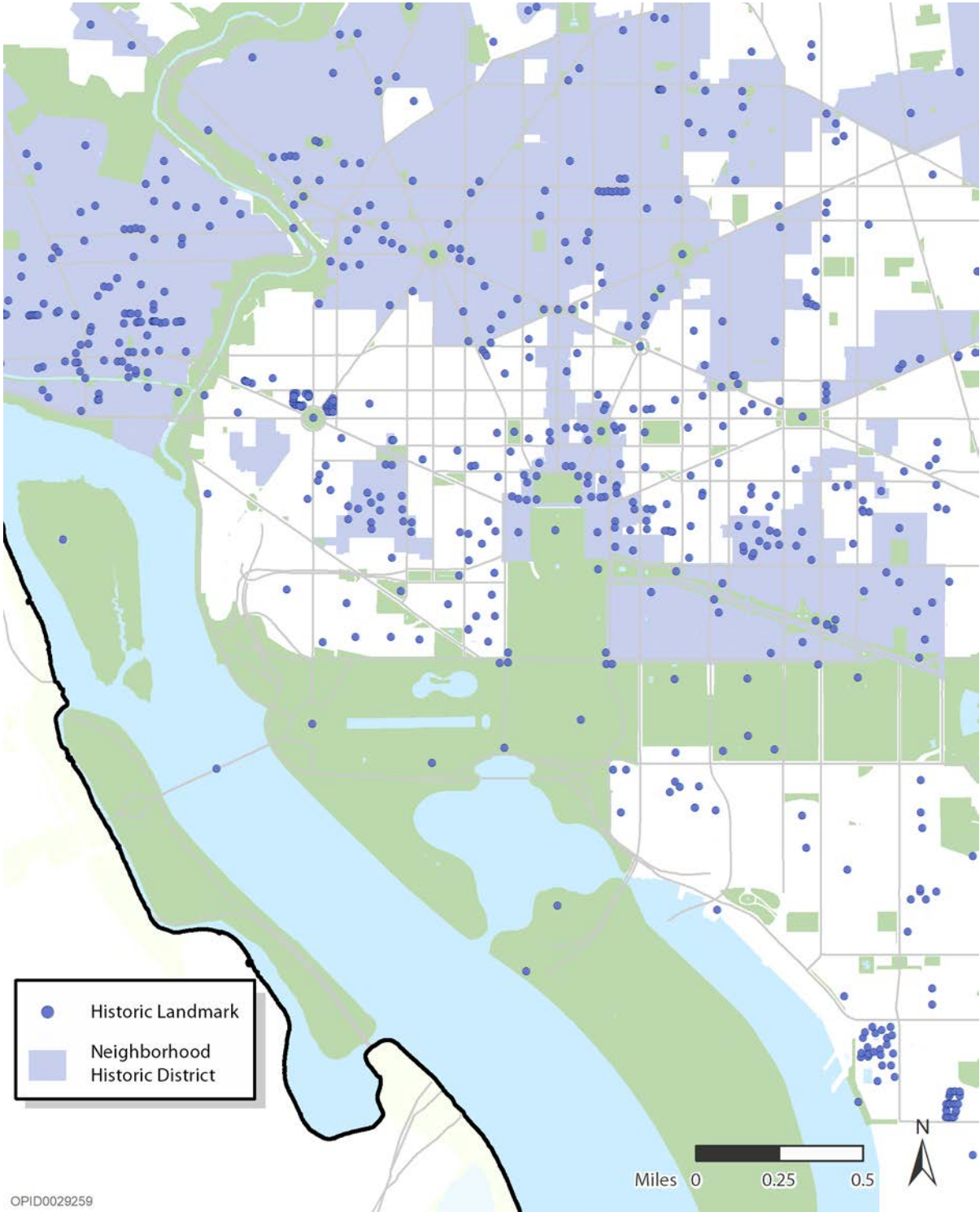
Map 10.1: Historic Districts* 1007.3



1007.4 Map 10.2: Historic Structures (see next page for inset area) 1007.4



1007.5 Map 10.3: Inset Map of Existing Landmark Structures and Sites 1007.5



- 1007.6 Today, **Washington, DC** has more than 700 historic landmarks and nearly 70 historic districts, about half of which are local neighborhoods. In all, about 30,000 properties are protected by historic designation. Historic landmarks include the iconic monuments and symbolic commemorative places that define **Washington, DC** as the nation's capital, but they also include retail and commercial centers, residences, and the places of worship and leisure of thousands of residents who call the **District** home. 1007.6
- 1007.7 *Policy HP-1.5.1: Designation of Historic Properties*
Recognize and protect significant historic properties through official designation as historic landmarks and districts under both District and federal law, maintaining consistency between District and federal listings. 1007.7
- 1007.8 *Policy HP-1.5.2: Evaluation Criteria*
Maintain officially adopted written criteria for listing in the District of Columbia Inventory of Historic Sites and apply them consistently so that properties meet objective standards of significance to qualify for designation (see Figure 10.2). Use the criteria to evaluate the potential eligibility of properties for historic preservation planning purposes, as well as for designation. Apply the federal criteria of evaluation for listing in the NRHP when applicable. 1007.8
- 1007.9 *Policy HP-1.5.3: Leadership in Designation*
Systematically evaluate and nominate significant District-owned properties for historic designation. Encourage, assist, or undertake the nomination of privately owned properties as appropriate in consultation with owners, ANCs, and community groups. 1007.9
- 1007.10 *Policy HP-1.5.4: Voluntary Preservation*
Engage property owners and communities in designation efforts, and encourage voluntary preservation. Seek consensus on designations when possible, and apply designation criteria with sensitivity to the rights of property owners and the interests of affected communities. 1007.10
- 1007.11 *Policy HP-1.5.5: Historic District Designation*
Use historic district designations as the means to recognize and preserve areas whose significance lies primarily in the character of the community as a whole, rather than in the separate distinction of individual structures. Ensure that the designation of historic districts involves a community process with full

participation by affected ANCs, neighborhood organizations, property owners, businesses, and residents. 1007.11

1007.12 ***Policy HP-1.5.6: Consulting the Public on Designation***

Ensure that the views of property owners, ANCs, neighborhood organizations, and the general public are solicited and carefully considered in the designation process. 1007.12

1007.13 ***Policy HP-1.5.7: Updating Designations***

Evaluate existing historic landmark designations periodically, and, when appropriate, update older designations to current professional standards of documentation. Evaluate historic district designations as appropriate to augment documentation, amend periods or areas of significance, or adjust boundaries. 1007.13

1007.14 ***Action HP-1.5.A: Nomination of Properties***

Act on filed nominations without delay to respect the interests of owners and applicants, and to avoid accumulating a backlog of nominations. When appropriate, defer action on a nomination to facilitate dialogue between the applicant and owner or to promote efforts to reach consensus on the designation. 1007.14

1007.15 ***Action HP-1.5.B: Nomination of National Register Properties***

Nominate for historic landmark or historic district designation any National Register properties not yet listed in the District of Columbia Inventory of Historic Sites. 1007.15

1007.15a Text Box: Designation Criteria for Historic Landmarks and Districts

Historic and prehistoric buildings, building interiors, structures, monuments, works of art or other similar objects, areas, places, sites, neighborhoods, and cultural landscapes are eligible for designation as historic landmarks or historic districts if they possess one or more of the following values or qualities:

- Events: They are the site of events that contributed significantly to the heritage, culture, or development of Washington, DC or the nation.
- History: They are associated with historical periods, social movements, groups, institutions, achievements, or patterns of growth and change that contributed significantly to the heritage, culture, or development of Washington, DC or the nation.

- Individuals: They are associated with the lives of persons significant to the history of Washington, **DC** or the nation.
- Architecture and Urbanism: They embody the distinguishing characteristics of architectural styles, building types, or methods of construction, or are expressions of landscape architecture, engineering, or urban planning, siting, or design significant to the appearance and development of Washington, **DC** or the nation.
- Artistry: They possess high artistic or aesthetic values that contribute significantly to the heritage and appearance of Washington, **DC** or the nation.
- Creative Masters: They have been identified as notable works of craftsmen, artists, sculptors, architects, landscape architects, urban planners, engineers, builders, or developers whose works have influenced the evolution of their fields of endeavor or are significant to the development of Washington, **DC** or the nation.
- Archaeology: They have yielded or may be likely to yield information significant to an understanding of historic or prehistoric events, cultures, and standards of living, building, and design. 1007.15a

1007.15b **Additionally**, to qualify for designation, they shall possess sufficient integrity to convey, represent, or contain the values and qualities for which they are judged significant. To qualify for designation, sufficient time shall have passed since they achieved significance or were constructed to permit professional evaluation of them in their historical context. 1007.15b

1007.16 ***Action HP-1.5.C: Nomination of Federal Properties***
Encourage federal agencies to nominate their eligible properties for listing in the NRHP and to sponsor concurrent nomination of these properties to the **District of Columbia** Inventory of Historic Sites. When appropriate, seek other sponsors to nominate eligible federal properties to the District of Columbia Inventory of Historic Sites. 1007.16

1007.17 ***Action HP-1.5.D: Inclusiveness in the District of Columbia Inventory of Historic Sites***
Nominate properties to the **District of Columbia** Inventory of Historic Sites that recognize the significance of underrepresented District communities and all aspects of local history. 1007.17

1008 HP-1.6 The Image of Washington, DC 1008

1008.1 The treasured image of Washington, **DC** and its wealth of historic buildings and neighborhoods is matched by few other cities in the United States. These assets include the grand and monumental legacies of the L'Enfant and McMillan Plans, as well as the social story that is embodied in each of the District's neighborhoods. The natural beauty of **Washington, DC** is also an inseparable part of the **District's** historic image. This is a landscape whose inherent attractiveness made it a place of settlement even before it was the nation's capital. 1008.1

1008.2 After two centuries of growth, the image of Washington, DC remains strong and distinctive. The District's historic urban design, federal institutions, and national monuments largely define this vision, but the District spreads far beyond its monumental core. The District's business center is endowed with historic commercial architecture and a carefully maintained mid-rise scale. **Washington, DC** is a mosaic of distinctive neighborhoods that create the setting for the District's social and cultural life. These aspects of Washington, DC's heritage also have a role in shaping the capital's historic image. 1008.2

1008.3 ***Policy HP-1.6.1: The Washington, DC's Historic Image***
Washington, DC's historic plans and wealth of historic federal buildings, monuments, and precincts are significant to the District and the nation. Of equal importance are the historic landmarks and districts, and heritage of the residents and businesses, contributing to Washington, DC's image. The District of Columbia takes seriously its stewardship responsibilities to all of these resources and to preserve the fundamental historic character and image of Washington, **DC** as the District develops. 1008.3

1008.4 ***Policy HP-1.6.2: Preserving the District's Historic Character***
Protect and enhance the views and vistas, both natural and designed, that are an integral part of Washington, **DC's** historic image. Preserve the historic skyline formed by the region's natural features and topography, and its historically significant buildings and monuments. Avoid intrusions, such as communication antennas and water towers. As the District benefits from new growth, preserve the historic scale and character established by its building height limits, including the 1910 Height of Buildings Act. 1008.4

1008.5 ***Policy HP-1.6.3: Enhancing the District's Historic Character***

Encourage new architectural contributions that complement and enrich the District's design heritage and historic character. 1008.5

1008.6 ***Policy HP-1.6.4: Downtown and Neighborhood Character***
Recognize the distinctive character of Washington DC's historic downtown and varied neighborhoods as one of the District's prime attractions and competitive strengths. As Washington, DC grows, encourage compatible new development that enlivens downtown and enhances the character and distinction of its neighborhoods. 1008.6

1008.7 ***Policy HP-1.6.5: Commercial Signage***
Control commercial signage to avoid vacant and underused billboards and intrusion upon the District's monumental grandeur and residential neighborhoods. Support the District's economic vitality and quality of life through carefully considered policies and regulations for commercial signage in designated entertainment areas. 1008.7

1008.8 ***Policy HP-1.6.6: Transportation Infrastructure***
Transportation infrastructure should be compatible with the character of the Plan of the City of Washington and the District's historic properties. 1008.8

See the Urban Design Element for additional policies and actions related to the District's image and character.

1009 HP-2 Protecting and Enhancing Historic Properties 1009

1009.1 Protection of historic properties is inherent in the District's community planning, economic development, and construction permitting processes. Preservation protections help to ensure that building renovations and new development respect the architectural character of historic landmarks and districts. Because the District's preservation law specifically encourages enhancement of historic properties and adapting them for current use, preservation review procedures also promote high-quality new construction that improves the condition and setting of historic properties and neighborhoods. 1009.1

1009.2 Preservation begins with sensitive land use planning and zoning that limits conflict between development rights and preservation policies. More direct protections include controls on building demolition and disturbance of

archaeological sites. Standards for renovation and new construction in historic areas preserve historic integrity and character, and policies that encourage adaptation to changing needs preserve historic properties by keeping them in continued use. Fair and effective enforcement applied throughout the District encourages consistent compliance with property maintenance and preservation laws. 1009.2

1009.3 Historic properties are protected under both District and federal law. Under the **Historic Landmark and Historic District Protection Act of 1978**, proposals for exterior alteration to a historic property must be submitted to the HPRB (or in some cases, notably in Georgetown, to the CFA) for a review to determine whether the proposed work is compatible with the character of the historic property. Similar reviews are required for demolition or subdivision of historic property and for new construction in historic areas. These reviews are conducted at various levels of complexity, with the most significant projects involving open public meetings, where interested groups and individuals may participate. 1009.3

1009.4 Protections also apply to government projects. Under District law, projects on District-owned land involve a consultation with the SHPO during the planning phase. Under Section 106 of the National Historic Preservation Act, federal agencies must consider the effect of their projects on designated or eligible historic properties, in consultation with the SHPO. The same consultation is required for private projects funded or licensed by a federal agency. These reviews are designed to ensure that work is consistent with the historic character of affected historic properties and involves public participation commensurate with the nature of the undertaking. In Section 106 review, the SHPO applies the Secretary of the Interior's Standards for the Treatment of Historic Properties and the Secretary's Standards for Rehabilitation. 1009.4

1010 HP-2.1 The District's Historic Plans 1010

1010.1 **Preservation** of historic properties in Washington, DC begins with its historic plans. The L'Enfant Plan, drawn by Pierre L'Enfant in 1791, has served as an enduring symbol and armature for growth of the national capital, but the District's character has also been shaped by many other contributors over more than two centuries. Generations of civil engineers, architects, and artists contributed buildings, landscapes, public works and monuments that define the District's built form. In the 1870s, municipal planners devised rules that created a unified

landscape on District streets, known as public parking, comprised of green front yards and small federal park reservations. In the 1890s, city planners extended L'Enfant's pattern of grid streets and avenues to fill the entirety of Washington, DC. 1010.1

1010.2 After its first hundred years, the plan was reinvigorated according to City Beautiful principles in the McMillan Plan of 1901. Regulated building heights, first introduced by the District in 1894, further supported its enhancement and embellishment. The CFA and NCPC were created to oversee those improvements and to guide the continued development of federal buildings and parkland. 1010.2

1010.2a Text box: Plan of the City of Washington
The L'Enfant and McMillan Plans established a design framework for the national capital that remains one of the world's great examples of urban planning. Collectively, these plans and related 19th century refinements are known as the *Plan of the City of Washington*. 1010.2a

1010.3 The District's Office of the Municipal Architect dates from this same era, and for the next half century it gave cohesion to the District through consistent design of local public buildings. With these many influences on its character, the Plan of the City of Washington is now protected as a historic landmark in the District of Columbia Inventory of Historic Sites and the National Register. Current planning reaffirms its historic significance and seeks to repair eroded sections of its fabric. 1010.3

1010.4 ***Policy HP-2.1.1: The Plan of the City of Washington***
Preserve the defining features of the Plan of the City of Washington. Work jointly with federal agencies to maintain the public squares, circles, and major reservations as landscaped open spaces that provide a means to experience the legacy of the plan. Preserve the historic pattern of streets, associated minor reservations, and landscape features. Protect these historic rights-of-way from incompatible incursions and intrusions. 1010.4

1010.5 ***Policy HP-2.1.2: Spatial and Landscape Character of L'Enfant Plan Streets***
Protect the generous open space and reciprocal views of the L'Enfant Plan streets, avenues, and reservations. Protect the integrity and form of the L'Enfant system of streets and reservations from inappropriate new buildings and physical incursions. Reinforce the spatial definition of the historic street plan by aligning main building facades along the street right-of-way lines and applying traditional

rules for building projections. Support public and private efforts to provide and maintain street trees and continuous front yard landscaping to help frame axial views and reinforce the **District's** historic landscape character. 1010.5

- 1010.6 ***Policy HP-2.1.3: Public Space Design in the Plan of the City of Washington***
Reinforce the historic importance and continuity of the streets as public thoroughfares through sensitive design of sidewalks and roadways. Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the historic street network. Work jointly with federal agencies to preserve the historic statuary and other civic embellishments of the Plan parks, and where appropriate, extend this tradition with new civic art and landscape enhancements of the public reservations. 1010.6
- 1010.7 ***Policy HP-2.1.4: Enhancing Washington, DC's Urban Design Legacy***
Adhere to the design principles of the Plan of the City of Washington in any improvements or alterations to the street plan. Where intrusions and disruptions have damaged the character of the historic plan, promote restoration of the plan through coordinated redevelopment and improvement of the transportation network and public space. At the earliest opportunity, restore or rehabilitate historic streets and reservations that were inappropriately disrupted, or closed, to their original right-of-way configuration. 1010.7
- 1010.8 ***Policy HP-2.1.5: Extensions of the Plan of the City of Washington***
Preserve, rehabilitate, and enhance the character of the extensions of the original street plan and the pattern of reservations throughout the District created by the 1893 Permanent System of Highways. 1010.8
- 1010.9 ***Action HP-2.1.A: Designation of the Plan***
Complete the documentation and designation of the Plan of the City of Washington as a National Historic Landmark. 1010.9
- 1010.10 ***Action HP-2.1.B: Extensions of the Historic Plan***
Complete the documentation and evaluation of the significant features of the Plan of the City of Washington, including added minor streets. Survey the extensions of the original street plan and the pattern of reservations throughout the District, and evaluate elements of the 1893 Permanent System of Highways for their historic potential. 1010.10

1010.11 ***Action HP-2.1.C: Review of Alterations to the Historic Plan of Washington***
Ensure early consultation with the HPRB and other preservation officials whenever master plans or proposed redevelopment projects envision alterations to features of the Plan of the City of Washington. 1010.11

1010.12 ***Action HP-2.1.D: Review of Public Improvements***
An appropriate level of consultation with the SHPO should occur before undertaking the design and construction of public space improvements in the Plan of the City of Washington. 1010.12

See the Urban Design Element for additional policies and actions on the historic planning legacy of Washington, DC.

1011 HP-2.2 Historic Landscapes and Open Space 1011

1011.1 The natural beauty of Washington, DC creates an exceptional setting for the nation’s capital. Nature permeates the District, helping to define its historic character. A long planning legacy has also endowed Washington, DC with a unique cultural landscape. L’Enfant’s urban parks, broad avenues, and wide streets bring openness into the District. In the 19th century, visionaries converted the Potomac mudflats to parkland and reserved Rock Creek valley as open park space. The McMillan Plan shaped the monumental greenswards of the Mall and drew the riverfront and stream valley parks and the open spaces of fort sites, cemeteries, and campuses into a green network for the District. 1011.1

1011.2 Other significant landscape features of the District are the legacy of 19th-century engineers, planners, and developers who extended the L’Enfant Plan beyond the original borders. Tree-lined streets and landscaped front yards unite many historic neighborhoods, and small green oases are scattered throughout the District. Some are publicly owned, and others are private. Institutional campuses and private estates, many now owned by embassies, also contribute to the preservation of open space. Many provide the setting for historic buildings, creating a balance between the natural and built environment that unifies the **District**. 1011.2

1011.3 ***Policy HP-2.2.1: The Natural Setting of Washington, DC***
Preserve the historic natural setting of Washington, DC and the views it provides. Preserve and enhance the beauty of the Potomac and Anacostia riverfronts and the system of stream valley parks. Protect the topographic bowl around central

Washington, DC, and preserve the wooded skyline along its ring of escarpments. Prevent intrusions into the views to and from these escarpments and other major heights throughout the District. 1011.3

- 1011.4 ***Policy HP-2.2.2: Historic Landscapes***
Recognize and preserve the District's significant landscapes as historic features in their own right or as contributing features of historic landmarks and districts. Preserve the distinguishing qualities of the District's historic landscapes, both natural and designed. Protect public building and monument grounds, recognized historic vistas, parks and parkway systems, government and institutional campuses, gardens, cemeteries, and other historic landscapes from deterioration and incompatible development. 1011.4
- 1011.5 ***Policy HP-2.2.3: Public Campuses***
Recognize the landscape value of government campuses as the setting for public facilities and as open green space for the entire **District**. Balance any new development on these campuses against the public interest in retaining green space and protect them from incompatible development. 1011.5
- 1011.6 ***Policy HP-2.2.4: Landscaped Yards in Public Space***
Preserve the continuous and open green quality of landscaped front and side yards in public space and beyond building restriction lines. Take special care at historic landmarks and in historic districts to protect this public environment from intrusions, whether from excess paving, vehicular access and parking, high walls and fencing, or undue disruption of the natural contours or bermed terraces. 1011.6
- 1011.7 ***Policy HP-2.2.5: Streetscape Design in Historic Districts***
Ensure that new public works such as streetlights, street furniture, and sidewalks within historic landscapes and historic districts are compatible with the historic context. Emphasize good design whether contemporary or traditional. 1011.7
- 1011.8 ***Policy HP-2.2.6: Historic Open Space***
Retain landscaped yards, gardens, estate grounds, and other significant green space associated with historic landmarks whenever possible. If development is permitted, retain sufficient open space to protect the setting of the historic landmark and the integrity of the historic property. In historic districts, strive to maintain shared open space in the interior of blocks while balancing the need to accommodate reasonable expansion of residential buildings. 1011.8

- 1011.9 ***Action HP-2.2.A: Preserving Historic Landscapes***
Increase appreciation of historic landscapes through documentation, recognition in designations, and public education. Work cooperatively with government and landowners to preserve historic landscapes as integral components of historic landmarks and districts and to make new construction compatible with their historic character. 1011.9
- 1011.10 ***Action HP-2.2.B: Preserving the Natural Escarpment***
Protect views of and from the natural escarpment around central Washington, **DC**. Work with government and landholders to encourage new development at **St. Elizabeths Hospital**, the **Armed Forces Retirement Home**, **McMillan Reservoir**, and similar large sites that is harmonious with the natural topography and preserves important vistas over the **District**. 1011.10
- 1011.11 ***Action HP-2.2.C: Preserving Rights-Of-Way***
Preserve original street patterns in historic districts by maintaining public rights-of-way and historic building setbacks. Retain and maintain alleys in historic districts where they are significant components of the historic development pattern. 1011.11
- 1011.12 ***Action HP-2.2.D: Historic Avenue Landscapes***
Identify and document historic landscape plans for avenues and major streets in the L'Enfant City and beyond. Encourage the restoration of intended landscape treatments, including the planting of double rows of trees in public space to restore shaded sidewalk allées and designed sidewalk views along major avenues. 1011.12
- See the Urban Design and Parks, Recreation and Open Space Elements for additional policies and actions related to historic landscapes and the natural setting of Washington, DC.*
- 1012 HP-2.3 District Government Stewardship 1012**
- 1012.1 The District government should set the standard for historic preservation in **Washington, DC**, through both committed leadership and exemplary treatment of its own historic properties. The following policies promote District government stewardship in preservation. 1012.1

- 1012.2 ***Policy HP-2.3.1: Protection of District-Owned Properties***
Sustain exemplary standards of stewardship for historic properties under District ownership or control. Use historic properties to the maximum extent feasible to accommodate government activities and promote innovative new design. Ensure that rehabilitation work adheres to the highest preservation standards. Properly maintain both designated and eligible historic properties and protect them from deterioration and inappropriate alteration. 1012.2
- 1012.3 ***Policy HP-2.3.2: Disposition of District-Owned Properties***
Evaluate District-owned properties for historic potential before acting on disposition. When disposal of historic properties is appropriate, ensure their continued preservation through transfer to a suitable new steward under conditions that ensure their protection and reuse. 1012.3
- 1012.4 ***Action HP-2.3.A: Protection of District-Owned Properties***
Strengthen procedures to ensure historic preservation review of District actions at the earliest possible stage of project planning. Apply standards for District construction consistent with the standards applied to historic properties by federal agencies. 1012.4
- 1012.5 ***Action HP-2.3.B: Enhancing Civic Assets***
Make exemplary preservation of District municipal buildings—including public schools, libraries, fire stations, and recreational facilities—a model to encourage private investment in Washington, DC’s historic properties and neighborhoods. Rehabilitate these civic assets and enhance their inherent value with new construction or renovation that sustains the District’s tradition of high-quality municipal design. 1012.5
- 1012.6 ***Action HP-2.3.C: Preserving Public Space in Historic Districts***
Develop guidelines for government agencies and utilities so that public space in historic districts is designed and maintained as a significant and complementary attribute of the districts. These guidelines should ensure that such spaces are quickly and accurately restored after invasive work by utilities or **District agencies**. 1012.6

1013 HP-2.4 Zoning Compatibility 1013

1013.1 The District’s zoning regulations adopted in 2016 (ZR16) improve consistency between zoning and existing building conditions in Washington, DC’s historic districts and older neighborhoods. The regulations also include incentives for retention and adaptive use of older buildings in the downtown development zone. As these new regulations are implemented, monitoring and refinement of individual provisions, as needed, will help to ensure that the rules are working consistently with their intended purpose. 1013.1

1013.2 ***Policy HP-2.4.1: Preservations Standards for Zoning Review***
Ensure consistency between zoning regulations and design standards for historic properties. Zoning for each historic district shall be consistent with the predominant height and density of contributing buildings in the district. Monitor the effectiveness of zoning controls intended to preserve characteristic features of older neighborhoods not protected by historic designation. Where needed, specialized standards or regulations should be developed to help preserve the characteristic building patterns of historic districts and minimize design conflicts between preservation and zoning controls.1013.2

1013.3 ***Action HP-2.4.A: Zone Map Amendments in Historic Districts***
Identify areas within historic districts where zoning regulations may need adjustment based on the scale and height of contributing buildings, while considering District-wide needs for housing and affordable housing. Following neighborhood planning and public participation, pursue rezoning of such areas with more appropriate designations. 1013.3

1014 HP-2.5 Review of Rehabilitation and New Construction 1014

1014.1 Historic properties have generated record levels of rehabilitation and construction activity in **Washington, DC** in recent years, and this trend is expected to continue. Whether these projects are modest home improvements reviewed by HPO as a day-to-day customer service, major development projects involving extensive HPRB review, requests to certify work for tax credits, or monumental new federal buildings, all involve the application of similar preservation and design principles. These principles recognize that historic environments need to grow and evolve as cities constantly change. They also recognize that solutions

need to be practical and affordable, and the review process responsive and efficient. At the same time, more work needs to be done to ensure that these requirements do not unduly burden property owners, especially resident homeowners. Better access to more specific design guidelines for common home alterations, identifying a range of appropriate treatments, would improve the management of this process. 1014.1

- 1014.2 The District's historic preservation law is the basis for review of most preservation projects. The key purposes of the law are to retain and enhance historic properties, and to encourage their adaptation for current use. It encourages the restoration of historic landmarks and protection of designated archaeological sites. It also establishes that the test for alterations, additions, and new construction in historic districts is ~~compatibility~~ with the character of the district. 1014.2
- 1014.3 The HPRB conducts the design review of most major projects involving historic properties, with some exceptions. The CFA reviews most projects in certain areas fronting on federal properties and in Georgetown, with the assistance of its Old Georgetown Board. There is also a different procedure under the Foreign Missions Act for some embassy projects. 1014.3
- 1014.4 The Section 106 process governs the review of federal projects not subject to the District's preservation law. For major projects, sponsoring agencies must consult with the SHPO, interested parties, and the public. Such consultations often involve the CFA, **NCPC**, **NPS**, and **ACHP**. 1014.4
- 1014.5 District and federal preservation standards guide rehabilitation and architectural design based on the premise of compatibility with the historic context. Compatibility does not require matching or copying the attributes of historic buildings, but rather means that additions and new construction should achieve harmony with the historic surroundings through basic good design and close attention to the characteristics and design principles of the historic environment. Good contemporary architecture can fit within this context; in fact, it is necessary in an evolving and dynamic **District** and is welcomed as an expression of contemporary times. 1014.5
- 1014.6 Compatibility with the historic environment also means that new construction should be suited to the fundamental character and the relative importance of a wide range of historic buildings and environments. Fine-grained historic

environments like a residential street call for design restraint at a uniform scale, while historic commercial and industrial environments can often sustain stronger design statements and more striking juxtapositions of scale. 1014.6

- 1014.7 ***Policy HP-2.5.1: Rehabilitation of Historic Structures***
Promote appropriate preservation of historic buildings through an effective design review process. Apply design guidelines without stifling creativity, and strive for an appropriate balance between restoration and adaptation as suitable for the particular historic environment. 1014.7
- 1014.8 ***Policy HP-2.5.2: Adaptation of Historic Properties for Current Use***
Maintain historic properties in their original use when possible. If this is no longer feasible, encourage appropriate adaptive uses consistent with the character of the property. Recognize the value and necessary function of special-purpose structures, such as utility buildings, and allow structural modifications and other alterations compatible with historic character when needed for the property to continue functioning in its original use. 1014.8
- 1014.9 ***Policy HP-2.5.3: Compatible Development***
Preserve the important historic features of the District while permitting compatible new infill development. Within historic districts, respect the established form of development as evidenced by lot coverage limitations, height limits, open space requirements, and other standards that contribute to the character and attractiveness of those areas. Ensure that new construction, building additions, and exterior changes are in scale with and respect their historic context through sensitive siting and design, and the appropriate use of materials and architectural detail. 1014.9
- 1014.10 ***Policy HP-2.5.4: Suitability to the Historic Context***
Apply design standards in a manner that accounts for different levels of historic significance and types of historic environments. Encourage restoration of historic landmarks while allowing enhancements of equivalent design quality, provided such enhancements do not damage the landmark. Exercise greater restraint in residential historic districts and areas with a clear prevailing development pattern or architectural style. Allow greater flexibility where the inherent character of historic properties can accommodate greater intervention or more dramatic new design, such as non-residential zones and areas without a significant design pattern. 1014.10

- 1014.11 ***Policy HP-2.5.5: Protecting Historic Building Integrity***
Protect historic buildings from demolition whenever possible, and protect the integrity of whole buildings. Discourage treatments like facadism or relocation of historic buildings, allowing them only when no alternative for preservation is feasible, and only after a finding that the treatment is necessary in the public interest. Waivers or administrative flexibility should be provided in the application of building and related codes to permit maximum preservation and protection of historic resources while ensuring the health and safety of the public.
1014.11
- 1014.12 ***Policy HP-2.5.6: Review Process for Local Projects***
Maintain a fair and efficient preservation review process that handles applications according to clearly established procedures and timelines, consistent with applicable public notice requirements, laws, and regulations. Apply historic preservation standards and guidelines consistently, thoughtfully, and appropriately to the circumstances and practical constraints of specific situations.
1014.12
- 1014.13 ***Policy HP-2.5.7: Reconciliation of Multiple Public Goals***
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
- 1014.14 ***Policy HP-2.5.8: Review Process for Federal Projects***
Work cooperatively with federal agencies and consulting parties in the Section 106 process to ensure that federal construction is compatible with the qualities and character of historic buildings and their settings, in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the Guidelines for Rehabilitating Historic Buildings. 1014.14
- 1014.15 ***Action HP-2.5.A: Conceptual Design Review Process***
Sustain and improve the conceptual design review process as the most effective and most widely used means to promote good preservation and compatible design. Support this process by committing sufficient resources and appointing highly qualified professionals to the **HPRB**. Enhance public participation and

transparency in the process through increased use of electronic means to provide public notice, process applications, and post documents for public review.
1014.15

1014.16 ***Action HP-2.5.B: Design Standards and Guidelines***

Expand the development of design standards and guidelines for the treatment and alteration of historic properties, and for the design of new buildings subject to preservation design review. These tools should address appropriate treatment of characteristics specific to particular historic districts. Disseminate these tools widely and make them available on the internet. 1014.16

1014.17 ***Action HP-2.5.C: Design Review of Federal Projects***

Work cooperatively with federal agencies to ensure that federal projects do not detract from the character of historic properties that are significant to the District, and are compatible with the surrounding context. When appropriate, involve the HPRB for its expert advice and as a forum for public comment. 1014.17

1014.18 ***Action HP-2.5.D: Accessibility Guidelines for Aging in Place***

Analyze common barriers to accessibility in older homes, and develop guidelines on how older adults can modify such homes in ways that are compatible with their historic character while making them visitable and safer to live in. 1014.18

1015 HP-2.6 Archaeological Resources 1015

1015.1 Washington, DC has been the home of successive generations stretching far back in time. The artifacts and human-made features uncovered through archaeological investigation are important evidence of the District's history, its colonial origins, and its prehistoric past. These resources often illustrate aspects of past lives that are not visible in documents or in the built environment. They can illuminate what has been long forgotten about everyday life **and** help connect residents to the lives of those who preceded them. 1015.1

1015.2 ***Policy HP-2.6.1: Protection of Archaeological Sites***

Retain archaeological resources in place where feasible, taking appropriate steps to protect sites from unauthorized disturbance. If sites must be excavated, follow established standards and guidelines for the treatment of archaeological resources, whether in documentation and recordation or in the collection, storage, and protection of artifacts. 1015.2

- 1015.3 ***Policy HP-2.6.2: Curation of Data and Artifacts***
Treat archaeological artifacts as significant civic property. Ensure that all data and artifacts recovered from archaeological excavations are appropriately inventoried, conserved, and stored in a facility with proper environmental controls. 1015.3
- 1015.4 ***Policy HP-2.6.3: Public Awareness of Archaeological Resources***
Make archaeological artifacts and data visible to the public. Maintain public access to collections, use artifacts and information as educational tools, and treat artifacts as objects of cultural interest. 1015.4
- 1015.5 ***Action HP-2.6.A: Archaeological Curation Facility***
Establish, as a high priority, a facility for the proper conservation, curation, storage, and study of artifacts, archaeological materials, and related historic documents owned by the District. Ensure public access to these materials, and promote research using the collections and records. 1015.5
- 1015.6 ***Action HP-2.6.B: Archaeological Surveys and Inventories***
Increase surveys, inventories, and other efforts to identify and protect significant archaeological resources. Surveys and inventories should be directed by qualified professionals and adhere to the standards in the Guidelines for Archaeological Investigations in the District. 1015.6
- 1015.7 ***Action HP-2.6.C: Archaeological Site Reports***
Require prompt completion of site reports that document archaeological findings after investigations are undertaken. Maintain a central archive of these reports, and increase efforts to disseminate their findings and conclusions. 1015.7
- 1016 HP-2.7 Enforcement 1016**
- 1016.1 Enforcement programs are necessary to encourage consistent compliance with District property maintenance codes, as well as with historic preservation laws, permits, and approvals. Inspections and enforcement programs require cooperation among building code officials in the Department of Consumer and Regulatory Affairs, the HPO, and the Board for the Condemnation of Insanitary Buildings (BCIB). Active engagement by residents and neighborhood groups also helps to support these programs. 1016.1

- 1016.2 ***Policy HP-2.7.1: Preservation Law Enforcement***
Protect historic properties from unauthorized building activity, physical damage, and diminished integrity through systematic monitoring of construction and vigilant enforcement of the preservation law. Use enforcement authority, including civil fines, to ensure compliance with the conditions of permits issued under the preservation law. 1016.2
- 1016.3 ***Policy HP-2.7.2: Maintenance of Historic Property***
Historic properties shall be maintained in a manner consistent with the District property maintenance codes applicable to all properties. Encourage voluntary compliance by property owners, but when necessary for serious violations, take enforcement action to compel remedial action. 1016.3
- 1016.4 ***Policy HP-2.7.3: Prevention of Demolition by Neglect***
Prevent demolition of historic buildings by neglect or active intent through enforcement of effective regulations, imposition of substantial civil fines, and when necessary, criminal enforcement proceedings against those responsible. 1016.4
- 1016.5 ***Action HP-2.7.A: Preservation Enforcement***
Improve enforcement of preservation laws through a sustained program of inspections, imposition of appropriate sanctions, and expeditious adjudication. Strengthen interagency cooperation and promote compliance with preservation laws through enhanced public awareness of permit requirements and procedures. Ensure that protections remain in place during any public health emergency. 1016.5
- 1016.6 ***Action HP-2.7.B: Accountability for Violations***
Hold both property owners and contractors accountable for violations of historic preservation laws or regulations and ensure that outstanding violations are corrected before issuing permits for additional work. Ensure that fines for violations are substantial enough to deter infractions, and necessary action taken to collect fines. 1016.6
- 1017 HP-2.8 Hazard Protection for Historic Properties 1017**

- 1017.1 While preservation planning is a well-established function in Washington, DC, more work needs to be done to effectively integrate the District's preservation and resilience programs. This should include greater consideration of how natural hazards and the effects of climate change threaten the District's ability to preserve its historic and culturally significant properties using traditional means. 1017.1
- 1017.2 Strong resilience policies will enable the District to go beyond ordinary emergency preparedness plans. They can also help owners of historic properties to plan for and either avoid or reduce major property damage from flooding and other hazards. Such policies and implementation tools need to be in place before an unexpected hazard event or disaster forces an urgent need for widespread repair and restoration. 1017.2
- 1017.3 The following policies and actions are intended to increase resilience and adaptive capacity in ways that can help ensure the long-term preservation of historic resources, despite challenging future conditions. They are also meant to enhance coordination between the SHPO and the District's State hazard mitigation officer in the Homeland Security and Emergency Management Agency (HSEMA) on the development and administration of flexible, integrated resilience programs that work together before and after disaster strikes. 1017.3
- 1017.4 ***Policy HP-2.8.1: Resilient Design for Historic Properties***
Develop resilient design principles for historic and cultural resources, with guidance on resilience planning and project implementation. Encourage owners of at-risk historic properties, both public and private, to assess their vulnerability to current and projected hazards, and to implement reasonable adaptation measures. 1017.4
- 1017.5 ***Policy HP-2.8.2: Coordinated Resilience Planning***
Integrate consideration of historic and cultural resources into hazard mitigation and climate adaptation planning. Develop resilience strategies and implement related initiatives through a coordinated effort involving the SHPO and the District's Hazard Mitigation Officer. Address both preventive improvements for historic properties and post-disaster preservation procedures. 1017.5
- 1017.6 ***Policy HP-2.8.3: Disaster Recovery for Historic Properties***
Involve both the SHPO and the District's Hazard Mitigation Officer in preparing and implementing flexible, coordinated policies that work effectively to enable

swift protection and emergency repair of cultural and historic resources during disaster recovery. 1017.6

- 1017.7 ***Action HP-2.8.A: Preservation and Climate Change***
Complete an inventory of historic and culturally significant sites threatened by climate change. Give priority to these at-risk sites in developing hazard mitigation plans. Coordinate with key stakeholders to maximize use of available funding for mitigation and disaster response projects. 1017.7
- 1017.8 ***Action HP-2.8.B: Historic Properties Strategy in the District's Hazard Mitigation Plan***
Incorporate a strategy for historic and cultural resources into the District Hazard Mitigation Plan. Identify key hazard areas, assess the vulnerability of historic properties to disasters and climate change, propose adaptation alternatives for resources at risk, and identify capability limitations that need to be addressed. 1017.8
- 1017.9 ***Action HP-2.8.C: Guidelines for Post-Disaster Rehabilitation of Historic Properties***
Develop guidelines to enable expeditious stabilization, repair, and rehabilitation of historic properties following disaster events or hazard impacts. Include procedures to streamline permitting, such as expedited design review and reduced fees for post-disaster repairs, while adhering to the applicable requirements under the District's historic preservation law. 1017.9
- 1018 HP-3 Expanding Preservation Knowledge 1018**
- 1018.1 Broad public awareness of historic properties and cultural resources is vital to a vibrant historic preservation program. It promotes understanding and appreciation of the District's heritage, allowing communities to take pride in their past and residents to value the history of their homes. 1018.1
- 1018.2 The District's cultural heritage should be a source of inspiration that engages residents and communities and supports the cultural economy. Strong partnerships among communities, nonprofit organizations, and the District's preservation program can help residents appreciate local history and heritage, and use that knowledge to strengthen cultural understanding and a more inclusive community life. Public events, placemaking and educational activities, oral history programs,

and creative arts projects in neighborhood cultural spaces can all be used to expand appreciation of the role that heritage can play in drawing diverse communities together. 1018.2

1018.3 Preservation also needs strong advocates to promote the importance of historic resources and cultural heritage among the host of priorities facing community leaders. Preservation draws strength by forging effective partnerships and developing preservation leaders for the future.1018.3

1019 HP-3.1 Access to Information About Historic Properties 1019

1019.1 District residents may first encounter the practice of preservation through a home improvement project. Communities may have the same experience when a new building or a historic district is proposed. For developers, it may be when a historic landmark application is filed. In each case, they deserve ready access to clear information. The government's rules for the preservation process should be easily obtained and understandable. 1019.1

1019.2 The repository of records from decades of historic surveys, documentation efforts, and historic designations is an important resource for public education. Better access to this information about potential historic **properties** also provides greater certainty to property developers contemplating major investment decisions, thus lessening the potential for conflict over demolition and redevelopment. 1019.2

1019.3 ***Policy HP-3.1.1: Dissemination of Historic Information***

Make information about local history and historic resources widely available to the public on the internet and through both traditional and new media. Widely distribute educational materials, expand public access to survey and landmark files, publicize new information, and provide assistance with public inquiries. Create online archaeological exhibits, display archaeological artifacts, and make information from excavations available to the public through educational programs. 1019.3

1019.4 ***Policy HP-3.1.2: Publication of the District of Columbia Inventory of Historic Sites***

Maintain the District of Columbia Inventory of Historic Sites and maps depicting the location of historic landmarks and districts. Keep them current and readily available to the public both in print and on the internet. 1019.4

- 1019.5 ***Policy HP-3.1.3: Identification of Potential Historic Properties***
Publicize survey projects and survey results as a means of increasing awareness of potential historic properties. Give priority to the public identification of eligible historic properties in active development areas. 1019.5
- 1019.6 ***Action HP-3.1.A: Internet Access to Survey Data and Designations***
Increase internet access to documentation of historic properties—including historic landmark and historic district designation forms and National Register nomination forms—and determinations of eligibility for designation. Expand and improve HistoryQuest DC, the geographic information system-based interactive internet map that provides basic historical documentation on individual properties throughout the District.1019.6
- 1019.7 ***Action HP-3.1.B: Enhancement of the . District of Columbia Inventory and Map***
Improve the value and effectiveness of the District of Columbia Inventory of Historic Sites as an educational tool by presenting it in a more engaging format with maps and illustrations. Organize it to give context and meaning to individual designations and make it available both on the internet and in print. Keep the map of historic landmarks and districts current in an interactive GIS-based version accessible to the public on the internet.1019.7
- 1019.8 ***Action HP-3.1.C: Listings of Eligibility***
Promote a clear understanding of where eligible historic properties may exist and how they can be protected through official designation. Reduce uncertainty for property owners, real estate developers, and the general public by maintaining readily available information on surveyed areas and properties identified as potentially eligible, especially in areas near Metro stations. Include both properties that have been formally determined to be eligible and those considered eligible based on available information. Make this information widely available in public documents, such as Ward Heritage Guides, and on the internet. 1019.8

1020 HP-3.2 Public Awareness of Historic Properties 1020

- 1020.1 Washington, DC’s most important historic features are widely familiar and officially recognized through historic designation. The District’s monuments are **world-famous**, and some of its neighborhoods are **well-known to people across the globe**. But the District of Columbia Inventory of Historic Sites includes

hundreds of historic landmarks and dozens of historic districts, and many of these are likely to be unfamiliar even to native Washingtonians. Longtime residents and institutions serve as guardians of memory about such sites. These places and stories should become more vivid and accessible as a means to appreciate the District's history. 1020.1

1020.2 Recognition involves more than academic research and field work to identify and document historic properties. It also requires a deliberate effort to educate and inform property owners and the public at large about the nature and the protected status of those features and places whose historic value may not be readily apparent. It is easy to take historic properties for granted **because of lack of reference or information.** It is equally important to publicize the value of potential historic properties while actively seeking official recognition, and thus the benefits of legal protection. 1020.2

1020.3 Many local organizations actively pursue outreach programs aimed at raising public awareness and appreciation of Washington DC's cultural heritage. Public response to these activities has been strong, but more coordinated efforts could have a greater impact on a wider audience. The District also needs to raise the profile of its archaeological programs and make Washington, DC's artifact collections available for research and public enjoyment. 1020.3

1020.4 ***Policy HP-3.2.1: Public Education***
Promote public education in the values of historic preservation and the processes for preserving historic properties. 1020.4

1020.5 ***Policy HP-3.2.2: Community Awareness***
Foster broad community participation in efforts to identify, designate, and publicize historic properties. 1020.5

1020.6 ***Policy HP-3.2.3: Ward Heritage Guides***
Make Heritage Guides for each ward available to the public on the internet and in print. Periodically update the guides as needed. 1020.6

1020.7 ***Policy HP-3.2.4: Marking of Historic Properties***
Develop and maintain a coordinated program for public identification of historic properties through street signage, building markers, heritage trail signage, and other means. 1020.7

- 1020.8 ***Policy HP-3.2.5: Cultural Tourism***
Celebrate the cultural history of District neighborhoods. Recognize cultural preservation as an integral part of historic preservation, and use cultural tourism to link neighborhoods and promote communication among diverse groups. 1020.8
- 1020.9 ***Policy HP-3.2.6: Notice to Owners of Historic Property***
Maintain an appropriate method of periodic notification to owners of historic property, informing them of the benefits and responsibilities of their stewardship. 1020.9
- 1020.10 ***Action HP-3.2.A: Preservation Outreach and Education***
Sustain an active program of outreach to the District's neighborhoods. Develop educational materials on the cultural and social history of District communities as a means to engage residents and introduce historic preservation values and goals. Promote public understanding of not just the principles for preserving properties but also the social and community benefits of historic preservation. 1020.10
- 1020.11 ***Action HP-3.2.B: Historic Preservation in Schools***
Work with both public and private schools to develop and implement programs to educate District students on the full range of historic, architectural, and archaeological resources in Washington, DC. Use education to promote the value of historic preservation as a community activity. 1020.11
- 1020.12 ***Action HP-3.2.C: Historic District Signage***
Complete implementation of the **District-wide** program for street signs identifying historic districts. 1020.12
- 1020.13 ***Action HP-3.2.D: Markers for Historic Landmarks***
Continue with implementation of the program of consistent signage that property owners may use to identify historic properties and provide brief commemorative information. 1020.13
- 1020.14 ***Action HP-3.2.E: Historic and Archaeological Exhibitions***
Develop display exhibits for libraries, recreation centers, and other public buildings that showcase historic and archaeological resources. Recruit volunteers to assist with the interpretation of these resources. 1020.14

- 1020.15 ***Action HP-3.2.F: Heritage Tourism***
Identify heritage tourism opportunities and strategies that integrate District programs with those of organizations like Cultural Tourism DC, EventsDC, and others oriented to visitors. Use these programs to promote and enhance the integrity and authenticity of historic resources. 1020.15
- 1020.16 ***Action HP-3.2.G: Neighborhood Tourism***
Enhance existing heritage tourism programs by celebrating the cultural history of District neighborhoods, especially those not recognized as visitor destinations, through local history tours and programs engaging a diverse audience. 1020.16
- 1020.17 ***Action HP-3.2.H: Appreciating Cemeteries***
Collaborate with cemetery administrators to reconnect burial grounds to their surrounding neighborhoods for greater public access. Promote cemeteries for purposes of tourism and low-impact recreation, such as walking. Create online guides of distinguished monuments and notable Washingtonians buried in local cemeteries. 1020.17

See the Arts and Culture Element for additional policies and actions related to cultural heritage.

1021 HP-3.3 Preservation Partnerships and Advocacy 1021

- 1021.1 The foundation of a strong preservation program is an informed and participatory public that understands why historic preservation is important, how it is achieved, and what benefits it can provide. Strong preservation partnerships not only promote the values of preservation but also serve to forge a greater sense of community. Partnerships with the public are critical to any preservation program and should be established and advanced through education and outreach. 1021.1
- 1021.2 ***Policy HP-3.3.1: Promotion of Historic Preservation***
Use historic preservation to foster civic pride and strengthen communal values. Increase public awareness of historic preservation, promote appreciation of historic places, and support preservation activities of interest to residents and visitors. 1021.2

- 1021.3 ***Policy HP-3.3.2: Preservation Advocacy***
Encourage public participation in historic preservation through strong community partnerships. Promote communication and collaboration among the **District**'s preservation groups in advocating for preservation goals. Involve historical societies, academic organizations, and others with specialized knowledge of the District's history and historic resources in efforts to promote historic preservation.1021.3
- 1021.4 ***Policy HP-3.3.3: Special Events for Preservation***
Promote preservation awards, festivals, conferences, exhibitions, and other special events that raise awareness of historic preservation and celebrate the District's history and historic places.1021.4
- 1021.5 ***Action HP-3.3.A: Coordinated Preservation Advocacy***
Encourage and facilitate interaction between preservation and economic development interests. Strengthen working relationships among the HPO, HPRB, ANCs, and preservation organizations. Establish special task forces or advisory groups as appropriate to support preservation programs and advocacy for historic preservation.1021.5
- 1021.6 ***Action HP-3.3.B: Incorporating Preservation Issues in Local Initiatives***
Include the historic preservation community in broader urban initiatives, such as those relating to housing, transportation, the environment, and public facilities. Involve the HPO and preservation groups in meetings to discuss relevant issues relating to zoning, transportation, open space, waterfronts, public facilities, public property disposition, and other planning and urban design matters.1021.6
- 1022 HP-4 Investing in Historic Assets 1022**
- 1022.1 Historic preservation is fundamental to the growth and development of District neighborhoods. It is a proven catalyst for neighborhood investment and improvement, whose financial impact on Washington, **DC** is well documented. Preservation has revitalized neighborhoods, increased real estate values, strengthened the **District**'s tourism industry, and attracted new residents to Washington, DC. Looking to the future, preservation will become even more closely integrated with urban design, neighborhood conservation, housing, sustainability, economic development, tourism, and planning strategies. 1022.1

1022.2 As growth continues, so does the debate about the course of change in many older neighborhoods that are eligible for but not protected by historic designation. While these communities are benefiting from new development, concerns about preserving their traditional character have been widespread. Similar issues have arisen with anticipated redevelopment of large sites throughout the District that contain historic properties or will affect established communities nearby. Development throughout the District should be guided by respectful stewardship of Washington, DC's heritage, even where it may not be recognized by official designation. Designers and builders should plan with preservation in mind and actively engage with community leadership and residents to create projects that are economically, architecturally compatible, and welcomed as an enhancement to community life. 1022.2

1022.3 Preservation of existing affordable housing is among the District's highest priorities, and many of these units are located in the District's older housing stock, including historic buildings. Historic preservation can help to retain and enhance this building stock as an important resource for Washington, DC. At the same time, as older neighborhoods become more attractive to new residents and developers, values rise, generating increases in property taxes. Maintenance and upkeep of these older buildings is necessary, and both taxes and repair costs affect lower-income residents most severely. Appropriate flexibility in the application of preservation standards within historic districts can mitigate this problem, but financial assistance programs and incentives are also necessary to keep as much of this building supply as possible affordable. 1022.3

1023 HP-4.1 Preservation and Economic Development 1023

1023.1 Investment in historic preservation has been a source of economic development for Washington, DC. Continual investment in the District's architectural heritage supports stable property values and keeps neighborhoods vibrant for residents and businesses. Historic districts promote healthy and diverse communities by giving residents a voice in guiding new development that respects and enhances the existing neighborhood fabric. Older buildings provide space to incubate new businesses. The quality of life in historic neighborhoods benefits residents and helps to attract newcomers. 1023.1

- 1023.2 In recent years, the District’s preservation program has reviewed more than 500 government projects and 5,000 private project applications annually. The magnitude of this effort testifies equally to the extent of ongoing repair and rehabilitation of historic buildings, the value of historic assets as generators of economic activity, and the importance of the HPRB review process in supporting high-quality new development in the **District**. 1023.2
- 1023.3 While historic preservation has supported the revitalization and enhancement of downtown and many neighborhoods in recent decades, the District currently faces a new challenge of providing adequate housing for a population that has increased by more than 100,000 people since the 2010 Census. Some of this housing will need to be provided in Washington, DC’s historic districts, whether existing or new. More study of the relationship between changing neighborhoods, historic preservation, and the cost and availability of housing is needed to support an understanding and consensus about how these new needs can best be managed. 1023.3
- 1023.4 ***Policy HP-4.1.1: Preservation and Community Development***
Promote historic preservation as a tool for economic and community development. 1023.4
- 1023.5 ***Policy HP-4.1.2: Preservation and Neighborhood Identity***
Recognize the potential for historic preservation programs to protect and enhance the distinct identity and unique attractions of District neighborhoods. 1023.5
- 1023.6 ***Policy HP-4.1.3: Neighborhood Revitalization***
Use historic preservation programs and incentives to encourage historic preservation as a revitalization strategy for neighborhoods and neighborhood business districts. 1023.6
- 1023.7 ***Policy HP-4.1.4: Historic Preservation and Housing***
Study and evaluate data on the interaction between historic preservation and housing costs, and use this information to develop mechanisms to support the District’s housing production goals while preserving its historic character. 1023.7
- 1023.8 ***Policy HP-4.1.5: Affordable Housing in Older and Historic Buildings***
Recognize the importance of preserving affordable housing in the District’s existing older and historic buildings. Undertake programs to preserve the supply of subsidized rental units and low-cost market rate units in these buildings. 1023.8

- 1023.9 ***Policy HP-4.1.6: Grant Programs and Tax Relief***
Maintain grant programs and tax relief measures for low-income homeowners and low-income senior homeowners faced with rising assessments and the cost of maintaining older and historic homes. 1023.9
- 1023.10 ***Action HP-4.1.A: Historic Neighborhood Revitalization***
Implement preservation development strategies through increased use of proven programs and initiatives sponsored by preservation leaders like the National Trust for Historic Preservation, NPS, and others. Make full use of the programs available through the National Main Street Center, Preserve America, Save America's Treasures, and other programs and funds designed for the recognition of diverse cultural heritage and the preservation and promotion of historic landmarks and districts. 1023.10
- 1023.11 ***Action HP-4.1.B: Historic Homeowner Grants***
Implement and promote the District's targeted homeowner grants through an active program of outreach and public information. Monitor and evaluate the program to assess its effectiveness and to guide the development of other appropriate incentives and assistance programs. Consider expanding the program to income-eligible homeowners residing in any historic landmark or district. 1023.11
- 1023.12 ***Action HP-4.1.C: Preservation and Housing Affordability***
Examine the effects of historic preservation on housing affordability, as documented in existing studies and through analysis of available District data. Consider the findings of these studies and investigate how to manage preservation tools in ways that support housing affordability. 1023.12
- 1023.13 ***Action HP-4.1.D: Workforce Development in Preservation Craftsmanship***
Support initiatives for workforce development in artisan trades and traditional construction crafts that support preservation and repair of historic architecture. Work in partnership with local educational institutions to promote skills in masonry, carpentry, metalwork, glass arts, and other crafts that have contributed to the District's historic fabric and character. 1023.13

See the Urban Design Element for additional policies and actions related to development and community identity and the Housing Element for additional policies on conservation and maintenance of existing housing.

1024 HP-4.2 Preservation Incentives 1024

1024.1 Financial incentives are beneficial and sometimes necessary as a means of achieving preservation of historic properties. Incentives can also help to preserve affordable housing and protect neighborhood diversity. Existing preservation incentives include the federal Historic Preservation Tax Credits, Low-Income Housing Tax Credits, and New Market Tax Credits. District programs include the Targeted Historic Homeowner Grants. Private nonprofits have also created programs and funds to support historic preservation work. 1024.1

1024.2 The OP's 2015 report on Pairing Historic Tax Credits with Low-Income Housing Tax Credits in DC, prepared jointly with the Coalition for Nonprofit Housing and Economic Development, is among the recent analytical studies highlighting the value of state and local incentive programs that piggyback on federal historic tax credits, thus leveraging federal resources for local development. Since 2003, at least 25 projects in the District have used these federal tax credits to help finance the production or renovation of more than 2,100 affordable housing units in historic buildings. This demonstrates significant potential for using these credits to create affordable housing. 1024.2

1024.3 ***Policy HP-4.2.1: Preservation Incentives***
Develop and maintain financial incentives to support preservation of historic properties in private ownership. Give priority to programs to assist owners with low and moderate incomes. Encourage private sector initiatives, such as revolving funds and targeted financing programs, to support rehabilitation of historic properties, especially those in severe disrepair. 1024.3

1024.4 ***Policy HP-4.2.2: Incentives for Special Property Types***
Develop specialized incentives to support preservation of historic properties like schools, places of worship, theaters, and other prominent historic structures of exceptional communal value. Use a variety of tools to reduce development pressure on these resources and to help with unusually high costs of maintenance. 1024.4

- 1024.5 ***Action HP-4.2.A: Transfer of Development Rights Benefits for Preservation***
Monitor the effectiveness of transfer of development rights (TDR) programs included in the ZR16 zoning regulations and consider any appropriate revisions to enhance their utility for preservation. 1024.5
- 1024.6 ***Action HP-4.2.B: Tax Credits for Affordable Housing in Historic Buildings***
Encourage the coordinated use of multiple tax credits to support rehabilitation of existing affordable housing in historic buildings and to create new affordable units in historic buildings. Support such projects through historic designation of buildings meeting the eligibility criteria. 1024.6
- 1024.7 ***Action HP-4.2.C: Coordination of District Programs***
Evaluate the secondary preservation impacts of District policies and programs that support affordable housing, aging in place, and maintenance of homes in good repair. Identify and implement any improvements that could encourage use of these programs for projects involving historic buildings. 1024.7

See the Land Use Element for additional policies and actions on row house preservation.

1100 Overview 1100

- 1100.1 The Community Services and Facilities Element contains policies and actions for public facilities that provide health and older adult care services, as well as community facilities that include libraries, police stations, fire stations, and other municipal facilities such as maintenance yards. A well-balanced and adequate public facility system is a key part of Washington, DC’s drive to sustain and enhance the quality of life for its residents and to deliver services on an equitable and inclusive basis, supporting growth and prosperity, resilience, public health and safety, civic gathering, learning, and cultural production and expression.
1100.1
- 1100.2 This element addresses the public health sector, recognizing the strong links between the built environment, land uses, and public health outcomes. It highlights Washington, DC’s work toward providing more equitable health access and on improving health outcomes for all. 1100.2
- 1100.3 This element also addresses the vulnerability of District facilities and services to natural and human-made shocks, such as extreme weather events, public health

events, and security incidents, and to long-term stressors, such as sea level rise and other adverse effects of climate change. 1100.3

1100.4 Several District departments and other government agencies are responsible for the planning, construction, modernization, management, maintenance, and oversight of the District's public facilities that deliver health and community services upon which all residents depend. These departments and agencies include the Department of General Services (DGS), the Department of Health (DC Health), the Department of Human Services (DHS), the Department of Disability Services (DDS), the Department of Behavioral Health (DBH), the Department of Aging and Community Living (DACL), the Department of Corrections (DOC), the Metropolitan Police Department (MPD), Fire and Emergency Medical Services (FEMS), and the Homeland Security and Emergency Management Agency (HSEMA). This element incorporates planning and policy guidance from the short-term and long-range plans and programs of these agencies. These agencies should coordinate their facilities master planning efforts and capital improvement plans with the District's land use plans so that Washington, DC can continue delivering essential services to existing customers while accommodating projected growth. 1100.4

1100.5 The critical community services and facilities issues facing Washington, DC are addressed in this element. These include:

- Assessing, rehabilitating, and maintaining facilities and lands to provide efficient and effective delivery of public services to existing and future District residents;
- Investing in and renewing the public library system and enhancing the library's role as a cultural anchor and center of neighborhood life;
- Providing facilities to offer affordable and high-quality health care services in an equitable and accessible manner;
- Providing for the public safety needs of all Washington, DC residents, workers, and visitors;
- Making the District's critical facilities and health and emergency response systems more resilient to chronic stressors and to sudden natural or human-made events; and
- Ensuring that District-owned land and facilities meet the needs of a growing population, informed by a cross-systems Public Facilities Plan. 1100.5

1100.6 Other elements of the Comprehensive Plan should be consulted for more direction on road and transit facilities (Transportation Element); school facilities (Educational Facilities Element); recreation centers (Parks, Recreation, and Open Space Element); housing for vulnerable populations and persons with disabilities (Housing Element); green building practices (Environmental Protection Element); job training facilities (Economic Development Element); water, energy, solid waste, and digital systems (Infrastructure Element); and arts and cultural facilities (Arts and Culture Element). 1100.6

1101 Community Services and Facilities Goal 1101

1101.1 The goal for community services and facilities is to provide high-quality, accessible, efficiently managed, and properly funded community facilities to support the efficient, equitable, and resilient delivery of municipal services; preserve and enhance public health and safety, support Washington, DC’s growth and development, and enhance the well-being of and provide a high quality of life for current and future District residents. 1101.1

1102 CSF-1 Adequate Community Services and Facilities 1102

1102.1 Providing adequate community services and facilities requires careful planning and, in some cases, reallocating resources and refocusing priorities. It also requires improved coordination among District agencies and ongoing evaluation and adoption of new approaches to the design, funding, and prioritizing of capital improvements. 1102.1

1103 CSF-1.1 Long-Term Planning for Public Facilities 1103

1103.1 DGS is responsible for the management, care, and operation of many of Washington, DC’s government facilities. As of 2018, these facilities include over 835 government-owned properties that include 650 buildings, dozens of triangle parks and slivers, approximately 34.5 million square feet of floor space (inclusive of District of Columbia Public Schools), 64 warehouses totaling approximately 882,700 square feet, and 75 leased buildings with 4.0 million square feet of floor space. Assets also include 26 parking lots and 71 antenna locations, seven of which contain communication towers. In addition, the total space leased out by DGS to private lessees is approximately 6.2 million square feet. DGS manages and implements a building improvement program for several of the largest

District agencies, including District of Columbia Public Schools (DCPS), DAACL, DOC, FEMS, DC Health, DHS, the Department of Parks and Recreation (DPR), MPD, and the Department of Public Works. The DGS portfolio also includes facilities of the University of the District of Columbia (UDC) and the District of Columbia Public Library (DCPL); however, building improvements as well as the management, care, and operation of these facilities are conducted by UDC and DCPL, respectively, rather than by DGS. 1103.1

1103.2 The District consolidated the Department of Real Estate Services (DRES), the Office of Public Education Facilities Modernization (OPEFM), and the capital management functions for DOC, FEMS, DC Health, DHS, DPR, and MPD to create a single agency responsible for all vertical construction (with the exception of DCPL) for DC government in 2011. This single agency is today's DGS. 1103.2

1103.3 Historically, planning for the facility needs of these agencies focused on addressing incremental, short-term capital needs, rather than capital needs tied to long-term forecasts based on land use, transportation, and demographic growth and change analyses. This was partially due to the advancing age of many facilities, their underused condition, and an overriding emphasis on near-term facility replacement and modernization to address basic life-safety issues such as structural integrity, rather than planning more systematically for 10- or 20-year needs 1103.3

1103.4 Through the Comprehensive Plan, the District has guided Washington, DC's growth, providing a long-term perspective on future needs. The District has identified gaps, redundancies, and functionally obsolete community facilities through a variety of place-based plans, systems plans, and facilities master plans covering a wide range of public facilities. This has produced more logical and equitable capital planning that presented opportunities for co-location, shared-use, and adaptive reuse strategies to help optimize the performance and policy outcomes of District-owned facilities. 1103.4

1103.5 Since the 2006 Comprehensive Plan adoption, DGS and its predecessor agencies built over four million square feet of new public facilities and renovated or opened more than 15 police and fire stations. These figures are in addition to more than eight million square feet of school modernization projects, addressed in the Educational Facilities Element. These activities demonstrate significant strides made by the District in planning and delivering facilities that now provide better and more accessible services. As Washington, DC continues to grow and its needs

evolve, opportunities to enhance cross-systems civic planning should be harnessed. 1103.5

- 1103.6 Washington, DC has a land area of 61 square miles and, as of 2017, a population of 693,972. Within this compact footprint and using a finite number of public facilities and lands, the District must serve the health, education, recreation, safety, and security needs of residents. With the District's population anticipated to grow, District ownership and decision-making control over these public assets will grow more critical. Moving forward, the District should carefully consider the ownership, control, use, and disposition of these assets to ensure it can meet near-term and long-range needs of residents. A Public Facilities Plan can inventory civic assets against future needs to help inform decisions. The Public Facilities Plan would help ensure that an adequate supply of land and facilities is available for the dynamic needs of a growing residential population in the long-term future. 1103.6
- 1103.7 In addition to financing and constructing facilities itself and co-locating compatible facilities together, the District uses joint development and public-private ventures to leverage its assets. An additional tool—and one of the most important used by the District—is the Capital Improvement Plan (CIP), a six-year, forward-looking plan that establishes the strategy for future public investment in capital assets, including District-owned facilities, equipment, and transportation infrastructure, and that prioritizes and allocates investments to specific projects based on a careful annual evaluation and assessment of needs. The Public Facilities Plan can serve as a repository of cross-agency information that can help inform the CIP. 1103.7
- 1103.8 Co-location is the reuse of a publicly-owned site in a manner that accommodates a combination of public and/or private uses. Co-location can help Washington, DC to achieve many of the goals described in the Comprehensive Plan, such as maximizing the public benefits that a given public property, asset, facility, or combination thereof can deliver. 1003.8
- 1103.9 Co-location can help residents individually, by providing a one-stop shop with a variety of services typically needed by the same people in the same facility or by keeping facilities occupied and thus safer day and night, as when apartments sit atop libraries or schools are used for community meetings in the evening. Co-location can be physical, when two or more uses occur on the same site, and/or temporal, where different uses take place at different times in the same room or

same building on the site, as when religious congregations rent school auditoriums on weekends and private sports leagues use school athletic facilities.

Thus, co-location includes, but is not limited to, the following potential combinations of uses on a single site:

- One or more community services or programs located with government offices or in government facilities;
- Private uses, such as affordable and mixed-income housing built together;
- Public uses, such as libraries, recreation facilities, and police and fire stations located together or with private uses, such as housing;
- Child development facilities located on school property;
- Multiple health and wellness-related facilities; and
- Retail and commercial uses (such as grocery stores) that can serve community needs located alongside government uses.

A Public Facilities Plan can encourage the District to consider co-location of a wide range of municipal uses and assets that can help maximize the ability of any given facility to deliver services to District residents. This is especially critical when uses under consideration are under the auspices of separate agencies. 1103.9

- 1130.10 Washington, DC is facing deferred facilities maintenance. To balance limited resources and competing priorities, the District is creating a comprehensive asset management plan. This plan consolidates asset inventories from all District agencies and analyzes their maintenance and replacement schedules on a unified basis, delivering the following benefits:
- Better prioritization of capital projects relative to long-term risks and costs;
 - Ability to determine optimal rehabilitation and maintenance schedules and processes;
 - Determination of financial impact of deferred capital maintenance; and
 - Optimal timing for delivering new projects.

This new approach will enable the District to better understand maintenance, replacement, and related investment needs, helping ensure that related budget and capital funding priorities can be optimally aligned. 1103.10

- 1103.11 As of 2017, public facilities data layers are publicly available through online tools provided by the District's Geographic Information Systems (DCGIS) Program,

including the <http://opendata.dc.gov> portal, which is developed and maintained by the Office of the Chief Technology Officer (OCTO). These tools enable agencies and the public to quickly access data, create maps, and conduct analyses. While a wide array of public facilities information is currently available through this portal, visualization of public facilities on a unified (i.e., cross-asset) basis could be improved as part of the Public Facilities Plan. By aggregating these data, relationships and dynamics within civic systems (e.g., the way schools, libraries, and parks interact) as well as alignment with other systems, such as housing and transportation, can be made more readily evident and help inform and enhance the CIP and other District efforts to help shape and manage growth. 1103.11

1103.12 ***Policy CSF-1.1.1: Public Facilities Plan and Effective Use of District-Owned Lands and Buildings***

District-owned buildings and lands should be effectively used to meet the needs of residents. Develop a District-wide Public Facilities Plan to understand the distribution, capacity, control, and occupancy of District facilities and lands across systems and agencies, taking into account service delivery and improved alignment with current needs and expected future growth. 1103.12

1103.13 ***Policy CSF-1.1.2: Adequate Facilities***

Construct, rehabilitate, and maintain the facilities necessary for the efficient delivery of public services to current and future District residents. 1103.13

1103.14 ***Policy CSF-1.1.3: Adequate Land***

Ensure that the District government owns a sufficient amount of land in appropriately distributed locations to accommodate needed public facilities and meet the long-term operational needs of the government. 1103.14

See also the Land Use Element and Economic Development Element policies and actions to preserve and conserve adequate lands for public facilities.

1103.15 ***Policy CSF-1.1.4: Prioritization of Publicly Owned Land***

Prioritize District-owned property for community facility uses. Wherever feasible, the District should use short- or long-term leases for lands not currently needed to preserve the District's long-term supply of land for public use. 1103.15

1103.16 ***Policy CSF-1.1.5: Addressing Facilities That Are Functionally Obsolete***

Develop reuse or disposition plans for public buildings or sites that are functionally obsolete, that cannot be rehabilitated cost-effectively, or that are no

longer needed. Before any disposition of property is made, consideration shall be given to potential future uses by, and needs of, the District. 1103.16

1103.17 ***Policy CSF-1.1.6: Universal Design***

All District public facilities shall accommodate the needs of persons with physical disabilities to the greatest extent possible. Comply with the Americans with Disabilities Act (ADA) in all new construction and renovations. Consider Universal Design solutions when opportunities present themselves and as funding allows. 1103.17

1103.17a Text Box: Universal Design

Universal Design is defined by the National Park Service (NPS) and the National Center on Accessibility (NCA) as the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. 1103.17a

1103.18 ***Policy CSF-1.1.7: Location of Facilities***

Ensure that the planning, siting, and design of new public facilities is consistent with Comprehensive Plan goals and policies, including the Future Land Use Map and the Policy Map. 1103.18

1103.19 ***Policy CSF-1.1.8: Public Facilities, Equity, and Economic Development***

Locate new public facilities to best serve all District residents and to support economic development and neighborhood revitalization efforts, with a focus on underserved areas and areas of growth. 1103.19

See the Environmental Protection Element for policies on green building requirements for new public facilities and the Urban Design Element for policies on the design of public buildings.

1103.20 ***Policy CSF-1.1.9: Co-Location***

Encourage the strategic co-location of public municipal uses on publicly-owned and controlled sites, provided that the uses are functionally compatible with each other and the site's future land use designation . Consider co-location of private and public uses as a strategy that can help advance District-wide and neighborhood priorities, such as the creation of affordable housing and equitable access to services. 1103.20

1103.21 ***Policy CSF-1.1.10: Agency Coordination for Co-Location Strategies***

The Public Facilities Plan should include interagency coordination for co-location of public uses early in planning and project initiation processes so that critical input is captured and incorporated. Joint planning of District-operated facilities with other community facilities such as schools, older adult services, health clinics, community kitchens, healthy food growing or retail spaces, and nonprofit service centers should also be supported through ongoing communication and collaboration among relevant District agencies and outside agencies and partners. 1103.21

See the Land Use Element for policies related to the siting of community facilities and mitigation of potential impacts.

- 1103.21a Text box: Food Hubs
The U.S. Department of Agriculture (USDA) defines a food hub as “a business or organization that actively manages the aggregation, distribution, and marketing of course-identified food products primarily from local and regional producers to strengthen their ability to satisfy wholesale, retail, and institutional demand.” (Source: USDA 2012 Regional Food Hub Resource Guide). 1103.21a
- 1103.22 ***Policy CSF-1.1.11: Developing a Food Systems Network***
Support development of a system of food hub and processing centers where nutritious and local food can be aggregated, safely prepared, and efficiently distributed to District agencies, feeding sites, shelters for persons experiencing homelessness, schools, nonprofits, and local businesses for the District’s normal institutional meal operations as well as leveraged for emergency feeding efforts during disaster events. 1103.22
- 1103.23 ***Policy CSF-1.1.12: District-Owned Facilities and Shared Uses***
Encourage the shared use of District-owned facilities, such as recreation centers, as sites that can support a variety of programs and activities. These can include community education about nutrition, nutrition entrepreneurship, and small business development; urban agriculture; cultural performance, production, and exhibition; and child development and care. 1103.23
- 1103.24 ***Action CSF-1.1.A: Civic Facilities Plan***
Continue to develop and refine the District’s multilayered approach to facilities master planning) so that adequate community facilities are provided for existing residents and can be provided for new neighborhoods in Washington, DC, including by providing guidance for the long-term (six-year) CIP and the annual

capital budget. The approach should include an assessment of all District-owned or -maintained community facilities and property, and should identify what improvements are needed to correct deficiencies and address planned growth and change in the District. The facilities plan should be continuously maintained and updated regularly with new priorities and timelines. As needed, the Comprehensive Plan should be amended to incorporate master facilities planning findings . As part of this work , the appropriate agency shall continue to annually collect and publish data on public school capacity and enrollments, recreation facilities, libraries, emergency medical service response time, sewers, green space, and public transit capacity, including bus routes and ridership statistics for Metrorail stations and lines as well as parking availability and traffic volumes on roads and at key intersections. These data should be used, as appropriate, when evaluating the need for facility and infrastructure improvements. 1103.24

- 1103.25 ***Action CSF-1.1.B: Guidelines For Public Uses of Public Facilities***
Develop unified District inventory of public facilities and establish guidelines that can help the District understand the adequacy of District-owned space for use by District agencies. 1103.25
- 1103.26 ***Action CSF-1.1.C: Site Planning Procedures***
Public facility planning shall include site planning and management procedures to mitigate adverse impacts on surrounding areas. 1103.26
- 1103.27 ***Action CSF-1.1.D: Public Facilities Planning***
Develop a Public Facilities Plan that helps to inventory, consolidate and coordinate facility information across District agencies. 1103.27
- 1103.28 ***Action CSF-1.1.E: Opportunities to Promote Local Food Businesses***
Identify best practices and potential locations for food hubs, food business incubators, and community kitchens to expand healthy food access and food-based economic opportunity in underserved areas through co-location with job training, business incubation, and entrepreneurial assistance programs. 1103.28
- 1103.29 ***Action CSF-1.1.F: Co-Location of Housing with Public Facilities***
As part of facilities master planning and the CIP, conduct a review of and maximize any opportunities to co-locate mixed-income multi-family housing when there is a proposal for a new or substantially upgraded local public facility, particularly in high-cost areas. 1103.29

- 1103.30 ***Action CSF-1.1.G: Universal Design***
Create a working group comprised of relevant District agencies to explore the use of Universal Design standards in new and existing District facilities. 1103.30
- 1103.31 ***Action CSF-1.1.H: Central Kitchen Facility***
Explore the potential for establishment of a central kitchen facility, as required by the Healthy Students Act and subject to funding availability, which could function as a meal preparation site for the District's institutional meal programs (e.g., schools, shelters for persons experiencing homelessness), an aggregation center for fresh food to be distributed to local businesses, and a job training facility, among other potential functions including emergency feeding. 1103.31
- 1104 CSF-1.2 Funding and Coordination 1104**
- 1104.1 The District's CIP includes District-owned facilities (e.g., libraries, recreation centers, District offices, parking lots), District-owned equipment (e.g., police cars, fire trucks, snow removal equipment), and transportation infrastructure (e.g., roads, bridges, Metro). Washington, DC can maximize the strategic impact of these large investments by improving inter-disciplinary/cross-sector coordination and by linking them to neighborhood revitalization strategies, private investment plans, facilities master plans, and long-range growth plans. For example, District investments in transportation may be a key part of stimulating construction of a major new development. Investments in a new community center or school may be a pivotal component of commercial district renovation, and so on. The District has begun to formalize this relationship through policy links between the CIP and the Comprehensive Plan. 1104.1
- 1104.2 The DC Office of Planning (OP) helps the District to develop and refine principles for capital planning and to coordinate links among long-range growth plans, facilities master plans, and the CIP. . 1104.2
- 1104.3 ***Policy CSF-1.2.1: Capital Improvement Programming***
Continue to use the capital improvement program process to coordinate the phasing, prioritizing, and funding of public facilities. 1104.3
- 1104.4 ***Policy CSF-1.2.2: Strengthening Links Between the Comprehensive Plan and Capital Improvement Program***

Continue to improve links between the Comprehensive Plan and the District's CIP through the Public Facilities Plan, which should be systematic, comprehensive, and based on analytical data about community needs, service levels, and projections, in addition to facility condition assessments. Additionally, provide relevant Comprehensive Plan and Public Facilities Plan guidance to individual agencies in earlier phases of their strategic planning, facilities master planning, and budget development processes, which can strengthen cross-links and add efficiencies to the District's annual CIP and capital budget development process. 1104.4

1104.5 ***Policy CSF-1.2.3: Construction and Rehabilitation***

Continue to improve the coordination of public facility construction and rehabilitation projects to minimize public costs, maximize community benefits, and avoid service disruption. 1104.5

1104.6 ***Policy CSF-1.2.4: Innovative Financing Strategies***

Continue to explore alternative financing strategies for projects that provide public benefits, including public facilities. Strategies include ground leases, impact investing, joint development, creative leasing arrangements, and other financing instruments that have no effect on the District's debt cap and can maximize financial performance and achieve public policy outcomes. 1104.6

1104.7 ***Policy CSF-1.2.5: Planning For Maintenance and Operation***

Continue to develop and fund adequate maintenance budgets for all public facilities based on industry standards. Evaluate projected operating and maintenance (O&M) costs before approving new capital facilities so that sufficient funds will be available for O&M once a new facility is constructed. 1104.7

1104.8 ***Policy CSF-1.2.6: Impact Fees***

Ensure that new development pays its fair share of the capital costs needed to build or expand public facilities to serve that development. Consider the use of impact fees for schools, libraries, and public safety facilities to implement this policy. Adoption of any fees shall take potential fiscal, economic, and real estate impacts into account and shall be preceded by the extensive involvement of the development community and the community at large. 1104.8

1104.9 ***Action CSF-1.2.A: Capital Projects Evaluation***

Continue to refine measurable criteria, standards, and systematic coordination procedures to evaluate capital improvement projects. 1104.9

1104.10 ***Action CSF-1.2.B: Inventory of Lands Owned By or Under the Jurisdiction of the District***

Continue to update and expand the District’s property management database, identifying the location, size, and attributes of all District-owned facilities and properties. 1104.10

1104.11 ***Action CSF-1.2.C: Coordinate Facilities Master Planning with Public Facilities Planning***

Improve facilities master planning processes and outcomes by coordinating facilities master planning efforts of individual agencies with public facilities planning efforts. This coordination can illuminate relationships and dynamics across systems, helping to inform the District’s public investments. 1104.11

1105 CSF-2 Health 1105

1105.1 One of Washington, DC’s most important resources is the health of its residents. While many of the District’s residents and neighborhoods enjoy exceptional health, significant health disparities persist along dimensions of income, geography, race, gender, and age in the District. 1105.1

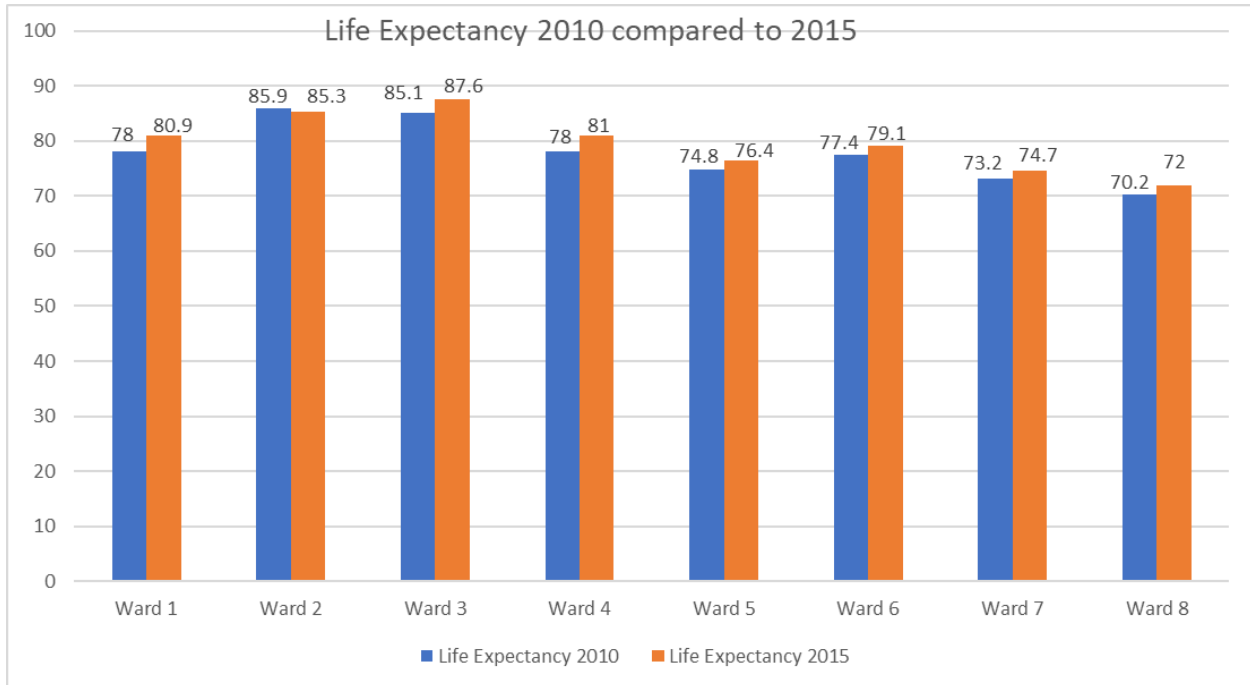
1105.2 DC Health promotes health, wellness, and equity across the District and protects the safety of residents, visitors, and those doing business in the nation’s capital. The responsibilities of DC Health include identifying health risks; educating the public; preventing and controlling diseases, injuries, and exposure to environmental hazards; coordinating emergency response planning for public health emergencies; promoting effective community collaborations; and optimizing equitable access to community resources. 1105.2

1105.2a Text box: Social and Structural Determinants of Health
The World Health Organization defines social and structural determinants of health (SSDH) as the conditions in which people are born, grow, work, live, and age and the wider set of forces and systems shaping the conditions of daily life. These forces and systems include economic policies and systems, development agendas, social norms, social policies, and political systems. The District has adopted this understanding of the larger factors that shape health and that

influence the systems and conditions for health and outcomes, including health equity in the District. 1105.2a

- 1105.3 The DC Health Equity Report (HER) 2018 lays out a comprehensive baseline dataset of key drivers of health. Non-clinical determinants of health influence 80 percent of health outcomes, with the remaining 20 percent determined by clinical care (HER 2018). The nine drivers—education, employment, income, housing, transportation, food environment, medical care, outdoor environment, and community safety—were mapped thematically by statistical neighborhood (n=51) and overlaid with life expectancy estimates. There was a strong correlation between differences in life expectancy and differences in key driver outcomes by statistical neighborhood, underscoring the need for shared collective impact goals and practices across sectors and applied health in all policy approaches. 1105.3
- 1105.4 While the 2006 Comprehensive Plan focused on advancing equitable access to health care services to address disparities in health outcomes, the District’s approach has evolved to better recognize and incorporate the role and effect of social and structural determinants on health. Thus, the Comprehensive Plan now seeks to improve population health by providing health-informed policy guidance for the future of Washington, DC’s built and natural environments. While policies contained in this section focus on the traditional health care infrastructure and clinical care service delivery system, transportation, housing, economic development, and other important social/structural determinants are addressed in other Comprehensive Plan Elements. 1105.4
- 1105.5 This section of the Community Services and Facilities Element focuses on the adequacy, maintenance, and expansion of health care facilities as important contributors to the health of District residents, as well as the provision and improvement of human service facilities such as senior wellness centers. Recognizing that education and learning are lifelong endeavors and reflecting the District’s evolving approach to early childhood care and development, the child care section was moved from this element to the Educational Facilities Element and retitled to “Child Development.” .1105.5
- 1105.5a Text box: Health
Health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. (Source: World Health Organization.)
1105.5a

- 1105.6 Planning for accessible and equitable health care facilities is complicated by a broad set of factors, including the changing nature of the nation’s health care delivery system and the District’s limited jurisdiction over private service providers. The Comprehensive Plan can inform and guide public and private investments in support of Washington, DC’s commitment to provide an adequate distribution of facilities and services that support the health of District residents, promote health equity across the District, and increase the District’s emergency preparedness. This includes measures to advance health through the design of Washington, DC and conservation of the environment. 1105.6
- 1105.7 HER 2018 shows that there are differential opportunities for health across the District by income, geography, and race. The most racially and economically segregated neighborhoods are also at the extremes of life expectancy estimates, with majority Black (and low-income) populations experiencing the lowest life expectancies and majority White (and high-income) populations experiencing the highest life expectancies. Overall life expectancy at birth for Washington, DC residents increased from an average of 78 years in 2013 to 79 years in 2015, closing the gap with the U.S. estimate of 78.8 in the same year. All District wards experienced an improved life expectancy from 2010 to 2015, with the largest gain seen in Ward 6 and the smallest gain seen in Ward 7 (see Figure 11.1). However, when evaluating smaller geographic areas, the gap between the highest and the lowest life expectancy estimates increases to more than 21 years. Again, the social and structural determinants of health influenced by geography, race, and income level are major intersecting components that drive the differences in estimated life expectancy and other population health outcomes across Washington, DC. 1105.7
- 1105.8 The 2020 public health emergency is anticipated to have broad impacts that can exacerbate existing inequities in the District, including disparate health effects. While the data in this chapter precede the 2020 health emergency, the policies contained in the Health and Health Equity section below address equity in a manner that supports the District’s response to and recovery from the 2020 health emergency in the near-term, and that provides guidance for shocks and stressors that may occur in the long-term. Additionally, social and structural determinants of health such as income, employment, housing and transportation, are also addressed in other elements of the Comprehensive Plan. 1105.8
- 1105.9 Figure 11.1. Life Expectancy in 2010 and 2015 at Birth by Ward in the District of Columbia 1105.9



Sources: Data for the 2010 life expectancy estimates are drawn from DC Health’s 2013 Community Health Needs Assessment. Data for 2015 are drawn from DC Health’s Draft/Unpublished HER.

Note: The 2010 and 2015 life expectancy estimates were calculated as the average of the current and preceding four years. Five-year averages are more reliable predictors of life expectancy estimates than single-year data points, since the latter identify a trend over multiple years.

1105.10 Figure 11.2. Leading Causes of Death in the District of Columbia, 2015 1105.10

Age-Adjusted Rate Per 100,000 Population		
District Rank	Cause of Death	Age-Adjusted
1	Heart Disease	186.4
2	Malignant Neoplasms (Cancer)	166.5
3	Accidents (includes falls and overdoses)	39.4
4	Cerebrovascular Disease (Stroke)	37.9
5	Diabetes	25.6
6	Chronic Lower Respiratory Disease	23.1

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7	Alzheimer’s Disease	19.2
8	Homicide/Assault	17.5
9	Influenza and Pneumonia	16.2
10	Septicemia	13.4
District of Columbia Department of Health, Center for Policy, Planning, and Evaluation, Data Management and Analysis Division		

(Source: Behavioral Risk Factor Surveillance System, 2015 Annual Report, DC Health)

1105.11 Compared to national trends, data from 2015 in Figure 11.3 indicates that Washington, DC has higher rates of heart disease mortality and homicide compared to the U.S. and a higher prevalence of stroke. However, a larger percentage of District residents report routine health care checkups compared to the U.S. average. Additionally, while HIV/AIDS incidence and mortality have decreased over the last decade, the rates are still at an epidemic level in the District, with a prevalence of 1.9 percent as of 2017. 1105.11

1105.12 Notable trends displayed in the District’s 2015 Behavioral Risk Factor Surveillance System (BRFSS) annual health report show a slight improvement among residents who receive preventive care and who take steps to prevent future illness. However, data trends from 2015 demonstrate a steady decline among Washington, DC residents who are overweight or obese. The variation in obesity rates is linked to access to healthy foods and to parks and recreation facilities. 1105.12

1105.13 Figure 11.3. Top 10 Leading Causes of Death in the District of Columbia and the United States, Age-Adjusted Rates per 100,000 population, 2015
DC Health 1105.13

District of Columbia	Rate per 100,000	United States	Rate per 100,000
1. Heart Disease	186.4	1. Heart Disease	168.5
2. Cancer	166.5	2. Cancer	158.5
3. Accidents	39.4	3. Chronic Lower Respiratory Disease	41.6
4. Cerebrovascular Disease (Stroke)	37.9	4. Accidents	43.2

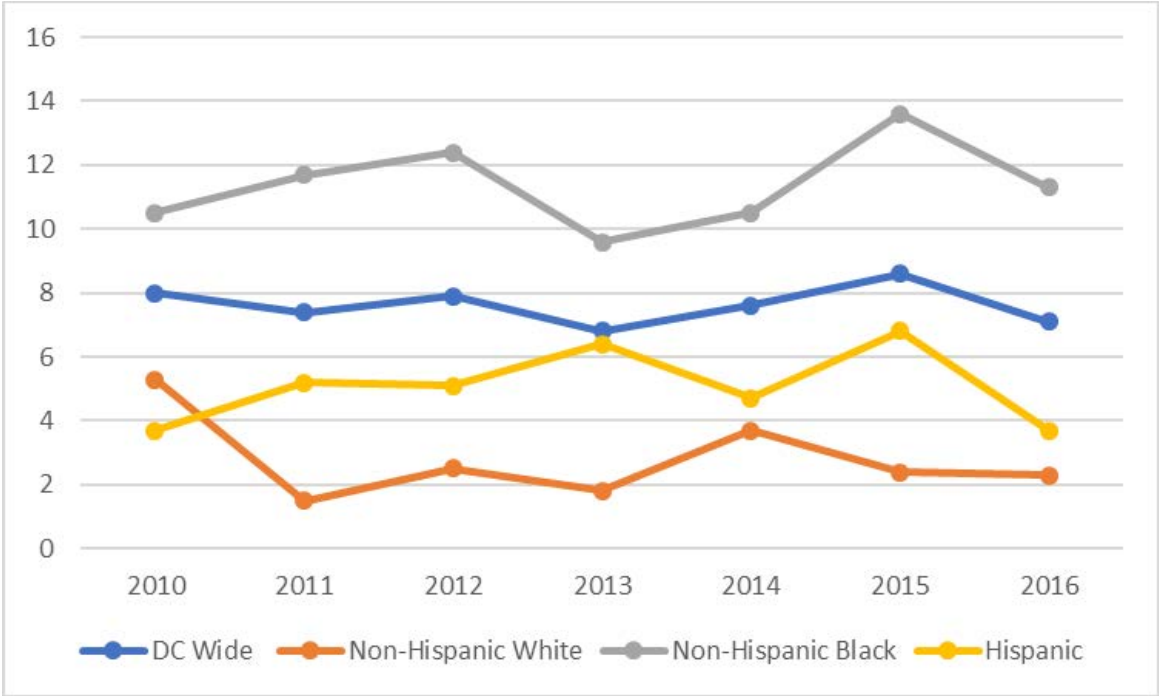
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5. Diabetes	25.6	5. Cerebrovascular Disease (Stroke)	37.6
6. Chronic Lower Respiratory Disease	23.1	6. Alzheimer’s Disease	29.4
7. Alzheimer’s Disease	19.2	7. Diabetes	21.3
8. Homicide/Assault	17.5	8. Influenza and Pneumonia	15.2
9. Influenza and Pneumonia	16.2	9. Kidney Disease	13.4
10. Septicemia	13.4	10. Suicide	13.3

(Sources: Center for Policy, Planning, and Evaluation; DC Health; Xu, Jiaquan, et al; Mortality in the United States, 2015; Centers for Disease Control and Prevention.)

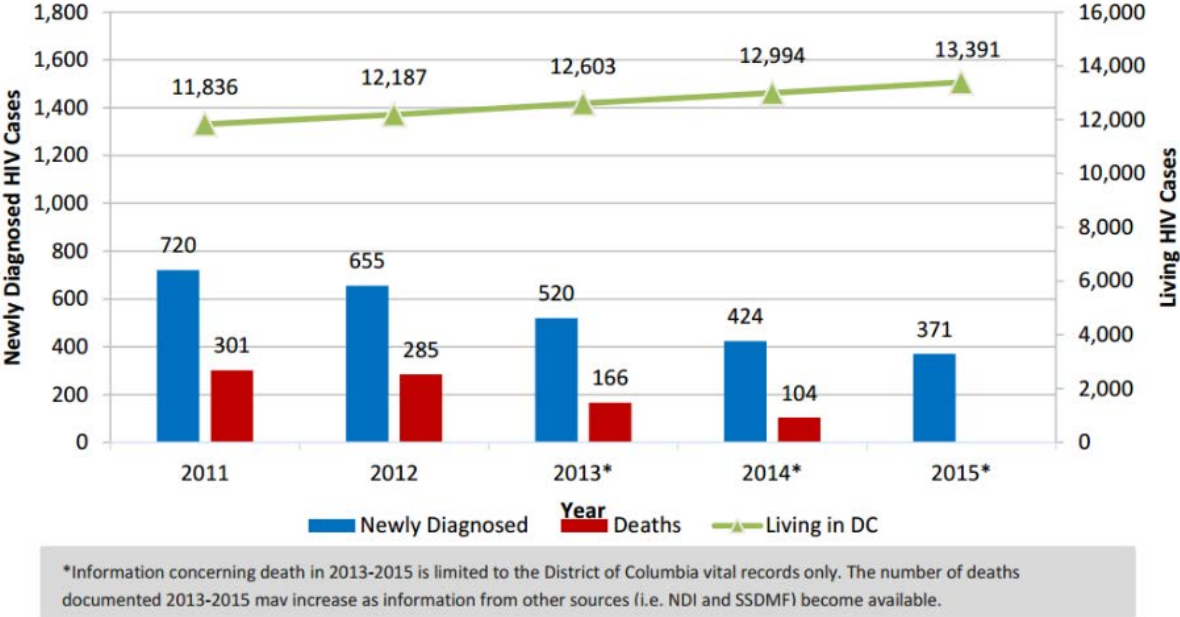
1105.14 Washington, DC has experienced improvements in perinatal health outcomes, such as a decline in infant mortality rate from 11.8 deaths per 1,000 births in 2009 to 7.1 in 2016. However, while the overall infant mortality rate has declined, significant disparities persist based on race and geography (Figure 11.4). In 2015, non-Hispanic Black mothers were five times more likely to experience infant mortality than non-Hispanic White mothers, and Hispanic mothers were 1.6 times more likely to experience infant mortality than non-Hispanic or White mothers in the District. 1105.14

1105.15 Figure 11.4. Infant Mortality Rate per 1,000 Live Births, District of Columbia, 2010-2016 1105.15



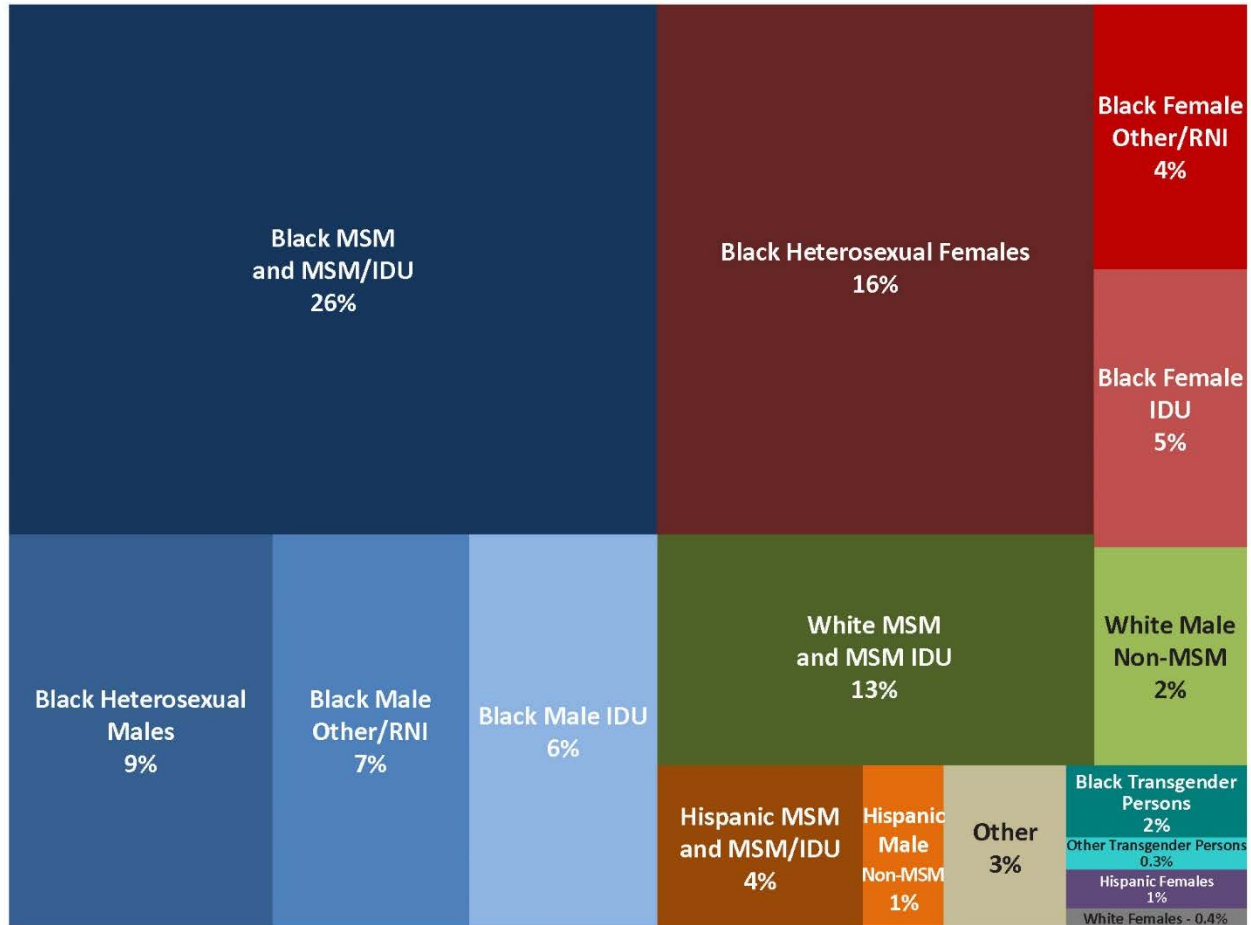
(DC Health, Perinatal Health Report, 2018)

1105.16 Figure 11.5: Newly Diagnosed HIV Cases, Deaths, and HIV Cases Living in the District by Year, 2011-2015 1105.16



(Source: HIV/AIDS, Hepatitis, STD, and TB Administration, Annual Epidemiology & Surveillance Report: Surveillance Data through December 2015, DC Health, 2017.)

1105.17 Figure 11.6: Proportion of HIV Cases Living in Washington, DC by Race/Ethnicity, Gender Identity, and Mode of Transmission, District of Columbia, 2015 (n = 13,391) 1105.17



*MSM: includes men who have sex with men;
 IDU: injection drug use;
 RNI: risk not identified
 Other: perinatal transmission, hemophilia, blood transfusion, and occupational exposure (healthcare workers);
 Non-MSM: All modes of transmission excluding MSM and MSM/IDU
 Hispanic Male non-MSM: Heterosexual, IDU, RNI, and other modes of transmission
 Black Female Other: RNI and other modes of transmission
 Black Male Other: RNI and other modes of transmission
 Hispanic Female: All modes of transmission
 White Female: All modes of transmission
 Other: All persons of other race with all modes of transmission
 Transgender persons: include both transgender men and transgender women

(Source: HIV/AIDS, Hepatitis, STD, and TB Administration, Annual Epidemiology & Surveillance Report: Surveillance Data through December 2015, DC Health, 2017.)

1105.18 As shown in Figure 11.5, approximately 1.9 percent of Washington, DC residents live with HIV (considered an epidemic level). While there were still newly diagnosed cases of HIV in 2017, this number declined significantly, by 31 percent from 2013 and by 73 percent from 2007. However, concerns remain as the populations with the highest rates of HIV are Black men and Black women. When examining residents living with HIV, 27 percent were Black men who have sex with other men and/or use injection drugs, 16 percent were heterosexual Black women, and 14 percent were White men who have sex with other men and/or use injection drugs in 2017. 1105.18

1106 CSF-2.1 Health and Health Equity 1106

1106.1 Health equity is defined as the commitment to ensuring that everyone has a fair and just opportunity to be healthier. Many of the determinants of health and health inequities in populations have social, environmental, and economic origins that extend beyond the direct influence of the health sector and health policies. Thus, public policies in all sectors and at different levels of governance can have a significant impact on population health and health equity. Washington, DC is moving toward a Health in All Policies (HiAP) approach, a systems-wide, cross-sector consideration of health in government decision-making. This HiAP approach seeks to advance accountability, transparency, and access to information through cross-sector and multilevel collaboration in government. 1106.1













1106.2 Access to affordable, equitable, quality clinical care and health behaviors are crucial for improving health outcomes. DC Health has advanced this framework through several strategic plans, including DC Healthy People 2020 (DC HP2020), the DC Health Systems Plan (HSP), and the DC State Health Innovation Plan (SHIP), and by continually developing and deploying innovative tools that help track and improve health outcomes. 1106.2

1106.3 Further, Sustainable DC 2.0, a multi-agency initiative led by OP and the Department of Energy and Environment (DOEE), includes the goal of improving population health by systematically addressing the link between community health and place, including where people are born, live, learn, work, play, worship, and age. Sustainable DC 2.0 sets a target of reducing racial disparities in the life expectancy of residents by 50 percent by 2032. 1106.3

1106.4 The District has adopted an overarching framework of health equity. Achieving health equity requires an explicit focus on and targeting of societal structures and systems that prevent all people from achieving their best possible health, including poverty, discrimination, and lack of access to economic opportunities.
1106.4

1106.5 Figure 11.7. Leading Health Indicator Chart, District of Columbia
District of Columbia Healthy People 2020, Annual Report and Action Plan 2017-2019 1106.5

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Number	Leading Health Indicator	Baseline (Year)	Recent (Year)	Target (2020)	Status
 5. Clinical Preventive Services					
C-5	Increase early detection for cancer (% in situ or local)	48.4% (2010)	55.2% (2014)	57.0%	
D-4	Reduce the proportion of persons with poor control of diabetes	37.1% (2013)	33.8% (2015)	27.2%	
HDS-4.1	Increase the proportion of adults with hypertension whose blood pressure is under control	55.7% (2013)	61.9% (2015)	77.4%	
IID-2.2	Increase the percentage of children aged 19 to 35 months who receive the recommended doses of vaccinations	66.2% (2010)	76.3% (2015)	80.7%	
 6. Social Determinants of Health					
AH-2.1	Increase the 4-year high school graduation rate	59% (10/11)	72.4% (16/17)	80%	
SDH-4	Decrease proportion of persons living in poverty	18.5% (2010)	18.0% (2015)	16.7%	
 7. Substance Use					
MHMD-4	Increase the proportion of persons with co-occurring substance use and mental disorders who receive treatment for both disorders	N/A	N/A	TBD	
 8. Oral Health					
OH-2	Increase percentage of residents who receive preventive dental care	71.1% (2012)	72.5% (2015)	78.2%	

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(Source: Annual Report & Action Plan, 2017-2019, DC Healthy People 2020, DC Health)

- 1106.5a Text box: Strategic Planning and Implementation Frameworks for Improving Community Health
The approach of DC Health to population health improvement consists of cross-cutting plans and implementation frameworks that include DC HP2020, SHIP, and HSP. 1106.5a
- 1106.5b DC HP2020, adopted in 2016, sets goals and targets for health outcomes for the year 2020 (the District’s leading health indicators are shown in Figure 11.7) and provides evidence-based strategies to improve them. As of 2017, five percent of the leading health indicators in HP2020 were met, 50 percent improved, 25 percent had no change, and 20 percent worsened. SHIP, released in 2016, seeks to improve primary health care, better coordinate care for vulnerable residents, enhance patient care experience, and reduce costs. Finally, HSP, released in 2017, serves as the District’s roadmap for developing a comprehensive, accessible, equitable health care system through comprehensive assessment of community needs, provider capacity, and service gaps and strategies for strengthening health services. 1106.5b
- 1106.5c Together, these three plans identify the strategic needs and priorities essential to Washington, DC’s community health improvement agenda and advancing social and structural determinants of health for all residents. These plans are all informed by an equity lens, recognizing the importance of social and structural determinants in population health outcomes. 1106.5c
- 1106.5a1 Text box: Person-Centered Thinking and Cultural and Linguistic Competence
The District recognizes that person-centered thinking, cultural competence, and linguistic competence are keys to promoting equity in health. Person-centered thinking is a philosophy that encourages positive control and self-direction of people’s own lives. Cultural competency is the ability of District agencies to deliver services in a manner that affirms worth, preserves dignity, and honors the preferences and choices of people of all cultures and human identities in accordance with the DC Human Rights Act, which makes discrimination illegal based on 19 protected traits. Cultural competency also incorporates a person’s cultural values, beliefs, practices, mode of communication, and economic status, including sensitivity to the environment from which the person comes and to which the person may ultimately return, in all aspects of service delivery.

Linguistic competence involves the District's ability to communicate in a manner and through modes that can be easily understood by diverse groups, including but not exclusive to persons who have low literacy skills or are not literate, persons with disabilities, and persons who have limited and non-English proficiency.

1106.5a1

- 1106.6 ***Policy CSF-2.1.1: Enhance Health Systems and Equity***
Support the Strategic Framework for Improving Community Health, which seeks to improve public health outcomes while promoting equity across a range of social determinants that include health, race, gender, income, age and geography. 1106.6
- 1106.7 ***Policy CSF-2.1.2: Advancing Inclusion for All People in the District***
Promote person-centered thinking as well as linguistic and cultural competence across District agencies, especially those that deliver long-term services and supports. Inclusion can also be enhanced by improved cross-agency communications and coordination of service delivery to all residents. 1106.7
- 1106.8 ***Policy CSF-2.1.3: Health in All Policies***
Advance a health-forward approach that incorporates health considerations early in the District's government planning processes. 1106.8
- 1106.9 ***Action CSF-2.1.A: Public Health Goals***
Continue efforts to set public health goals and track and evaluate key health indicators and outcomes. 1106.9
- 1106.10 ***Action CSF-2.1.B: Primary Health Care Improvements***
Intensify efforts to improve primary health care and enhance coordination of care for the District's most vulnerable residents to improve health, enhance patient experience of care, and reduce health care costs. 1106.10
- 1106.11 ***Action CSF-2.1.C: Health Care System Roadmap***
Continue refining and implementing the District's health care system roadmap for a more comprehensive, accessible, equitable system that provides the highest quality services in a cost-effective manner to those who live and work in the District. 1106.11
- 1106.12 ***Action CSF-2.1.D: Advance People-Centered Thinking and Cultural and Linguistic Competency***

Enhance and expand training of District agency employees regarding people-centered thinking and cultural and linguistic competency. 1106.12

- 1106.13 ***Action CSF-2.1.E: Built Environment and Health Outcomes***
Explore tools that can help decision-makers, practitioners, and Washington, DC residents to better understand how changes in the built environment can affect human health. Such tools can include Health Impact Assessments (HIAs). 1106.13
- 1106.14 ***Action CSF-2.1.F: Advancing Grocery Store Access in Underserved Areas***
Enhance healthy food access, address diet-related health disparities, and generate economic and social resilience by supporting the development of locally owned, community-driven grocery stores in areas with low access to healthy food options. Such support should include targeted financing, technical assistance, and co-location with new mixed-use developments. 1106.14
- 1107 CSF-2.2 Healthy Communities and Resilience 1107**
- 1107.1 Healthy communities, where social and structural determinants of health are met and supported, are also resilient communities. According to the U.S. Department of Health and Human Services (USDHHS), “health is a key foundation of resilience because almost everything we do to prepare for disaster and preserve infrastructure is ultimately in the interest of preserving human health and welfare.” Communities with poor health outcomes and disparities in disease incidence, physical activity levels, and healthy food and health care access are more vulnerable and slower to recover from major shocks and chronic stressors. When these social and structural determinants of health are addressed, communities improve their ability to withstand and recover from disaster, becoming more resilient. 1107.1
- 1107.2 While much focus is given to the vulnerability of the built environment and physical systems, underlying social and economic conditions of communities also play a significant role in their ability to recover rapidly from system shocks, such as extreme weather events, public health emergencies, or security incidents. Thus, community resilience is directly related to the ability of a community to use its assets to improve the physical, behavioral, and social conditions to withstand, adapt to, and recover from adversity. 1107.2

- 1107.3 Given the strong links among resilience and community health, equity, and social cohesion, communities can employ multiple strategies to become more resilient, including improving access to health care facilities and social services, increasing access to healthy foods, expanding communication and collaboration within communities so that individuals can help each other during adverse events, and providing equitable disaster planning and recovery, recognizing that some areas of the District will be more heavily impacted than others due to existing socio-economic conditions and other factors. These cross-cutting components of resilience and public health are addressed with policies that are contained throughout the Comprehensive Plan. While this section focuses on health facilities and services, it is important to understand these within the broader context of health in all policies, equity, and resilience. 1107.3
- 1107.4 ***Policy CSF-2.2.1: Behavioral Health and Resilience***
Leverage the links between behavioral health and the resilience of individuals to bolster District efforts to build community resilience. These factors include programs and activities that enhance the well-being of Washington, DC residents by preventing or intervening in behavioral health issues, depression or anxiety, and substance abuse. These and other measures can strengthen the ability of individuals, households, and neighborhoods to be prepared for and recover from potential emergencies and disasters. 1107.4
- 1107.5 ***Action CSF-2.2.A: Assessing Disparities and Supporting Recovery Strategies from Adverse Events***
Assess the impacts of adverse events on communities with varying socioeconomic characteristics and levels of vulnerability. Track disparities in impacts to help inform response and recovery strategies aimed at reducing inequity and strengthening communities. 1107.5
- 1108 CSF-2.3 Health Facilities and Services 1108**
- 1108.1 Over the last decade, the District focused public health efforts on expanding primary care across Washington, DC. During this time, the District invested over \$71 million in the construction of new state-of-the-art primary care facilities and the renovation of existing primary care facilities across Washington, DC. DC Health funded a total of 15 medical home-focused capital expansion projects between 2006 and 2016 in seven of the District's eight wards (1, 2, 4, 5, 6, 7, and 8). Twelve of these 15 projects were completed in collaboration with the District

of Columbia Primary Care Association (DCPCA), a nonprofit health care and advocacy organization dedicated to improving the health of Washington, DC's vulnerable residents by ensuring access to high-quality primary health care, regardless of one's ability to pay. DCPCA has worked for more than a decade to enlarge and enhance the network of community health centers and to improve access to non-emergency care regardless of one's ability to pay. 1108.1

1108.2 These past investments have increased provider capacity throughout Washington, DC. The strategic focus needs to emphasize coordinated, patient-centered care: the right care, at the right time, in the right place. Looking to the future, the District should invest in addressing the underlying factors that pose persistent barriers, including factors that lead to the underuse of preventive services, while retaining emergency care capacity. 1108.2

1108.3 While health care coverage in the District was already high after the 2006 adoption of the Comprehensive Plan, implementation of the federal Affordable Care Act (ACA) in 2010 provided more residents with increased access to health insurance—leading to Washington, DC achieving the second-highest coverage rate in the nation in 2017. As highlighted in the District's 2017 HSP, the ACA led to early expansion of Medicaid in the District, which in turn raised health insurance coverage to 93 percent of adult residents and 96 percent of children residing in the District. While significant strides have been made, Washington, DC residents, particularly residents of color, continue to face barriers to accessing some types of health care. Promoting health care coverage and appropriate use of services for all its residents therefore continues to be a challenge in the District. 1108.3

1108.4 Washington, DC is fortunate to have many health care facilities, including full-service hospitals, primary care health centers, long-term care facilities, and assisted living residences (ALRs). Additionally, as shown in Figure 11.8, in 2017 there were 161 pharmacies and a variety of outpatient private medical facilities in Washington, DC that offer an expanding range of services. However, with the changing demographic and health care services landscape, new needs and gaps have emerged. 1108.4

1108.5 Hospitals are an important part of the health care delivery system. Numerous hospitals provide services to Washington, DC residents, including large full-service facilities, such as the George Washington University Hospital, the Medstar Georgetown University Hospital, and the Medstar Washington Hospital

Center, and more specialized facilities such as the Psychiatric Institute of Washington. The text box to the right includes a list of existing hospitals located within Washington, DC . 1108.5

- 1108.5a Text box: Hospitals in the District of Columbia as of 2019
1. BridgePoint Capitol Hill Hospital (Long-Term Acute Care)
 2. BridgePoint National Harbor Hospital (Long-Term Acute Care)
 3. Children’s National Medical Center (Acute Care) 4. Hospital for Sick Children Pediatric Center (Specialty Care)
 5. Howard University Hospital (Acute Care)
 6. Medstar Georgetown University Medical Center (Acute Care) 7. Medstar National Rehabilitation Hospital (Rehab Services)8. Medstar Washington Hospital Center (Acute Care)
 9. Psychiatric Institute of Washington (Behavioral Health)
 10. St. Elizabeths Hospital (Behavioral Health)
 11. Sibley Memorial Hospital (Acute Care) 12. The George Washington University Hospital (Acute Care)
 13. United Medical Center (Acute Care)
 14. Veterans Affairs Medical Center. 1108.5a
- 1108.6 The distribution of these facilities across Washington, DC is presently uneven, with most hospital beds on the west side of the District and only one planned full-service hospital in Wards 7 and 8. 1108.6
- 1108.7 In addition to hospitals, the District counts on a broad array of facilities that provide a wide range of health care and health services. Many of these facilities provide services that enable Washington, DC residents to age in their communities. As of 2017, the District has 12 ALRs, which provide long-term care in the form of housing, health, and personalized assistance. However, ALRs are not distributed throughout the District and ALR fees may exceed the means of many District residents. Some Washington, DC residents who are not eligible to receive Medicaid benefits find it challenging to pay for ALR care. Many smaller, private-pay ALR providers closed their doors in recent years due to their inability to meet regulatory requirements or attain financial support. 1108.7
- 1108.8 Prior to the advent of ALRs in 2009, the District had approximately 20 homes licensed as Community Residence Facilities (CRFs), most located in Wards 7 and 8 and catering to low-income residents. However, there has been a steady decline in the number of CRFs, as most of them converted to ALRs. In 2017, three CRFs

remain in business, and while they provide support in a safe, hygienic, and protective living arrangement, today’s CRF residents generally require a lower level of care and services than those residing in ALRs. However, that, too, is changing, as CRF residents who also wish to age in place find that their support needs are becoming more intensive and costly. In addition to facilities, it is important to consider the growing need for health care workers, including home health care workers, to provide the services that offer older adults care and housing options, including aging in place at home. 1108.8

1108.9 In addition to CRFs and ALRs, Washington, DC’s four hospices and 18 nursing facilities continue to provide care and services to those who meet admission criteria. Two facilities provide hospice care where the patient resides, including their home or a long-term care facility. The District continues to support development of hospices and other long-term care facilities to serve those with a need for these services. 1108.9

1108.10 For a more detailed picture of health service facilities in the District, please see Figure 11.8, Health Service Facilities in the District. 1108.10

1108.11 Figure 11.8. Health Services Facilities in the District 1108.11

Facility Type	Facility Subtype	Physical Characteristics	Number in the District	Ownership (public/private)	District Role	Eligibility	Services Offered	Stay Type	Notes/Other Issue Areas
Long-Term Care Facilities	ALRs	Institutional, residential	12	Private ownership	District licenses and regulates	Over 60, privately insured, and private pay, and three subsidized by Medicaid	Long-term care that provides housing, health, and personalized assistance in accordance with individually developed service plans.	Live-in, long-term stays	Three subsidized through Medicaid Home- and Community-Based Waiver Program; nine funded through private payments; many of the smaller, private-pay ALR providers closed in recent years because they could not meet regulatory requirements or acquire financial support to allow residents to age in place.
	CRFs	Institutional, residential	3	Private ownership	District licenses and regulates	Over 60, privately insured, and private pay, and Supplemental Security Income	Provides a sheltered living environment for individuals who desire or need such an environment because of their physical, mental, familial, social, or other circumstances.	Live-in, long-term stays	20 prior to 2009; most converted to ALRs; most catered to low-income residents.

ENGROSSED ORIGINAL

Facility Type	Facility Subtype	Physical Characteristics	Number in the District	Ownership (public/private)	District Role	Eligibility	Services Offered	Stay Type	Notes/Other Issue Areas
	Community Residences for Individuals with Intellectual Disabilities	Residential	19	Private ownership	District licenses and regulates	Medicare, Medicaid, and EPD waiver	Provides a home-like environment for at least four but not more than eight individuals with intellectual disabilities who require specialized living arrangements, programs, support services, and equipment for their care and habilitation.	Live-in, long-term stays	
	Intermediate Care Facilities for Individuals with Intellectual Disabilities	Residential	66	Private ownership	District licenses, federally certifies, and regulates	Medicare and Medicaid	Provides active treatment in the least restrictive setting. Includes all needed services for individuals with intellectual disabilities with related conditions whose mental or physical condition require services on a regular basis that are above the level of a residential or room and board setting and can only be provided in a facility equipped and staffed to provide the appropriate services.	Live-in, long-term stays	
	Hospices	Institutional	4 (2 inpatient and 2 home hospice)	Private ownership	District federally certifies and regulates	Provide care and services to residents who meet admission criteria without discrimination or disease.	Two facilities provide inpatient hospice care where the patient resides, including the patient's home or a long-term care facility.	Live-in only stays	Need more education on the hospice concept, including palliative care and pain management.
	Nursing Facilities	Institutional	18	16 private ownership and 2 District ownership	District licenses, federally certifies, and regulates	Medicaid, Medicare, privately insured, and private pay	Provides acute and chronic health care and personalized assistance in accordance with individual care plans.	Live-in only stays	
Hospitals	N/A	Institutional	14	12 private or 2 District ownership public ownership	District licenses, federally certifies, and regulates	All	Provides emergency room services (except for six) and all other services, including some specialties such as skilled care services, intensive care units, and psychiatric units.	Short-term, outpatient stays	
Ambulatory Surgical	N/A	Outpatient	6 (1 HMO)	Private ownership	District licenses,	All, except children	Provides surgical services to patients	Short-term,	

ENGROSSED ORIGINAL

Facility Type	Facility Subtype	Physical Characteristics	Number in the District	Ownership (public/private)	District Role	Eligibility	Services Offered	Stay Type	Notes/Other Issue Areas
Centers					federally certifies, and regulates		not requiring hospitalization and for whom the expected duration of services would not exceed 24 hours following an admission.	outpatient stays	
End-Stage Renal Disease (Dialysis) Centers	N/A	Outpatient	21 (2 nursing homes, 1 hospital, 1 HMO, 1 home program)	Private ownership	District federally certifies and regulates	All	Provides both hemodialysis and peritoneal dialysis for patient to repair renal functions.	Short-term, outpatient stays	
Maternity Centers	N/A	Outpatient	1	Private ownership	District licenses and regulates	All, except children	Provides antepartum and postpartum care to women eligible for labor and delivery through a developed plan of care.	Short-term, outpatient stays	
Pharmacies	N/A	Community, institutional	161	Private and public ownership	District licenses and regulates	All three pharmacies owned by DC Government: St. Elizabeths, 35 K Street NE, and United Medical Center	Dispenses medications for patients.	Outpatient stays	147 community pharmacies; 14 institutional pharmacies.
Private Clinics	N/A	Institutional		Private ownership	District licenses and regulates	All	Offers full range of primary care.	Varies	
Medical Homes DC	N/A	Varies by location		Private ownership	District licenses and regulates; can provide grant and other funding and disburse Medicaid reimbursements	All uninsured and underinsured residents	Varies by location.	Varies	

(Source: DC Health, 2017)

1108.12 The 2017 HSP aims to provide the equitable geographic distribution of community health care facilities throughout Washington, DC . The primary means of achieving this goal is the Certificate of Need (CON) Program, which reviews

proposals for the establishment and/or expansion of health care facilities and services in the District. An upcoming Primary Care Needs Assessment will provide greater clarity concerning the relationship between facilities and services and how these can better meet the needs of the District population . 1108.12

1108.13 In addition, the District’s Health Strategic Framework emphasizes the importance of applying evidence-based programs for special populations with chronic and complex conditions and promotes healthy aging. DDS and DACL are well-positioned to support implementation of these key goals through their plans and programming. DC Health also supports policies to better coordinate resident- and patient-centered services for residents. 1108.13

1108.14 ***Policy CSF-2.3.1: Primary and Emergency Care***
Ensure that high-quality, affordable primary health care, preventive health, and urgent care centers are available and accessible to all District residents. Medical facilities should be geographically distributed so that all residents have safe, convenient access to such services. Priority should be given to improving accessibility and quality of services at existing facilities/centers. New or rehabilitated health care facilities, where warranted, should be developed in medically underserved and/or high-poverty neighborhoods and in areas with high populations of older adults, persons with disabilities, persons experiencing homelessness, and others with unmet health care needs. 1108.14

1108.15 ***Policy CSF-2.3.2: Public-Private Partnerships***
Develop public-private partnerships to build and operate a strong, cohesive network of community health centers in areas with few providers or health programs. 1108.15

1108.16 ***Policy CSF-2.3.3: Coordination to Better Serve Older Adults and Residents With Disabilities***
Design and coordinate health, housing, and human services to foster the maximum degree of independence for older adults and persons with disabilities. 1108.16

1108.17 ***Policy CSF-2.3.4: Connecting for New Families***
Encourage the creation and implementation of initiatives that can improve health care navigation for new families. 1108.17

- 1108.18 ***Policy CSF-2.3.5: Development and Coordination of Behavioral Health Issues and Substance Abuse Treatment Facilities***
Coordinate development of an adequate number of equitably distributed and conveniently located behavioral health issues and substance abuse treatment facilities to provide easily accessible, high-quality services to those District residents in need of such services. DC HP2020 identified behavioral health issues as the District's number one priority. 1108.18
- 1108.19 ***Policy CSF-2.6: Health Care Planning***
Continue to use strategic plans to improve community health. These plans integrate demographic forecasts and health data to prepare for Washington, DC's socio-economic changes and growth. 1108.19
- 1108.20 ***Policy CSF-2.3.7: Hospices and Long-Term Care Facilities***
Support the development of hospices and other long-term care facilities for persons with advanced HIV/AIDS, cancer, and other disabling illnesses, such as dementia, including Alzheimer's. 1108.20
- 1108.21 ***Policy CSF-2.3.8 Increasing Supply of Facilities That Support Assisted Living***
Promote expansion of the supply of facilities that provide assisted living services in Washington, DC. These include ALRs and CRFs, as well as adult daycare facilities. Encourage actions to expand the workforce numbers and appropriate skills of health care workers, including home health care workers, to support aging in place and assisted living. 1108.21
- 1108.22 ***Policy CSF-2.3.9: Improving Access to Long-Term Supports and Services for Vulnerable Populations***
Continue to improve access to long-term supports and services (LTSS) for vulnerable populations, including people with disabilities, older adults and their families, and members of the LGBTQ+ community. Enhance the network of government and nonprofit organizations that provide LTSS to these individuals and seek to improve their experience. 1108.22
- 1108.23 ***Policy CSF-2.3.10: Prioritize Investment in High-Quality Health Care Services for Underserved Residents in Wards 7 and 8***
Prioritize investment in high-quality health care services for residents, specifically for residents living in Wards 7 and 8, by developing a new acute care community hospital and health services complex at the St. Elizabeths East campus in Ward 8.

Support the medical education, research, and technology uses that the new hospital and health services complex aims to provide. 1108.23

1108.24 ***Action CSF-2.3.A: Review Zoning Issues***

Continue to review and assess zoning regulations to identify barriers to, and create opportunities for, increased access to primary care facilities and neighborhood clinics, including through the reuse of existing non-residential buildings in residential zones, after a public review and approval process that provides an opportunity to address neighborhood impacts. 1108.24

1108.25 ***Action CSF-2.3.B: Increase Supply of Assisted Living Residential Facilities (ALRs) and of Community Residential Facilities (CRFs)***

Explore a variety of approaches for increasing the number of CRFs, as well as small and mid-size ALR facilities, in underrepresented areas and areas of high need in the District. These approaches can include financial strategies and partnerships, as well as regulatory reform. Work to increase community awareness of these needs. 1108.25

1108.26 ***Action CSF-2.3.C: Connecting District Residents to Resources***

Continue to maintain a digital resource portal that disseminates resources on a cross-agency basis to better connect people with government and community-based health resources. 1108.26

1108.27 ***Action CSF-2.3.D: Improving Coordination and Service Delivery Among District Agencies***

Explore the potential to create and implement a cross-agency case management system that can enhance coordination among relevant agencies to improve service delivery to persons with disabilities, older adults, members of the LGBTQ+ community, and other vulnerable populations. 1108.27

1108.28 ***Action CSF-2.3.E: Health in All Policies***

To the extent possible, relevant District agencies should evaluate the potential impact of their policies and actions on population health and align these with strategies identified in Sustainable DC 2.0 and in the 2017-2019 Action Plan of DC HP2020. 1108.28

1108.29 ***Action CSF-2.3.F: No Wrong Door/DC Support Link***

Continue to develop a person- and family-centered and linguistically and culturally responsive No Wrong Door system (also known as DC Support Link)

across District agencies that can better support the needs of people with disabilities, older adults, and their families by providing them with links to government and community-based resources, such as LTSS, regardless of their point of entry into the District’s service system. 1108.29

1109 CSF-2.4 Senior/Older Adult Care 1109

1109.1 The population of older adults or seniors (persons 60 years of age and older) is expected to continue to grow at a steady rate and to be the fastest growing segment of the District’s population during the next 15 to 20 years. Although DACL and several affiliated nonprofit organizations already provide a comprehensive system of health care, education, employment, and social services for Washington, DC’s older adult population, these entities may be hard pressed to keep up with demand as the number of older adults in the District rises. The 2017 older adult population of 118,275 (17 percent of the total population) is forecasted to rise to 132,648 in 2025 and to 141,381 by 2030. As of 2017, about 36 percent of the District’s older adults 65 years and older live alone. Some 37.4 percent of older adult households have no personal vehicle, and 36.5 percent have some type of disability. The largest percentages of older adults are in Rock Creek West and Rock Creek East. Many are homeowners, caring for their properties on a fixed income . Others are primary caregivers for their grandchildren, facing the challenge of raising a family as they age. 1109.1

1109.1a Text box: Seniors and Older Adults
Washington, DC residents have expressed mixed preferences regarding use of the word “senior” compared with older adults to refer to persons 60 and over. Since many District programs and facilities have the word “senior” in their titles, both approaches are used interchangeably in this section of the Comprehensive Plan. 1109.1a

1109.1a1 Text box: Age-Friendly DC
Age-Friendly DC is part of the World Health Organization’s Network of Age-Friendly Cities and AARP’s Network of Age-Friendly Cities and Communities. The initiative aims to prepare the built environment, change attitudes about growing older and lifelong health and security to better accommodate the growing numbers of older adults in Washington, DC, and promote healthy aging and purposeful living at every age. The Age-Friendly DC effort began in October 2012 and resulted in the 2012-2017 Age-Friendly DC Strategic Plan. In 2017, the

World Health Organization and AARP recognized Washington, DC as a “Top City in Age-Friendly Policies.” Building upon the success of its first five-year planning and implementation cycle, the Office of the Deputy Mayor for Health and Human Services released the 2018-2023 Age-Friendly DC Strategic Plan in October 2018.

This plan, which guides the work of the initiative, outlines a number of strategies for the District to pursue across 14 domains:

- 1) Outdoor Spaces and Buildings
- 2) Transportation
- 3) Housing
- 4) Social Participation
- 5) Respect and Social Inclusion
- 6) Civic Participation and Employment
- 7) Communication and Information
- 8) Community Support and Health Services
- 9) Emergency Preparedness and Resilience
- 10) Elder Abuse, Neglect, and Fraud
- 11) Financial Security
- 12) Lifelong Learning
- 13) Public Safety
- 14) Caregiving. 1109.1a1

1109.2 The policies below focus on the importance of senior wellness centers and other services and care facilities for older adults. As of 2017, there were six senior wellness centers located across the District. . A variety of services, programs, and opportunities for socialization are delivered from these facilities, including nutrition, exercise, health care, creative arts, and education. Future reinvestment will deploy a more decentralized approach and feature more partnerships with DPR, faith-based groups, and community organizations with a focus on promoting intergenerational and other satellite activities for isolated residents, thereby serving the District’s growing senior population and enhancing their quality of life.. 1109.2

See also the Transportation; Urban Design; Parks, Recreation, and Open Space; and Housing Elements for additional policies about older adults/seniors.

- 1109.3 ***Policy CSF-2.4.1: Senior/Older Adult Care Facilities Programming***
Develop new programming and activities at existing community facilities, including faith-based institutions, health facilities, libraries, recreation centers, and parks. Explore partnerships with District youth to increase interaction and learning across generations. Attain community input on preferences and needs for fitness and wellness . 1109.3
- 1109.4 ***Policy CSF-2.4.2: All-Inclusive Care for Seniors/Older Adults***
Encourage the development of neighborhood-based, interdisciplinary, holistic models of care that promote community living and independence. 1109.4
- 1109.5 ***Policy CSF-2.4.3: Senior Wellness Centers***
Maintain and upgrade the District’s six senior wellness centers, helping ensure they continue to promote the health and wellness of residents 60 years of age and older across Washington, DC. 1109.5
- 1109.6 ***Policy CSF-2.4.4: Age-Friendly Built Environment Strategies***
Advance built environment strategies that support lifelong health and security for residents of all ages. Examples of such strategies include improvements to lighting, signage, and accessibility and safety of roads, sidewalks, and recreational paths for older adults. 1109.6
- 1110 CSF-3 Libraries and Information Services 1110**
- 1110.1 As one of world’s leading centers of information and knowledge, Washington, DC has a state-of-the-art public library system, which combines high-quality physical buildings with new technology, an expanded online presence, inviting public spaces for meetings and gatherings, and programs and collections that meet the needs of all residents, including immigrants and other newcomers to Washington, DC. The District’s libraries help children succeed in school and adults improve their reading skills, while supporting career advancement and life enrichment goals. The District aspires to nothing less than greatness as it creates a library system that demonstrates Washington, DC’s commitment to meeting the educational, cultural, and lifelong learning needs of all of its residents. 1110.1
- 1110.2 Washington, DC’s public library system is planned and managed by DCPL, an independent agency. The Board of Library Trustees sets policy for DCPL. Its nine members are unpaid District residents appointed by the mayor and confirmed by

the Council for a maximum of two five-year terms. There are currently 26 library facilities, including the central Martin Luther King, Jr. Memorial Library, and 25 neighborhood libraries. 1110.2

1110.3 Since 2006, there has been significant investment in library buildings, technology, books, and other materials, as well as expanded programming and hours of operation. Nineteen of the 26 facilities are entirely new or have been fully renovated; multiple are in design or under construction; and DCPL intends to modernize the remaining facilities thereafter. The DCPL system now boasts four million visits a year. From 2008 to 2016, the number of materials borrowed annually increased by 250 percent, the number of public access computers increased by 150 percent, and the number of active library accounts increased by more than 60 percent. 1110.3

1110.4 In late 2005, the Mayor's Task Force on the Future of the District of Columbia Public Library System produced a Blueprint for Change that recommended rebuilding the library system from the ground up. That report made two fundamental recommendations:

- 1) To revitalize DCPL's neighborhood libraries to meet 21st-century opportunities; and
- 2) To build a new Martin Luther King, Jr. Memorial Library that inspires and empowers. 1110.4

1110.5 Implementation of the first recommendation has been underway over the last decade, while the second is now in progress. The District is working to enhance the library's role as a community learning hub, with neighborhood branches serving diverse neighborhoods in different ways. 1110.5

1110.6 In 2017, DCPL released a Strategic Plan, Know Your Neighborhood, that outlines priorities, goals, and initiatives through 2021. The plan follows an intensive community outreach process that engaged with more than 2,000 residents. The plan identifies four priority areas:

- 1) Reading: Support new readers and cultivate a love of learning;
- 2) Digital Citizenship: Prepare residents for life online;
- 3) Strong Communities: Neighborhood libraries should be vital centers of community learning and civic engagement; and
- 4) Local History and Culture: Foster understanding and appreciation of what makes Washington, DC unique. 1110.6

1110.7 The DCPL Strategic Plan also includes a focus on stewardship so that each library is responsive to community needs. DCPL is also seeking external funding and resources to deepen the library’s impact and is working to increase awareness of libraries and the services they provide among constituents. Three key metrics have been established to measure future success: (i) 75 percent of all District residents with active library accounts, (ii) five million library items borrowed annually, and (iii) five million visits to library locations and outreach events annually. 1110.7

1110.8 Reinvestment in the library system is transforming the role of the library, making it a neighborhood focal point and gathering place, rather than simply a repository for books. Washington, DC has embraced the principle of Know Your Neighborhood, aiming for each neighborhood library to be responsive to and reflective of the distinctive communities it serves and tailoring its services and programs to reflect local needs. The library is envisioned as a haven for learning and civic expression and a place that enables residents in each neighborhood to meet their information and learning needs. In addition, each branch library should provide a home for cultural events, classes and programs, and community activities. Libraries are also envisioned as keepers of the story of each District neighborhood, providing a window into local history and culture. 1110.8

1111 CSF-3.1 Library Facilities 1111

1111.1 Map 11.1 shows the location of DCPL facilities as of 2017. As noted earlier, the current system includes the central library and 25 branches. 1111.1

1111.1a Text box: DC Public Library System
As of 2018, DCPL is one of a few large urban library systems in the country that is open seven days per week in all locations. Nineteen of its 26 facilities are new or fully renovated, with many in some stage of design or construction. The system boasts four million annual visits from individuals who use the library’s technology, meeting rooms, books, and digital resources in record numbers. The library looks to build on this progress in the years to come. 1111.1a

1111.2 In 2017, the District began a \$208 million modernization of the Martin Luther King, Jr. Memorial Library. This three-year project will preserve and restore Mies Van Der Rohe’s notable glass and steel library building exterior but significantly alter much of the interior to accommodate new programs and functions that could

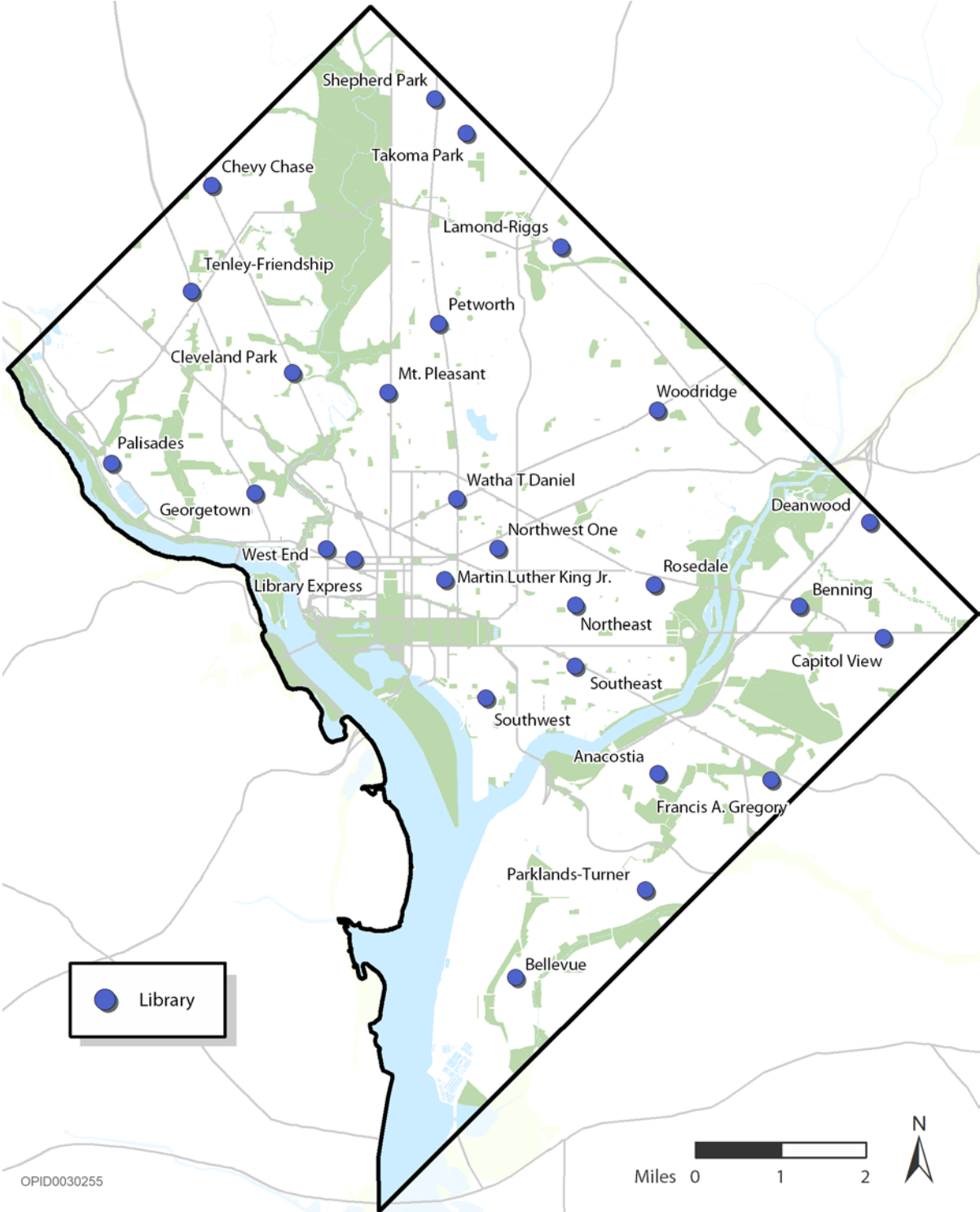
not have been imagined when the building was designed in the late 1960s. The renovation will add creative spaces, a café, new space for special collections and exhibitions, a double-height reading room, and a rooftop event space and terrace. As of 2019, four of the six remaining modernizations are in some stage of design or construction: Southeast, Southwest, Lamond-Riggs, and the Martin Luther King, Jr. Memorial Library. Funding has not yet been allocated for the remaining two modernizations: Chevy Chase and Shepherd Park libraries.

1111.2

1111.2a Text box: Martin Luther King, Jr. Memorial Library
Washington, DC's modernized flagship library will include a spectacular new, vibrant, and transparent entryway; sculptured, monumental stairs; a large auditorium and conference center; creative spaces for fabrication, music production, and art creation; a ground-level café with patio; a double-height reading room; a newly designed special collections space for researchers and research enthusiasts; and a rooftop events space with a terrace. End Text Box.
1111.2a

1111.3 In addition to ongoing modernization work, DCPL continues to focus on improving access to library materials for all users, including students, educators, persons with disabilities, adult learners, and English language learners. . 1111.3

1111.4 Map 11.1: DCPL Sites 1111.4



(Source: District of Columbia Public Libraries, 2017)

- 1111.5 ***Policy CSF-3.1.1: State-of-the-Art Public Library System***
Ensure that the District has a state-of-the-art Central Library and branch libraries that meet the information and lifelong learning needs of District residents. 1111.5
- 1111.6 ***Policy CSF-3.1.2: Libraries as Civic Infrastructure***
Recognize libraries as valuable public infrastructure that support residents of all ages through intellectual development, workforce development, and cultural activation, programming, and exchange. 1111.6
- See also the Arts and Culture Element for related policies.*
- 1111.7 ***Policy CSF-3.1.3: Providing Flexible Spaces in Libraries***
Encourage library facilities to incorporate multidisciplinary arts, heritage, and cultural programming by providing flexible spaces for meetings, displays, and presentations and, where feasible, dedicated spaces for learning and producing cultural work. 1111.7
- See also the Arts and Culture Element for related policies.*
- 1111.8 ***Policy CSF-3.1.4: Tailoring Libraries to the Neighborhoods They Serve***
Encourage library functions, services, and spaces to be tailored in accordance with each neighborhood’s needs. 1111.8
- 1111.9 ***Policy CSF-3.1.5: Promote Libraries as Keepers of Local Heritage and Culture***
Support libraries as community and cultural anchors that can preserve local history. 1111.9
- 1111.10 ***Policy CSF-3.1.6: Supporting Immigrants***
Continue to support immigrants to Washington, DC by providing welcoming spaces and materials, resources, and programs in multiple languages as part of DCPL offerings. 1111.10
- 1111.11 ***Action CSF-3.1.A: Martin Luther King, Jr. Memorial Library Modernization***
Complete the modernization of the Martin Luther King, Jr. Memorial (Central) Library, which serves as a vital center of Washington, DC’s education and civic life. The modernization will accommodate state-of-the-art library services and

technology and enhance public space both within and outside the building. The Central Library should continue to be an architectural civic landmark — a destination and gathering place for residents from across the District. 11101.11

1111.12 ***Action CSF-3.1.B: Branch Libraries***

Complete the remaining modernization of Washington, DC’s branch libraries. Each neighborhood library should provide a safe and inviting space with services and programs tailored to meet the needs of local residents. Each branch library should be designed to be flexible to provide a variety of offerings and have a clearly visible entrance and an open, inviting, and attractive facade. 1111.12

1111.13 ***Action CSF-3.1.C: Library Funding***

Continue to explore new, dedicated funding sources for the O&M of each library. This includes annual funding for collections development and programming; programs and services, including literacy, cultural, and computer training programs; and building repair and maintenance. 1111.13

1111.14 ***Action CSF-3.1.D: Libraries and Local History***

Implement initiatives such as oral histories, historic archives and collections, and Know Your Neighborhood programs throughout the library system. Such initiatives should foster a deeper understanding of local history and culture, enabling residents to explore and understand their community and District. 1111.14

See also the Arts and Culture Element for related policies.

1111.15 ***Action CSF-3.1.E: Archival Materials***

Provide appropriate access to archival and historical materials of Washington, DC. 1111.15

1111.16 ***Action CSF-3.1.F: Facilities Master Plan***

Develop a Facilities Master Plan to inform future decisions on the libraries’ physical campuses and so that libraries are planned and designed to maximize their value to the community. 1111.16

1112 CSF-3.2 Library Location 1112

1112.1 The recent modernization of branch libraries creates an exciting opportunity for many Washington, DC neighborhoods. High-quality public libraries can help anchor neighborhood and corridor reinvestment efforts. Libraries can also support many of the other goals articulated in the Comprehensive Plan, including creating space for the arts, bringing communities together across generations, providing job training and literacy programs, and promoting high-quality civic design. While recent public investment in libraries has been substantial, additional investment may be leveraged through public-private partnerships that connect library improvements to new housing and mixed-use projects. 1112.1

1112.2 ***Policy CSF-3.2.1: Location of Branch Libraries***

Locate branch libraries in a systematic way to maximize access for the greatest number of Washington, DC residents, including future residents who will reside in planned new neighborhoods. This approach may result in the development of new libraries in growing population centers within the District . Coordinate the location of future branch libraries with District-wide cross-systems public facilities planning. 1112.2

1112.3 ***Policy CSF-3.2.2: Public-Private Partnerships for Libraries***

Explore public-private partnerships to fund the construction of new libraries, including the development of new and remodeled libraries within mixed-use projects on existing library sites. In such cases, any redevelopment should conform to the other provisions of this Comprehensive Plan, including the preservation of usable neighborhood open space. 1112.3

See also Policy CSF-1.1.9 on public facilities co-location and the Urban Design Element for policies on the design of public facilities.

1112.4 ***Policy CSF-3.2.3: Libraries and Neighborhood Identity***

Neighborhood libraries should be vital centers of community learning and interaction. Library meeting space, conference space, and study space should support the role of the library as a neighborhood anchor. The services and programs offered at each library should enhance community identity and civic pride and create a safe place for all residents and families. 1112.4

See also the Arts and Culture Element for related policies.

- 1112.5 ***Policy CSF-3.2.4: Libraries as Neighborhood Anchors***
Encourage library modernization and new construction to support corridor reinvestment efforts, create spaces for arts and culture, bring together multigenerational communities, provide job training and literacy programs, promote high-quality civic design, and create partnerships that connect library improvements to new housing and mixed-use projects. 1112.5

See also the Arts and Culture Element for related policies.

- 1112.6 ***Policy CSF-3.2.5: Libraries and Mixed-Uses***
When feasible, locate and integrate District-owned library facilities in mixed-use facilities, such as those containing in-line retail, housing, or office uses. This can help induce programmatic links that enhance the public impact of libraries.
1112.6

- 1112.7 ***Policy CSF-3.2.6: Cultural Spaces in Libraries***
Encourage provision of spaces for cultural expression, performance, and production in libraries, especially as part of modernization or new construction. These spaces can be configured to support activities, such as maker spaces, art exhibits, and cultural events and performances. 1112.7

See also the Arts and Culture Element for related policies.

- 1112.8 ***Action CSF-3.2.A: Optimizing Library Services on an Ongoing Basis***
Periodically evaluate library use and services through DCPL Needs Assessments and make appropriate service adjustments to position DCPL to meet the needs of the community on an ongoing basis. Data on library use, services, program attendance, and material checkouts should be used to inform decisions about programming, facilities, and technology. 1112.8

1113 CSF-4 Public Safety 1113

- 1113.1 Public safety affects Washington, DC residents' lives and activities across multiple dimensions that collectively have a significant effect on quality of life. Over the past decade, the District experienced significant reductions in crime, particularly violent crime. Between 2009 and 2016, violent crime decreased more than 20 percent, while the District's population grew by more than 10 percent. Despite these public safety improvements, there are neighborhoods across the

District that regularly still experience violent crime, substantially reducing the quality of life for residents and businesses. 1113.1

- 1113.2 Fire and emergency medical services are essential to preserving life and property, to responding to natural and human-made hazards, and to providing pre-hospital medical care and transport for its residents and visitors with medical emergencies . The District’s ability to respond quickly may be affected as its population grows and its streets become more congested. Competing demands for water and deteriorating infrastructure may also affect firefighting capacity. 1113.1
- 1113.3 Public safety personnel keep the District functioning during major public events, ranging from inaugurations to demonstrations to street fairs. The operations of MPD and Capitol Police, transit police, and others are essential to maintaining public safety (see text box to the left for an overview of major law enforcement providers in the District). 113.3
- 1113.4 Public safety facilities are aging, with many in need of replacement. A 2014 assessment of police and fire facilities found that 30 percent had inadequate space and that approximately 40 percent are more than 75 years old. The number of facilities rated as being in good condition decreased by 13 percent between 2009 and 2014. Even buildings in relatively good condition may now lack the infrastructure needed to support modern and emerging technology and telecommunications functions. Public facilities represent one symbolic face of Washington, DC to the public—they should not only be highly functional but also promote positive neighborhood identity and elicit confidence in the government. 1113.4
- 1113.4a Text box: Policing the National Capital
Numerous police and security forces besides the MPD are responsible for security and law enforcement in the nation’s capital. Some of the most prominent are:
- The United States Park Police is a unit of the Department of the Interior, National Park Service. It provides law enforcement services to designated areas within the National Park Service around the country, including National Park Service areas within and around Washington, DC.
 - The U.S. Capitol Police protect the Congress and enforce traffic regulations throughout the large complex of congressional buildings, parks, and roadways around the U.S. Capitol.
 - The United States Secret Service is a unit of the Department of Homeland Security. The Secret Service has primary jurisdiction over the protection

of the President, Vice President, their immediate families, other high-ranking government officials, and visiting foreign heads of state and government.

- The Metro Transit Police Department provides a variety of law enforcement and public safety services on the Metrorail and Metrobus systems in the Washington metropolitan area. 1113.4a

1114 CSF-4.1 Police Facilities and Services 1113

1114.1 MPD is the primary law enforcement agency for Washington, DC. The District is divided into seven Police Districts and 56 Police Service Areas (PSAs) that provide the basic building blocks for community policing. Map 11.2 shows the police districts, the PSAs, and the location of police stations as of 2017. In addition to police headquarters in the Henry J. Daly Building , there are seven police stations, three substations, and a variety of additional facilities, including the Metropolitan Police Academy, impoundment lot, and evidence control warehouse . 1114.1

1114.2 In addition to MPD, the Protective Services Division (PSD) of DGS is a police force responsible for law enforcement activities and physical security of all properties owned or leased by the District, or otherwise under its control. PSD's mission is executed through direct staffing at critical locations, response and monitoring of contract security guards, and electronic security systems. 1114.2

1114.3 Change or growth within Washington, DC's neighborhoods, including the development of new housing areas, requires periodic assessments of MPD facilities and personnel needs. In 2015, DGS released a needs assessment that included space estimates for replacing many of MPD's administrative and training facilities as well as adding correctional facilities and fire/emergency medical services (EMS) facilities. The District will determine an approach to renovating the Daly Building, including opportunities for a public-private partnership that enables efficiencies and cost savings. 1114.3

1114.3a Text box: A Safer, Stronger DC
Launched in 2015, A Safer, Stronger DC is an innovative initiative that integrates outreach with community building, support, and stabilization, as well as public health and economic opportunity, to foster a holistic community-based model for violence prevention and public safety for neighborhoods that have been hardest

hit by crime. This initiative provides intensive focus on families and individuals likely to become victims or perpetrators of crime while also providing improved re-entry services and job training for formerly incarcerated individuals. Through investments in education, employment, home and business security, emergency response, public safety, and criminal justice system diversion programs, the District has focused on addressing the causes of violence and laid the foundation for District residents to live in communities where they feel safe and supported. The initiative has also strengthened connections between communities and the agencies, investments, and programs that serve them. Together, these measures help make Washington, DC safer and stronger. 1114.3a

1114.3a1 Text box: Critical Physical Facilities and Infrastructure in Washington, DC Within Washington, DC a network of facilities provides essential support functions in case of disasters and emergencies. Critical facilities and infrastructure, such as government buildings, utility plants, fiber optic telecommunications lines, highways, bridges, and tunnels, are critical assets to the continuity of operations within the District. These facilities are considered critical in maintaining the overall functionality of the District's emergency services network. These facilities are essential in ensuring the provision of infrastructure, critical systems, and other government services. In the event of a disaster that compromises any of these structures or services, the cascading effects could be detrimental. During such a breakdown, an effective response will depend on the adaptability of the whole community, including District residents, first responders, and emergency managers. 1114.3a1

1114.3a2 The restoration of services to these facilities is essential to successful response and recovery operations. In addition to the District government structure and facilities, Washington, DC is home to the three branches of the federal government and numerous structures and spaces of national symbolic prominence. While these are federal assets, it is incumbent upon District government officials to collaborate with federal partners to mitigate loss. 1114.3a2

See also the Infrastructure Element for information on critical facilities.

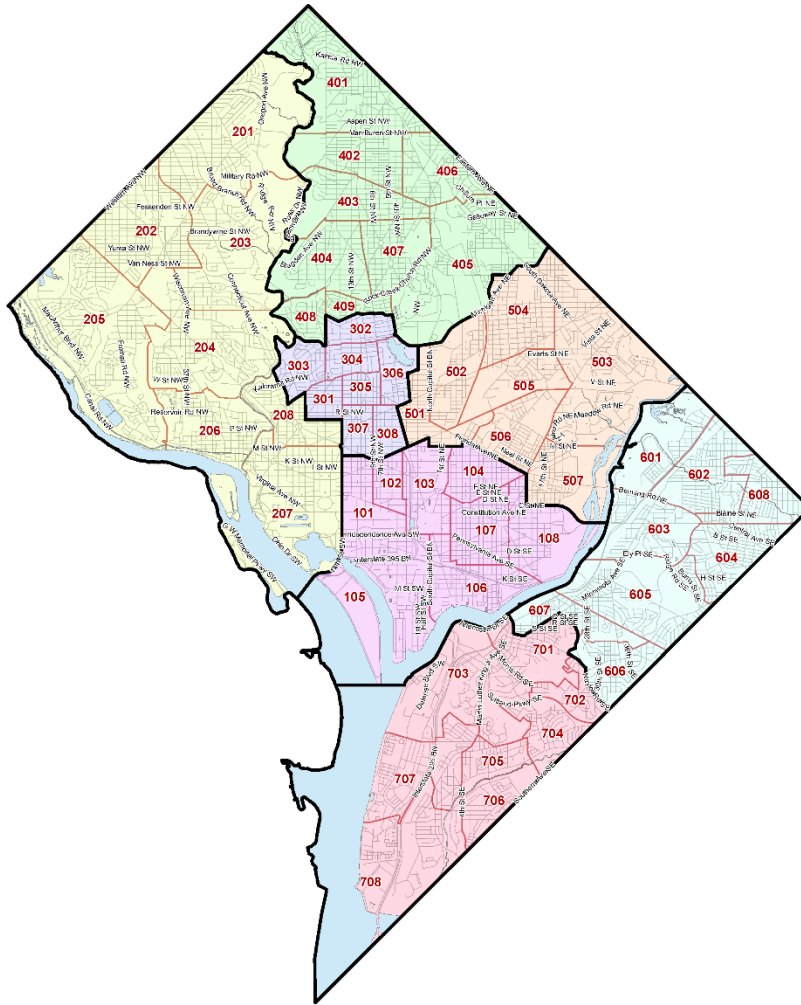
1114.4 ***Policy CSF-4.1.1: Updated Police Facilities***
Provide updated and modern police facilities to meet the public safety needs of current and future Washington, DC residents, businesses, workers, and visitors. 1114.4

ENGROSSED ORIGINAL

1114.5 Map 11.2. Police Stations, Police Districts, and PSA, as of 2017 1114.5



METROPOLITAN POLICE DEPARTMENT
CITYWIDE POLICE DISTRICTS AND SERVICE AREAS



Updated: 1/1/2017
For crime statistics visit: <http://crimemap.dc.gov>

0 0.5 1 1.5 2 2.5 Miles

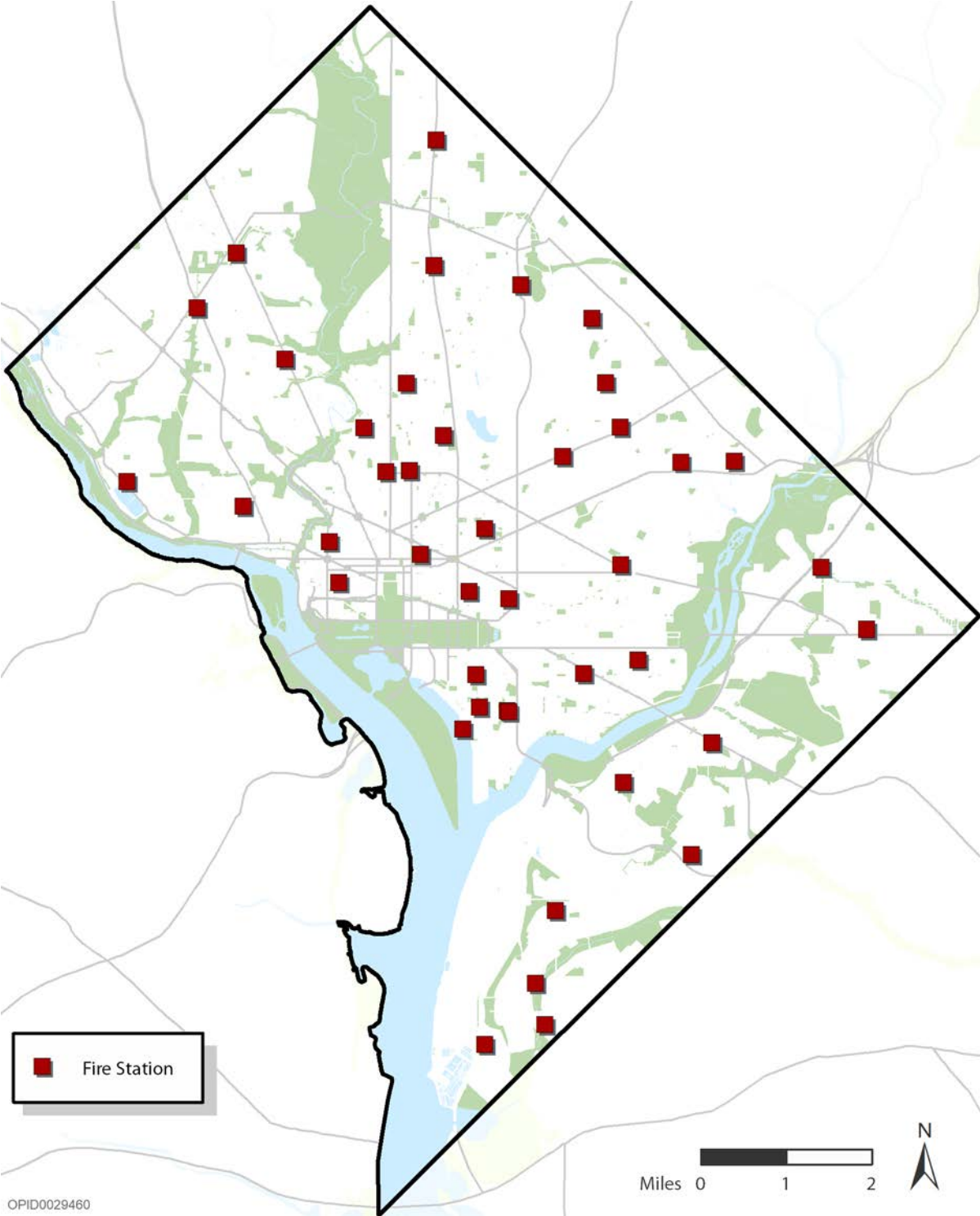


(Source: MPD, 2017)

- 1114.6 ***Policy CSF-4.1.2: Coordination of Public Facility Planning and Management with PSD***
Coordinate physical security risk assessments with PSD at the onset of, and throughout the process of, modernization, use changes, or new development of lands and buildings controlled by the District. 1114.6
- 1114.7 ***Policy CSF-4.1.3: Cross-Sector Partnerships to Support A Safer, Stronger DC***
Continue to build partnerships and advance community outreach and support, community stabilization, community building, economic opportunity, and public health objectives to reduce violence in those neighborhoods most affected by it. 1114.7
- 1114.8 ***Policy CSF-4.1.4: Public-Private Partnerships for Police Facilities***
Explore public-private partnerships to fund the construction of new police facilities, including the development of new and remodeled police stations within mixed-use projects on existing police station sites. In such cases, any redevelopment should conform to the other provisions of this Comprehensive Plan, including the preservation of usable neighborhood open space. 1114.8
- 1115 CSF-4.2 Fire and Emergency Services 1115**
- 1115.1 Washington, DC’s FEMS provides fire protection and pre-hospital medical care and transportation to residents, workers, and visitors , including those in federal facilities located in the District. FEMS conducts fire inspections in apartment buildings, businesses, hotels, schools, hospitals, nursing homes, correctional facilities, and residential care facilities to identify and correct potential fire hazards. It is also the primary District agency dealing with hazardous materials (HAZMAT)–related incidents. 1115.1
- 1115.2 The 33 fire stations in Washington, DC include 33 engine companies, 16 truck (ladder) companies, three heavy rescue squads, one HAZMAT squad, one marine firefighting/rescue company, and seven Battalion Fire Chiefs . Emergency medical units include 17 advanced life support ambulances and 22 basic life support ambulances, seven EMS supervisor units, and one Battalion EMS Chief . . Map 11.3 shows the location of fire stations in the District. 1115.2
- 1115.3 Emergency medical service units are supplemented by means of a service contract with American Medical Response (AMR), which provides up to 25 additional

basic life support ambulances during peak call load periods. In 2016, FEMS began using National Fire Protection Association (NFPA) Standard 1710 (with modifications) response time goals for both fire and EMS calls. The NFPA response time goal for a first responding fire engine to structure fire calls is five minutes 20 seconds or less. During 2016, the Department achieved this goal for 96 percent of calls. The NFPA response time goal for a first responding EMT to higher priority EMS calls is five minutes or less. During 2016, the Department achieved this goal for 62 percent of calls. 1115.3

1115.4 Map 11.3. Fire Station Locations 1115.4



(Source: DC OP, 2018)

- 1115.5 The Department has made significant progress in recent years in modernizing its fire stations and will continue this work. With the exception of a few critical major capital improvements, according to FEMS, the current number and distribution of facilities is generally adequate for maintaining the minimum standard response times. These projects include a new fleet maintenance facility, fireboat facility, and improvements to its Training Academy. Longer-term facility needs will need to be analyzed during the development of a FEMS facilities master plan . 1115.5
- 1115.6 With the highest per capita EMS call volume in the nation, Washington, DC’s emergency response system is overtaxed with non-emergency and low-priority medical calls. To address this issue, in 2016 the District created the Integrated Healthcare Collaborative (IHC), also known as the Integrated Healthcare Task Force. The IHC included government and non-governmental organizations representing medical, human services, finance, and public safety sectors. Topics addressed included nurse triage, alternative transport, connection to care, policy, communications, and marketing. Recommendations were published in the IHC Final Report in 2017, and their implementation began in 2018. 1115.6
- 1115.7 Going forward, FEMS resources and physical plans will need to keep pace with the District’s population growth and corresponding infrastructure needs, which will be addressed through efforts such as a facilities master plan. 1115.7
- 1115.8 ***Policy CSF-4.2.1: Adequate Fire Stations***
Continue to provide an adequate number of properly equipped fire stations to ensure the health and safety of Washington, DC residents . FEMS evaluates the level of adequacy of existing facilities based in part on the ability to maintain a response time of five minutes 20 seconds at least 90 percent of the time for emergency fire calls and five minutes at least 90 percent of the time for emergency medical calls. Where response times exceed acceptable limits, equipment and facilities should be relocated or provided to close these gaps. 1115.8
- 1115.9 ***Policy CSF-4.2.2: Public-Private Partnerships for Fire and Emergency Medical Services Facilities***
Explore public-private partnerships to fund the construction of new fire and EMS facilities, including the development of new and remodeled facilities within

mixed-use projects on existing sites. In such cases, any redevelopment should conform to the other provisions of this Comprehensive Plan, including the preservation of usable neighborhood open space. 1115.9

- 1115.10 ***Policy CSF-4.2.3: Fleet Maintenance and Administrative Office Space***
Accommodate the administrative, maintenance, and transportation needs of the District’s fire and EMS, including space for training and fleet maintenance and storage. 1115.10
- 1115.11 ***Policy CSF-4.2.4: Responsiveness to Demographic Change and Facilities Planning***
Fire and EMS and facility assessments should be responsive to the changing social and economic composition of the population, including workers, visitors, and residents. This includes supporting the development of a Public Facilities Master Plan. 1115.11
- 1115.12 ***Policy CSF-4.2.5: Preservation of FEMS Resources for High-Priority Emergencies***
Support the development and implementation of strategies to preserve resources for high-priority emergencies and to reduce non-emergency and low-priority medical calls. Such strategies should include those that can raise awareness and education regarding fire prevention and emergency assistance techniques. Early intervention by bystanders can complement FEMS efforts, save lives, and better triage resources. 1115.12
- 1115.13 ***Action CSF-4.2.A: Level of Service Monitoring***
Continue to prepare evaluations of the response times for fire and emergency medical calls to evaluate the need for additional facilities, equipment, and personnel and identify specific geographic areas where services require improvement, on an annual basis, or as needed during disaster response efforts. This should include a review of the distribution of fire hydrants and water flow capabilities. 1115.13
- 1115.14 ***Action CSF-4.2.B: Fire Prevention and Emergency Intervention Education***
Continue to educate and empower residents on fire safety and prevention measures and on emergency response techniques, such as bystander CPR and use of automated external defibrillators (AEDs). 1115.14

- 1115.15 ***Action CSF-4.2.C: New Apparatus Maintenance and Fireboat Facilities***
Finalize plans to build a new apparatus maintenance facility, which will be used for maintenance and repair of FEMS vehicles, and a new fireboat facility to replace the existing one, which will provide a new dock for FEMS' four fireboats. 1115.15
- 1115.16 ***Action CSF-4.2.D: Third-Party Providers***
Continue to contract with third-party providers to supplement the agency's provision of pre-hospital medical care and transport of basic life support patients to preserve FEMS resources for higher priority emergencies. 1115.16
- 1115.17 ***Action CSF-4.2.E: Implement Strategies from the 2017 IHC 2017 Final Report***
Continue to implement strategies from the 2017 IHC Final Report, including those relating to street calls, nurse triage, public education, and third-party providers of pre-hospital medical care and transport. These strategies can improve the population's health and safety by connecting low-acuity callers to a more appropriate comprehensive source of care and by reducing or eliminating the use of 9-1-1 resources for non-emergency medical issues, enabling greater and more appropriate use of 9-1-1 resources for rapid response, treatment, and transport for high-acuity, life-threatening medical calls. 1115.17

1116 CSF-5 Corrections 1116

- 1116.1 Corrections is a critical component of public safety in Washington, DC. Just as police are essential to deterring unlawful activity, DOC should ensure that individuals who are deemed by the legal system to pose a significant danger to themselves or others in the community are humanely, lawfully, safely, and securely detained. During detainment, these individuals need to be offered meaningful opportunities to engage in activities that will support successful community reintegration. DOC is entrusted with the care and custody of these individuals, touching the lives of over 10,000 arrestees per year. DOC operates the Central Cell Block, the Central Detention Facility (CDF), and the Correctional Treatment Facility (CTF) and administers contractual bed space at two community halfway houses. These facilities, located in the District, require a well-trained staff, appropriate staffing levels, and comprehensive assessment of inmates to connect them to programs and services to help guide their paths forward. . 1116.1

1116.2 Since the 2006 adoption of the Comprehensive Plan, DOC has evolved from a system that was frequently overcrowded and operating over legislated capacity to one that now operates within its operating capacity. During the intervening years, DOC has developed a more holistic understanding of how Washington, DC's incarceration and behavioral systems are interconnected and has enhanced relationships with respective providers. DOC is also improving employment readiness and behavioral health services programs; leveraging planning, analytics, and evidence-based methodologies; and expanding partnerships with over 103 community-based organizations as of 2017, providing a wide array of services to inmates. Facilitating voting is another pathbreaking program provided by DOC.
1116.2

1117 CSF-5.1 Corrections Facilities 1117

1117.1 Secure detention facilities, like jails, require significant resources to operate. In many cases, these facilities are not the best way to address the needs of all individuals who require correctional intervention. Less restrictive, yet equally effective alternatives to detention exist. 1117.1

1117.2 As stated previously, in 2015 DGS released a needs assessment that included space estimates for replacing many public safety facilities, including correctional facilities. The District will explore approaches for renovating and building new correctional facilities, including opportunities for public-private partnerships that can enable efficiencies and cost savings. Such arrangements provide upfront funding that is then paid back by the District over time, with no incentive for a private partner to underdeliver services or incarcerate more persons. 1117.2

1117.2a Text box: DOC Facilities
DOC operates the Central Cell Block at 300 Indiana Avenue NW, where over 10,000 arrestees per year who are charged with non-citable offenses are detained prior to arraignment. Most are released to the community after arraignment. It also operates the 41-year-old CDF and the 25-year-old CTF located on the DC General Campus and administers contractual bed space at two community halfway houses. About 7,600 individuals are processed yearly in over 11,000 bookings. DOC provides on-site inpatient care facilities to help those with substance abuse and other health issues. In addition, the District's Department of Youth Rehabilitation Services (DYRS) provides supervision of those under the age of 18 charged with criminal offenses at the New Beginnings Youth

Development Center, located in Laurel, Maryland. This facility opened in 2009, the same year DYRS closed the Oak Hill Youth Center. New Beginnings is a 60-bed facility that provides 24-hour supervision and comprehensive social services grounded in the principles of positive youth justice, including physical and behavioral health care, behavioral modification programs, vocational and life-skills training, educational services, and structured recreational activities. 1117.2a

- 1117.3 ***Policy CSF-5.1.1: Ensuring Safety, Security, and Humane Operation***
Provide adequate correctional capacity and resources to ensure safe, secure, orderly, healthy, and humane operation of correctional facilities. The appropriate design, construction, maintenance, operation resources, and staffing of these facilities is necessary to realizing public safety objectives. 1117.3
- 1117.4 ***Policy CSF-5.1.2: Non-Detention Alternatives to Jail***
Promote the assessment of all individuals to identify the appropriate intervention and to expand non-detention alternatives to jail. These alternatives may include supervised house arrest, day-reporting program-intensive centers, and pre-release centers. 1117.4
- 1117.5 ***Policy CSF-5.1.3: Information Systems***
Adopt appropriate information technology systems necessary to support effective operations and that related protocols, such as those for medical and legal privacy. 1117.5
- 1117.6 ***Policy CSF-5.1.4: Public-Private Partnerships for Correctional Facilities***
Explore public-private partnerships to fund modernization of correctional facilities and services, including the development of new and remodeled facilities. 1117.6
- 1117.7 ***Action CSF-5.1.A: Planning and Design of Correctional Facilities***
Engage the community in the planning and design of correctional facilities and ensure appropriate interagency coordination for alignment across public safety, public health, behavioral health, family/social service, and economic development objectives. 1117.7
- 1117.8 ***Action CSF-5.1.B: Maintenance and Upgrades to Information Systems***
Assess needs and plan for the maintenance and systematic modernization of information systems that support correctional functions in the District, including public safety and health and human services. 1116.8

- 1116.9 ***Action CSF-5.1.C: Periodic Assessment of Effectiveness***
Periodically assess the corrections process for effectiveness against desired outcomes and its needs and realign resources to support its public safety objectives accordingly. 1117.9
- 1118 CSF-5.2 Formerly Incarcerated Individuals 1118**
- 1118.1 Washington DC’s criminal justice system is a hybrid of local and federal control. The District’s felons are housed by the Federal Bureau of Prisons, except in some instances during the last months of their sentences, where they may be stepped down to DOC custody or halfway houses. Annually, approximately 7,600 individuals return to the community after release from DOC facilities, while an additional 2,400 return from federal facilities. 1118.1
- 1118.2 Transitional and permanent supportive housing is needed for successful reentry. In many cases it must be suitable to provide not only for the returning citizen but also for the needs of children or elderly dependents they support. Without such housing, many individuals return to the cycle of activities that resulted in incarceration. 1118.2
- 1118.2a **Text box: Reentry Portal**
In 2018 Washington, DC began piloting a ReEntry Portal, which integrates access to transition support services for reentry, including critical connections to parole and supervision, health and behavioral health services, education and employment readiness programs, social services, benefits enrollment, identification cards, and transitional housing. 1118.2a
- 1118.3 Formerly incarcerated individuals need to be connected to their children, but they can face challenges to do so, including the need to travel to services and mandated appointments. Returning parents often have difficulties supporting themselves and cannot afford adequate child care. Provision of affordable child care within their home communities would have a positive impact on returning individuals and their families. This service could also have a preventive effect for at-risk individuals in the same communities. 1118.3
- 1118.4 Access to appropriate education and employment, essential for full and productive participation in community life, is challenging for many returning citizens.

Without the necessary means to support themselves and their families, they may not be able to support successful reentry and community reintegration. Education and employment readiness and support are vital for the success of these individuals and for supporting safe and strong neighborhoods and communities. 1118.4

- 1118.5 ***Policy CSF-5.2.1: Supportive Services for Formerly Incarcerated Individuals***
Ensure that supportive service needs for formerly incarcerated individuals are identified and gaps addressed on an ongoing basis, including for transitional and permanent housing, health care and behavioral health, child care, educational and skills training, and employment. 1118.5

See also Housing and Economic Development Elements for related policies.

- 1118.6 ***Policy CSF-5.2.2: Needs of Families and Minor Children of the Incarcerated***
The needs of families and children of those incarcerated should be assessed and corresponding supportive services should be provided. 1118.6

- 1118.7 ***Action CSF-5.2.A: Address Supportive Needs of Formerly Incarcerated Individuals***
Work to create an inventory of housing needs for returning citizens and provide appropriate transitional, supportive, and permanent housing opportunities; provide adequate child supportive services; assess the education and training needs for these individuals; and create a plan to enhance pathways to employment opportunities. 1118.7

See also the Housing Element for related policies on housing needs for returning citizens.

- 1118.8 ***Action CSF-5.2.B: Integrated Services Pilot Program for Returning Citizens***
Enhance and expand the ReEntry Portal based on analysis of its functionality. 1118.8

1119 CSF-6 Emergency Preparedness and Resilience 1119

- 1119.1 In the years since the 2006 Comprehensive Plan adoption, Washington, DC's approach to emergency management and homeland security has evolved significantly. The District has expanded its focus to include not only pre-disaster

planning but also a comprehensive approach that integrates all facets of emergency management, including preparedness, mitigation, response, and recovery. In addition, resilience has emerged as a centrally vital issue to the future of cities. The District has recognized this and has endeavored to characterize threats to the District on an ongoing basis and create living plans and practices that can help the District be prepared for, respond to, and recover from severe weather events, public health events, human-made incidents, and chronic stressors. Emergency management and resilience are highly interrelated, particularly as they pertain to public facilities 1119.1

See also Environmental Protection Element for related policies and actions on climate change, severe weather events, and natural hazards.

1120 CSF-6.1 Emergency Preparedness 1120

1120.1 HSEMA leads efforts to ensure the District is prepared to prevent, protect against, respond to, mitigate, and recover from all threats and hazards. HSEMA develops and implements homeland security and emergency preparedness plans in coordination with a wide array of local, regional, and federal government agencies, as well as private sector entities. HSEMA serves as the central communications point for District agencies and regional partners before, during, and after an emergency; provides training exercises to District agencies and communities; and leads cross-agency coordination in preparation for special events, such as demonstrations, marches, and parades. 1120.1

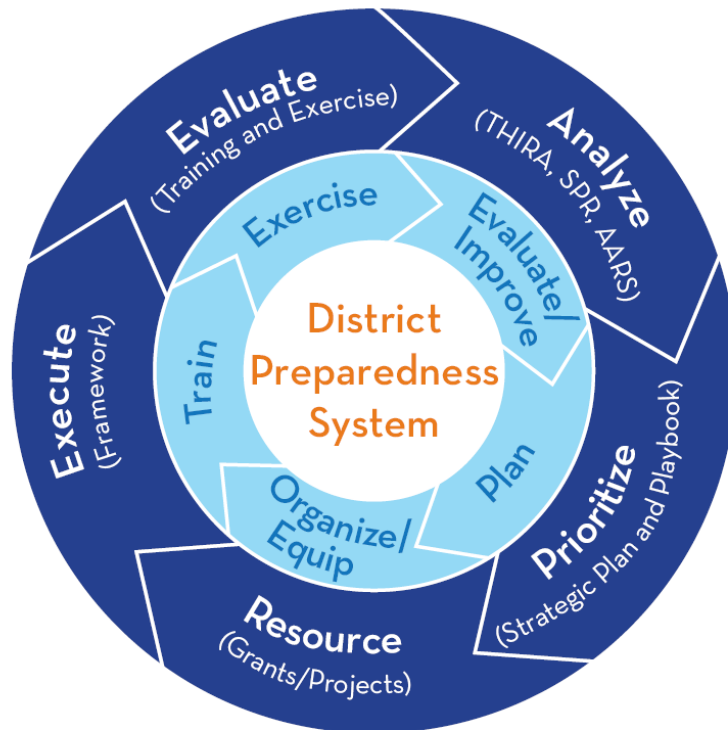
1120.2 HSEMA was created by the District in 2007 in response to City Council passage of the Homeland Security, Risk Reduction, and Preparedness Act of 2005, which consolidated the functions of the former District of Columbia Emergency Management Agency (DCEMA) with those of the State Administrative Agency. In 2012 the District designated HSEMA as home for the primary Fusion Center, which houses the day-to-day operation of the Washington Regional Threat and Analysis Center (WRTAC). As a result of this change, HSEMA expanded to an additional facility on the Unified Communications Center campus. 1120.2

1120.3 In recent years, HSEMA developed and institutionalized the District Preparedness System (DPS), which is governed by the DC Emergency Preparedness Council (EPC), the DC Emergency Response System (ERS) Committee, subcommittees, advisory panels, and working groups. As administrator and steward of the DPS,

HSEMA coordinates collaboration among these groups to leverage best practices, lessons learned, existing knowledge, and expertise and to elevate innovative resources to meet known and emerging threats and hazards, building on Washington, DC’s standing as a national leader in emergency management.
1120.3

1120.4 In addition, HSEMA plays a key role in District efforts to increase resiliency to climate change and disasters and to improve the lives of District residents. It served as a key participant in the 100 Resilient Cities initiative launched in 2016, working closely with dozens of stakeholders to promote resilience for the whole community and to integrate resilience and mitigation measures into relevant initiatives.

1120.5 Figure 11.9 District Preparedness System 1120.5



(Source: HSEMA)

- 1120.5a Text box: Washington, DC's District Preparedness System (DPS)
DPS encompasses all elements of the preparedness cycle that allow the District to identify capability gaps, prioritize and develop capabilities, and execute those capabilities when required by real-world events. DPS success relies heavily on the support and participation of stakeholder agencies across Washington, DC and the national capital region. By working together to identify the most critical threats and hazards and build capabilities to address them, DPS stakeholders continue to build a more prepared and resilient Washington, DC. 1120.5a
- 1120.5a1 Text box: Community Risk Assessment
A vital component of Washington, DC's DPS is the Community Risk Assessment (CRA), a multipronged approach to identifying hazards and assessing risk. The CRA uses sophisticated methods and data (including geospatial, demographic, socio-economic, and critical infrastructure information) to model the risk and consequences for a variety of threats and hazards. These are then used to inform a wide range of preparedness products and processes, including hazard mitigation strategies; strategic, operational, and tactical plans; the annual DPS Report; and the District's annual Threat and Hazard Identification and Risk Assessment. 1120.5a1
- 1120.6 ***Policy CSF-6.1.1: District Preparedness***
Continue to create a District-wide culture of preparedness, informed by a sustainable and effective system, that prepares Washington, DC to prevent and protect against, mitigate, respond to, and recover from all hazards that threaten it. This includes integrating preparedness goals into relevant efforts across individual District agencies. Include Neighbor-to-Neighbor Disaster Assistance Training, building on the success of the Community Emergency Response Team (CERT) and related programs. 1120.6
- 1120.7 ***Policy CSF-6.1.2: Direction, Coordination, and Support During Incidents and Events***
Continue to enhance the capability to provide overall direction and support of significant incidents and events within or affecting the District through the O&M of the Emergency Operations Center, as well as the District's 24/7 watch center, an intelligence fusion center, a public information coordination center, and a center for private sector coordination. 1120.7

- 1120.8 ***Policy CSF-6.1.3: Reducing Vulnerability in Recovery Phase***
Capitalize on opportunities during the recovery phase to further reduce vulnerability by integrating mitigation activities into Washington, DC’s post-disaster recovery operations, including Preliminary Damage Assessment (PDA) and after-action processes. 1120.8
- 1120.9 ***Policy CSF-6.1.4: Accommodating Accessibility Requirements***
Preparedness capabilities should accommodate accessibility requirements of individuals with disabilities and others with access and functional needs. Taking a whole community approach, develop plans with the Disabilities and Access or Functional Needs (DAFN) community to provide an equal opportunity to access and benefit from the District’s preparedness programs, services, and facilities. 1120.9
- 1120.10 ***Policy CSF-6.1.5: Emergency Communications***
Establish and maintain capabilities to deliver coordinated, prompt, and actionable information to the whole community through the use of clear, compatible, accessible, and culturally and linguistically appropriate methods to effectively relay information regarding any threat or hazard and, to the extent possible, District actions and assistance being made available for those in need. 1120.10
- 1120.11 ***Policy CSF-6.1.6: Technology and Emergency Preparedness***
Ensure ongoing coordination of District technology initiatives with DPS efforts, providing effective, efficient, and secure services to government agencies, as well as residents, businesses, and visitors who depend on them. 1120.11
- 1120.12 ***Policy CSF-6.1.7: Securing Essential Resources***
Continue to assess and secure essential resources, including personnel, facilities, equipment supplies, technology, and technological systems, in response to a changing community and threat/hazard environments. 1120.12
- 1120.13 ***Policy CSF-6.1.8: Stakeholder Engagement***
Continue engaging with key stakeholders and partners in relevant aspects of DPS to strengthen District-wide preparedness. Continue to build collaborative partnerships with key private sector stakeholders to facilitate timely coordination, information dissemination, and emergency response and recovery efforts, particularly during catastrophic incidents. 1120.13

- 1120.14 ***Policy CSF-6.1.9: Maximize External and Alternative Funding Means***
Maximize the use of federal funding, as well as funding from the private sector and nongovernmental sources, to implement the District’s preparedness, mitigation, response, and recovery strategies. When applicable, for events that qualify for federal disaster declaration, develop requests for individual assistance, public assistance, and hazard mitigation assistance. Create policies and procedures to incorporate hazard mitigation into the repair, relocation, or replacement of damaged public facilities and infrastructure. To the extent possible, include a process for identifying and prioritizing eligible projects and programs that can leverage additional funding. 1120.14
- 1120.15 ***Policy CSF-6.1.10: Cybersecurity***
Continue to coordinate cybersecurity vulnerabilities and threat assessments across relevant agencies and other stakeholders and to strengthen Washington, DC’s cybersecurity protection and response capabilities. 1120.15
- 1120.16 ***Action CSF-6.1.A: District Preparedness System***
Continue to administer, define, refine, implement, and maintain DPS to provide continuity of government, maintain continuity of operations, and provide emergency services to the community. 1120.16
- 1120.17 ***Action CSF-6.1.B: Integration of Accessibility Requirements into the Preparedness System***
Continue to develop and maintain a program that allows DPS stakeholders and partners to regularly integrate the accessibility requirements of individuals with disabilities and others with access and functional needs across all phases of DPS, as mandated by the DC Human Rights Act, Americans with Disabilities Act, and Rehabilitation Act. This includes developing and delivering training to agencies on inclusive methods and practices for preparedness. Continue to develop and maintain strategic, operational, and tactical-level plans for providing individuals with disabilities and others with access and functional needs accessible programs and services, including mass care and shelter services, transportation and evacuation, and notification and communication. 1120.17
- 1120.18 ***Action CSF-6.1.C: Development Projects and Risk Reduction***
Explore methods for further reducing risks and vulnerabilities of major development projects to human-made and natural hazards. 1120.18

1120.19 ***Action CSF-6.1.D: Evaluate Use and Impacts of Emerging Technologies on Emergency Preparedness***

Explore and evaluate the potential use and impacts of new and emerging technologies on the District’s emergency preparedness, mitigation, and response operations. Arenas with rapidly evolving or emerging technologies include robotics (including drones and autonomous vehicles), data and connectivity, energy and resources, and digital visualizations and interfaces. 1120.19

1121 CSF-6.2 Resilience and Critical Facilities 1121

1121.1 This section addresses the preservation and enhancement of Washington, DC’s facilities and lands to address vulnerability of critical facilities to adverse effects of natural and human-made shocks, such as extreme weather events, health events, and security incidents, and to long-term stresses, such as sea level and temperature rise driven by climate change. Washington, DC has adopted robust, multipronged strategies to address these issues. In addition to addressing sudden threats and hazards through DPS, the District is working to address chronic stressors, such as poverty, safety, and access to health care and healthy food, through a wide range of policies contained throughout the Comprehensive Plan. While the District recognizes that many, if not most, Comprehensive Plan policies are connected to resilience, policies that explicitly identify resilience are contained in specific subsections of this element to provide a logical framework (this section and the CSF-2.2 Healthy Communities and Resilience section).
1121.1

1121.2 ***Policy CSF-6.2.1: Consider Vulnerabilities and Mitigations When Planning Critical Facilities***

Consider and evaluate vulnerabilities and mitigations for planning and preserving District-owned facilities from human-made and natural incidents and events, as well as chronic stressors, such as sea level rise and heat emergencies. Identify and prioritize major vulnerabilities and hazards. Incorporate risk and hazard mitigation into operational and investment planning. 1121.2

1121.3 ***Policy CSF-6.2.2: Integration of Climate Adaptability***

Promote integration of vulnerability assessments in resilience planning, including climate adaptability, into pertinent aspects of DPS using the best available data and in accordance with other District initiatives to adequately prepare for an evolving risk environment. 1121.3

See also the Environmental Protection Element.

- 1121.4 ***Policy CSF-6.2.3: Energy-Resilient Facilities***
Explore ways to make buildings critical to emergency response services more energy resilient. Consider energy systems capable of operating during periods of brief or sustained outages and supply disruptions, including microgrids. 1121.4

See also the Environmental Protection Element for policies and actions related to climate adaptability and energy-resilient facilities.

- 1121.5 ***Policy CSF-6.2.4: Temporary Post-Disaster Housing***
Provide residents displaced by disaster with local access to emergency shelter and temporary, interim housing as part of the community disaster recovery process. Coordinate with federal and regional partners to promptly identify and secure safe, temporary housing options for those in need. Seek to reduce barriers to provision of interim housing through existing regulations, ordinances, codes, and policies. 1121.5

See also the Housing Element for policies and actions related to temporary post-disaster housing.

- 1121.6 ***Policy CSF-6.2.5: Technology and Resilience***
Explore the use and impact of new and emerging technologies on resilience vulnerability assessment and mitigation planning. 1121.6

- 1121.7 ***Policy CSF-6.2.6: Community Resilience Hubs***
Explore Community Resilience Hubs as a key component of Washington, DC's resilience strategy. Community Resilience Hubs are intended to serve as a gathering place for residents who are experiencing a shock or stress in their neighborhood. Hubs could be located in places in the community, such as a recreation center or church, or could be provided in a virtual format when necessary. 1121.7

- 1121.8 ***Policy CSF-6.2.7: Promote Resilient Communities***
Promote resilient communities in Washington, DC by advancing resilience on a District-wide basis and at a neighborhood-specific level. Improve coordination across plans and strategies that address Washington, DC's social, health, physical,

and food systems and the positioning of District assets to help neighborhoods withstand, adapt to, and recover from adversity. 1121.8

- 1121.9 ***Policy CSF-6.2.8: Temporary Facilities***
Coordinate across District agencies and relevant private sector entities to plan for surge capacity of existing facilities or temporary facilities that may be needed during emergency response and recovery. Identify existing facilities that can add to their capacity and adaptive space that can be used for temporary facilities. 1121.9
- 1121.10 ***Action CSF-6.2.A: Community Risk Assessments***
Update the CRA of DPS on a recurring basis to reflect changes in the risk profiles of relevant natural and human-made systems in the District. 1121.10
- 1121.11 ***Action CSF-6.2.B: Preserving Critical Community Facilities***
Safeguard critical facilities from a wide range of threats and hazards and develop fortified and redundant systems to deliver essential services at all times. 1121.11
- 1121.12 ***Action CSF-6.2.C: Training on Safeguarding Critical Community Facilities***
Develop a training program on Critical Community Facilities for law enforcement, public utilities, and private sector personnel. 1121.12
- 1121.13 ***Action CSF-6.2.D: Vulnerability of District-Owned Facilities***
Continue to support development of criteria and methodologies to assess the vulnerability of critical District-owned facilities to human-made and natural shocks, as well as chronic stressors. 1121.13
- 1121.14 ***Action CSF-6.2.E: Mitigating Vulnerability of District-Owned Facilities***
Explore approaches and tools to address identified vulnerabilities of District-owned facilities. District-wide and site-specific factors should be taken into account, as well as near-term and long-range risks. 1121.14
- 1121.15 ***Action CSF-6.2.F: Evaluate the Potential Use and Impacts of Emerging Technologies on Resilience and Critical Facilities***
Review and evaluate the impacts of new and emerging technologies on the District's resilience and their potential for helping the District to advance near-term and long-range resilience objectives. 1121.15

- 1121.16 ***Action CSF-6.2.G: Community Resilience Hubs***
Explore the potential of establishing Community Resilience Hubs to strengthen community ties and to help establish reliable networks for vital services and disaster preparedness and recovery. 1121.16
- 1121.17 ***Action CSF-6.2.H: Temporary Facilities***
Develop and periodically update a plan for surge capacity of existing facilities or temporary facilities that may be needed during emergency response and recovery. Consider taking into account relevant threats and hazards, an up-to-date inventory of facilities and other relevant spaces in the District, and facility capacity and constraints. 1121.17
- 1200 Overview 1200**
- 1200.1 The Educational Facilities Element addresses the location, planning, use, and design of the District’s educational facilities and campuses. It includes policies and actions related to early childhood development facilities, public primary and secondary District of Columbia Public Schools (DCPS), public charter schools, private schools, and higher educational facilities, including public and private colleges and universities. 1200.1
- 1200.2 The District’s pre-kindergarten (PK) through adult environment includes a network of neighborhood schools, matter-of-right schools, and feeder systems that provide predictable paths from elementary to middle to high school grades, as well as a District-wide application and lottery-accessed public and public charter schools. Both DCPS and the public charter schools offer traditional programming as well as specialized programs such as dual language, expeditionary learning, International Baccalaureate, and Montessori. Washington, DC’s collegiate environment includes nine universities whose home campuses are in the District, as well as many other educational institutions and non-local universities that provide programs within the District. 1200.2
- 1200.3 The Element focuses on the efficient use of school property and the relationship between schools and the communities that surround them. For DCPS ,it focuses on school planning and modernization efforts to meet existing and long-term educational needs, and on investing equitably in a system of neighborhood public schools to provide fair access to high-quality education throughout the District’s communities. 1200.3

- 1200.4 The crucial educational facilities issues facing Washington, DC are addressed in this Element. These include:
- Ensuring that investments in schools promote equity and excellence, serve the needs of all students, and provide access to educational skills and development opportunities across all eight wards through matter-of-right neighborhood schools and District-wide public schools. Equity for many communities of color requires attention on family/community involvement.
 - Continuing to plan for and invest in new and existing school facilities to meet the District's growth and enrollment needs while delivering spaces that reflect best practices in building configuration and design.
 - Leveraging schools as assets and anchors of District neighborhoods where culture, skills training, and civic engagement goals can be achieved, in addition to schools' core educational missions.
 - Encouraging university and community college satellite campuses in Wards 7 and 8 to provide expanded educational opportunities, and engaging Washington, DC's universities as innovation centers, potential activators for large site development, and good neighbors that are compatible with surrounding neighborhoods through the use of a campus plan.
 - Using school facilities to exemplify Washington, DC's environmental commitments through such measures as building to gold LEED standards.
 - Maintaining District-owned school sites to provide adequate green space for educational, recreation, athletic, and environmental benefit, which are located equitably throughout the District. 1200.4

1200.5 Since 2006, when the Comprehensive Plan was last updated, the District has committed to reconceiving and rebuilding its public schools in partnership with residents, business owners, and civic organizations. The Educational Facilities Element has guided Washington, DC's historic strides toward increasing the quality of DCPS facilities to support teaching and learning after decades of disinvestment prior to the year 2000. From 2007 to 2018, the District allocated more than \$2 billion to modernize or renovate 73 school facilities. As of 2020, over a dozen years after the modernization project started in earnest, twenty-one schools have yet to be modernized or have received only Phase 1 modernizations and are not yet scheduled for full modernization. Of the latter category, there are none in Ward 3, one each in Wards 1, 2 and 4; two in Ward 5; four in Ward 7,

five in Ward 6 and seven in Ward 8. In addition, from 2007 to 2018, the District provided public charter schools with more than \$1.2 billion in funding through the per-student public funding allotment specifically for facilities. 1200.5

1200.6 Washington, DC’s charter and private schools and universities have access to the District’s enviable tax-exempted bonds through Washington, DC’s private activity bond program. Institutions have used this financing tool to raise millions of dollars to finance their expansion, building and renovation programs. 1200.6

1200.7 Because the emphasis of the Comprehensive Plan is on the physical environment, this Element, as it relates to DCPS and public charter schools, addresses school land and buildings, rather than educational curriculum, teacher quality, school administration, and other programmatic issues. Such issues are critically important, but they will be addressed in the DCPS Strategic Plan and other DCPS documents. 1200.7

1200.8 Policies in the Educational Facilities Element work alongside those adopted by the Office of the Deputy Mayor for Education (DME), DCPS, the DC Public Charter School Board (DC PCSB), the Department of General Services (DGS), the Office of the State Superintendent of Education (OSSE), and the Office of Planning (OP) as a coordinated, internally consistent strategy for educational excellence and neighborhood revitalization. 1200.8

1200.9 Continuing to improve schools is fundamental in meeting the goal of retaining and attracting households with children. Schools strongly define the social, economic, and physical characteristics of the District’s neighborhoods. 1200.9

1201 Educational Facilities Goal 1201

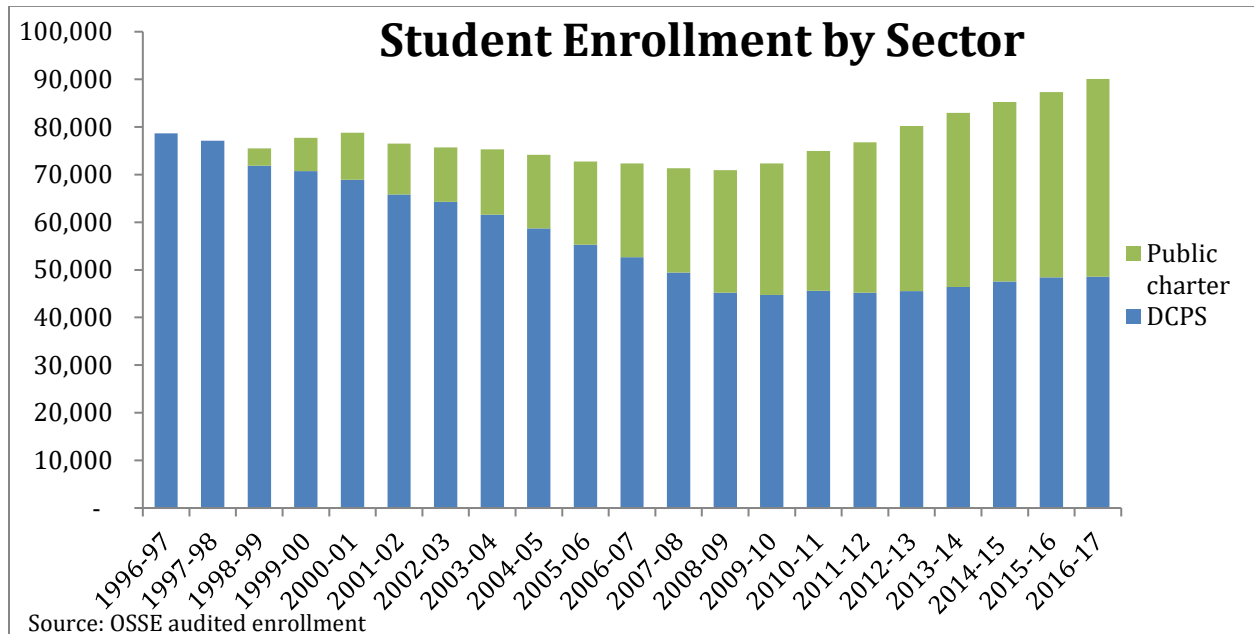
1201.1 The overarching goal for educational facilities is to provide facilities that accommodate population growth and its geographic distribution and inspire excellence in learning; create a safe and healthy environment for students; and help each individual achieve their fullest potential while helping to build and strengthen local communities. 1201.1

1202 EDU-1 PK-12 and Adult/Alternative School Facility Planning 1202

- 1202.1 Public education in the District of Columbia is provided by DCPS and by public charter schools. DCPS is a traditional local education agency (LEA) headed by a chancellor appointed by the mayor under the Public Education Reform Amendment Act of 2007. DCPS is responsible for educating Washington, DC’s children and provides a school of right for every compulsory school-age child. DCPS also coordinates with DGS in planning, operating, maintaining, designing, and constructing public school facilities (see text box, Understanding the Relationship of DC Public Schools to District Government). Public charter LEAs are publicly funded and organized as nonprofit corporations, and each is managed by an independent Board of Trustees. DC PCSB, created in 1996 and governed by the School Reform Act of 1995, is the sole authorizer of public charter schools, and it provides comprehensive oversight, application review, and stakeholder engagement across all public charter schools. 1202.1
- 1202.2 In school year 2017-2018 (SY2017-18), DCPS had 116 schools housed in 112 different facilities serving approximately 48,150 students. Other facilities include administrative buildings, swing space used for temporary relocation during campuses renovation, and facilities undergoing modernization. Map 12.1 shows the location of DCPS schools. Washington, DC has one of the most robust charter school sectors in the country. In SY2017-18, 66 public charter LEAs were operating 121 schools, serving approximately 43,350 students. The location of public charter schools as of SY2017-18 is shown on Map 12.2. 1202.2
- 1202.3 DCPS and public charter school total enrollment, including PK-12th grade and adult and alternative schools, started to increase in 2008, driven by enrollment in public charter schools and also in DCPS in recent years. Between 2008 and 2017, total public school enrollment increased by 29 percent (see Figure 12.1). Public charter school enrollment has increased steadily since the School Reform Act authorizing charters was passed in 1997, with DCPS enrollment increasing after 2008. As of SY2017-18, DCPS enrolled 53 percent of all public school students, while public charters enrolled 47 percent. Total District-wide growth in enrollment between 2011 and 2017 was greatest in the elementary (K-5th) and early childhood grades (PK3 and PK4). 1202.3
- 1202.4 These increases in public school enrollment mirror recent increases in population. The District added 122,000 residents between 2000 and 2017, driven mostly by an

increase in adults. However, in the past five years, the number of children has substantially increased, surpassing the 2000 number—specifically, between 2010 and 2017, infants and toddlers under age five increased by 12,200. Forecasts from the OP State Data Center indicate that this trend will continue in 2017-2025, with an estimated net population increase of 91,000, of which 21,090 (23 percent) will be school-age children. These figures, coupled with vigorous housing construction activity over the last 10 years and improved quality of schools, suggest there will be many new students, necessitating additional school facility space and financial resources. Not only are there likely to be more students, but the racial composition of students is changing to reflect broader District demographic trends. It is important to collect and use data disaggregated by race to provide equitable outcomes in school facility planning. 1202.4

1202.5 Figure 12.1: Public School Enrollment Trends in the District 1996-2016 1202.3

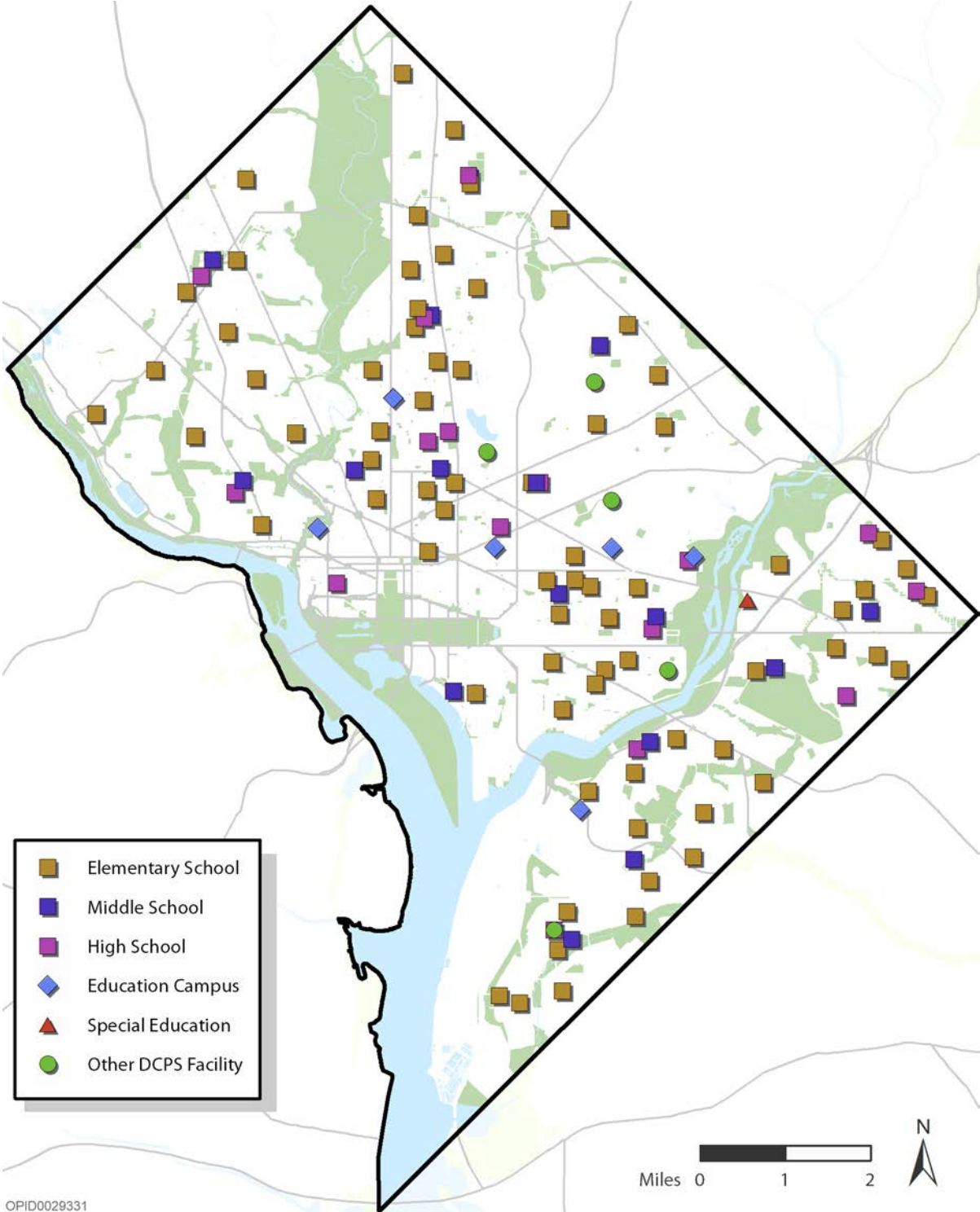


(Source: DME)

- 1202.6 The proposed 2018 Master Facilities Plan (MFP), for the first time, analyzed both the public charter school sector and DCPS schools. It used population forecasts, enrollment projections, utilization analyses, and facility data to better understand the current landscape of the District's public school facilities (PK through adult provided by DCPS and public charter schools), as well as facility needs five and 10 years from now. The proposed MFP GAP analysis showed that as of SY17-8, capacity exceeded enrollment by over 22,000. Fully modernizing the DCPS inventory, addressing overcrowding in DCPS feeder schools where it has already become an issue, and already approved charter expansions will increase capacity in the coming years. The proposed MFP illustrated a key challenge confronting the District. The total of LEA projections for their enrollment in SY2027-28 appears to outstrip reasonable estimates of the number of students expected to be service in the multi-LEA system. The analysis indicated that without coordinated planning the District could open more school capacity than required, driving up costs and diluting the ability to serve students, families and communities. 1202.6
- 1202.7 Through the proposed 2018 MFP, DME, in conjunction with DCPS, DGS, DC PCSB, and community stakeholders, provided (1) information about current public school facility conditions and needs, and (2) analyses of future facility needs based on estimated population growth and LEAs' aggregated enrollment growth plans. The proposed MFP included datasets and visualizations, which help the public, policymakers, LEAs, education support organizations, and other educational stakeholders in their work to improve public education. 1202.7
- 1202.8 The District Council disapproved the proposed 2018 MFP submitted by the Mayor. The information provided in the proposed MFP lacked critical elements that would inform the Mayor's and Council's decisions on school location, school building utilization, student enrollment, and potential charter school locations. The proposed MFP also lacked comprehensive information about the plan for six vacant public school facilities. Further, the proposed MFP failed to address school overcrowding, under-enrollment, or school buildings with poor utilization (below 50 percent), and it did not clearly define the Facility Condition Index (FCI) which identified ten schools with buildings in poor condition. An updated MFP that addresses Council interests, specifically providing a plan for the District to address over-crowding in over-utilized schools and increase enrollment in underutilized buildings, and plan for forecasted population growth to provide appropriate capacity, is a critical first step to advance a master plan. This MFP must be approved by Council. A Council-approved MFP would help inform

strategic and sustainable long-term facilities planning for DCPS, charter LEAs, District agencies, and others. 1202.8

1202.9 Map 12.1: Location of DCPS Schools School Year 2018-2019 1202.9



(Source: OP, 2018)

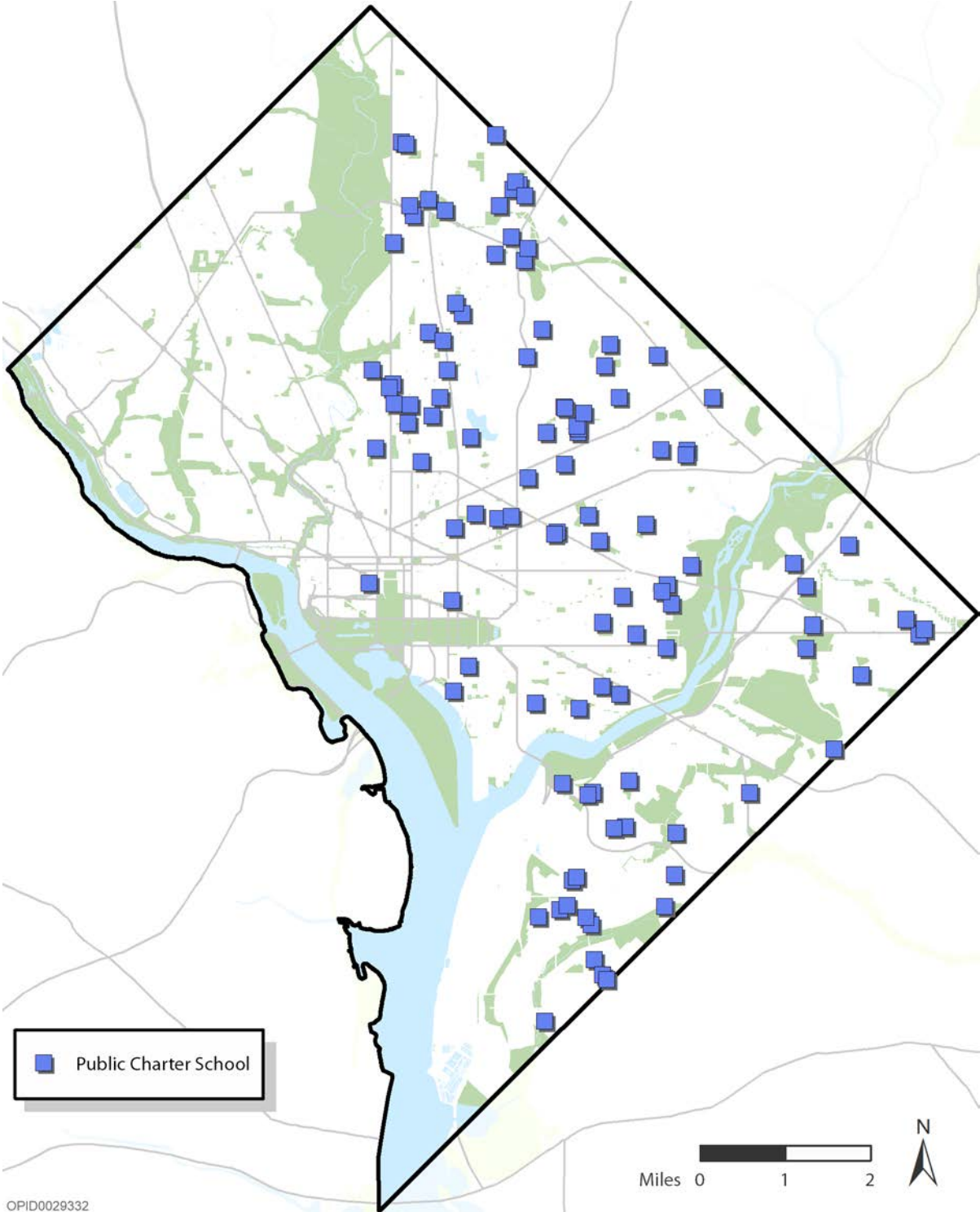
1202.10a *TEXT BOX*

Understanding the Relationship of DC Public Schools to District Government
The District of Columbia Public Education Reform Amendment Act of 2007 (PERAA), effective June 12, 2007 (DC Law 17-9; 54 DCR 4102), created a new and reorganized structure of educational leadership. PERAA established that the mayor has direct control of District public schools and DCPS as a cabinet-level agency . It also empowered the mayor to appoint, after review and confirmation by the Council of the District of Columbia, a DME to plan, coordinate, and supervise public education in the District, a chancellor to lead DCPS as its chief executive officer, and a state superintendent of education. The Office of the State Superintendent of Education (OSSE) is the state education agency that requests, distributes, and monitors the use of federal grant monies, sets state policy and regulations, and collects and shares reliable and actionable data . The District’s State Board of Education (SBOE) is responsible for advising the state superintendent on educational matters, including state standards, policies, and objectives. DGS oversees the maintenance, construction, and modernization of all DCPS facilities. All public charter schools are chartered under the authority of DC PCSB. 1202.10a

1202.10 Across Washington, DC, DCPS school facilities and grounds serve as community assets by providing recreational space, meeting space, and more. As part of the facility modernization planning process, DCPS will continue to engage communities on how modernized facilities and grounds could better serve the needs of the surrounding communities and improve quality of life. 1202.10

1202.11 A School Improvement Team (SIT) is established at every DCPS school where a major capital project (to include modernization, school replacement, addition, renovation, or remodeling) is scheduled within the next one to two fiscal years. The SIT includes parents, neighbors, and community members, as well as DCPS and DGS staff. The SIT has several duties, including providing feedback during the development of education specifications and schematic design and assisting with disseminating information about the progress of the school improvement to constituencies and peers represented on the SIT. Team members are also expected to consult on issues that arise during construction, be available to receive updates, and serve on the SIT through the end of construction. 1202.11

- 1202.12 Like many school districts in U.S. cities, DCPS is facing substantial social needs. Poverty, disrupted families, and neighborhood violence challenge school buildings (and grounds) to do more, such as stay open longer, expand their services, and adopt a broader constituency. Indeed, as school facilities are modernized, the opportunity is created to use those buildings to more fully serve the communities that surround them. 1202.12
- 1202.13 The proposed 2018 MFP anticipated combined public charter school and DCPS growth in enrollment, from 91,484 students in SY2017-18 to between 109,000 and 122,000 students in SY2027-28, depending on the assumptions made. The upper end of the enrollment projection includes the aspirational growth plans of the public charter sector that would ultimately require DC PCSB approval and facility acquisition to actually reach that ambitious number. DCPS enrollment is based solely on school-level estimations that could reach 58,400 students in SY2027-28, up from 48,000 students in SY2017-18. When analyzed against available school capacity, the proposed 2018 MFP estimated that enrollment will outstrip DCPS's current capacity in all wards except Wards 5, 7, and 8. The District has experienced overcrowding in certain schools. There are underutilized schools, particularly in Wards 7 and 8. While current and projected capacity are influenced by population growth, demographic trends, and the physical condition of facilities, the more difficult issue that must be addressed as part of a revised MFP is significant disparities in school performance that lead students to enroll in higher performing schools, even if these schools are a considerable distance away. 1202.13
- 1202.14 Map 12.2: Location of Public Charter Schools School Year 2018-2019 1202.14



(Source: OP, 2018)

1203 EDU-1.1 Integrated Master Planning for All Public Schools 1203

1203.1 Washington, DC is committed to not only modernizing its inventory but also to maintaining school facilities over the long term. The Facility Conditions Assessment (FCA) Program aims to complete FCAs for every DCPS school on a three-year cycle. An FCA is a comprehensive evaluation of the condition of the systems and structure of the school building and is conducted via a walk-through by licensed engineers. FCAs, combined with other capital asset replacement programs currently in use by the District, assist DCPS and DGS in developing detailed repair needs, estimated repair costs, and capital reinvestment plans, which will allow for a more proactive approach to building maintenance and repair. 1203.1

1203.2 ***Policy EDU-1.1.1: Master Facility Planning***
Strongly support DME efforts to prepare long-range Council-approved MFPs so that the DCPS school modernization program and public charter school facilities planning are based on comprehensive, system-wide assessments of facility conditions, enrollment trends, long-term needs, and the District's land use plans. 1203.2

1203.3 ***Policy EDU-1.1.2: Locating DCPS and Public Charter Schools***
Study and address neighborhood impacts when a public charter school or DCPS school locates in a non-school facility, such as a vacant commercial or industrial building. 1203.3

1203.4 ***Policy EDU-1.1.3: Co-Location of Charter and DCPS Schools***
If co-location of charter schools in significantly under-utilized schools is proposed, address on a case-by-case basis the long-term ability of affected DCPS and charter schools to operate effectively and thrive. Address parking, traffic, noise, needs for green open space and recreational facilities, and other impacts associated with increased enrollment and space usage when co-location occurs. 1203.4

- 1203.5 ***Policy EDU-1.1.4: Administrative and Maintenance Facilities***
Ensure that educational facility planning accommodates the administrative, maintenance, and transportation needs of DCPS, as well as public charter schools where relevant. 1203.5
- 1203.6 ***Policy EDU-1.1.5: Production, Distribution, and Repair (PDR) Uses and Schools***
Discourage siting of schools in areas zoned as PDR. Already, some public schools exist on PDR lands, generating the potential for conflicts. Zoning regulations require buffers between PDR zoned land and residential zone uses, including schools. 1203.6
- 1203.7 ***Policy EDU-1.1.6: Programming Partnerships for Cultural Activities in Schools***
Encourage partnerships between cultural organizations and schools to maximize students' cultural exposure and access to space by cultural organizations. 1203.7
- See also the Arts and Culture Element for information on fine and performing arts.*
- 1203.8 ***Policy EDU-1.1.7: Cultural Space***
Maximize use of in-school facilities and spaces, such as art studios, rehearsal studios, and theaters, for cultural performance, expression, and production endeavors by students, as well as by external organizations when feasible and appropriate. 1203.8
- 1203.9 ***Policy EDU-1.1.8: Expanded Access to Facilities for DCPS and Public Charter Schools***
Plan for forecasted District-wide and neighborhood-specific population growth by (1) considering the co-location of schools within and across schools where appropriate; (2) considering incentives for developers to include educational space in future mixed-use developments; (3) considering the establishment of impact fees on new or proposed development projects to contribute to the costs of providing services, including education, to those developments; and (4) investigating the inclusion of educational uses into the development plans for large, public vacant parcels. 1203.9
- 1203.10 ***Action EDU-1.1.A: Master Facility Plan Process***
Submit an updated MFP that addresses DC Council interests, specifically the District's plan to address over-crowding in over-utilized schools and increase

enrollment in under-utilized buildings, and is approved by Council, as a critical first step in advancing a master plan. Ensure that the submitted MFP accounts for equitable access to matter-of-right DCPS public school locations in every ward; adequate acreage and quality of green space associated with DCPS matter-of-right school facilities locations in every ward; the full modernization of all DCPS school buildings by 2030; and investment in programming in those schools to build DCPS enrollment and ensure successful matter-of-right feeder systems in every community in the city. Complete the updated MFP process in close collaboration with relevant agencies and the District’s education stakeholders. Use the updated MFP outcomes to guide school facilities planning on a District-wide and neighborhood-specific basis, guiding growth across both DCPS and public charter school sectors for a span of 10 years. 1203.10

- 1203.11 ***Action EDU-1.1.B: Space for Youth Cultural Entrepreneurship Initiatives***
Explore the availability of public school spaces to serve partnerships and programs between cultural organizations and schools that can help youth become entrepreneurs. 1203.11

See also the Economic Development Element for related policies.

1204 EDU-1.2 DCPS Facilities 1204

- 1204.1 Washington, DC has made significant progress toward modernizing DCPS school buildings, investing more than \$2 billion since 2007 to modernize 73 school buildings. The District has budgeted an additional \$1.6 billion to modernize 20 DCPS school buildings from 2019-2024. DCPS schools slated for future capital improvements will be prioritized using an approach identified in the Planning Actively for Comprehensive Education Facilities Amendment Act of 2016. This quantitative assessment employs data concerning facility conditions, school demand, community needs, and equity to arrive at an impartial ordering of school modernizations. The prioritization will inform District Capital Improvement Plans. Once the modernizations in the FY2021-26 Capital Improvement Plan are completed, 21 schools, the majority of which are east of the Anacostia River, will have yet to receive full modernizations. By 2023, 90 percent of DCPS school buildings will have been renovated and modernized. 1204.1

- 1204.2 ***Policy EDU-1.2.1: Continue to Provide Updated DCPS Facilities***
Continue to provide updated and modernized DCPS school facilities throughout the District based on a Council-approved MFP and in compliance with laws, regulations, and appropriations. 1204.2
- 1204.3 ***Policy EDU-1.2.2: Partnerships for DCPS Facilities***
Explore partnership opportunities to enhance operation, modernization, and/or construction of new DCPS school facilities, and strongly encourage the retention and inclusion of actively used recreational areas and/or open space . 1204.3
- 1204.4 ***Policy EDU-1.2.3: Developer Proffers for DCPS Facility Needs***
Explore developer proffers as a way to meet school facility needs through the development process. 1204.4
- 1204.5 ***Policy EDU-1.2.4: Using District-Owned Facilities for Healthy Food Access***
Encourage the renovation and new construction of schools to support healthy food education and access. Assess feasibility of incorporating space for teaching kitchens, prep kitchens, cafeterias, and educational gardens in renovated and modernized buildings. 1204.5
- 1204.6 ***Policy EDU-1.2.5: Facility Expansion***
Where additional DCPS school capacity is needed to satisfy enrollment demand and to avoid overcrowding, DCPS may need to consider existing site capacity, site acquisition, and new school development, in addition to school boundary and enrollment adjustments. 1204.6
- 1204.7 ***Policy EDU-1.2.6: Transportation Demand Management Programs for DCPS Facilities***
Improve parking management at DCPS facilities by pairing reduction in surface parking availability with a transportation management plan for school staff.
1204.7
- 1204.8 ***Policy EDU-1.2.7: DCPS School Design and Sustainability***
Continue to use green practices in the modernization, construction, and operation of DCPS schools to maximize sustainability and reduce greenhouse gas emissions. Examples of building features and systems that can help achieve this include architectural design and materials, solar panels, rain gardens, green roofs, and high-efficiency energy, water, and waste management systems. 1204.8

- 1204.9 ***Policy EDU-1.2.8: DCPS School Design as a Tool for Teaching Sustainability***
Promote design features of schools as a tool for interactive learning about sustainability and to provide related stewardship opportunities. Examples of design features include green roofs and rain gardens; energy, water, and waste management systems; and on-site greenhouses and urban farming facilities. 1204.9
- 1204.10 ***Policy EDU-1.2.9: Neighborhood Schools of Excellence***
Strongly support the goal of making neighborhood schools and feeder systems an appealing school of choice where students' academic and personal achievements are nurtured, so that children do not have to travel long distances to schools across the District and to ensure families in every community have attractive, predicable options from PK through 12th grade. 1204.10
- 1204.11 ***Action EDU-1.2.A: Parking Utilization Study at DCPS Facilities***
Conduct studies to understand use of parking facilities at appropriate DCPS sites to determine where reductions may be possible in order to identify potential higher and better uses for them. 1204.11
- 1204.12 ***Action EDU-1.2.B: Shared-Use Agreements***
Continue to support shared-use agreements for public access to recreation facilities and gardens in public schools while ensuring host schools have appropriate, prioritized access. 1204.12
- 1205 EDU-1.3 Public Charter School Facilities 1205**
- 1205.1 Public charter schools provide another school choice for families with school-age children. As of SY2016-17, 46 percent of all public school students were enrolled in public charter schools, and DC PCSB approved the conditional opening of three more public charter schools in SY2018-19. 1205.1
- 1205.2 Public charter schools are publicly funded , their daily operations and curriculum are managed by their school leadership and an independent board of trustees, and some offer specialized programs such as dual language, expeditionary learning, International Baccalaureate, and Montessori. The per-pupil facilities allowance from public funds helps public charter schools acquire and renovate space and is intended to cover their facility expenses (see description in the text box entitled Uniform Per Student Funding). Public charter schools are authorized and

monitored by DC PCSB and are held accountable for student performance and compliance with local and federal laws in the same way as DCPS schools are by OSSE. 1205.2

1205.3 As of SY2017-18, there were 121 public charter schools with 135 campuses located in 104 facilities. Of those public charter school campuses, 63 were located in 40 former DCPS buildings through long-term leases or ownership of a surplus facility. These 63 campuses include 10 co-locations of public charter LEAs. Two additional public charter schools are co-located with existing DCPS schools. The remaining 70 public charter school campuses were located in 62 commercial facilities that they either owned or leased from the District; these 70 campuses include six co-locations. 1205.3

1205.4 Although public charter schools operate in a wide range of facilities, former DCPS school buildings offer attractive solutions due to the ready functionality of their space and to the scarcity of and rising costs for space. To help identify those sites that may be suitable for public charter school use, the DC Council adopted a pre-surplus designation of excess in 2014. DC Law 20-114 (DC Official Code §38-2803 (e)) defines a school site to be designated excess after it has been identified as vacant without a plan for reuse or has been significantly underused for two consecutive years without a plan for reuse. Thirty-nine former DCPS schools have been turned over for use by charter schools. There are very few DCPS school buildings that are not being used, and these sites are needed to ensure there are adequate schools in various geographic locations available, as well as places available for swing space. 1205.4

1205.5 If a school building has been determined to be excess by DCPS, and the District does not have plans for its public reuse, DME conducts a process to designate the building as surplus, subject to final approval by the Council of the District of Columbia. For surplus buildings, DME develops a Request for Offers (RFO), which allows public charter schools to submit proposals to lease the space from the District. Public charter schools and charter school incubators, which are nonprofit organizations that provide short-term, transitional, and below-market rent space to public charter schools that may face difficulty in finding and/or financing education facilities, have right of first offer for the use of surplus DCPS school buildings. 1205.5

1205.6 Since school buildings serve as institutional anchors, the RFO process includes public engagement. 1205.6

1205.7 Consistent with 110 Stat. 1321, Pub. L. 104-134, as amended (DC Code § 38-1802.09), the following preferences are used to determine the use of former DCPS schools that are deemed surplus:

- First preference to an existing tenant that is a public charter school that occupies all, or substantially all, of the facility;
- Second preference to a high-performing and financially sound public charter school, or to an existing tenant that has occupied all or substantially all of the excess school facility since December 30, 2008 and is a District nonprofit elementary or secondary school or District community-based nonprofit arts education organization whose programming includes youth classes; and
- Third preference to any other eligible entity. 1205.7

1205.7a Uniform Per Student Funding

The Uniform Per Student Funding Formula (UPSFF) is used to help set annual operating funding for DCPS and public charter schools. The requirement that education be funded on a uniform per-student basis was enacted into DC law in 1995 (110 Stat. 1321, Pub. L. 104-134; DC Official Code § 38-1804.01). UPSFF allocates funding to DCPS and DC public charter LEAs based on students' grade levels and additional relevant characteristics, such as at-risk status. It applies only to local funding. In addition, public charter schools also receive a per-pupil facility allotment through UPSFF intended for facility funding. DCPS capital expenses are funded from the capital budget. Between FY16 and FY20, UPSFF is expected to increase by 15.7 percent, resulting in the foundation-level per-student rate increasing from \$9,492 per public school student in FY16 to \$10,980 per public student in FY20. 1205.7a

1205.8 ***Policy EDU-1.3.1: Planning For Public Charter Schools***

Incorporate the needs of public charter schools in public school facility planning, including in MFP efforts, to account for the community's desire for a District-wide system of neighborhood public schools supplemented by school choice that is equitably invested in and provides predictable and fair access to high-quality schools in all of Washington, DC's communities. 1205.8

1205.9 ***Policy EDU-1.3.2: Partnerships for Public Charter School Facilities***

Explore partnership opportunities to enhance operation, modernization, and/or construction of new public charter school facilities, and strongly encourage the

retention and inclusion of actively used recreational areas and/or open space.
1205.9

1205.10 ***Policy EDU-1.3.3: Developer Proffers for Public Charter School Facility Needs***
Explore developer proffers as a way to meet school facility needs through the development process. 1205.10

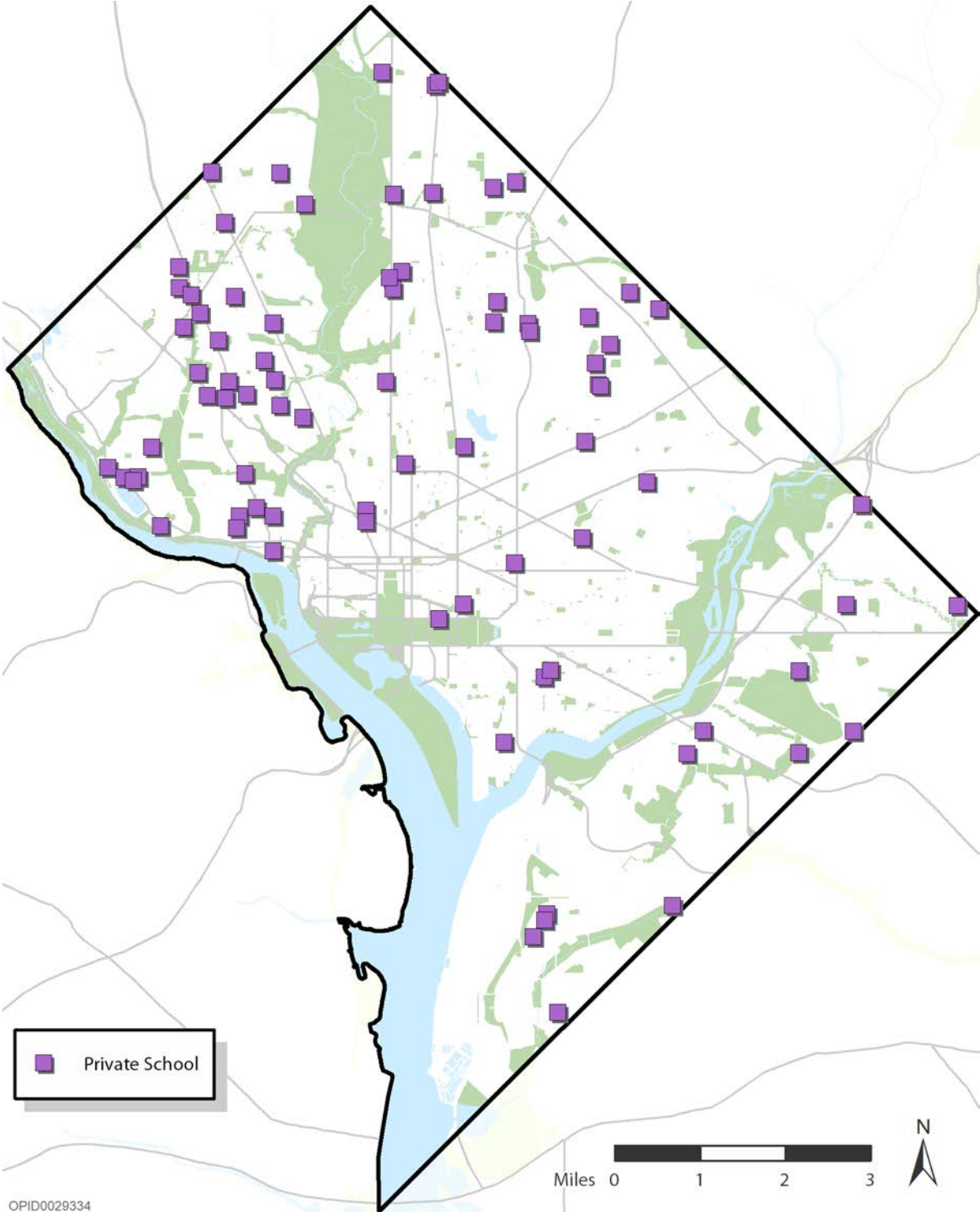
1205.11 ***Policy EDU-1.3.4: Alternative Financing Systems***
Support the construction and renovation needs of public charter schools, as well as private schools and universities, by allowing them access to low-cost financing programs offered by the District. Examples of these programs include the DC Revenue Bond Program, the Green Bank, and Property Assessed Clean Energy Programs. 1205.11

1206 EDU-1.4 Private PK-12 School Facilities 1206

1206.1 Information gathered from the National Center for Educational Statistics, the Association of Independent Schools of Greater Washington (AISGW), the National Center for Education Statistics, and the National Catholic Education Association (NCEA) indicates that, in 2017, there were approximately 94 private schools in the District of Columbia. These private schools rendered services to specific segments of the District's population, from PK to 12th grade, as well as children throughout the metropolitan area. These facilities are shown in Map 12.3. Thirty-one schools are affiliated with AISGW. Several of these, as well as schools unaffiliated with AISGW, are affiliated with churches, including a total of 11 represented by NCEA and several affiliated with other religious organizations. Washington, DC acknowledges the contributions that these schools have provided to the education sector and the importance of including K-12 private schools in overall school planning and discussions.1206.1

1206.2 ***Policy EDU-1.4.1: Private PK-12 Schools***
Recognize private schools as an important part of Washington DC's educational infrastructure. Private school representatives should be encouraged to participate in District-wide educational facility planning initiatives. 1206.2

1206.3 Map 12.3: Location of Private Schools 1206.3



(Source: OP, 2018)

- 1206.4 ***Policy EDU-1.4.2: Private School Partnerships***
Encourage engagement and partnership with communities and other institutions in the delivery of school services and engagement with local neighbors in planning and development processes. 1206.4
- 1207 EDU-1.5 School Building Design and Site Planning 1207**
- 1207.1 Attractive, well-designed, and well-sited schools communicate respect for the people who use them and contribute to a positive school climate and productive learning. By strategically locating windows, access points, and gathering places, for example, school designers can foster student safety and security. High-quality site planning and architecture also provide an opportunity to enhance the learning experience. 1207.1
- 1207.2 School modernization projects should take into consideration issues that extend beyond school boundaries, such as the safety of children traveling to and from school, public transit accessibility, the availability of open green space, playgrounds, and athletic facilities, as well as parking and traffic . 1207.2
- 1207.3 ***Policy EDU-1.5.1: Promoting High-Quality Design***
New construction, renovation or reconstruction of public, private, and public charter school facilities should use high architectural and landscape design standards that are sensitive to community context, as well as academic and student safety needs. 1207.3
- 1207.4 ***Policy EDU-1.5.2: Safety First: Designing For Multiple Uses***
Strongly encourage design of K-12 public, private, and public charter schools to include appropriate measures that keep students healthy, secure, and safe, especially where multiple activities are accommodated in a single structure. 1207.4

- 1207.5 ***Policy EDU-1.5.3: Eco-Friendly Design***
Strongly support the use of green building, energy efficiency, and green infrastructure development methods in school construction and rehabilitation of K-12 public, private, and public charter school design. 1207.5
- 1207.6 ***Policy EDU-1.5.4: Multimodal Access to Schools***
Continue to coordinate among District Department of Transportation (DDOT), DCPS, DC PCSB, and K-12 private school stakeholders to improve the safety of students walking or biking to and from school through design and transportation improvements in coordination with the safe routes to school program. In addition, new K-12 public, private, and public charter school buildings should be designed to foster safe and attractive pedestrian access. Encourage transit connections to high schools to provide easy access for students and teachers, thereby minimizing the need for driving to school. 1207.6
- See also the Transportation Element for additional information on modes of transit to schools.*
- 1207.7 ***Policy EDU-1.5.5 School Projects and Design Plans***
Seek to better align proposed school modernization and new school projects with District-wide and place-based design plans so that school design achieves a high quality. 1207.7
- 1207.8 ***Policy EDU-1.5.6: Historic Preservation***
Consider historic preservation concerns in the planning of DCPS and public charter schools, as well as private school facilities occupying DC government property. 1207.8
- 1207.9 ***Policy EDU-1.5.7: Site Planning***
Continue to plan for the modernization of entire DCPS school campuses rather than just the school buildings. Where school facilities are adjoined by athletic fields, playgrounds, educational and community gardens, and open space, the improvement of these areas should be included in renovation plans wherever feasible. In addition, school employee parking should not be provided at the expense of recreational space. 1207.9

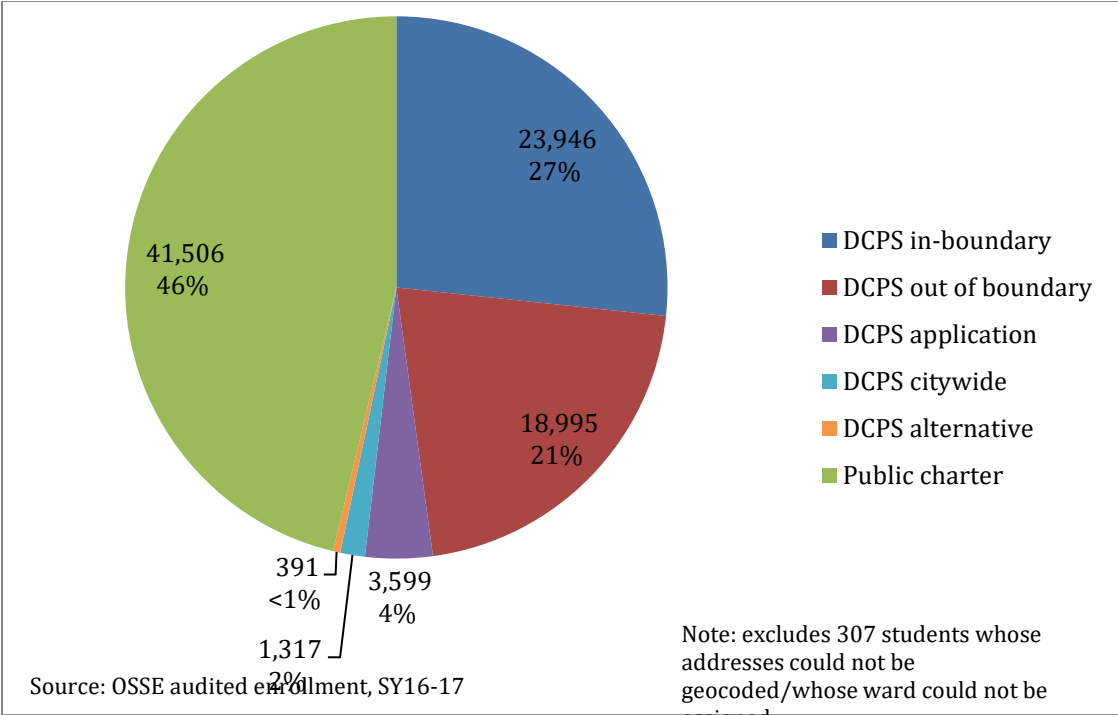
1208 EDU-1.6 Planning for the Long-Term Future 1208

1208.1 An important long-range planning objective is to align DCPS and public charter school enrollment projections with the Comprehensive Plan’s demographic forecasts. The Comprehensive Plan can aid DCPS by identifying the specific schools that may be most impacted by increased in-boundary enrollment from new development and therefore most in need of future expansion. As an example, population forecasts used in 2016 for the Comprehensive Plan amendment process were used to develop student population projections to support the proposed 2018 MFP. 1208.1

1208.2 In Washington, DC , the relationship between new housing construction and school planning is complex. Public school enrollment policies allow students to enroll in their in-boundary DCPS school and apply to enroll in an out-of-boundary DCPS school, a public charter school, or any other District-wide or selective DCPS school. Thus, students often travel to schools in other parts of the District , leading to significant out-of-boundary enrollment at many DCPS facilities and to public charter schools far from students’ homes. Figure 12.2 shows the share of students who enroll in the different types of schools in SY2016-17 and how many students enroll in their own ward of residence. This complexity makes projecting enrollment at DCPS and public charter schools challenging. 1208.2

1208.2a DCPS Boundary and Student Assignment Policy Review
In 2013-2014, DME and DCPS led a comprehensive review process of student assignment policies and DCPS school boundaries. The process culminated in a series of recommendations made by the DC Advisory Committee on Student Assignment that were fully adopted by the mayor and chancellor at that time. Implementation of the recommendations began in 2015. In its Final Recommendations on Student Assignment Policies and DCPS School Boundaries, the committee noted that, “The overwhelming input from parents and District residents was that families want a District-wide system of neighborhood public schools that is equitably invested in and provides predictable and fair access to high-quality schools in all of the city’s communities.” 1208.2a

1208.3 Figure 12.2: Share of All Students by Public School Type (SY2016-17)



1208.3

(Source: DME)

1208.4 The Comprehensive Plan cannot predict who will actually occupy new housing units and whether they will be singles or families with children. Increases in enrollment may also take place in established neighborhoods as the existing housing stock changes hands—even though very little new construction is occurring. In addition, a higher percentage of students may choose to attend public schools rather than private schools in the future. 1208.4

1208.5 Aggregate projections indicate the need to coordinate the growth of educational facilities with the growth of housing in some parts of the District, driving recommendations in the proposed 2018 MFP to consider incentives for developers to include educational space in future mixed-use developments, consider establishing impact fees on new development projects to contribute to the costs of providing services to new developments, including education, and investigate the inclusion of educational uses into the development plans for large public vacant parcels. 1208.5

- 1208.6 Notwithstanding these challenges, a Council-approved MFP will enable the District to align population growth forecasts, estimated school needs, and facilities planning to better anticipate facilities' space needs. This will include facility utilization data as well as population trend and forecast information from the District's OP State Data Center to inform enrollment projections. Given that population and enrollment growth lagged projections even before COVID, it will be important to update population and enrollment projections after the completion of the 2020 Census. 1208.6
- 1208.7 In addition to the proposed 2018 MFP, the District launched EdScape Beta, the educational landscape, in 2019. This online tool provides a comprehensive set of interactive visualizations and downloadable datasets on topics essential to inform and coordinate the opening and siting of programs and schools in Washington, DC. This information, as updated on an ongoing basis, can support data transparency and help build a coherent public education system as well. EdScape Beta is intended to help inform whether and where new schools, programs, or facility capacity may be needed, and to provide the public with the same information available to policy-makers for transparency purposes. Together, a Council-approved MFP and EdScape Beta will help assess overcrowding and identify strategies to address it. 1208.7
- 1208.8 As of 2017, the District's OP State Data Center forecasts a sizable increase in children, particularly infants, toddlers, and elementary-age children, over the next 10 years. These forecasts assume age cohort movement and population net migration. Recent forecasts indicate a net population increase of 114,954 people over the 10 years spanning 2015-2025, with an average growth of 11,500 people each year. The District's total population will continue to increase but at a slower rate: from an annual change of 1.9 percent in 2015, to 1.6 percent in 2020, to 1.5 percent in 2025. 1208.8
- 1208.9 For the District's youth population aged 0-17 years, the forecast points to an additional 21,090 (23 percent) youth from 2017-2025. With a total forecasted youth population of 144,250 in 2025, this number will comprise 18.3 percent of the total District population, up from 18 percent in 2017. The 0-17 age group is expected to increase but will do so at a declining annual rate of 2.1 percent by 2020, to 2.0 percent by 2025. The 2018 MFP provided estimated DCPS school-level enrollment projections, estimations of sector enrollment (DCPS and public charter schools), and a gap analysis of facility needs at various scales such as District-wide and ward-level. 1208.9

- 1208.10 Over the last 10 years, the District has made great strides toward inclusively rebuilding its educational infrastructure and attracting families back to Washington, DC and to public education, reversing the decline in enrollment the District experienced previously. With the forecasted growth in population, the District should approach the disposition of surplus DCPS school facilities for non-educational use with great caution. Given the high cost and limited supply of land, the District should retain as many of its assets as possible, employing interim use strategies for the short or mid-term to achieve this goal if necessary. As spatial mismatches between growth and capacity occur, boundary adjustments, grade realignments, and facility expansion should be considered to avoid overcrowding. 1208.10
- 1208.11 In previous decades, DCPS consolidated school facilities and eliminated more than three million square feet of space, sometimes releasing the buildings into the private market. Recent modifications to District regulations make it clear that Washington, DC will retain DCPS's surplus buildings to provide opportunities for both DCPS and public charter schools. In addition, if the requirement that charter schools receive the right of first offer is satisfied, and no charter school proposal is selected for adaptive re-use, non-charter school entities may be able to submit proposals for adaptive re-use. The re-use process for non-charter schools is often handled by the Office of the Deputy Mayor for Planning and Economic Development (DMPED). One enduring factor in the disposition of school land is that some of the school grounds were formerly owned and maintained by the federal government. When jurisdiction was transferred from the federal government to the District in 1973, the transfers were typically made for recreational purposes only. Such use constraints should be considered as school properties are repurposed and were considered in the proposed 2018 MFP, which provided additional direction on the use of excess space. 1208.11
- 1208.12 ***Policy EDU-1.6.1: Retention of DCPS Public Schools Facilities***
Retain DCPS public school buildings and lands in public ownership to the maximum extent feasible, which includes expiry of leases of former DCPS schools currently leased by public charter schools through the RFO process. This will put the District in a better position to respond to future demographic shifts, address long-term needs for public education , and maintain the need for swing space, which temporarily accommodates students during construction or renovation projects. 1208.12

- 1208.12a **Schools as Community Anchors**
In addition to supporting the academic needs of local students, schools can reflect the social, educational, recreational, and personal needs of the broader community. Historically, the District’s schools have been anchors for the community at large, serving as neighborhood gathering places. 1208.12a
- 1208.13 ***Policy EDU-1.6.2: Long-Term Leases***
Strongly encourage long-term leases instead of sales so that underused school sites and buildings can be retained in public ownership. This approach is necessary due to the limited availability of District-owned land for public facility uses, and the need to retain such land to deliver quality public services and anticipate long-term changes in enrollment. 1208.13
- 1208.14 ***Policy EDU-1.6.3: Preserving Sites Near Transit***
Preserve school sites located near Metrorail and other locations well served by transit for educational use. 1208.14
- 1208.15 ***Policy EDU-1.6.4: Public Charter School Reuse of DCPS School Surplus Space***
Support public charter schools in gaining access to surplus or underenrolled DCPS school buildings. 1208.15
- 1208.16 ***Policy EDU-1.6.5: Reuse of DCPS School Surplus Space***
Continue to apply the following preferences in accordance with the Landrieu Act (118 Stat. 1349, Pub. L. 108-335) to determine the future use of DCPS schools that are deemed surplus :
- First preference to an existing public charter school tenant;
 - Second preference to (1) a high-performing and financially sound public charter school, or (2) an existing tenant that has occupied the excess school facility since December 30, 2008 and is a District nonprofit elementary or secondary school or District community-based nonprofit arts education organization whose programming includes youth classes; and
 - Third preference to any other eligible entity . 1208.16
- 1208.17 ***Policy EDU-1.6.6: Adaptive Reuse***
When a DCPS facility is no longer viable to house an institution with an educational mission, the District should promote adaptive reuse. The facility can be used to respond to local needs through adaptive reuse and/or dynamic reprogramming. Such new uses can include cultural incubators, job training

programs, and affordable housing. A conversion to new non-school uses should be sensitive to neighborhood context and mitigation of impacts on parking, traffic, noise, open space and green space, and other quality of life factors. Provide for public review of potential new uses, and ensure that any issues related to prior jurisdiction over the site by the federal government are addressed. 1208.17

See also the Land Use Element for additional policies on the reuse of public school land.

1209 EDU-2.1 Schools as Community Anchors 1209

1209.1 Schools are a powerful expression of a community’s values and aspirations. In addition to supporting the academic needs of local students, they can reflect the social, educational, recreational, and personal needs of the broader community. Historically, the District’s schools have been anchors for the community at large, serving as neighborhood gathering places. 1209.1

1209.2 The District has a history of collaborative arrangements with its school facilities. For years, Washington, DC’s schools have hosted recreational programs, public services, and even family services, such as health care. DCPS foresees many opportunities to establish mutually beneficial partnerships with District agencies and the nonprofit sector in the future to help sustain schools as community anchors. This principle was strongly supported by the 2013 DCPS MFP and is regarded as key to improving the emotional and physical health of neighborhoods. Schools can be leveraged as anchors and cultural assets for District neighborhoods—community hubs that can serve local needs beyond their core educational mission and use. 1209.2

1209.3 DCPS accommodates wrap-around services at schools in low-income neighborhoods with the objective of enhancing their educational and community impact. Wrap-around services include family counseling and parenting programs, career education, behavioral health therapy, and after-school enrichment programs. Implementation of these services at key campuses holds great promise for the District’s children and families. 1209.3

- 1209.4 ***Policy EDU-2.1.1: Collaborative Arrangements with Community Service Providers***
Continue to create partnerships among DCPS, public charter schools, District government, nonprofits, and other institutions to promote schools as the central focus of community activities. 1209.4
- 1209.5 ***Policy EDU-2.1.2: Wrap-Around Services***
Where space is available, continue to accommodate wrap-around health and human services programs within schools to address the non-academic needs of students and families. Include affordable child care services wherever feasible. 1209.5
- 1209.6 ***Policy EDU-2.1.3: Community Use***
Keep school space accessible and available for neighborhood meetings, community gatherings, and other events that promote resident engagement and public service, while maintaining the school’s primary mission of educating the District’s children. 1209.6
- 1209.7 ***Policy EDU-2.1.4: Out-of-School Time Opportunities***
Encourage and promote programs across District agencies, including DCPS and the Department of Parks and Recreation, that can provide out-of-school opportunities for District children. 1209.7
- 1209.8 ***Policy EDU-2.1.5: Shared-Use of Public Parks and Recreation Space for Public Schools***
Continue to provide access to public recreational and athletic space for DCPS and public charter schools that lack such spaces. 1209.8
- 1209.9 ***Policy EDU-2.1.6: District Schools and Resilience***
As part of the educational facilities planning process, explore the potential role that schools can serve for sheltering, gathering, and service provision during disasters and emergencies. 1209.9
- 1209.10 ***Action EDU-2.1.A: Shared Maintenance Facilities***
Identify opportunities to share DCPS and District government operations, transportation, and maintenance facilities to reduce land and facility costs for both entities. 1209.10

See also the Economic Development Element and the Parks, Recreation, and Open Space Element for policies on joint-use agreements for public access to school recreation areas.

1210 EDU-2.2 Schools in Community Planning 1210

1210.1 School facility planning should be integrated with broader community planning efforts such as Small Area Plans and revitalization plans. The inclusion of schools in these plans can help promote parental involvement, improve school safety, and create connections between the school and the larger community around it. Coordinated planning also provides a means for residents to address land use, design, transportation, and physical planning issues associated with schools, and to voice opinions on the types of supplemental educational (such as libraries and arts and cultural spaces) and non-educational services that might be provided on school campuses.1210.1

1210.2 ***Policy EDU-2.2.1: Intergovernmental Coordination***
Coordinate DCPS facility planning efforts with District agencies to so that school modernization produces better education facilities for District children while also improving the neighborhood. 1210.2

1210.3 ***Policy EDU-2.2.2: Educational Facilities in Local Plans***
Involve DCPS and DC PCSB in District government land use and transportation planning activities. Local principals, faculty, students, parents, and other local stakeholder groups should be invited and encouraged to participate in decisions that impact school facilities and their surroundings. 1210.3

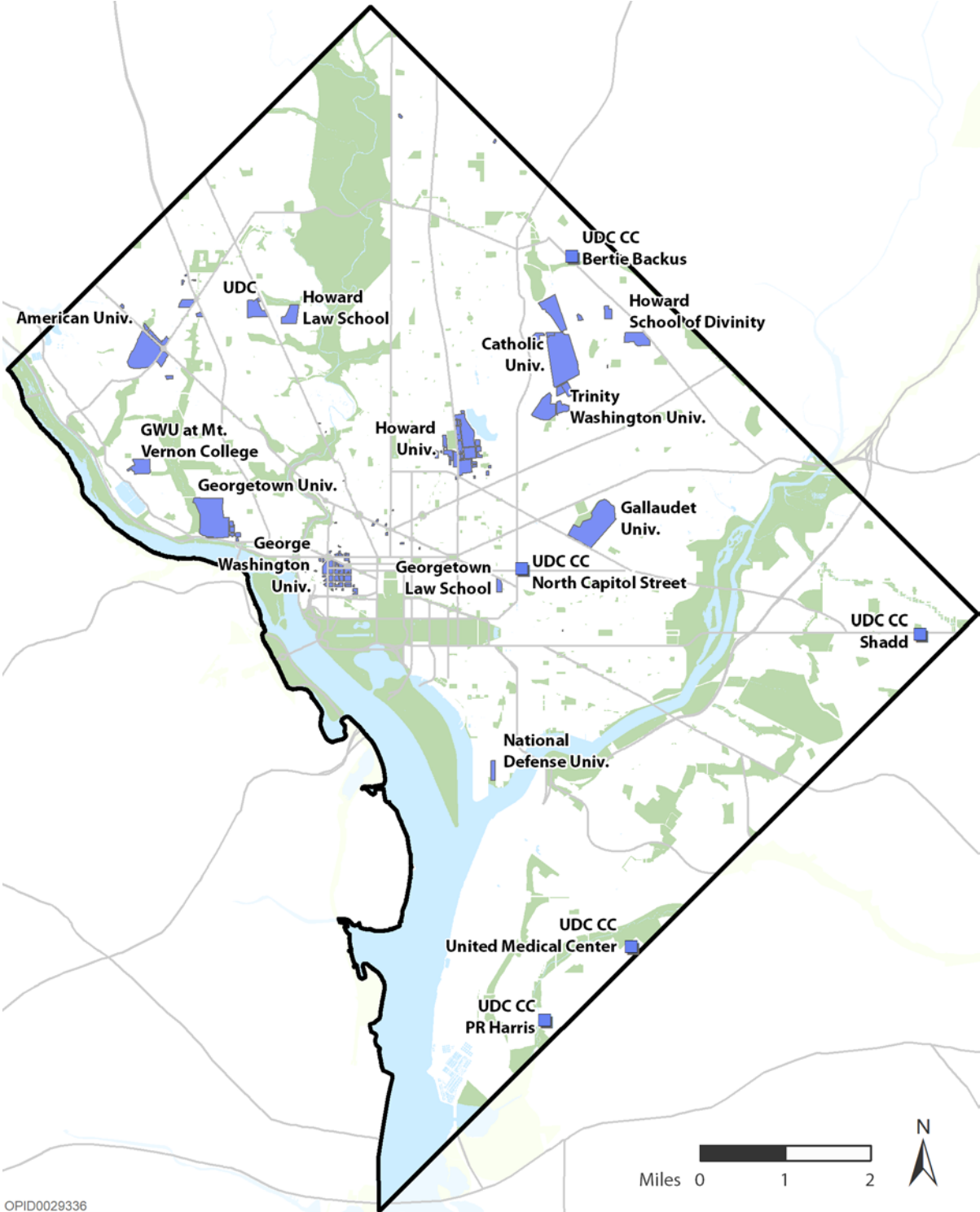
1210.4 ***Policy EDU-2.2.3: Community Participation***
Promote an open, public process when making school facility decisions, including decisions on school renovations, additions, and replacements; new schools; school closings and consolidation; the disposition of surplus schools and/or property; site selection; and school design. A School Improvement Team (SIT) for major capital projects includes parents, neighbors and members of the larger community and should be an important component of the public process. This team provides feedback throughout design and construction and helps disseminate information about the school improvement to peers and constituencies. Encourage student participation. 1210.4

1211 EDU-3 Colleges and Universities 1211

- 1211.1 Washington, DC has an extraordinary concentration of academic resources, including some of the country's finest colleges and universities. Beyond their core role as educators and knowledge hubs, universities are jobs and cultural centers that can significantly contribute toward advancing equity goals through multi-sector partnerships and other efforts that can be focused locally. While it is essential to acknowledge these dynamic attributes, universities should also be good neighbors and develop compatibly with surrounding communities by updating and adhering to campus plans. .1211.1
- 1211.2 University campuses located within the District include American University, the Catholic University of America, Gallaudet University, Georgetown University, The George Washington University, Howard University, Trinity University, the University of the District of Columbia (UDC), and the National Defense University. For the fall semester of 2017, the federal Department of Education Database (IPEDS) indicated that these institutions enrolled approximately 84,040 students. Map 12.4 shows their locations. These universities have a deep historic imprint on the District, serve as some of the largest employers in Washington, DC, and contribute significantly to local diversity. As examples, Howard University and UDC are Historically Black Colleges and Universities (HBCUs) and Gallaudet University is chartered for the education of deaf and hard of hearing students. 1211.2
1211. 3 In addition to the schools listed above, many non-local universities maintain Washington, DC campuses, largely due to the concentration of government-serving professional employment, such as foreign relations and diplomacy, public policy, technology, and law. Thousands of students from across the country attend Washington semester programs at these and local institutions, for study and internships. Washington, DC offers additional access to learning opportunities through a wide range of cultural and research institutions. 1211.3
1211. 4 UDC is Washington, DC's only post-secondary public educational institution, enrolling more DC public high school graduates than any other local university. The historically Black university is also the only urban land-grant institution in the nation. In 2009, the university established the Community College of the District of Columbia (CCDC) as a component institution. With multiple points of access to educational opportunity, UDC now offers certificate, associate, baccalaureate, and graduate level degrees that are tailored to meet the unique

needs of the District. Available programs range from associate degrees in Nursing and Mortuary Science, master's degrees in Cancer Biology Prevention and Clinical Psychology, to law degrees, as well as workforce training and professional certifications, among other offerings. Over 50 different programs of study are offered and are aligned with immediate and long-term District needs, including workforce training. 1211.4

1211.5 Map 12.4: Locations of Colleges and Universities 1211.5



(Source: OP, 2018)

1211.6 UDC and CCDC serve a diverse population that includes students from over 80 different nations. CCDC has an open admissions policy that is particularly beneficial for non-traditional students. Together, these institutions provide an important opportunity for young adults and adult learners to gain a quality education at an affordable price. 1211.6

1212 EDU-3.1 UDC 1212

1212.1 Continued political and financial support for UDC is essential if it is to fulfill its mission as a viable educational option and path to career advancement for District residents. Creation of UDC campus locations across the District has been a priority of UDC to better serve residents' needs. As shown on Map 12.4, UDC continues to expand offerings, with campuses at 801 North Capitol Street, NE; Bertie Backus at 5171 South Dakota Avenue, NE; PR Harris at 4600 Livingston Road, SE; Shadd at 5601 E. Capitol Street, SE; and United Medical Center, at 1310 Southern Avenue, SE . 1212.1

1212.2 ***Policy EDU-3.1.1: Sustaining and Advancing UDC***
Sustain, promote, and advance UDC as Washington, DC's only public institution of higher learning and continuing education for District residents. 1212.2

1212.3 ***Policy EDU-3.1.2: Strengthen Training and Career Programs***
Strengthen CCDC as an important pathway to economic opportunity. Continue to educate students through more seamless paths to baccalaureate programs at UDC, and to build practical career skills that prepare students for current and future employment . 1212.3

1212.4 ***Policy EDU-3.1.3: Economic Clusters and Universities***
Encourage economic cluster development in areas surrounding university campuses, with a focus on entrepreneurship, mentorship, and business development. 1212.4

- 1212.5 ***Action EDU-3.1.A: UDC Campus Locations***
Maintain a distribution of campus locations that serves residents of all eight wards, helping advance goals of UDC’s Equity Imperative – 2022 Strategic Plan. 1212.5
- 1212.6 ***Action EDU-3.1.B: Housing Archival Documents at UDC***
Explore synergistic opportunities for UDC to house archival documents of Washington, DC. 1212.6
- 1213 EDU-3.2 Educational Partnerships 1213**
- 1213.1 The array of learning institutions is vitally important to Washington, DC and its residents, particularly its youth. Institutions of higher learning are involved in a myriad of community and educational partnerships to improve access to education, economic opportunities for residents, and investment in the community at-large. Partnerships between institutions of higher learning and DCPS and its students, have and should, continue to provide educational opportunities and advantages for the District’s children. 1213.1
- 1213.2 ***Policy EDU-3.2.1: University Partnerships***
Encourage partnerships among the District’s colleges and universities, anchor institutions, and K-12 schools to create additional pathways to learning for students, young adults, and lifelong learners. Support schools of continuing studies to remain open. 1213.2
- 1213.3 ***Policy EDU-3.2.2: Corporate Citizenship***
Support continued corporate citizenship among Washington, DC’s large institutions, including its colleges, universities, hospitals, private schools, and nonprofits. This should include a continued commitment to high-quality architecture and design on local campuses, expanded use of green building methods and low impact development, and the adaptive reuse and preservation of historic buildings. 1213.3
- 1213.4 ***Policy EDU-3.2.3: Workforce Development***
Strengthen connections among educational programs, skills training, and workforce development initiatives to support development of career pathways and prosperity for all. 1213.4

- 1213.5 ***Policy EDU-3.2.4: Universities as Community Partners***
Encourage universities to expand service-oriented partnerships that connect students with local communities and that can strengthen town-gown relationships. 1213.5
- 1213.6 ***Policy EDU-3.2.5: University Research Partnerships***
Encourage universities to conduct research in a manner that partners students and faculty with members of the local community to help inform thinking on community-driven topics. 1213.6
- 1213.7 ***Policy EDU-3.2.6: University Offerings for Older Adults***
Encourage universities to expand low-cost access to courses and other university offerings to older adults who reside in Washington, DC beyond zip codes that directly surround the university. 1213.7

See also the Economic Development Element for additional policies on education and workforce development.

1214 EDU-3.3 Colleges, Universities, and Neighborhoods 1214

- 1214.1 The growth of colleges and universities, while supported by the District, has generated concerns in some Washington, DC neighborhoods. Most of the universities have limited land area for expansion and are located immediately adjacent to residential neighborhoods. While neighborhood concerns relate to impacts such as traffic and parking, and to broader issues about the changing character of communities where universities are located or expanding, universities contribute unique offerings to their host neighborhoods, such as access to educational, cultural, and recreational opportunities. These opportunities include access to campus green spaces, culturally-enriching offerings (including concerts and lectures), and a variety of programs for continuing education and very low-cost programming for seniors. 1214.1
- 1214.2 Zoning regulations require the preparation of campus plans that show the location, height, and bulk of present and future improvements for all colleges located in residential zone districts. In addition to serving as physical site plans, the campus plans set floor area ratio (FAR) limits for the campus as a whole and, in some cases, establish enrollment and employment caps. Campus plans are subject to approval by the Zoning Commission. 1214.2

- 1214.3 The campus plan requirement provides a formal process for community input on a range of growth-related issues. They are an important tool to proactively address issues that may be of concern to the neighborhood and limit campus expansion into residential areas. However, most of Washington, DC's colleges and universities are engaged in ongoing discussions with the communities around them. Frequently raised issues include the need for student housing, the loss of historic buildings, the compatibility of proposed campus structures with nearby residential areas, and the loss of taxable land associated with university growth. Campus plans have responded to these concerns in a number of ways, such as increasing building intensity on-site to avoid the need for land acquisition, development of new dormitories, and implementation of numerous programs to manage parking, traffic, noise, and other environmental impacts. 1214.3
- 1214.4 The post-secondary student population is significant, and local colleges and universities are powerful drivers of employment and innovation, as well as significant contributors to making Washington, DC one of the nation's leading technology hubs. As a tech hub, the District is uniquely positioned to generate innovations that can help spawn new companies, create new jobs, and increase its economic competitiveness within and beyond the greater capital region. The District should continue to explore ways to help universities and their students meet their needs while encouraging compatibility of campus development with surrounding communities. Graduate students in particular play a vital role in university research and in helping universities to secure federal grants. 1214.4
- 1214.5 Looking forward, the development of satellite campuses is strongly encouraged to relieve growth pressure around existing campuses. In addition to accommodating university growth, satellite campuses can provide new job and educational opportunities for District residents and help revitalize local shopping areas. Continued efforts to improve the campus planning process and promote an open dialogue between colleges and the neighborhoods around them should be strongly supported. 1214.5
- 1214.5a Text box: Satellite Campuses
The development of satellite campuses is strongly encouraged to relieve growth pressure around existing campuses. In addition to accommodating university growth, satellite campuses can provide access to new job and educational opportunities for District residents and help revitalize local shopping areas. 1214.5a

- 1214.6 ***Policy EDU-3.3.1: Satellite Campuses***
Promote the development of satellite campuses to accommodate university growth, relieve growth pressure on neighborhoods adjacent to existing campuses, spur economic development and revitalization in underinvested neighborhoods, and create additional lifelong learning opportunities for District residents. 1214.6
- 1214.7 ***Policy EDU-3.3.2: Balancing University Growth and Neighborhood Needs***
Encourage the growth and development of local colleges and universities in a manner that recognizes the role these institutions play in contributing to the District’s character, culture, and economy, and that is also consistent with and supports community improvement and neighborhood conservation objectives. Discourage university actions that would adversely affect the character or quality of life in surrounding residential areas. 1214.7
- 1214.8 ***Policy EDU-3.3.3: Universities as Large Landowners and Campus Plan Requirements***
Continue to require campus plans for colleges and universities located in residential and mixed-use zone districts. These plans should be prepared by the institutions themselves, subject to District review and approval, and should address issues raised by the surrounding communities. Each campus plan should include provisions that respect neighbors and neighboring property and ensure that potentially objectionable impacts such as noise, traffic, number of students, or other similar conditions are addressed. 1214.8
- 1214.9 ***Policy EDU-3.3.4: Student Housing***
Encourage the provision of on-campus student housing in order to reduce college and university impacts on the housing stock, especially the affordable housing stock, in adjacent neighborhoods. Consider measures to address the demand for student housing generated by non-District institutions with local branches. 121.9
- 1214.10 ***Policy EDU-3.3.5: Transportation Impacts of Colleges and Universities***
Support ongoing efforts by colleges and universities to mitigate their traffic and parking impacts by promoting ridesharing, carpooling, shuttle service, bicycling, scooters, skateboarding, and other transportation demand management measures. The provision of adequate on-site parking for institutional uses also should be encouraged. 1214.10

- 1214.11 ***Policy EDU-3.3.6: Faculty Housing***
Support faculty and staff housing within campus plans. Encourage the housing to be created through partnerships and dedicated university programs. Provide program opportunities to persons from a wide range of incomes. 1214.11
- 1214.12 ***Policy EDU-3.3.7: Inter-University Partnerships***
Support partnerships and development of facilities that can enable sector-based innovations, such as inclusive incubators, which are technology incubators that offer enhanced opportunities for historically underserved residents. 1214.12
- 1214.13 ***Policy EDU-3.3.8: Innovative Approaches for Augmented Educational Opportunities***
Support the growth of the District’s learning landscape, including, but not limited to, that of universities, museums, and public facilities that offer innovative approaches for providing learning opportunities to augment in-classroom education. 1214.13
- 1214.14 ***Policy EDU-3.3.9: Educational Facilities and Large Site Development***
Explore the role educational institutions can play in activating targeted large sites in a manner that can catalyze growth, fulfill place-based physical and economic development goals, and expand educational access to District residents. 1214.14
- 1214.15 ***Policy EDU-3.3.10: University-Community Task Force***
Encourage universities and communities to establish a Task Force comprised of college and university representatives, neighborhood representatives, local businesses, and other non-university community stakeholders to address a range of physical planning issues relating to the college or university’s growth and operation. Among other topics, the Task Force should address community concerns regarding the enforcement of campus plans and monitoring procedures, university concerns regarding enrollment and employment caps, modifications or further processing related to the approved campus plan, and potentially, proposals for amendments to the zoning regulations as they relate to campus plans and higher education facilities. 1214.15
- 1214.16 ***Policy EDU-3.3.11: Access to Recreational, Educational, and Cultural Opportunities***
Support continued access by local neighborhoods to university offerings, such as concerts and lectures, campus green space, continuing education, and low-cost

programming for older adults. Encourage residents to learn about and appreciate campus culture. 1214.16

1215 EDU-4 Child Development Facilities 1215

1215.1 OSSE, under the DME provides support for and collaborates with other public and private child- and family-serving advocacy organizations to provide services and care for District children up to five years of age. OSSE also provides access to before- and after-school services for eligible children up to age 13, or 19 years of age if the child has a disability. It also manages a subsidized child care program for eligible children and families. Waiting lists for child care reflect a growing demand for services that support parent employment and job productivity, and provide healthy, safe, and positive learning environments for children. Child care needs are also significant for parents who are employed in the District but live elsewhere. 1215.1

1216 EDU-4.1 Child Development Facilities 1216

1216.a Child Care as Child Development
Recognizing that learning begins from the earliest age, OSSE now uses child development as an umbrella term that includes child care. Therefore, references to child development facilities in this section are used to refer to facilities that deliver child care and other uses relating to child development. 1216.a

1216.1 According to 2017 population estimates, 45,065 children under the age of five reside in Washington, DC. OSSE reports that, in 2017, the District had 378 licensed child development facilities (258 centers and 120 homes), all of them run by private operators that were for-profit, nonprofit, or faith-based. The licensed capacity in these child development facilities for children birth to age five is 19,067; the licensed capacity for infants and toddlers (36 months and younger) is only 7,962, with approximately 28,203 infants and toddlers living in Washington, DC. However, this capacity only meets about 28 percent of residents' needs, and does not include the needs of families outside of DC who work in the District and seek or use District child care programs. 1216.1

1216.2 Washington, DC outranks all other states in access to PK programs, with an estimated 70 percent of three-year-olds and 84 percent of four-year-olds enrolled.

Of the estimated 16,753 three- and four-year-old children in the District, 12,910 were enrolled in public PK programs in FY16. PK services are provided at 156 sites, and of these sites, 77 are DCPS, 59 are public charter schools, and 20 are child development facilities. The majority of students are served in DCPS or public charter schools. These facilities and programs collectively are likely to contribute to increased employment of women in Washington, DC. 1216.2

1216.3 As a result of funding for the PK Enhancement and Expansion Act of 2008, as well as other quality of life improvements, more families are choosing to raise their families in the District, resulting in an increased demand for child development facilities that serve children six weeks to three years of age. 1216.3

1216.4 The District is also focused on expanding the use of District-owned facilities by private child development facility operators who are expanding the availability of infant and toddler care to District residents. Additionally, as of 2017, OSSE is partnering with a private philanthropic partner to increase the supply of high-quality seats in Wards 7 and 8 by 750 over the next five years. 1216.4

1216.5 ***Policy EDU-4.1.2: Incentives Expanding Access to Child Development Facilities***
Provide incentives for new and rehabilitated residential and commercial developments to set aside on-site space for child development facilities. 1216.5

1216.6 ***Policy EDU-4.1.3: Expanding Allowable Spaces for Child Development Facilities***
Allow new and expanded child development facilities and uses in all residential, commercial, and mixed-use areas and in community and District-owned facilities to provide access to affordable, quality child development facilities throughout the District. Locations should be accessible to public transit, when possible. 1216.6

1216.7 ***Policy EDU-4.1.4 : Child Development Facilities***
Recognize the importance of early childhood education and related programs to the well-being of children and youth, and support the development of appropriate facilities for these programs. 1216.7

- 1216.8 ***Policy EDU-4.1.5: Co-location of Work and Child Development Centers***
Encourage major institutional employers, including District government agencies, to provide on-site child development facilities for children of employees and encourage the opportunity to expand education, training, and research for human development professionals. 1216.8
- 1216.9 ***Policy EDU-4.1.6: Continuing Education and Certification for Child Development Center Professionals***
Support existing and new programs that help continuing education and certification of child development center professionals. 1216.9
- 1216.10 ***Policy EDU-4.1.7: Partnerships***
Explore collaborations with other District agencies educational and business partners that can help to increase the availability of quality early childhood education, child development, after-school, and pre-school programs for all residents, especially low-and middle-income households, and families of children with disabilities. 1216.10

1300 Overview 1300

- 1300.1 The Infrastructure Element provides policies and actions on the District’s water, sanitary sewer, stormwater, solid waste management, energy, information and communications technology, and enhanced coordination among these sectors. Investments in these systems are essential to Washington, DC’s future, specifically in meeting the demands of existing users, accommodating future change and development, and enhancing the District’s resiliency and sustainability. These policies are complemented by those in the Land Use, Urban Design, Environmental Protection, Transportation, Community Services and Facilities, and other elements, all of which recognize the interplay between infrastructure and related topics. 1300.1
- 1300.2 Since the 2006 update to the Comprehensive Plan, billions of dollars have been invested in the energy, water, digital, and solid waste systems that are intrinsic to the District’s daily life and functions for its residents and visitors. Collectively, these investments have made the District a better place to live, work, and visit through the replacement of aging infrastructure, modernization of existing infrastructure, as well as environmental mitigations that are improving Washington, DC’s natural environment. However, most of these investments were not directed toward expanding capacity because existing systems had spare

capacity. With the level of forecasted growth in population and jobs, Washington, DC will need to think innovatively about how to build on the substantial infrastructure investments made in the last decade. 1300.2

1300.3 To meet future demands effectively, the District should take a cross-system approach to infrastructure, identify ways to use existing infrastructure more innovatively, apply new and emerging technologies to make infrastructure more efficient, and expand capacity where needed. This approach should focus on improving quality of life. The District will also need to plan for a future where infrastructure is forced to contend with increased pressures from climate change. Infrastructure should be designed in a resilient way to withstand chronic stressors and system shocks. Safe, reliable, and available infrastructure provision must be considered through an equity lens to address and eliminate gaps for underserved communities and to meet the needs of low-income residents, vulnerable populations, and communities of color. 1300.3

1300.4 Infrastructure is critical to the continued success and growth of Washington, DC; infrastructure capacity and effectiveness directly impact quality of life. Infrastructure systems provide vital services to residents, workers, and visitors; shape and enhance the public realm; underlie and contribute to health, wellness, safety, security, and quality of life; are fundamental to promoting economic growth; and form a backbone that allows the District to function as a home to hundreds of thousands of persons and as the nation's capital. In these ways, infrastructure fundamentally contributes to Washington, DC's ability to fulfill the Comprehensive Plan's vision of an equitable, inclusive, and resilient District. 1300.4

1300.5 The District's current infrastructure includes:

- More than 1,350 miles of drinking water pipelines and 1,800 miles of sewers;
- More than 2,200 miles of electrical cable;
- More than 2,300 miles of natural gas pipelines;
- Approximately 700 miles of fiber-optic cable owned by the District;
- More than 400 outdoor Wi-Fi access points;
- Thirteen communications towers strategically located across the District; and
- More than 70,200 street lights. 1300.5

- 1300.6 The planning, management, and oversight of the District’s energy, water and sewer, solid waste, and information and communications technology systems are distributed among several entities , including DC Water (formerly DC Water and Sewer Authority), the U.S. Army Corps of Engineers (USACE), the Potomac Electric Power Company (PEPCO), Washington Gas, the District’s Department of Public Works (DPW), the District’s Office of the Chief Technology Officer (OCTO), commercial telecommunications providers, and others. In addition, the General Services Administration (GSA) contracts with Washington Gas and PEPCO to supply federal agencies with natural gas and electricity, respectively, and many federal agencies, as well as some hospitals, educational institutions, and other nonprofit organizations that avail themselves of DC-Net. This element incorporates planning and policy guidance from the short- and long-term plans of these service providers. 1300.6
- 1300.7 The critical infrastructure issues facing Washington, DC are addressed in this element. They include:
- Achieving and maintaining a state of good repair across all infrastructure systems;
 - Improving water quality and public health by addressing the District ’s combined sewer, sanitary sewer, and wastewater systems;
 - Responding to rapid changes in technology and equitably and accessibly distributing new digital technologies and services;
 - Modernizing the aging water, gas, and electric distribution systems;
 - Addressing infrastructure sufficiency for new development; and
 - Enhancing the District’s utility systems to increase resilience. 1300.7
- 1300.8 Since 2006, when the Comprehensive Plan was last revised, Washington, DC has experienced rapid population and job growth, which has made the District one of the fastest growing large cities in the country. In 2018, the District’s population grew to 700,000, a figure not seen since the 1970s. Washington, DC has grown by 121,000 people, or 20.8 percent, since the 2006 update of the Comprehensive Plan. This trend puts the District on track to bypass its previous peak population of 802,000 within the next decade. Washington, DC experienced the largest share of this growth (79,000 residents) in the six years since the 2010 decennial census. Even if projected growth takes longer to achieve, addressing long-term capacity needs and investing in infrastructure is critical to meet current and future needs. 1300.8

1301 Infrastructure Goal 1301

1301.1 The overarching goal for infrastructure is to provide high-quality, robust, efficiently managed and maintained, and properly funded infrastructure to meet the needs of residents, workers, and visitors in an accessible and equitable way, , as well as to support future change and growth. 1301.1

1302 IN-1 Drinking Water 1302

1302.1 The water system serving the District consists of two primary components: the water supply and treatment system, and the water distribution system. 1302.1

1302.2 DC Water was created by District law in 1996, with the approval of the United States Congress, as an independent authority of District government with a separate legal existence. As of 2016, DC Water distributes safe, treated drinking water to all residents, workers, and visitors in the District. 1302.2

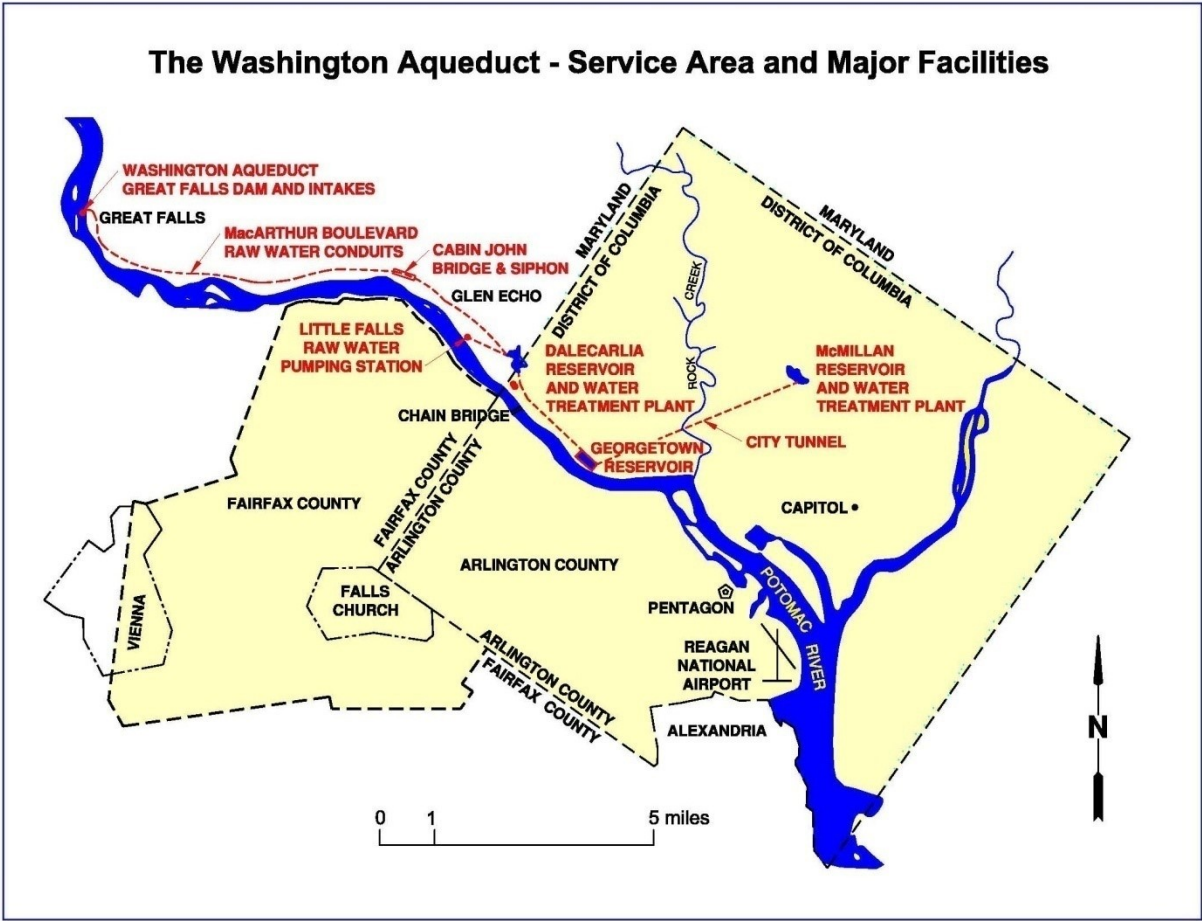
1302.3 Since 2006, there has been an evolution in the way water management is approached: while previously siloed as separate systems, potable water, wastewater, and stormwater are now managed together. This approach focuses on optimal outcomes, with all components considered together during the planning process. The whole water cycle, from capture, treatment, and reuse, is now integrated at both the local and District-wide scale. Thus, some of the policies and actions below may apply to drinking water infrastructure, as well as to wastewater and stormwater systems. 1302.3

1302.4 The water supply and treatment system includes raw water sources, pipelines carrying this water to treatment plants, and the water treatment plants themselves. USACE operates and maintains these facilities and supplies treated water to several distributors. These distributors (which include DC Water) deliver water to over one million users in Washington, DC and Northern Virginia. 1302.4

1302.5 The Washington Aqueduct water system was commissioned by Congress and built by USACE in the 1850s to provide the nation's capital with a plentiful water source. It has been in continuous operation ever since and is the only public water supply in the United States where the federal government has a direct role in providing drinking water. 1302.5

1302.6 The Washington Aqueduct system is composed of the Great Falls and Little Falls intakes on the Potomac River, the Dalecarlia and McMillan Reservoirs, the Georgetown Conduit and Reservoir, the Washington City Tunnel, and the East Shaft Pump Station. The sand filtration site located at the McMillan Reservoir and Water Treatment Plan was decommissioned in 1986 and is no longer part of the water treatment system. Figure 13.1 shows the Washington Aqueduct system.

1302.7 Figure 13.1: Washington Aqueduct System 1302.7



(Source: Washington Aqueduct, 2018)

- 1302.8 The Potomac River is the source of all water treated and delivered to customers by the Washington Aqueduct, a federally owned and operated water supply agency. To ensure that this supply meets the needs of the Washington Aqueduct's customers, the Low Flow Allocation Agreement (LFAA) was created in 1978. The agreement was signed by the federal government, Maryland, Virginia, and the District of Columbia. In addition to the Washington Aqueduct, the Washington Suburban Sanitary Commission and the Fairfax County Water Authority are the affected water providers. The agreement, through a formula for allocating Potomac River water, ensures that the downstream user, the Washington Aqueduct, has an appropriate allocation of available water. With the construction of the Jennings Randolph and Little Seneca reservoirs, the additional water available to be released has been sufficient to operate through major droughts in 1999 and 2002. While the provisions of the LFAA have not been triggered, every year its parties conduct a drought exercise to review the procedures that would be used in a more significant drought emergency. 1302.8
- 1302.9 In 1982, the major water utilities and the Interstate Commission on the Potomac River Basin (ICPRB) signed the Water Supply Coordination Agreement (WSCA), which required the major water suppliers to coordinate their operations during drought emergencies. The agreement also required that a 20-year study of supply and demand be prepared and updated every five years. Furthermore, it included cost-sharing agreements for new facilities and subsequently included the Jennings Randolph and Little Seneca reservoirs that serve as a backup water supply during droughts. 1302.9
- 1302.10 The most recent ICPRB study, called the 2015 Washington Metropolitan Area Water Supply Study, estimated annual demand to be 529 million gallons per day (mgd), a 12 percent increase from the 486 mgd previously estimated for 2015. The study also forecasted a growth in annual demand to 545 mgd in 2040. Although the study found that the system can meet the projected demand under normal conditions, severe drought conditions could trigger emergency water use, which would stress system reservoir volumes. 1302.10
- 1302.11 The historic maximum production of drinking water by the Washington Aqueduct occurred in 1974 and was 284 mgd. After 1974, water demand decreased due to both declining population and increasing water conservation; however, while the District's population has been growing since 2000, water consumption has remained stable due to conservation measures. Water demand is now relatively stable. In 2017, the average daily production from the Washington Aqueduct was

approximately 131 mgd, with a maximum day use of approximately 176 mgd.
1302.11

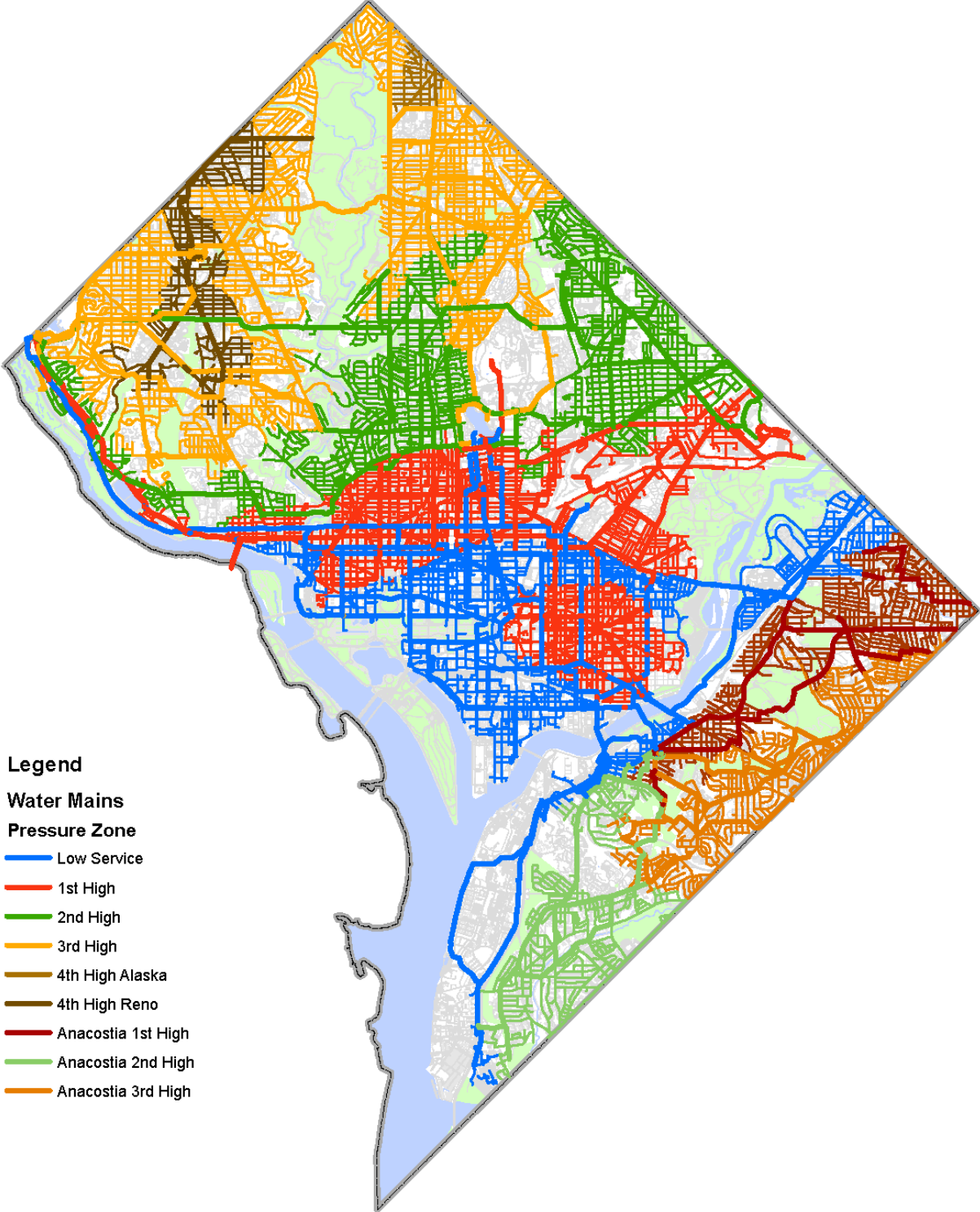
1302.12 The Washington Aqueduct treats water from the Potomac River at the Dalecarlia and McMillan water treatment plants (WTPs). Both of these plants were designed for much larger populations and higher water use projections than have been realized. As a result, their treatment capacity exceeds present-day demands and peak requirements of customers. The Dalecarlia facility has a design capacity of 164 mgd and a maximum capacity of 264 mgd. The McMillan facility has a design capacity of 120 mgd and a maximum capacity of 180 mgd. DC Water's projected average water demand based on population in 2020 is 156.5 mgd. Both Dalecarlia and McMillan serve not only the needs of the District, but they also provide water to Arlington County and a portion of the Fairfax Water service area in Virginia. The total demand of all three water providers is easily met within the current operational capability of the Washington Aqueduct water treatment system. 1302.12

1302.13 Potable water storage and pumping responsibilities are shared by DC Water and the Washington Aqueduct. DC Water operates four treated water pumping stations (Anacostia, Bryant Street, Fort Reno, and 16th and Alaska NW) and eight reservoirs and elevated tanks. The Washington Aqueduct operates the Dalecarlia Pump Station and three reservoirs: Foxhall, Van Ness, and Fort Reno. 1302.13

1302.14 DC Water is the primary agency responsible for the District's treated water distribution system, which consists of pipes, elevated water storage tanks, valves, and public hydrants that deliver water to customers and meet other municipal needs such as fire suppression. The system is divided into nine water distribution zones (also known as service areas) based on differences in ground elevation. These areas are shown on Map 13.2. 1302.14

1302.15 DC Water pumps an average of 95 mgd through the distribution system, which includes almost 1,350 miles of water mains ranging in size from four to 78 inches in diameter. This system also includes more than 36,000 valves and approximately 9,000 hydrants. The median age of the water mains is 79 years old, and some have been in service for more than a century. DC Water continually assesses the reliability and integrity of the water and sewer system pipes. To the extent that maintenance, corrosion, and break reports reveal problems, specific upgrades are factored into DC Water's 10-year Capital Improvement Program. 1302.15

1302.16 Map 13.2: DC Water Service Distribution Zones 1302.16



- Legend**
- Water Mains**
- Pressure Zone**
- Low Service
 - 1st High
 - 2nd High
 - 3rd High
 - 4th High Alaska
 - 4th High Reno
 - Anacostia 1st High
 - Anacostia 2nd High
 - Anacostia 3rd High

(Source: DC Water 2018)

1303 IN-1.1 Ensuring an Adequate Future Water Supply 1303

1303.1 While conservation efforts and other measures have been used as assumptions for the current 20-year drinking water demand forecast, which is significantly lower than demand was in 1995, important factors could affect future water availability. For example, the unpredictable effects of climate change, such as prolonged drought, could affect available water from the Potomac River, which is especially sensitive to changes in historic streamflow. One positive trend is the water conservation efforts of recent years. The 2015 ICPRB study found that the Washington, DC metropolitan area’s efforts toward sustainable demand have been successful. While the area’s population rose by approximately 18 percent from 1990 to 2015, its water demand has remained constant. The relatively consistent demand can be attributed to the falling per-household demand, which is forecasted to be reduced further by approximately 25 gallons per day between 2015 and 2040. The study also noted that supplier programs encouraging conservation were an important factor behind this trend. 1303.1

1303.2 The following policy states the District’s commitment to plan for the long-term adequacy of its water supply. It is supplemented by policies in the Environmental Protection Element on water conservation. 1303.2

1303.3 ***Policy IN-1.1.1: Adequate Water Supply***
Provide a safe, adequate water supply, including in times of stress such as drought, to serve current and future District needs by working with other regional jurisdictions, USACE, and DC Water. 1303.3

1304 IN-1.2 Modernizing Drinking Water Infrastructure 1304

1304.1 In conjunction with DC Water, Washington, DC must consider the impacts of new development and ensure that water infrastructure will be able to meet future demand while maintaining water quality and reliability. Planned improvements to the water system involve normal maintenance to replace aging water distribution mains and small-diameter pipes, and upgrades to keep pace with population growth and new development. This may also include adding new water storage

facilities, increasing the capacity of certain water mains, and upgrading pump stations. 1304.1

1304.2 Some areas in Wards 7 and 8 have historically experienced low water pressure. To improve the pressure, DC Water built a new pumping station in 2008, and in 2018, completed the construction of a new two-million-gallon water storage tower and new transmission mains at St. Elizabeths. These elements collectively created a new water service zone (new pressure area) south of the Fort Stanton area. 1304.2

1304.3 In 2013, DC Water adopted Blue Horizon 2020, a strategic plan aimed at realigning the way water and wastewater are managed in Washington, DC. The plan seeks to manage water, wastewater, and stormwater more holistically, recognizing that drinking water is a scarce commodity subject to a variety of threats and challenges. One of the goals of Blue Horizon 2020 is to optimally manage infrastructure. The plan sets the objective of replacing or rehabilitating one percent of linear water infrastructure annually. It calls for an increased focus on preventive maintenance, including development of a Comprehensive Asset Management Plan. It also seeks to use alternative technologies and innovation to create more sustainable, cost-effective operations. 1304.3

1304.4 ***Policy IN-1.2.1: Managing Water Systems***
Take an integrated approach to the planning of water, wastewater, and stormwater facilities and services. The merging of these systems will serve as the basis of a single water approach for both planning and management, which will balance the water environment and lead to better water services. 1304.4

1304.5 ***Policy IN-1.2.2: Drinking Water Quality***
Drinking water in Washington, DC shall be both clean and safe to residents, workers and visitors. 1304.5

1304.6 ***Policy IN-1.2.3: Modernizing and Rehabilitating Water Infrastructure***
Work proactively with DC Water to repair and replace aging infrastructure, and to upgrade the water distribution system to meet current and future demand. The District will support water system improvement programs that rehabilitate or replace undersized, defective, or deteriorating mains. The District will also support concurrent programs to ensure that lines are flushed in order to eliminate the potential for stagnant water to accumulate at the ends of water mains. 1304.6

- 1304.7 ***Policy IN-1.2.4: Providing Adequate Water Pressure***
Work proactively with DC Water to provide land for new storage tanks and other necessary operations so that adequate water supply and pressure can be provided to all areas of the District. The siting and design of water storage tanks and similar facilities should be consistent with the policies of the Urban Design and Environmental Protection elements, and should minimize visual impacts, with special consideration to views of ridges or hills. 1304.7
- 1304.8 ***Action IN-1.2.A: Water System Maps***
Support DC Water efforts to update water system maps to accurately show pipelines, valves, and hydrants, as well as the age, material, size, and lining of pipelines. 1304.8
- 1304.9 ***Action IN-1.2.B: Small Diameter Water Main Rehabilitation Program***
Continue the implementation of the Small Diameter Water Main Rehabilitation Program as identified in DC Water’s Capital Improvement Plan (CIP). Work includes rehabilitating small-diameter (12-inch diameter and smaller) water mains to improve water pressure, system reliability, and flows in the system, as well as to maintain water quality. 1304.9
- 1304.10 ***Action IN-1.2.C: Water Treatment Plant (WTP) Improvements***
Continue the assessment of advanced water treatment processes that use ozonation, biologically active filters, ultraviolet light disinfection, and other innovative approaches to treat water. 1304.10
- 1304.11 ***Action IN-1.2.D: Residential Lead Line Replacement Program***
~~Encourage~~Require identification and replacement of all residential lead water mains and residential service pipes District-wide, focusing on households with children, low-income residents, and communities of color. Encourage completion of such efforts within a 10-year timeline. Support and ~~expand~~Explore opportunities to assist District homeowners in affordably replacing lead service lines, complementing DC Water’s program. 1304.11

See the Environmental Protection Element for additional policies on drinking water quality and water conservation.

1305 IN-2 Wastewater and Stormwater Systems 1305

- 1305.1 This section of the element addresses wastewater and stormwater needs as well as DC Water's efforts to improve its system to meet current and future needs. Although wastewater (sewage) and stormwater disposal needs are very different, they are addressed together in this section because of the physical links that currently exist between the two systems. 1305.1
- 1305.2 Like many older American cities, a significant portion of Washington, DC is challenged with aging infrastructure issues, including maintenance. The existing sanitary sewer system dates as far back as 1810 and includes materials such as brick, vitrified clay, and cast iron. Current sewer construction materials typically consist of PVC, ductile iron, and concrete. This wide array of materials is distributed across an approximately 1,800-mile wastewater system, creating a complex set of maintenance considerations and needs. 1305.2
- 1305.3 A significant portion of Washington, DC is served by a combined sewer system. Such systems, which use the same pipes to convey stormwater and wastewater were common in the 19th and early 20th centuries. Combined sewer systems are prevalent in the downtown area and in older portions of the District. Under normal conditions, the water from these systems is able to be treated; however, when stressed by significant storm events, the capacity of the system is overwhelmed, and combined sewer overflows (CSOs) occur. In some of these events, the combined sewer system cannot accommodate the increase in stormwater, causing a mixture of wastewater and stormwater to overflow into local waterways. There are presently 53 CSO outfalls listed in DC Water's National Pollutant Discharge Elimination System (NPDES) permit. The NPDES Permit Program, created in 1972, addresses water pollution by regulating its point sources and is administered by the U.S. Environmental Protection Agency (EPA). 1305.3
- 1305.4 DC Water's current CSO Abatement Program combines projects to maximize storage of stormwater and wastewater, and to minimize overflows to receiving waters. The program consists of inflatable dams, dynamically controlled weirs, outfall gates and other flow-regulating devices, sewer separations, and a swirl treatment facility. The Northeast Boundary Swirl Facility provides preliminary treatment, including disinfection and some solids removal for combined sewage overflows prior to discharge during wet weather. In addition, the DC Clean Rivers Project is a vast infrastructure program designed to capture and clean wastewater before it reaches the Potomac and Anacostia rivers, as well as Rock Creek. It is described later in this section. 1305.4

1306 IN-2.1 Wastewater System 1306

- 1306.1 DC Water is responsible for wastewater collection and transmission in the District, including operation and maintenance of the sanitary sewer system. DC Water operates 1,800 miles of sanitary and combined sewers, 160 flow meters, nine wastewater pumping stations, 16 stormwater pumping stations, 12 inflatable dams, and a swirl facility. With a total service area of approximately 725 square miles, DC Water also treats wastewater for approximately 1.6 million people in neighboring jurisdictions, including Montgomery and Prince George’s counties in Maryland and Fairfax and Loudoun counties in Virginia. In addition, DC Water is responsible for the 50-mile-long Potomac Interceptor System, which provides conveyance of wastewater from areas in Virginia and Maryland to the Blue Plains Treatment Plant. 1306.1
- 1306.2 According to Climate Ready DC, stormwater and sewer collection systems will likely need to manage more frequent and severe rain events and potential inundation from sea level rise and coastal storms. Washington, DC is working to ensure water infrastructure will be able to meet future demand by enhancing the efficiency and resilience of the system. 1306.2
- 1306.3 DC Water’s Blue Plains WTP is located at the southernmost tip of Washington, DC, covering more than 150 acres partially fronting the Potomac River. Blue Plains is the largest advanced wastewater treatment facility in the world. It treats an annual average of 290 mgd and has a design capacity of 384 mgd, with a peak design capacity to treat more than one billion gallons per day. 1306.3
- 1306.4 DC Water’s CIP budget includes significant capital investment in several large projects, such as the Biosolids Management Program, DC Clean Rivers, and the Blue Plains Total Nitrogen Program. As of 2016, the 10-year CIP totals \$3.75 billion, with a lifetime budget of \$10.95 billion. 1306.4
- 1306.4a **Text Box: Biosolids Management Program**
The Walter F. Bailey Bioenergy Facility, which is now operational, significantly reduces DC Water’s greenhouse gas (GHG) emissions. The innovative thermal hydrolysis process uses intense heat and pressure to treat wastewater solids, producing a much cleaner biosolid and on-site generation of up to one-third of Blue Plains’ electricity needs, enough electricity to power 11,000 homes, and

cutting DC Water's electricity bill at Blue Plains by one-third. The increased energy independence will reduce the financial burden on ratepayers while also helping to keep Washington, DC's rivers clean and reducing its carbon footprint. 1306.4a

1306.4b DC Water processes up to 370 mgd of wastewater and separates approximately 400 tons of solids from that water daily. Before the biodigesters were built, DC Water produced 1,200 tons of solids a day that had to be trucked off Blue Plains at a cost to ratepayers of more than \$17 million annually and more than two million trucking miles. This new thermal hydrolysis process has resulted in operational efficiencies in biosolids hauling and chemicals costs. 1306.4b

1306.5 *Policy IN-2.1.1: Improving Wastewater Collection and Treatment*
Provide for the safe and efficient collection and treatment of wastewater generated by the District's households and businesses. Ensure that new development does not ~~exceed~~~~exacerbate~~ wastewater system capacity deficiencies. 1306.5

1306.6 *Policy IN-2.1.2: Investing in Wastewater Treatment Facilities*
The Blue Plains treatment plant should be maintained and upgraded as needed to meet capacity needs to accommodate growth in the District and to incorporate technological advances in wastewater treatment. Provide sustained capital investment in the District's ~~wastewater treatment~~ sewer and stormwater collection system to maintain and sustain capacity. Construct the Clean Rivers Project to control combined sewer overflows and meet water quality standards. Continue to reduce overflows of untreated sewage and improve the quality of effluent discharged to surface waters. The Blue Plains treatment plant should be maintained and upgraded as needed to meet capacity needs and to incorporate technological advances in wastewater treatment. 1306.6

1306.7 *Policy IN-2.1.3: Unauthorized Storm Sewer Connections*
Continue to take appropriate measures when illegal stormwater and sanitary sewer lines outside of the combined sanitary and stormwater system area are identified. These corrective measures include penalties and termination of service to abate unauthorized connections. 1306.7

1306.8 *Action IN-2.1.A: Wastewater Collection and Treatment Capital Improvements Program*

Continue to implement wastewater treatment improvements as identified in the DC Water CIP. ~~These~~ Collection system projects include the replacement of undersized, aging, or deteriorated sewers; the installation of sewers to serve areas of new development or redevelopment; ~~and~~ replacement and rehabilitation of pumping station force mains; and the Clean Rivers Project. Capital projects are required to rehabilitate, upgrade, or provide new facilities at Blue Plains to ensure that it can reliably meet its NPDES permit requirements now and in the future. 1306.8

- 1306.9 ***Action IN-2.1.B: On-site Wastewater Treatment***
Encourage the use of on-site water collection and reuse systems for any Planned Unit Development. On-site water systems collect stormwater and treat it so that it can be reused in a building or at the local, neighborhood scale for non-potable needs, including toilet flushing and cooling. 1306.9

1307 IN-2.2 Stormwater Management 1307

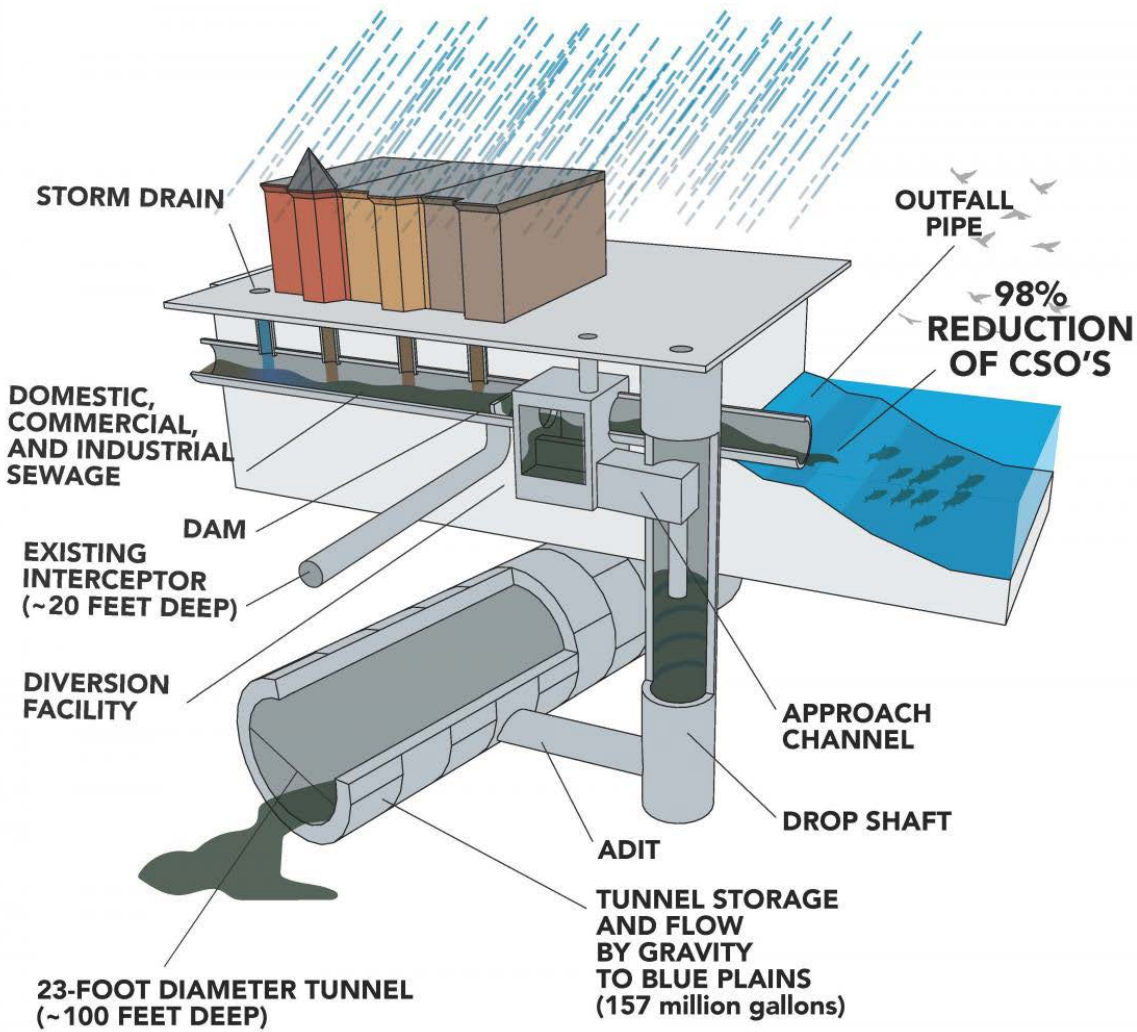
- 1307.1 The District's storm drainage system consists of approximately 1,800 miles of sanitary and combined sewers, 16 stormwater stations, 75,000 catch basins and manholes, and 22 flow-metering stations. DC Water also maintains more than 500 separate storm sewer discharges into local rivers and creeks. Since the early 1900s, separate stormwater and sanitary sewers have been constructed within the District. In the existing combined sewer area, pipes and infrastructure have been upgraded as new developments connect to the existing system. 1307.1

- 1307.2 Planned and programmed stormwater improvements include the replacement of undersized or deteriorated storm sewers with new and larger diameter pipes, and the installation of storm sewers to serve areas of new development or redevelopment. Rehabilitation and replacement of pumping station force mains are also planned. Regional and intergovernmental cooperation will be needed to maximize the effectiveness of these upgrades (see the Chesapeake Bay Watershed Agreement text box). 1307.2

See the Environmental Protection Element for policies and actions related to low impact development, green roofs, and other ways to reduce stormwater run-off.

- 1307.3 ***Policy IN-2.2.1: Improving Stormwater Management***
Ensure that stormwater is efficiently conveyed, backups are minimized or eliminated, and the quality of receiving waters is sustained. Stormwater management should be an interagency process, with clear lines of responsibility with regard to oversight, guidelines, and sources. 1307.3
- 1307.4 ***Policy IN-2.2.2 Decrease Stormwater Runoff***
Reduce stormwater runoff through a variety of approaches, such as rain gardens, bioswales, green roofs, trees, cisterns, and pervious pavement. By 2032, capture, retain, or reuse stormwater from at least 10 percent of Washington DC's land area. Focus on areas that flood regularly, have steep topography, or have known drainage capacity issues. 1307.4
- 1307.5 ***Policy IN-2.2.3: Stormwater Retention Credits***
Support ongoing District initiatives to reduce stormwater runoff, such as the Department of Energy and the Environment's (DOEE's) Stormwater Retention Credit Trading Program, which allows property owners to generate and sell stormwater retention credits to earn revenue for projects that reduce stormwater runoff through installation of green infrastructure or removal of impervious surfaces. 1307.5
- 1307.6 ***Action IN-2.2.A: Stormwater Capital Improvements***
Continue the implementation of stormwater capital improvements as identified in DC Water's CIP. 1307.6
- 1307.7 ***Action IN-2.2.B: Stormwater Management Responsibilities***
In compliance with the Comprehensive Stormwater Management Enhancement Amendment Act of 2008, continue to refine an integrated process for managing stormwater that enhances interagency communication and formally assigns responsibility and funding to stormwater drainage management. This process should include:
- An appropriate funding mechanism to consistently maintain clean water standards and reduce surface runoff;
 - Clear lines of responsibility with regard to which agency provides oversight, guidelines, and resources for the stormwater system and its management; and
 - Assurance that stormwater improvements associated with new development are coordinated with the DC Water CIP. 1307.7

- 1307.8 ***Action IN-2.2.C Rainwater Reuse***
Develop guidance on the installation, treatment, monitoring controls, and inspections for rainwater reuse for non-potable purposes. 1307.8
- 1307.8a Text Box: Chesapeake Bay Watershed Agreement
On June 16, 2014, the Chesapeake Bay Watershed Agreement was signed. Signatories included representatives from the entire watershed. The agreement commits the Bay’s headwater states to full partnership in the Bay Program. This is a historic agreement, as it facilitates coordination across the Bay’s political boundaries. The agreement establishes goals and outcomes for the restoration of the Bay, its tributaries, and the lands that surround them. 1307.8a
- 1308 IN-2.3 Combined Sewer System 1308**
- 1308.1 As noted earlier, a portion of the District’s sewer system includes combined wastewater and stormwater pipes. This area encompasses about 12,600 acres—or one-third of the District’s land area (see Figure 13.4). A majority of this area was developed before 1900. 1308.1
- 1308.2 The Clean Rivers Project is DC Water’s ongoing program to reduce CSOs into the District’s waterways, specifically the Anacostia and Potomac rivers and Rock Creek. The project is a large-scale infrastructure and support program designed to capture and clean wastewater during rainfalls before it reaches these water bodies. The project also aims to stop the chronic sewer overflows that have plagued Washington, DC since the early 1900s. The project is comprised of a system of deep tunnels, sewers, and diversion facilities that capture CSOs and deliver them to DC Water’s Blue Plains advanced WTP, where the water is treated and cleaned before release to the District’s rivers. Figure 13.3 illustrates the system. 1308.2
- 1308.3 Figure 13.3: DC Water’s Clean River Tunnel System 1308.3



(Source: DC Water 2018)

1308.4 The Clean Rivers Project encourages installation of green infrastructure, including green roofs, permeable pavements, and bioretention areas, such as tree boxes and bioswales to assist with reduction of CSOs to the Anacostia and Potomac rivers and Rock Creek. The Anacostia and Potomac rivers’ tunnel systems include more than 18 miles of tunnels that are larger than Metrorail’s tunnels and located more than 100 feet below the ground. With the current sewer system, practically every time it rains, untreated sewage and rainwater (combined sewage) is discharged into Washington, DC’s rivers and creeks. The Clean Rivers Project will install

diversion facilities at strategic locations to capture this untreated sewage and divert it to the 157-million-gallon tunnel system where it will be stored and subsequently conveyed to the Blue Plains advanced WTP for treatment. 1308.4

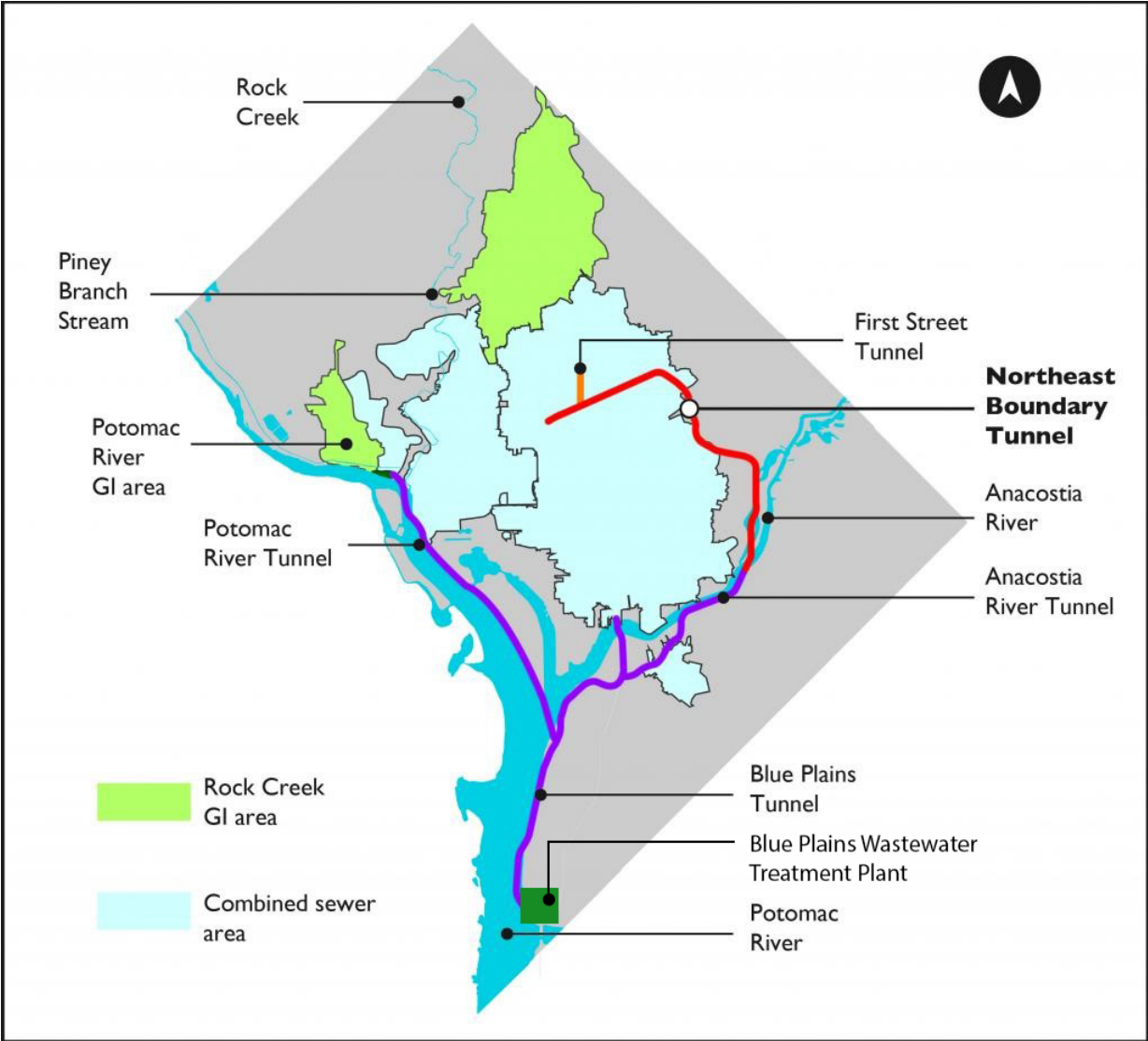
1308.5 The DC Clean Rivers Project is estimated to reduce CSOs annually by up to 96 percent throughout the system and by up to 98 percent for the Anacostia River. In addition, the project will reduce the chance of flooding in the areas it serves from approximately 50 percent to 7 percent (equivalent to a 15-year storm) in any given year and reduce nitrogen discharged to the Chesapeake Bay by approximately one million pounds per year. 1308.5

1308.5a Text Box: Green Infrastructure and Local Employment
In addition to helping reduce CSOs, green infrastructure can also provide additional triple bottom-line (environmental, social, and economic) benefits to the District. An additional agreement between DC Water and District government will support local job creation through the implementation of green infrastructure. The agreement, signed in 2015, created the Infrastructure Academy, an ambitious local jobs program that includes training and certification opportunities for District residents interested in green infrastructure construction, inspection, and maintenance jobs. DC Water has established a goal to have 51 percent of new jobs created by this project filled by District residents. DC Water will also engage professional service firms and contractors based in Washington, DC to perform work associated with green infrastructure. 1308.5a

1308.6 The DC Clean Rivers Project will greatly reduce CSO discharge, but even with the project's full implementation, CSO discharge will still occasionally occur. Additional provisions to improve water quality will also be needed. 1308.6

See the Environmental Protection Element for additional information on sewer overflow conditions, as well as the need to update the District's water quality standards.

1308.7 Figure 134: Combined Sewer System Area and Tunnel System 1308.7
(updated to reflect new data)



(Source: DC Water, 2018)

1308.8

Policy IN-2.3.1: Reducing CSO Outfalls and Overflow Events

Reduce the number of CSO outfalls that drain into the region’s rivers and reduce the number of CSO events by completing implementation of DC Water’s Clean Rivers Project, which will reduce CSO outfall events by 98 percent to the Anacostia River and 96 percent system-wide when fully implemented. Encourage development of additional remediation efforts to address remaining CSO events to account for increased storm frequency and intensity from climate change and

support fishable/swimmable water quality in the District's streams and rivers.1308.8

- 1308.9 ***Action IN-2.3.A: Rehabilitate Pumps***
Rehabilitate and maintain pump stations to support the Clean Rivers Project and off-load stormwater in targeted combined sewer areas. 1308.9
- 1308.10 ***Action IN-2.3.B: Federal Funding***
Pursue federal funding to cover an equitable share of the Clean Rivers Project as the federal government was the original designer and builder of the system, is a major user of the combined sewer system, and is a significant beneficiary of the effort. 1308.10

1309 IN-3 Solid Waste 1309

- 1309.1 District-owned solid waste facilities transfer roughly 450,000 tons of solid waste per year, which is collected by both public and private solid waste collectors. Municipal solid waste consists of everyday items, such as product packaging, food waste, furniture and other household items, clothing, and larger bulk items, like household appliances. DPW solid waste management administration is responsible for waste collection services from all government entities and approximately 105,000 single-family homes and residential buildings with up to three living units. Private solid waste collectors handle solid waste from commercial establishments and multi-family residential buildings containing four or more units. The Department of General Services (DGS) is responsible for managing solid waste generated at District government facilities. Approximately 63 percent of the solid waste received by the two District-owned solid waste transfer stations is from commercial sources and multi-family residences, while 37 percent is generated from DPW-serviced residential uses and the government sector. 1309.1
- 1309.2 DPW provides trash collection, recycling collection, leaf and yard waste collection, and dead animal removal in the District. At the Fort Totten transfer station, DPW manages residential drop-off of household hazardous and electronic waste as well as paper shredding services; DPW is also responsible for street and alley cleaning. The Solid Waste Education and Enforcement Team at DPW is responsible for education, technical assistance, outreach, and all sanitation

regulations in the District. The DPW Office of Waste Diversion is responsible for District-wide waste diversion policy and planning. 1309.2

- 1309.3 The Mayor’s Office of the Clean City is the central point of contact and champion for preventing and reducing litter and trash pollution in Washington, DC. The office collaborates with other District agencies to ensure cleanliness of Washington, DC, encouraging businesses, neighborhoods, and visitors to help reduce trash, pick up litter, sweep sidewalks, and discourage graffiti. It works to strengthen existing laws aimed at improving procedures and enhancing regulations to keep the District clean. 1309.3

See the Environmental Protection Element for information and policies on recycling, composting, and reducing the solid waste stream.

- 1309.3a Text box: Recycling Rules
Residential and commercial recycling is required in the District. DPW residential recycling includes a pickup on the same day as trash pickup. Commercial recycling is required by law. Any premise not authorized to receive municipal trash and recycling collection services, or containing a unit used for non-residential purposes, is considered a business or commercial establishment. Under District law, all commercial properties are required to implement a recycling program. In January 2018, a new list of materials required to be recycled was published. For the first time, the same items will be required to be recycled in all commercial and residential properties across the District. 1309.3a.

1310 IN-3.1 Solid Waste Transfer Facilities 1310

- 1310.1 An efficient solid waste transfer station system is essential to the District. There are currently four solid waste transfer facilities, two of which are privately owned and two of which are District-operated. The DPW-operated transfer stations are the Fort Totten Facility, located at 4900 John McCormack Drive NE, and the Benning Road Facility located at 3200 Benning Road NE. At each transfer station, waste is consolidated, sorted, and loaded onto long-haul trailers for transfer to landfills, energy facilities, recycling facilities, or compost facilities across the region. Of the municipal solid waste managed by District-owned transfer stations, approximately 60 percent is processed at the Fort Totten Transfer Station and the remaining 40 percent at the Benning Road Transfer Station. All municipal solid waste in Washington, DC is removed by truck

because there are no active incinerators or landfills within Washington, DC.
1310.1

1310.2 Washington, DC does not currently operate a construction and demolition (C&D) debris transfer station, but it does permit disposal of a limited amount of C&D at the Fort Totten processing station. Large-scale commercial building debris disposal is handled privately. The majority of C&D is currently processed by several transfer stations in the surrounding areas of southern Maryland and northern Virginia. 1310.2

1310.3 ***Policy IN-3.1.1: Solid Waste Collection***
Provide safe, reliable, adequate solid waste collection from residences, business establishments, institutions, and other facilities. 1310.3

1310.4 ***Policy IN-3.1.2: Reducing Community Impacts***
Reduce the adverse effects of solid waste facilities, including noise, odors, and truck traffic, on District neighborhoods. 1310.4

1310.5 ***Policy IN-3.1.3 Zero Waste***
Work to achieve zero waste in the District by 2032 by diverting 80 percent or more of waste generated in Washington, DC. This diversion can be achieved through reuse, composting, and recycling. Encourage DPW implementation of a curbside food waste pickup diversion and composting program. 1310.5

1310.6 ***Policy IN-3.1.4: Enhancing DPW Operations***
Explore approaches for enhancing DPW operations to achieve outcomes such as cleaner, healthier, and more efficient DPW services and through innovative design solutions and related partnerships. Some of these approaches are contained in the West Virginia Avenue Public Works (DPW) 2016 Campus Master Plan. 1310.6

1310.6a Text Box: What Is a Solid Waste Transfer Facility?
A solid waste transfer facility is a light industrial facility where trash collection trucks discharge their loads for transfer from small collection vehicles to larger, long-haul vehicles. Solid waste is reloaded onto these vehicles (e.g., trucks, trains, and barges) for shipment to a final disposal site. Transfer facilities are typically fully enclosed. Workers screen incoming waste on the receiving floor or in an earthen pit, recovering materials from the waste stream that can be recycled and separating out any inappropriate wastes (e.g., tires, large appliances, automobile

batteries). Transfer facility operators usually unload, reload, and transport waste off the site in a matter of hours. 1310.6a

- 1310.7 ***Action IN-3.1.A: Evaluate Transfer Station Needs***
Evaluate the need for expansion of District-owned transfer stations to provide adequate space for proper handling of all types of separated waste, including refuse, recycling, organic waste, bulk waste, and hard-to-recycle items. 1310.7
- 1310.8 ***Action IN-3.1.B: Waste Processing Facility Regulations***
Encourage the private sector to provide more efficient, cleaner, and more environmentally friendly waste processing facilities for all types of solid waste. Collaborate across agencies, including, DPW, Department of Consumer and Regulatory Affairs, and DOEE to address this need. Work with Advisory Neighborhood Commissions (ANCs) and community organizations in drafting these regulations to ensure that neighborhood concerns are addressed. 1310.8
- 1310.9 ***Action IN-3.1.C: Develop Zero Waste and Solid Waste Management Plans***
Develop a holistic plan that includes all waste streams and related strategies to enable Washington, DC to reach its goal of 80 percent waste diversion. Strategies should include transfer station modernization needs, optimization of residential drop-off locations, and consideration of waste streams that include refuse, compostable materials, and recyclable materials, as well as hard-to-recycle items. 1310.9

See the Environmental Protection Element for additional policies and actions on waste management, recycling, and composting.

1311 IN-4 Digital Infrastructure 1311

- 1311.1 The provision of high-quality digital infrastructure—wireless networks, fiber optics, and broadband telecommunications—is important to residents and businesses and is vital to economic development. Such infrastructure is critical in the 21st century, particularly given the security and information needs of the nation’s capital. 1311.1
- 1311.2 Infrastructure solutions now include a wide variety of technologies, such as smart grids and utility systems, intelligent buildings, and mobility solutions, that

contribute to greater accessibility to District services, more efficient and cost-effective management of District assets and resources, and a more resilient and sustainable ecosystem overall. 1311.2

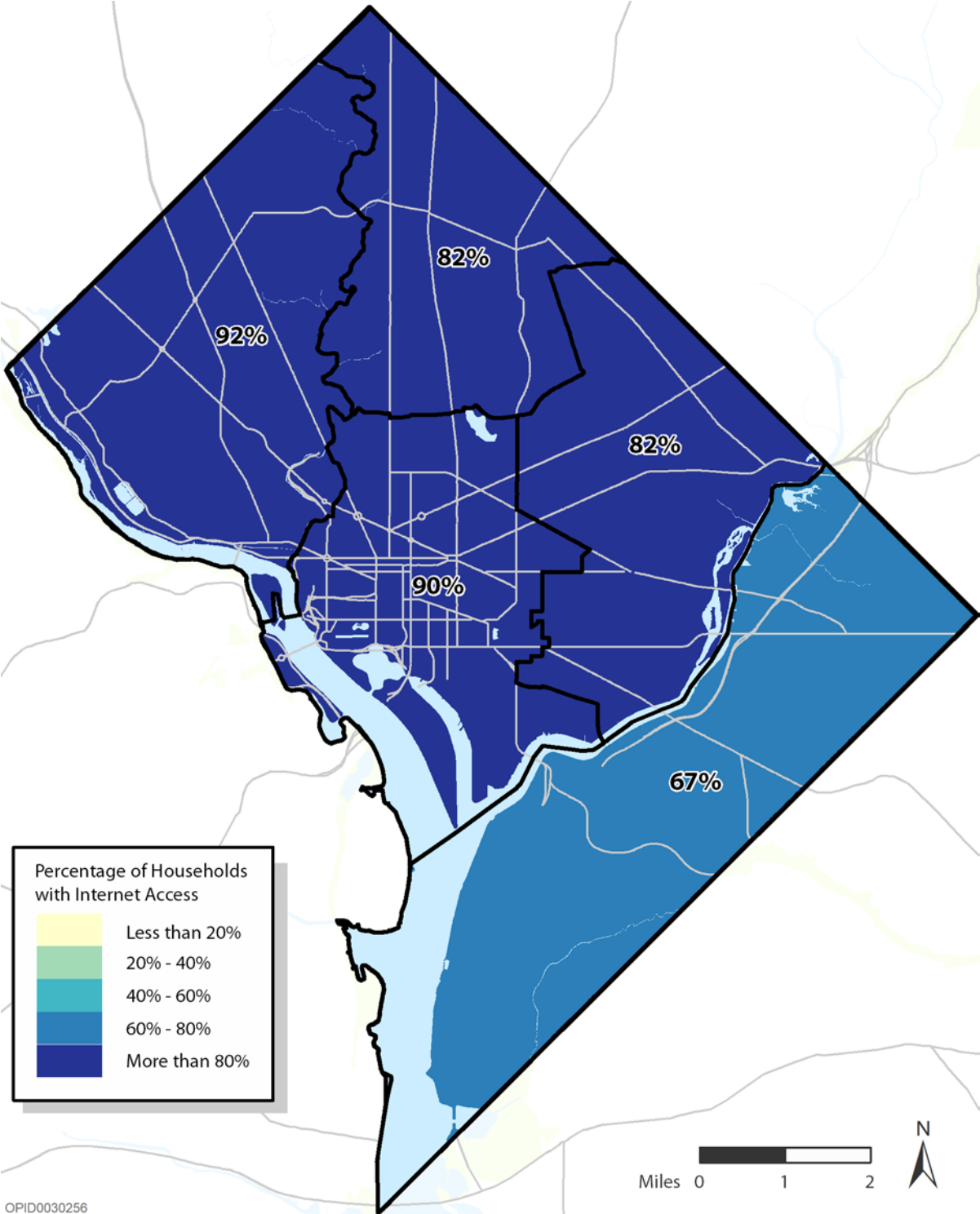
- 1311.3 Technology advances will continue to progress rapidly. Physical changes to infrastructure will be needed to integrate these new technologies, including enhanced wireless infrastructure and updated fiber to help accommodate the increased speed and volume needed for digital communications. The advancement of technology will also impact the way infrastructure is used in Washington, DC. Technology will create new ways for infrastructure systems to be integrated and to become more efficient. The District should start planning for potential related opportunities and the implications of these changes. 1311.3
- 1311.4 OCTO is responsible for planning, maintaining, and expanding digital technology infrastructure and communications systems in the District, and for developing and enforcing related policies and standards. 1311.4

1312 IN-4.1 Telecommunications Infrastructure 1312

- 1312.1 Localities such as the District plan for and regulate telecommunications infrastructure in accordance with the 1996 Telecommunications Act, as well as other regulations and orders issued by the Federal Communications Commission (FCC). Washington, DC seeks to implement telecommunications policies that advance its initiatives to broaden technology infrastructure and wireless accessibility throughout the District, often in coordination with private industry and federal stakeholders. 1312.1
- 1312.2 Digital access has become a need for most residents of the District. The digital divide is commonly understood to be the gap between people with useful access to digital and information technologies and those with little to no access at all. Bridging this divide will help contribute to long-term success, inclusion, and equity in the District. OCTO's Connect DC Program works to increase digital literacy, improve access to devices, and provide digital connectivity to underserved District residents. Map 13.5 shows internet access in the District, where the most underserved areas are in predominantly Black, lower-income communities in Wards 7 and 8. Digital access, along with the training to adopt and use technologies, is increasingly critical to access education, workplaces and other services and activities. 1312.2

ENGROSSED ORIGINAL

1312.3 Map 13.5: Internet Access 1312.3



(Source: U.S. Census Bureau, 2016, 1-Year ACS Public Use Microdata)

- 1312.4 OCTO's DC-Net Program provides managed voice, data, and video services to local, regional, and federal government agencies within the District over a District-owned, high-capacity, secure and redundant fiber-optic telecommunications platform. The security and reliability of DC-Net are paramount because District agencies are highly reliant on the carrier for voice communications, public safety applications, traffic management, parking management, financial data transactions, and security operations. This standards-based platform is the foundation for next-generation government and public safety communications throughout Washington, DC and will help to enable smart city solutions across the District. See IN-4.2 Leveraging New and Emerging Technology for additional information. .1312.4
- 1312.5 Minimizing the digital divide through solutions such as expanding public wireless internet access, digital literacy programs, and access to job opportunities and technical internships that focus on digitally underserved neighborhoods are core goals for Washington, DC. 1312.5
- 1312.5a Text Box: Pennsylvania Avenue 2040 Initiative
The District, in partnership with the Golden Triangle Business Improvement District, the National Capital Planning Commission, and private companies, launched the Pennsylvania Avenue 2040 (PA 2040) initiative to enhance visitors' experience on Pennsylvania Avenue by implementing smart city technologies. PA 2040 includes free broadband public Wi-Fi for the three-block corridor. Some of the initial technologies and applications tested in PA 2040 include moisture sensing in tree beds, smart waste management, and movement analytics. 1312.5a
- 1312.5b The PA 2040 project is working to create a better experience for users of the west Pennsylvania Avenue NW corridor. The project has demonstrated effective interagency collaboration, and its working model will be applied to new projects. As the District's established test area for smart city applications, PA 2040 provides an environment to measure the impacts of smart city technology. 1312.5b
- 1312.6 ***Policy IN-4.1.1: Development of Communications Infrastructure***
Washington, DC shall plan, coordinate, and oversee development and maintenance of communications infrastructure, including cable networks, fiber-optic networks, and wireless communications facilities to help support daily

functions and goals related to equity and opportunity, economic development, transportation, public health and safety, security, resilience, and education.
.1312.6

1312.7 ***Policy IN-4.1.2: Digital Infrastructure Accessibility***
Strategically expand the public wireless coverage that provides District residents, workers, and visitors access to highly reliable and secure internet-based services. .1312.7

1312.8 ***Policy IN-4.1.3: Equitable Digital Access***
Enhance access to digital services in the District to reduce the digital divide, strategically expanding public wireless coverage to serve underserved communities and providing such access at schools, libraries, and other District government facilities. 1312.8

1312.9 ***Policy IN-4.1.4: Cyber Resiliency for Digital Infrastructure***
Washington, DC's digital infrastructure should be adequately protected from both physical and digital threats by using best practices and enhancing operational capabilities. 1312.9

1312.10 ***Action IN-4.1.A: Guidelines for Siting/Design of Facilities***
Establish locational and design criteria for under- and above-ground telecommunication facilities, including conduit systems, small cells, antennas, towers, switching centers, and system maintenance facilities. In addition, establish provisions to put cables and wires underground wherever feasible. Consult with ANCs and community groups in the development of siting criteria. .1312.10

See the Environmental Protection Element for additional policies and actions on the siting of telecommunication towers and transmission facilities.

1313 IN-4.2 Leveraging New and Emerging Technology 1313

1313.1 Digital technology is enabling Washington, DC to enhance infrastructure systems and to create new ways to serve and support neighborhoods. The District's smart city approach leverages intelligent city infrastructure, connected devices, sensors, and data analytics to address challenges and improve the quality of life for residents, enhance economic growth and mobility, and improve operations and services. 1313.1

- 1313.2 As digital technology advances, digital communications and information processing will become more important. The Internet of Things is the network comprised of physical devices, including computers, cellphones, vehicles, and any other device, that can connect to the internet and exchange data. This connectivity will allow new opportunities for infrastructure systems to be integrated, with electrical systems, water systems, and other infrastructure coordinating the operations. 1313.2
- 1313.3 Testing applications of technology through pilot programs provides opportunities for the District to inform decision-making, develop new methods for integration, and create a flexible environment for investing in infrastructure. Urban prototyping allows the District to experiment with different pilots and technology applications, with the ability to learn and build on previous efforts. 1313.3
- 1313.4 Infrastructure technologies are evolving and proliferating rapidly, and are expected to include notable changes, including the deployment of improved wireless connectivity, such as small cell/5G wireless. It is important that Washington, DC be responsive and flexible as new technologies emerge. 1313.4
- 1313.5 Innovations in technology will create opportunities for the optimization of existing and future infrastructure. Smart city applications present promising opportunities, but also significant risks. While they can enhance infrastructure operations and address various needs, their adoption comes with risks that include the potential for rapid obsolescence, as well as a wide range of data management and security and privacy issues that will need to be addressed at federal, regional, and local levels in the coming years. 1313.5
- 1313.6 ***Policy IN-4.2.1: Technology Applications***
Technology-based initiatives, including pilot projects, should be designed to be user centric, prioritizing end users, such as residents for public-facing solutions, or government employees for government-facing solutions. These efforts should focus on solutions that address challenges including financial, operational, and environmental sustainability and resiliency issues. District needs should be clearly identified and rigorously evaluated before technology initiatives are deployed. 1313.6

- 1313.7 ***Policy IN-4.2.2: Encourage Interdisciplinary and Cross-Sector Collaboration***
Foster an environment of collaboration, cooperation, and shared opportunity across disciplines (technology, District planning, and design) and sectors (public, private, philanthropic, and think tanks) so that a range of perspectives and stakeholders participate in the identification of potential use cases and appropriate digital solutions to address identified District needs and providing an efficient use of District infrastructure, investment, and resources in smart city efforts. 1313.7
- 1313.8 ***Policy IN-4.2.3: Efficient Use of District Assets and Resources***
Leverage District assets and resources to reduce overall cost and complexity as new technologies are identified, evaluated, and deployed, including smart city projects. 1313.8
- 1313.9 ***Policy IN-4.2.4: Neighborhood Integration***
Integrate the hardware that supports digital technology in ways that minimize environmental impacts and visual intrusions or negative impacts to public space through noise, lighting, clutter, or obstructions. 1313.9
- 1313.10 ***Policy IN-4.2.5: Privacy and Security***
Smart-city services and solutions should strike an appropriate balance between capability and privacy so that they have or use appropriate resilience and cybersecurity measures. In all applications that involve collection and storage of user data, the District shall anonymize data to protect the privacy of individual residents, workers and visitors to the extent possible. 1313.10
- 1313.11 ***Policy IN-4.2.6: Data Privacy***
The privacy of residents, workers, and visitors should be protected through careful management of data in both specific and aggregate forms. Washington, DC is committed to being open and transparent about the “who, what, where, when, why, and how” of data collection, transmission, processing and use, but these factors should be balanced with data privacy and security considerations. The District should anonymize data collection to protect the privacy of individual residents, workers and visitors when possible. 1313.11
- 1313.11a **Text Box: ParkDC—Smart Parking**
In large cities, approximately 30 percent of traffic congestion is caused by drivers who circle District streets in search of parking. The District Department of Transportation has initiated ParkDC, a demand-based pricing pilot initiative to manage and regulate the District’s curbside and parking assets. The program is

designed to encourage parking turnover in high-demand areas to improve traffic congestion. It leverages intelligent sensors to measure parking usage and availability, then it shares this information with a mobile application to assist drivers with parking choices. The pilot is also using other sensor technologies to measure driver circling and identify whether this approach reduces traffic congestion. 1313.11a

- 1313.12 ***Action IN-4.2.A: Building on Pilot Project Lessons***
Upon completion of pilot activities, such as PA 2040 and ParkDC, develop after-action reports that inform future work. 1313.12

1314 IN-4.3 Ownership and Control of Infrastructure 1314

- 1314.1 The strategic and monetary value of Washington, DC's infrastructure is likely to increase significantly. As an example, increased demand for denser, faster networks and access points for 5G and related technologies are anticipated to drive a significant increase in the value of utility and streetlight poles, as well as the District's fiber network. 1314.1

- 1314.2 Washington, DC should recognize these factors across related planning efforts, using caution before providing access to infrastructure assets in either the near or long term as part of public-private partnerships. 1314.2

- 1314.3 ***Policy IN-4.3.1: Coordinating District Communications Infrastructure***
Ensure OCTO conducts the planning, coordination, oversight, and development of District-owned communications infrastructure, including fiber-optic networks and wireless communication. 1314.3

- 1314.4 ***Policy IN-4.3.2: Asset Control in Public-Private Partnerships***
Encourage District retention of ownership and/or control of assets as part of public-private partnerships. Assets may include data, public rights-of-way and publicly-owned elements within a public right-of-way, including light poles, sidewalks, transit shelters, and other fixtures. 1314.4

- 1314.5 ***Policy IN-4.3.3: Preparation for and Responsiveness to Change***
Encourage flexibility in responding to, absorbing, and incorporating technology changes as they emerge, while at the same time preparing for technology implications over longer time horizons, including potential obsolescence. Current

technology changes include 5G networks, autonomous vehicles, and drone and robot delivery services. Consideration should be given to both District needs and those of private providers. 1314.5

1314.6 ***Policy IN-4.3.: Data-Sharing Agreements***

Establish appropriate data-sharing agreements with private sector entities and others who use District infrastructure. All such agreements shall anonymize and protect the personally identifiable information of District residents, workers and visitors. 1314.6

1314.7 ***Policy IN-4.3.5: Equitable Access to Digital Services and New Technologies***

Prioritize equity in the public and private implementation of new technologies. District government shall seek to provide equitable access to digital services and encourage the application of new technologies to enhance access to services for all residents, and especially residents in Wards 7 and 8 and underserved populations, households with children, older adults, and persons with disabilities. Recognize and address potential barriers to access, adopt, and use new technologies. 1314.7

1315 IN-5 Energy Infrastructure 1315

1315.1 While population growth may entail a significant increase in energy demand, demand will be offset by the incorporation of distributed energy resources (DERs). DERs increase the efficiency and effectiveness of energy generation, storage, distribution, and use. DERs will help Washington, DC achieve a clean energy future, avoid infrastructure investments, and improve resilience and the integration of clean energy resources to the grid, if properly considered in planning for Washington, DC's energy future. 1315.1

1315.2 Local law requires that, by 2032, the District will source all of the energy it consumes from renewable sources and up to 200 megawatts from local solar generation. These efforts, paired with major energy efficiency initiatives, account for foreseeable significant changes in energy use and infrastructure needs. 1315.2

1316 IN-5.1 Electric Infrastructure 1316

1316.1 Electricity is delivered to District consumers by electric transmission and distribution facilities. Power plants generate high-voltage electricity, which is

transported along transmission lines into the power grid to substations located throughout the District. From the substations, distribution lines deliver the electricity to transformers on the ground or mounted on utility poles. The transformers reduce the voltage so that it can be safely used by District consumers. Currently, PEPCO supplies 85 percent of the District 's residential customers and 63 percent of its commercial customers; the remainder is provided by other suppliers. 1316.1

1316.2 Since the decommissioning of PEPCO's oil-fired power plants at Benning Road and Buzzard Point, the majority of electricity supplied to District residents is generated by coal-fueled power plants in Maryland. Washington, DC receives this power from point-to-point or radial transmission lines that terminate in the area they serve. With the decommissioning of the District's power plants, PEPCO is in the process of transforming the radial transmission system to a networked system, which would create redundancy and make the District more resilient. This networked system project, called the Capital Grid Project, will connect multiple supply lines to critical substations, creating alternative pathways for power to flow that will support faster restoration and reduce the potential impact of unforeseen shocks and stressors. . 1316.2

1316.3 To maintain reliable power distribution in Washington, DC, PEPCO maintains a presence on various properties in the District for substations, fleet maintenance, and storage and service yards. PEPCO currently uses a 10-year planning horizon to estimate substation capacity. Its latest 10-year forecast determined that two new and four rebuilt substations will be needed to meet forecast load growth needs through 2030. These capital improvements are estimated at more than \$943 million in investment. 1316.3

1316.4 As part of PEPCO's Capital Grid Project, a new waterfront substation will provide additional capacity for the South Capitol Corridor, Buzzard Point, and the Southwest Waterfront areas. A new substation is planned for Mount Vernon Triangle that will serve north of Massachusetts Avenue (NoMa), Northwest One, and the Mt. Vernon Triangle. Four substations are being rebuilt as follows:

- Harrison substation, which serves Friendship Heights and Chevy Chase;
- Harvard substation, which serves Columbia Heights, Adams Morgan, and Mt. Pleasant;
- F Street substation, which serves the western downtown area; and

- Champlain substation, which is a sub-transmission substation and will provide new 69 kV and 34 kV supply to four substations. 1316.4

- 1316.5 PEPCO is in the midst of a number of 4 kV to 13 kV conversion projects, updating aging overhead and underground infrastructure to current standards, which will allow for more growth and be able to accommodate more distributed energy resources. Conversions are taking place in Georgetown, Fort Totten, Southwest, Congress Heights, Columbia Heights, and Barney Circle. 1316.5
- 1316.6 Beyond the 10-year horizon, PEPCO expects to construct substations when needed to relieve future overloads at stations that are approaching capacity and to respond to future growth. However, future needs should be continually assessed and closely monitored to balance investments for the future that will be needed to serve District needs at that point in time. 1316.6
- 1316.7 Investments should be balanced with the District’s goal of reducing energy usage by 50 percent, as recommended in the Sustainable DC Plan. If this goal is met, significantly fewer upgrades in distribution infrastructure for electricity will be needed. To avoid making unnecessary improvements, Washington, DC should actively coordinate infrastructure improvements across relevant agencies and energy providers. 1316.7
- 1316.8 Over the past several years, PEPCO has deployed an advanced metering infrastructure system and has been developing the smart grid in the District. Projects related to the smart grid include installation of smart meters, automated switching devices that isolate electrical faults and automatically restore customers by switching them to other area feeders, and underground monitoring devices that detect problems before they turn into major events. In addition to improving reliability, the smart grid also helps conserve energy through demand response and direct load control programs and supports the installation of distributed generation and conservation voltage reduction. PEPCO is leveraging the smart grid for potential projects, such as electric vehicle charging infrastructure, micro-grids, and battery installations. Collectively, these programs are anticipated to reduce overall energy consumption and demand, leading to deferral of some capital expenses. 1316.8
- 1316.8a Text Box: Neighborhood Energy Systems
Neighborhood-scale energy systems, also known as district energy, can be a cost-effective way of improving resilience and reducing GHG emissions and energy

costs. These systems can include both micro-grids and combined heat-and-power systems. Micro-grids are small, neighborhood-scale networks of electricity users with a local source of energy; while they are attached to the larger grid, they can also function independently. A combined heat-and-power system generates electricity while simultaneously producing heating and/or cooling, which is distributed through a neighborhood-scale network by steam, hot water, or chilled water. The District's current neighborhood-scale energy facilities are operated by GSA, as well as several local universities. New systems are proposed for several major redevelopment sites by the District, DC Water, and private developers. 1316.8a

- 1316.9 Individual development projects and redevelopment on large sites will require new feeder lines to serve additional customers. Construction of these lines will impact existing development and infrastructure in a variety of ways. Underground distribution systems, which are typically required in new development, will require construction of new conduits, cables, and subsurface or pad-mounted transformers. Dense commercial or multi-family residential developments will often require the extension of new mainline underground feeder groups, potentially resulting in digging up streets and sidewalks. Public utility easements may also be needed to provide buried distribution systems inside multi-building developments. 1316.9
- 1316.10 An increasing supply of electricity for the District is generated by a mix of renewable resources. Renewable energy requirements and incentives have resulted in deployment of 40 megawatts (MW) of intermittent solar energy to the grid, and the amount of energy supplied by solar is expected to increase in the future. As an example, by 2030 it is anticipated that 300 MW of power will be generated by solar panels in Washington, DC alone. 1316.10
- 1316.11 The DC Power Line Undergrounding (DC PLUG) Project was recommended by the Power Line Undergrounding Task Force to significantly improve power reliability in the District. Through the collaborative task force process, the District approved a multi-year, \$500 million power line undergrounding project to help prevent prolonged electric service outages during major weather events. This effort will result in the strategic undergrounding of the high-voltage feeder power lines that are responsible for the higher frequency outages in Wards 3, 4, 7, and 8. Secondary and service lines will remain above ground. 1316.11
- 1316.12 ***Policy IN-5.1.1: Adequate Electricity***

Ensure adequate electric supply to serve current and future District needs. This will require collaboration with PEPCO and other service providers on the location and scale of facilities to meet future development and neighborhood demand. 1316.12

- 1316.13 ***Policy IN-5.1.2: Undergrounding Electric Distribution Lines***
Continue to enhance the resilience and safety of electric distribution lines and reduce their visual impact through power line undergrounding. Seek equitable means to cover the high costs associated with undergrounding. Use the opportunity for undergrounding to bury other above-ground communication lines, such as telephone and fiber lines, wherever feasible. 1316.13
- 1316.14 ***Policy IN-5.1.3: Modernizing the Electric Distribution System***
Modernize the energy delivery system, increase sustainability, and make the system more reliable, efficient, and cost-effective. Balance these expanded capabilities with PEPCO's basic obligation to deliver safe, reliable, and affordable energy to the District. 1316.14
- 1316.15 ***Policy IN-5.1.4: Develop Neighborhood-Scale Energy Systems***
Promote the development of micro-grids, District heating and cooling, and other neighborhood-scale energy strategies. Encourage large projects to assess the feasibility of neighborhood-scale energy systems. 1316.15
- 1316.16 ***Action IN-5.1.A: Aging Infrastructure***
Implement improvement programs that can help enhance the resilience of the transmission and distribution of electrical power, such as through system reinforcement. This may involve upgrading the system by repairing or replacing aging infrastructure or expanding the original facilities. 1316.16
- 1316.17 ***Action IN-5.1.B: Undergrounding Electric Distribution Lines***
Continue implementing the DC PLUG initiative, which calls for placing electric distribution lines underground throughout the District. 1316.17

See the Environmental Protection Element for information about the District's Energy Emergency Plan and Comprehensive Energy Plan.

1317 IN-5.2 Natural Gas Infrastructure 1317

1317.1 Consumption of natural gas has remained stable for the past 25 years, (+/- 30 trillion BTU), even as petroleum and coal consumption have decreased dramatically and as the population has grown. District consumers receive natural gas through transmission and distribution pipelines leading to compressor stations in and around the region. Regional Washington Gas compressor stations are located in the District; Loudon County, Virginia; and in Chillum, Maryland, with additional Transco Natural Gas Compressor Stations in Manassas, Virginia, and Columbia, Maryland . It is important to be ever vigilant about the need for natural gas safety, given the potential hazards associated with gas leaks. 1317.1

1317.2 ***Policy IN-5.2.1: Natural Gas Safety***
Promote consumer education on the benefits of regular monitoring of all above-ground and buried natural gas piping on the ratepayer's side of the meter to prevent corrosion, leaking, and other safety hazards. Work with Washington Gas to assess, monitor, and address leaks from the distribution system. In addition to safety concerns relating to flammability, these gas leaks contain methane, which is a potent heat-trapping GHG. 1317.2

1318 IN-6 Infrastructure and Growth 1318

1318.1 This section addresses the need to plan for, coordinate, fund, and implement capital improvements to address existing deficiencies, as well to address the impacts and cost of new development. 1318.1

1319 IN-6.1 Infrastructure and New Development 1319

1319.1 One of the basic purposes of the Comprehensive Plan is to improve the linkage and coordination between the District's development and capital improvement decisions. When well-coordinated, a state of good repair for existing infrastructure can be maintained and infrastructure sufficiency for Washington, DC's growth can be achieved. The District anticipates potential development and/or redevelopment of various large sites in the District, including at Buzzard Point, Hill East, the Florida Avenue Market, Walter Reed, the Armed Forces Retirement Home, St. Elizabeths, Poplar Point, McMillan, Union Station/Burnham Place, Brentwood, and Bladensburg Road at New York Avenue NE, and possibly at RFK Stadium. The goal for these efforts is to create vibrant

new communities that are effectively integrated with surrounding neighborhoods, and that offer a high-quality experience for residents, workers, and visitors. Having infrastructure keep pace with growth will be critical in coming years, given that existing infrastructure systems may require modernization or expansion to meet the needs of these new areas. 1319.1

1319.2 The efficient and effective financing, maintenance, operation, replacement, and expansion of local infrastructure are important for a high quality of life in Washington, DC and to properly support growth and changing needs. 1319.2

1319.3 The general trend in cities and counties across the country has been for the development community to bear a greater share of the cost of infrastructure expansion, rather than leaving this burden to local taxpayers and ratepayers (see text box entitled Green Century Bonds). This is already common practice in the District. 1319.3

1319.4 Coordination between agencies and with the private sector is necessary to ensure that infrastructure capacity remains adequate. Coordination helps to ensure that infrastructure is modernized and developed to serve future growth needs appropriately. It also helps identify where addressing infrastructure needs together will create time and cost savings. 1319.4

1319.5 ***Policy IN-6.1.1: Coordination of Infrastructure Improvements***
Ensure infrastructure upgrades are carefully scheduled and coordinated with development and redevelopment plans to minimize traffic rerouting, pavement cuts for laying cable or placement of other infrastructure within the street right-of-way, street closings, disruptive subsurface excavation, and utility shut-offs. 1319.5

1319.6 ***Policy IN-6.1.2: Location and Impacts of Infrastructure Improvements***
Site and design infrastructure to provide safe, reliable service, address environmental impacts, and address impacts to adjacent communities, recognizing historic siting choices that negatively impacted low-income residents and communities of color. Identify strategies to minimize impacts to adjoining properties during construction and when the infrastructure is operational. 1319.6

1319.7 ***Policy IN-6.1.3: Infrastructure Capacity for New Neighborhoods and Large Sites***

Undertake planning to provide adequate infrastructure system capacity when master planning new neighborhoods and large sites. 1319.7

1320 IN-6.2 Paying for Infrastructure 1320

1320.1 In general, local governments and/or independent agencies or authorities (e.g., DC Water and PEPCO) are responsible for the maintenance and upkeep of infrastructure. There are a number of ways that local governments fund infrastructure improvements. The most common are long-term financing via bonds and pay-as-you go revenues collected via taxes or utility rates. In many cases, municipalities have foregone investment in infrastructure due to revenue constraints. The result is deferred maintenance and a long backlog of unfunded repairs—an unfortunate reality in cities across the country. 1320.1

1320.2 Many local governments require infrastructure costs for new development to be borne by the developer through impact fees, special assessments, or other fees or taxes. Such fees are usually proportionate to the actual costs of building new water lines, sewer lines, and other utilities to serve the development site. While impact fees are an effective way to address the impacts of new development, they usually cannot be used to address deferred maintenance. Those costs must be financed through other means—generally through higher rates that cover the cost of bonds and capital projects that address deferred maintenance. 1320.2

1320.2a **Text Box: Green Century Bonds**
In July 2014, DC Water issued its inaugural green bond to finance a portion of the DC Clean Rivers Project. This historic \$350 million issuance represented DC Water’s inaugural green bond issue and the first certified green bond in the U.S. debt capital markets. It was also the first municipal century bond issued by a water/wastewater utility in the United States. The bond will be paid back over a 100-year period, to distribute the cost among those who benefit from the significant investment. The issuance achieved its green certification based upon the DC Clean Rivers Project’s environmental benefits, which include improving water quality by remediating CSOs, promoting climate resilience through flood mitigation and improving quality of life through promotion of biodiversity and waterfront restoration. 1320.2a

1320.3 ***Policy IN-6.2.1: Creative Financing***
Promote creative financing tools to fund infrastructure development, maintenance, and replacement. These could include innovative taxing programs, user fees, new

development charges, improvements through Planned Unit Developments, and other innovative cost recovery mechanisms. 1320.3

1320.4 ***Policy IN-6.2.2: Developer Contributions***

Require that private developers fund the necessary relocation or upgrading of existing utilities to address limitations with existing infrastructure on or adjacent to proposed development sites. For necessary upgrades to infrastructure, including water and wastewater, developers should contribute to the cost of extending utilities to the project site or upgrading existing utilities to the specifications necessary for their proposed project. 1320.4

1320.5 ***Policy IN-6.2.3: Infrastructure Maintenance***

Support investments in infrastructure to reach and maintain a state of good repair across all systems. 1320.5

1320.6 ***Action IN-6.2.A: Developer Reimbursement Agreements***

Formulate consistent, equitable, and manageable developer reimbursement agreements for the incremental costs of utility upgrades, including water and sewer. The agreements should provide a means for the initial developer to be reimbursed by the District through payments by other developers who benefit from the initial developer's infrastructure improvements. . 1320.6

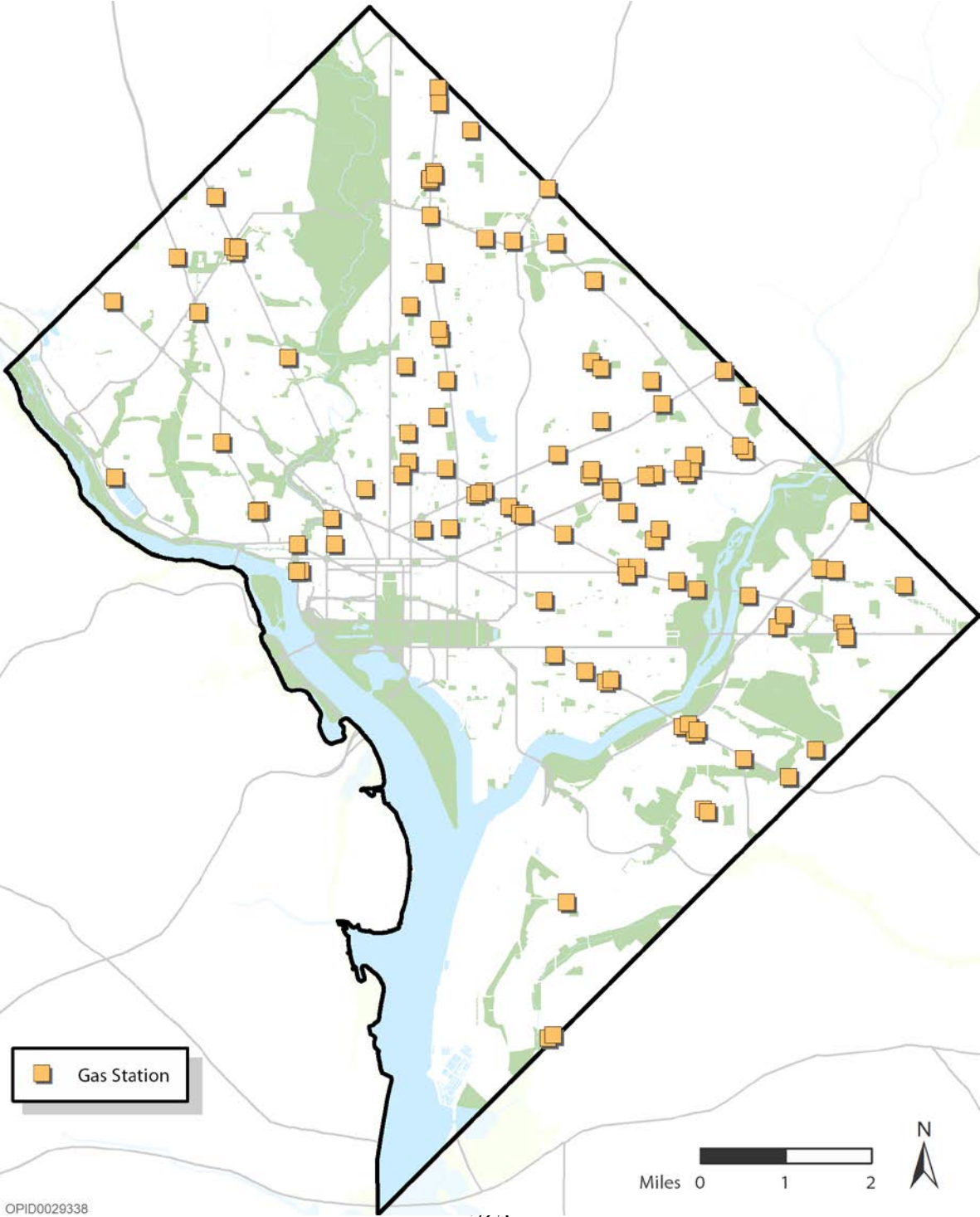
1320.7 ***Action IN-6.2.B: Community Infrastructure Investment***

Explore methods to properly assess and meet infrastructure needs associated with incremental development. 1320.7

1321 IN-6.3: Cross-Systems Integration 1321

1321.1 Future improvements to the District's infrastructure should be planned in a collaborative, integrated manner that can identify and maximize shared benefits, rather than be siloed by specific systems or agency. Examples of success, such as the DC Water Biosolids Management Program which converts byproducts of wastewater processing into energy to power the Blue Plains WTP, can become more commonplace in the District. Investments in infrastructure will require the collaboration of businesses, government, schools, community groups, and residents. Through this collaboration, and with the application of new technology, the best investments to infrastructure can be made. 1321.1

- 1321.2 District government should also consider the importance of distributed networks, such as gas stations, in future planning efforts. The network created by standalone gas stations provides a significant energy supply to District residents, workers, and visitors. The locations of gas stations in Washington, DC are shown in Map 13.6. Future plans should consider the importance of such networks, especially in the context of emerging technologies and cross-system integrations. 1321.2
- 1321.3 Map 13.6: Gas Station Locations in the District 1321.3



Gas Station

Miles 0 1 2



OPID0029338

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(Source: DC Office of Planning, 2018)

- 1321.4 ***Policy IN-6.3.1: Infrastructure Collaboration***
Encourage collaboration, cooperation, and shared opportunity across infrastructure projects, so that a range of perspectives and stakeholders participate in the identification of potential investments. Use technology to identify synergies, ensuring an efficient use of District infrastructure, investment, and resources. 1321.4
- 1321.5 ***Policy IN-6.3.2: Coordination of Infrastructure Installation***
Encourage enhanced coordination among relevant agencies and utilities when siting new or modernizing existing infrastructure, such as water lines and gas pipelines, telecommunications conduit, and streetscape improvements, in order to minimize duplicative efforts, such as digging, and to identify opportunities for cost and time savings. 1321.5
- 1321.6 ***Action IN-6.3.A: Coordination of Infrastructure Upgrades***
Continue to update a central repository for data and schedules for planned infrastructure upgrades to minimize the need for repeated street and sidewalk excavation. 1321.6
- 1321.7 ***Action IN-6.3.B: Fueling Stations Shared Uses***
Explore the potential for shared uses and reuses of fueling stations in the context of rapidly evolving and emerging technologies. This assessment should focus on possible cross-system uses for the facilities. 1321.7
- 1322 IN-7: Infrastructure Resilience 1322**
- 1322.1 It is critical that infrastructure in Washington, DC be designed to withstand chronic stressors and system shocks. In recent years, the District has seen how hazardous events and climate change can stress and hurt infrastructure. For example, the destructive derecho storm of 2012 caused extensive damage to the electric grid and a prolonged power outage. Power was interrupted to more than 75,000 District residents and to public healthcare facilities for several days during a record-breaking heat wave. This event highlighted the severity and interrelated consequences of infrastructure failure, which negatively affected residents with medical needs and disproportionately harmed the lowest-income areas of the District. The storm resulted in 22 fatalities across the region and revealed the

potential for cascading infrastructure impacts across critical systems that rely on electricity to operate, such as water and sewer, telecommunications, and transportation services, including transit and traffic signals. 1322.1

- 1322.2 The District Preparedness System (DPS) forms the foundation of Washington, DC's efforts to integrate preparedness principles District-wide, addressing protection, mitigation, response, and recovery capabilities and needs. Success of the DPS relies heavily on collaboration among District agencies with utilities across the region. By working together to identify and build the capabilities to address them, DPS stakeholders can continue to prepare for the most critical threats and hazards. DPS includes consideration of civic facilities (such as hospitals, fire and police stations, schools, libraries, and parks), as well as infrastructure. 1322.2

See the Community Services and Facilities Element for more information on DPS.

1323 IN-7.1: Resilience and Critical Infrastructure 1323

- 1323.1 Washington, DC faces major infrastructure challenges, a growing population, and increasing risks posed by natural hazards and climate change in addition to human-made hazards and incidents. As the effects of climate change intensify and risks increase, it is critical for the District to plan for more frequent and severe impacts on infrastructure systems. This need is emphasized in the Resilient DC Strategy, which lays out Washington, DC's approach to handling these challenges.1323.1

- 1323.2 This section addresses the protection and enhancement of critical infrastructure to address vulnerability to adverse effects of natural and human-made shocks, such as extreme weather events and security incidents, and to long-term stresses, such as sea level and temperature rise, which are driven by climate change. The District has adopted robust, multi-pronged strategies to address these issues. In addition to addressing sudden threats and hazards through DPS, Washington, DC is working to address chronic stressors, such as poverty, safety, and access to health care and healthy food, through a wide range of policies contained throughout the Comprehensive Plan, and these policies must be understood and implemented through an equity, particularly a racial equity, lens While Washington, DC recognizes that many, if not most, of the Comprehensive Plan policies are connected to resilience, policies that explicitly identify resilience are

contained in specific subsections of this element to provide a logical framework: this section and the CSF-2.2 Healthy Communities and Resilience section in the Community Services and Facilities Element. 1323.2

- 1323.3 Washington, DC is investing billions of dollars in resilient and adaptive infrastructure, including the DC PLUG Program, updates to the District’s levee system, and the DC Clean Rivers Project. In addition to infrastructure hardening and other protective measures, infrastructure providers in Washington, DC should continue to focus their efforts on improving the robustness and reliability of critical systems to facilitate the continuous flow of goods, utility services, and information, particularly during times of crisis. 1323.3
- 1323.4 This means developing adaptation plans that can include measures, such as relocation or retirement of existing infrastructure, and exploring the benefits of decentralized utility systems, which can offer greater system-wide reliability through redundancy. Adaptation plans should include consideration of projected impacts of climate change during the locational and design phases of infrastructure projects to ensure more deliberate review of proposed infrastructure investments in potentially hazardous locations and of the length of a given asset’s useful life. 1323.4
- 1323.5 ***Policy IN-7.1.1: District Preparedness***
Prepare Washington, DC to prevent and protect against, mitigate, respond to, and recover from all hazards that threaten the District, including human-made and climate change hazards. Integrate preparedness goals into relevant efforts across relevant District agencies and utilities, including through coordination with DPS. Identify and integrate equity considerations into preparedness planning. 1323.5
- 1323.6 ***Policy IN-7.1.2: Consider Vulnerabilities and Mitigations when Planning Critical Infrastructure***
Support efforts by utilities to consider and evaluate vulnerability and mitigations for planning and protecting critical assets and systems from human-made and natural incidents and events, as well as chronic stressors, including sea level rise and heat emergencies. Identify and prioritize major vulnerabilities and hazards, such as flooding. Incorporate risk and hazard mitigation into operational and investment planning. Mitigations can include elevating natural gas lines and hardening water systems. 1323.6

- 1323.7 ***Policy IN-7.1.3: Integration of Climate Adaptability***
Promote integration of vulnerability assessments in resilience planning, including climate adaptability, into pertinent aspects of DPS using the best available data and in accordance with other District initiatives to adequately prepare for an evolving risk environment. 1323.7
- 1323.8 ***Policy IN-7.1.4: Technology and Resilience***
Explore the use and impact of new and emerging technologies on resilience vulnerability assessment and mitigation planning. 1323.8
- 1323.9 ***Policy IN-7.1.5: Energy-Resilient Infrastructure***
Encourage opportunities to make energy transmission and distribution systems more resilient. Opportunities include networking the transmission system, undergrounding power lines, and incorporating micro-grids where appropriate. 1323.9
- 1323.10 ***Policy IN-7.1.6 Neighborhood-Scale Systems***
Explore and consider neighborhood-scale systems as a measure that can help protect infrastructure from the impacts of climate change. Neighborhood-scale systems include micro-grids, district energy, and district stormwater management. 1323.10
- 1323.11 ***Action IN-7.1.A: Micro-grid-Ready Construction***
Explore tools to encourage new development projects to integrate micro-grid connectivity in their designs. Such incentives should be designed to expand decentralized power generation in the District, increasing the resilience of not only the energy distribution system but also those buildings or facilities that are dependent upon it. 1323.11
- 1323.12 ***Action IN-7.1.B: Community Risk Assessments***
Update the Community Risk Assessment (CRA) of DPS on a recurring basis to reflect changes in the risk profiles of relevant natural and human-made systems in Washington, DC. Incorporate relevant infrastructure information in the CRA process. 1323.12
- 1323.13 ***Action IN-7.1.C: Protecting Critical Infrastructure***
Protect critical facilities from a wide range of threats and hazards and develop fortified and redundant systems in order to deliver essential services at all times. 1323.13

- 1323.14 ***Action IN-7.1.D: Training for Protecting Critical Infrastructure***
Develop a training program for protecting public utilities for law enforcement and private sector personnel. 1323.14
- 1323.15 ***Action IN-7.1.E: Vulnerability of Critical Infrastructure***
Continue to support development of criteria and methodologies to assess the vulnerability of critical infrastructure to human-made and natural shocks, as well as chronic stressors. 1323.15
- 1323.16 ***Action IN-7.1.F: Mitigating Vulnerability of Critical Infrastructure***
Explore approaches and tools to address identified vulnerabilities of critical infrastructure. Regional, District-wide, and site-specific factors should be taken into account, as well as near-term and long-range risks. 1323.16
- 1323.17 ***Action IN-7.1.G: Emerging Technologies and Critical Infrastructure***
Review and evaluate the impacts of new and emerging technologies on the District’s resilience and their potential for helping District government and utility operators to advance near-term and long-range infrastructure resilience objectives. 1323.17

For other policies and actions related to resilience and critical infrastructure, see the Community Services and Facilities Element.

1400 Overview 1400

- 1400.1 The Arts and Culture Element provides policies and actions dedicated to the preservation and promotion of the arts and culture in Washington, DC. Its focus is on strengthening the role of the arts and culture in shaping the physical form of the District. 1400.1
- 1400.2 The key issues facing the District as it seeks to foster and enhance arts and culture include:
- Expanding affordable arts and cultural production, presentation, and administration spaces;
 - Increasing the visibility and accessibility of arts and culture as a means of diversifying resident engagement and participation;
 - Enhancing arts and cultural organizations’ capacity for strategic planning

- and partnerships;
 - Building capacity through investments in historically underrepresented communities; and
 - Celebrating community heritage through cultural spaces and programs.
- 1400.2

1400.3 Washington, DC is one of the country’s leading cultural centers. Its breadth of artistic achievement encompasses many disciplines, cultures, individuals, and organizations. The District is home to the Smithsonian Institution, museums of fine art, symphony, ballet, and opera. From music on U Street NW to the daily literary events at local bookstores, the District’s neighborhoods celebrate Washington, DC’s distinct cultural legacy. Together, these cultural organizations’ contributions have helped Washington grow as a national cultural epicenter. . Among American cities, Washington, DC is particularly notable as a leader in performance theater, featuring signature venues, award-winning local productions, and top traveling performances. . 1400.3

1400.4 Data included in this Element precedes the 2020 public health emergency. While the District’s economic position may be substantially affected in the early 2020’s, the District anticipates that economic trends highlighted in this chapter will hold in the long-term along with the policies contained in this chapter, which are designed to guide the District through both growth and recession cycles. Actions have been added to the Economic Development and Housing Elements of the Comprehensive Plan to address responses to and recovery from impacts of the 2020 public health emergency that affect the arts and culture sector. 1400.4

1400.5 The Arts and Culture Element incorporates the DC Cultural Plan, which describes how the District will increase cultural creation, space, and consumption through shared stewardship, organizational innovation, and leveraged funding. The Cultural Plan introduces a new approach to cultural space that harnesses increased property values to generate more affordable cultural production, presentation, and administration space. This approach emphasizes strategies for shared spaces, such as studios and incubators, that will help position individuals and cultural organizations to better share in the benefits of the District’s growth. 1400.5 .

1400.6 The DC Cultural Plan presents an equitable policy framework that is inclusive of a broader array of creative works. Culture is the universe that encompasses the arts and many segments of the larger creative economy. Culture is comprised of heritage, practices, and traditions that are important to an individual, community,

or society. Arts are creative practices based in skill and knowledge. Traditional art forms, such as the visual and performing arts, trace long trajectories throughout human history as means of expressing and sharing experience and emotion. Over time, additional art forms have emerged from cultures and technologies that present different ways of communicating. These additional art forms strengthen Washington, DC's cultural equity and facilitate its cultural evolution. The element's policies and actions also reinforce arts and culture as expressions of local values and sources of community identity. Fostering arts and culture helps to affirm all residents' cultural practices and increase opportunities for all residents to participate in and experience cultural and artistic expression . 1400.6

1400.7 This element acknowledges the contributions of art and culture to the District's economy and supports investments that create new jobs, goods, and services. 1400.7

1401 Arts and Culture Goal

1401.1 The overarching goal for arts and culture is to facilitate a cultural environment in Washington, DC that is inclusive, equitable, and accessible. This type of cultural environment will increase artistic opportunities for individual and collective cultural development by supporting cultural programs and learning experiences in the District that inspire a vibrant cultural life for all residents. This element supports physical cultural infrastructure that advances arts and culture through exchanges that elevate art and cultural works beyond passive objects to active exchanges. 1401.1

1402 Arts and Cultural Spaces AC-1 Creating and Enhancing Arts and Cultural Spaces 1402

1402.1 This element guides expansion and democratization of cultural space by emphasizing how social, informal, and formal cultural spaces are interconnected as a system. This approach elevates locally significant practices, with an emphasis on practices that are important to historically underserved communities. 1402.1

1402.2 Washington, DC's network of cultural spaces is strong and growing. Formal cultural spaces, including museums, performance theaters, and music venues, have undergone a period of growth since the early 2000s. Informal spaces, such as

libraries and recreation centers, have been extensively renovated, in part to better serve as cultural anchors with spaces for displaying artwork, presenting performances, sharing learning, and creating art and cultural work. Social cultural spaces, including parks, open spaces, and private establishments, have also been improved and expanded. 1402.2

1402.3 However, many new cultural spaces house commercial entertainment and organizations that provide attractions oriented toward visitors or Washington, DC's high-income residents. Despite the addition of new cultural spaces, many established organizations have faced serious challenges adjusting to the increasing costs of space and living in the District. Going forward, additional low-cost cultural production, presentation, and administration spaces are needed to support growth of locally significant cultural practices. 1402.3

1402.4 Washington, DC is working to increase accessible, low-cost cultural spaces that enable cultural creators to connect with cultural consumers in a continuous process of imagining, testing, and scaling. This element envisions Washington, DC's formal, informal, and social cultural spaces collectively as the District's cultural infrastructure. Cultural infrastructure includes physical spaces, such as established theaters, shared-use production facilities, and public plazas, where arts and culture are produced and presented. The District has two primary objectives for this infrastructure: (1) increasing residents' access to cultural creation and consumption and (2) increasing high-quality spaces that support culturally relevant activities in historically underserved communities. 1402.4

1403 AC-1.1 Expanding Arts and Cultural Facilities 1403

1403.1 The District has made great strides in preserving, rehabilitating, and expanding arts and cultural facilities. Since 2005, numerous cultural venues have been established across the District, including the GALA Hispanic Theatre, which moved into the refurbished Tivoli Theatre; the Woolly Mammoth Theatre downtown; the Howard Theatre on U Street NW; The Edgewood Arts Center, Dance Place, and the Arts Walk have anchored revitalization near the Brookland-CUA Metro station; and organizations, such as the Anacostia Arts Center and the THEARC, that are leading a resurgence of community-oriented arts and cultural facilities in Wards 7 and 8. . In addition, public space and facilities have become increasingly important venues for arts and culture. In particular, the public libraries are valuable creative hubs that connect residents to technology, books, and other media in support of local arts and culture. 1403.1

1403.2 Washington, DC’s wide range of commercial cultural venues also have a growing role in increasing opportunities for District residents to present and experience cultural works. These spaces range from small art galleries to large concert venues that are distributed throughout Washington, DC. For residents, small and mid-sized venues are particularly important because they support formative opportunities to present arts and cultural work. Increasing awareness and the accessibility of these spaces is an important step toward reaching the District’s cultural potential. 1403.2

1403.3 Yet Washington, DC’s ability to sustain creators is threatened by its high-value real estate, which is driving higher costs for cultural facilities, as well as higher costs of living. As the District continues to grow and evolve, it faces a persistent need to preserve and enhance community-based arts and cultural facilities. 1403.3

1403.4 Looking forward, a collaborative approach is needed to reach the District’s cultural potential that includes leveraged funding and financing for facility maintenance, development, and programming. The collaborative approach will foster a more equitable cultural community. 1403.4

1403.5 ***Policy AC-1.1.1: Enhancement of Existing Facilities***
Preserve and enhance existing District-owned or controlled neighborhood arts and cultural spaces. Assist in the improvement of arts and cultural organizations’ facilities to enhance the quality, diversity, and distribution of cultural infrastructure . 1403.5

1403.6 ***Policy AC-1.1.2: Advance Libraries and Recreation Centers as Cultural Anchors***
Support and promote libraries and recreation centers as community anchors that support cultural learning, production, and presentation. The District’s libraries and recreation centers are unique, community-oriented facilities that increase access to cultural space and programming. 1403.6

For additional guidance on policies for libraries, see the Community Services and Facilities Element for content pertaining to library facilities. Additionally, see the Parks, Recreation, and Open Space Element for information on parks and recreational facilities.

- 1403.7 ***Policy AC-1.1.3: Development of New Cultural Facilities***
Grow cultural organizations through shared and collaborative facilities across the District. Provide technical and financial assistance to organizations to help secure or create new facilities when needed and as appropriate . 1403.7
- 1403.8 ***Policy AC-1.1.4: Distribution of Facilities***
Promote improved access to facilities that offer arts and cultural resources, including development of arts facilities and venues in Wards 7 and 8 and in other parts of Washington, DC where they are in short supply. 1403.8
- 1403.9 ***Policy AC-1.1.5: Cultural and Artistic Diversity***
Neighborhood cultural facilities should accommodate a wide variety of arts disciplines, cultures, individuals, and organizations. Facilities should also accommodate persons with disabilities. In addition, arts and cultural organizations are also encouraged to explore virtual and other types of digital programming that can reach residents who are unable to visit events in person. 1403.9
- 1403.10 ***Policy AC-1.1.6: Siting of Facilities***
Encourage arts and cultural facilities to locate near public transit or sites where shared parking facilities are available. . 1403.10
- 1403.11 ***Policy AC-1.1.7: Performance and Events in Public Space and Facilities***
Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, recreation centers, schools, libraries, transit stations, streets, sidewalks, and public areas of private property . These venues can help reach new audiences and increase access to the arts for all residents. 1403.11
- 1403.12 ***Policy AC-1.1.8: Using District-Owned Facilities***
Encourage the shared-use of District-owned facilities, such as public schools, libraries, parks, and recreation centers for cultural uses . This may be accomplished by incorporating programming and equipment into the facilities that support cultural activity. For example, the DC Department of Parks and Recreation offers a variety of equipment and facilities that support cultural events. 1403.12
- 1403.13 ***Policy AC-1.1.9: Cultural Uses in Transit Station Area Planning***
Encourage cultural facilities and publicly accessible cultural space in reuse plans for transit station areas. 1403.13

- 1403.14 ***Policy AC-1.1.10: Encourage Cultural Space in Planned Unit Developments***
Developing long term, low-cost cultural space should be considered an important and desired benefit in discretionary development reviews. Where appropriate, it should be provided in addition to, not instead of, any affordable housing deemed appropriate for the project. 1403.14
- 1403.15 ***Policy AC-1.1.11: Partner with Community-Based Organizations to Increase Access to Cultural Facilities***
Encourage collaboration between cultural and community-based organizations, such as places of worship, to increase access to cultural opportunities. 1403.15
- 1403.16 ***Policy AC-1.1.12: Include Cultural Facilities When Large Sites Are Redeveloped***
When large sites are planned and developed, cultural facilities should be incorporated where feasible. Planning for these facilities should consider both their neighborhood-serving role and how they relate to the network of cultural facilities District-wide. 1403.16
- 1403.17 ***Policy AC-1.1.13: Cultural Incubators***
Support the development of facilities designed to incubate and grow arts and cultural organizations. These facilities should provide production space, technical assistance, and access to shared equipment. 1403.17
- 1403.18 ***Action AC-1.1.A: Increase Public Spaces for Arts and Culture Presentation***
Encourage the provision of space for arts and cultural presentation in public areas within and adjacent to new buildings . Examples include plazas designed as performance spaces or incorporation of gallery lighting in publicly accessible lobbies to provide exhibition space. 1403.18 *See the Urban Design Element for policies and actions on streetscape and public realm improvements.*
- 1403.19 ***Action AC-1.1.B: Cultural Facilities in Wards 7 and 8***
Encourage additional arts and cultural establishments that balance the distribution of facilities throughout the District, increase programming diversity, and improve residents' access to arts and cultural facilities. including theaters and cinemas in Wards 7 and 8. 1403.19

- 1403.20 ***Action AC-1.1.C: Increase Access to Public Facilities for Cultural Use***
Assess opportunities for increasing public access to government-owned cultural facilities, such as increased use of recreation centers for the production and presentation of cultural work by community organizations. 1403.20
- 1403.21 ***Action AC-1.1.D: Evaluate District Assets***
Evaluate vacant and unused District-owned or controlled properties for use as arts and cultural facilities. This includes underused portions of occupied buildings. 1403.21
- 1403.22 ***Action AC-1.1.E: Consider Cultural Space in Master Facility Planning***
Explore the potential for increasing publicly accessible cultural space through the master facility planning processes for publicly-owned assets, such as libraries, schools, parks, recreation centers, and public safety facilities. 1403.22

1404 AC-1.2 Arts and Culture in Every Community 1404

- 1404.1 A key concept in this element is culture everywhere, which is an approach for inclusive development that makes use of the cultural facilities and civic infrastructure distributed across the District as anchors for community equity building. Civic infrastructure includes the networks of libraries and recreation centers that can offer space for cultural programming and presentation. Culture everywhere is a collective impact model in which government, funders, and community members align their resources to create and sustain extensive networks of cultural clusters and arts districts that serve communities across Washington, DC. 1404.1
- 1404.2 Every community has its own cultural identity and cultural anchors. The District partners with place-based organizations, such as business improvement districts (BIDs), DC Main Streets, Advisory Neighborhood Commissions (ANCs), and others to strengthen community-based networks of cultural spaces, organizations, and programming. By building up each community's cultural networks, Washington, DC gains a more inclusive cultural environment with more opportunities for cultural expression and experiences that is reflective of its diversity. 1404.2
- 1404.3 Washington, DC encourages the development of community-oriented cultural clusters as an approach to expand the diversity of cultural practice while increasing residents' access to cultural opportunities. A key facet of the cultural

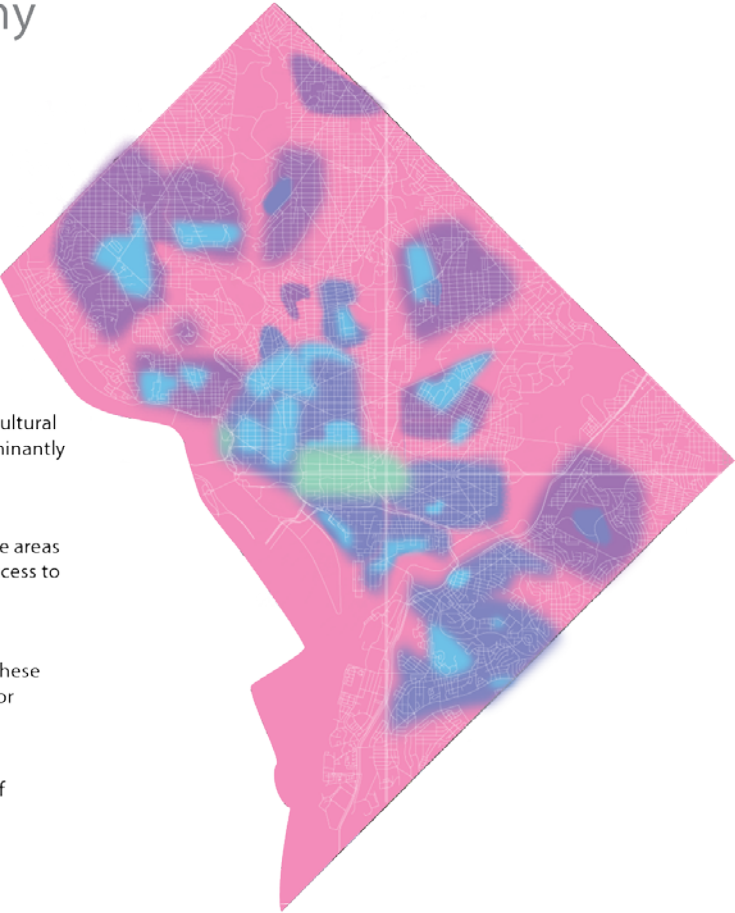
clusters is shared-use cultural space, where performances are hosted in places of worship, restaurants, and stores. 1404.3

1404.4 Additionally, the District is also committed to sustaining three centrally located legacy arts districts: the Downtown Arts District, the Uptown Arts District, and the H Street NE Arts District. These districts were established to leverage arts as a catalyst for revitalizing underfunded commercial areas. Today, these arts districts are home to many of Washington, DC’s leading arts and cultural institutions that have forged the District’s current cultural identity. 1404.4

1404.5 Figure 14.1: Washington, DC’s Cultural Geography 1404.5

DC Cultural Geography

- **Major Institutional Cluster:** These are areas predominantly anchored by federal institutions such as the Smithsonian.
- **Citywide Cluster:** These are areas where cultural institutions and organizations that predominantly serve the citywide and regional cultural community are concentrated.
- **High Cultural Access Communities:** These areas depict parts of the city with exceptional access to major cultural institutions.
- **Institutionally Adjacent Communities:** These are communities in close proximity to major cultural institutions such as Universities.
- **Typical Cultural Access:** These are parts of the city with typical cultural access for the District of Columbia.



- 1404.6 ***Policy AC-1.2.1: Culture Everywhere***
Partner with cultural organizations and private sector cultural funders to create community-based networks that leverage civic infrastructure with programming and spaces that are inclusive of the cultural practices that are significant in each community. Examples include DC Commission on Arts and Humanities (CAH) programming and support from focused agencies that provide support and funding for events across the District, including the Mayor’s Office on Latino Affairs and the Mayor’s Office of Lesbian, Gay, Bisexual, Transgender, and Questioning (LGBTQ) Affairs. 1404.6
- 1404.7 ***Policy AC-1.2.2: Using Civic Infrastructure as Cultural Infrastructure***
Seek opportunities to increase cultural use of civic infrastructure, such as libraries and recreation centers, through partnerships with cultural organizations. 1404.7

See also the Community Services and Facilities Element for additional information on civic infrastructure.
- 1404.8 ***Policy AC-1.2.3: Expand Community-Oriented Cultural Programming***
Continue expanding community-oriented cultural programming through grants and programming partnerships. 1404.8
- 1404.9 ***Policy AC-1.2.4: Inclusion of Arts and Culture in Business Improvement Districts and DC Main Streets***
Support the inclusion of arts and cultural programming, facilities, and arts-supportive businesses as part of the District’s neighborhood commercial revitalization programs. 1404.9
- 1404.10 ***Policy AC-1.2.5: Arts Districts***
Sustain the Downtown, H Street NE, and Uptown Arts Districts as the preeminent locations in Washington, DC for region-serving arts and cultural venues, including theaters, concert halls, galleries, and museums. 1404.10
- 1404.11 ***Policy AC-1.2.6: Support Arts and Cultural Clusters***
Support existing and emerging clusters of arts and cultural establishments through aligned public and private sector investments . 1404.11
- 1404.12 ***Policy AC-1.2.7: Mitigate Cultural Displacement***

Reinforce and elevate existing cultural anchors, practices, and traditions in communities undergoing significant demographic change. Such efforts should reflect the history and culture of established communities in these neighborhoods and also encourage new residents to respect and participate in this history and culture. In addition, support cross-cultural programming that fosters a shared understanding of Washington, DC's history and culture among all residents.

1404.12

See also the Housing Element for more information about displacement mitigation.

1404.13 ***Action AC-1.2.A: Arts and Cultural Programming in Business Improvement Districts and DC Main Streets***

BIDs and DC Main Streets organizations should undertake arts and cultural programming when possible. These initiatives should reflect community identity, advance placemaking, and enhance commercial revitalization. 1404.13

1404.14 ***Action AC-1.2.B: Zones for Arts and Culture***

Ensure that the incentives in special zones for arts and culture are fulfilling their intent . 1404.14

1404.15 ***Action AC-1.2.C: Regulatory Process Support***

Explore new resources at permitting agencies that assist cultural creators and organizations navigate and successfully complete permitting processes. Resources could include permitting process navigators, technical assistance programs, and event planning toolkits. 1404.15

1404.16 ***Action AC-1.2.D: Art Galleries in Public Buildings***

Explore the feasibility of using lobbies and corridors of public buildings as museum-style art galleries that feature works by local artists. The assessment should include options for curation, as well as evening and weekend operating hours. 1404.16

1404.17 ***Action AC-1.2.E: Cultural Space Partnerships***

Encourage shared space arrangements that facilitate cultural presentation in commercial spaces, such as restaurants and bookstores. 1404.17

1405 AC-2 Making Culture More Visible 1405

1405.1 Culture reflects the practices and priorities of a society. The built environment is one of the most important spaces where cultural expressions are exchanged. Making culture visible creates connection points in new and existing spaces that build social cohesion through shared experiences. Both temporary and long-term cultural installations communicate community heritage, identity, and aspiration. 1405.1

1405.2 CAH leads Washington, DC's initiatives to increase cultural visibility through public art, heritage programming, and creative economy exhibitions. CAH plays a critical role by being the grant-making provider to numerous arts organizations and individuals encouraging the creation or production of art in all its forms, including music, theater, and the visual arts. The Office of Cable Television, Film, Music and Entertainment (OCTFME) also plays a role, primarily with cable television, film, and some creative economy exhibitions, mostly for profit. 1405.2

1405.3 Making culture more visible is particularly important as Washington, DC continues to grow because it helps build cross-cultural understanding in changing communities by elevating heritage and shared experiences. It also helps to create links between changes in the built environment and the events that preceded them. Most importantly, making arts and culture more visible symbolically states that even though the built environment is changing, new and existing spaces are intentionally welcoming of long-standing communities. 1405.3

1406 AC-2.1 Increasing Opportunities For Public Art 1406

1406.1 Public art can provide beauty, visual interest, and a source of community pride. It can contribute to cross-cultural understanding and become a source of community dialogue and shared experiences . It also brings economic benefits in the form of tourism and work for artists. While the most familiar forms of public art in the District are its more than 150 commemorative memorials, there are many other examples. Public art includes temporary installations, as well as permanent art forms, such as frescoes and murals. The District's public art represents diverse disciplines and media, reflecting Washington, DC's residents. 1406.1

- 1406.2 A large number of U.S. cities and government agencies have adopted policies to make art more visible in the design of public buildings, infrastructure, and even private development. Public art projects create a sense of neighborhood identity and provide a connection to local history and culture. These art projects document, celebrate, and define communities whose stories may once have been overlooked. 1406.21406.3 Art of many genres has played an important role in building the civic culture of the District. From monuments inspired by the Beaux-Arts movement to the evocative murals of Adams Morgan and the Metropolitan Branch Trail, art is an integral and visible part of the cityscape. As the District evolves, it should continue to include public art in all neighborhoods, not only in federal Washington, DC. 1406.3
- 1406.4 Since 1986, CAH has maintained the DC Creates Public Art Program that purchases, commissions, and installs artwork for public sites throughout Washington, DC. The program was established by legislation that allocates up to one percent of the District's adjusted capital budget for the commission and acquisition of artwork. Despite this initiative, broader efforts are needed to increase public art communities where it is in short supply. 1406.4
- 1406.5 ***Policy AC-2.1.1: Emphasizing Public Spaces with Art***
Use public art to strengthen and reflect the District's diversity, including its identity as a local cultural and arts center. Public art should accent locations such as Metro stations, sidewalks, streets, parks, and building lobbies. It should be used in coordination with landscaping, lighting, paving, and signage to create gateways for neighborhoods and communities. 1406.5
- 1406.6 ***Policy AC-2.1.2: Funding Public Art in Capital Improvement Projects***
Continue to set aside funds from the capital improvement project budget for public art and arts-related improvements. These improvements should enhance publicly-owned buildings with creative and aspirational works of art. 1406.6
- 1406.7 ***Policy AC-2.1.3: Reuse of Vacant or Underutilized Buildings***
Support the temporary use of commercial buildings that vacant or underused or undergoing redevelopment for cultural exhibition and production, as appropriate. 1406.7
- 1406.8 ***Action AC-2.1.A: Public Art Master Plan***

Maintain a Public Art Master Plan for the District. The Master Plan sets a vision for public art and basic principles for how public art can be integrated into the District’s architecture, gathering places, and natural landscapes. 1406.8

1406.9 ***Action AC-2.1.B: Small Parks for Public Art Assessment***
Assess the feasibility of using small parks that are owned or controlled by the District and federal governments for public art installation locations. The assessment should analyze how any artwork installed in the parks would be curated and maintained. 1406.9

1406.10 ***Action AC-2.1.C: Artwork and Cultural Presentation Space in EventsDC Facilities***
Encourage EventsDC to incorporate significant artwork and space for cultural presentation within any new or significantly renovated facility. 1406.10

1407 AC-2.2 Using Art to Express Cultural Heritage 1407

1407.1 Cultural installations and events help elevate and preserve the distinct history and identity of the District’s communities . For example, the Friendship Arch near the Gallery Place-Chinatown Metro station celebrates the unique identity of the Chinatown neighborhood. Smaller installations, such as the District’s network of 18 heritage trails, are also important. The trails are accessible engagement tools that communicate many of Washington, DC’s important historical narratives. Cultural events, including Fiesta DC and the Caribbean Carnival, are another type of cultural program that elevates community-based cultural traditions. Together, the District’s extensive and growing array of cultural installations and events contribute to an environment that is reflective of the people who live and have lived in the District. 1407.1

1407.2 ***Policy AC-2.2.1: Affirm Civic Identity and Community Heritage Through Space***
Leverage the built environment to affirm civic identities and community heritage. Use historic preservation and adaptive reuse to maintain buildings and spaces that are culturally significant as the District continues to grow. 1407.2

1407.3 ***Policy AC-2.2.2: Support the Presentation of Community-Based Cultural Heritage***

Use interactive platforms, including cultural programming, interpretive signage, and murals, to help new and long-standing residents build community in innovative ways based on a foundation of heritage. 1407.3

1407.4 ***Policy AC-2.2.3: Using Art to Convey Identity***

Use art as a way to help neighborhoods express unique and diverse identities, promoting each community's individual character and sense of place. 1407.4

1407.5 ***Policy AC-2.2.4: Neighborhood Festivals***

Encourage neighborhood festivals of appropriate scale and location to showcase local culture and increase connections among residents. Such festivals should be planned and managed in a way that does not adversely affect neighborhood health, welfare, and safety. 1407.5

1407.6 ***Policy AC-2.2.5: Heritage Trails***

Create and maintain heritage trails in communities across Washington, DC, including historic districts, to provide historic context and infrastructure for cultural tourism promoting the diversity and history of the District. 1407.46

See also the Urban Design Element for policies and actions on streetscape and public realm improvements that reflect cultural and architectural history and the Historic Preservation Element for content pertaining to expanding preservation knowledge.

1407.7 ***Policy AC-2.2.6: Promote Local Cultural Identity and Traditions***

Promote the sharing of local cultural and community histories. These initiatives should be designed to expand access to resources that support the cultivation and expression of cultural identity. Examples of locally significant traditions include music, food, and art. 1407.7

1407.8 ***Policy AC-2.2.7: Community Heritage Storytelling***

Continue supporting organizations that highlight community heritage through storytelling. These initiatives capture and preserve first source accounts of lived experiences that help build shared identity among residents. 1407.8

See also the Historic Preservation Element for content pertaining to expanding preservation knowledge.

- 1407.9 ***Policy AC-2.2.8: Murals as Platforms for Community Building***
Recognize murals as platforms for expressions of community heritage and aspiration that provide inspiration for community dialogues. 1407.9
- 1407.10 ***Action AC-2.2.A: Explore a Festival Streets Program***
Analyze the potential for establishing a Festival Streets Program. Festival Streets programs provide master permits to a management organization, such as a BID or DC Main Street, that enables expedited event permitting within a defined area and scope of activity. 1407.10
- 1408 AC-3 The Cultural Economy 1408**
- 1408.1 The cultural economy is the system of individuals and organizations that produce and exchange cultural goods with consumers. This system facilitates cultural advancement by connecting cultural product development with revenue streams that enable creators to devote their time to refining cultural practices and producing creative works. 1408.1
- 1408.2 To get an accurate understanding of the size and composition of Washington, DC’s cultural economy, the DC Office of Planning (OP) conducted an analysis as part of the DC Cultural Plan in 2016. The analysis found more than 156,000 people were directly and indirectly employed in the District’s cultural economy and that they collectively earned \$12.4 billion in wages that year. The workforce is employed in industries and occupations such as writing, graphic design, advertising, architecture, and media, as well as the visual and performing arts. 1408.2
- 1408.3 This workforce helps distinguish Washington, DC’s economy. According to the U.S. Bureau of Economic Analysis, the District has a high concentration of arts and cultural employment. The cultural workforce strengthens the District in two primary ways: growing arts and cultural industries and facilitating innovation in the broader economy. 1408.3
- 1408.4 The District offers a host of programs that support the personal and professional creative development for residents and organizations. CAH provides grant programs that include fellowships for artists, in addition to capacity building

programs that combine technical assistance with grant funding for cultural nonprofits. Additionally, the Department of Small and Local Business Development (DSLBD) offers grants and technical assistance for aspiring and established local business owners, including cultural businesses. The Department of Housing and Community Development (DHCD) administers programs that produce and preserve affordable housing. The Office of the Deputy Mayor for Planning and Economic Development (DMPED) provides capital improvement grant funding on a competitive basis to businesses in Great Streets corridors. 1408.4

1408.5 The Mayor's Offices of Latino Affairs, Asian and Pacific Islander Affairs, African Affairs, and LGBTQ Affairs issue cultural grants and promote, preserve, and support the distinct cultures of their constituencies, often in consultation and partnership with their respective advisory committees. Likewise, the Mayor's Offices on Veterans' Affairs and Returning Citizens Affairs provide a variety of services and support programming to build community and support individuals and families in the veterans and returning citizens communities. The Mayor's Office of Religious Affairs, often in collaboration with the Mayor's Interfaith Council, engages communities and faith-based organizations in the creation of District-wide programs and initiatives across multiple disciplines, bringing distinct cultural voices to a range of topics. Still other commissions, task forces, and boards promote other elements of Washington, DC's tapestry of cultures. Together, these programs help advance the District's cultural economy. 1408.5

1408.6 The jobs, wages, and tax revenue created through the cultural economy are important; however, culture is not defined by, or limited to works that generate, financial returns. The District recognizes that less economically tangible cultural activities are also valuable. Analyzing the cultural economy has helped the District understand its size, structure, and composition. Through this analysis and numerous stakeholder interviews, the Cultural Plan identified affordable housing, business development, and cultural tourism as focus areas in the cultural economy. 1408.6

1409 AC-3.1 Housing and the Cultural Workforce 1409

1409.1 Affordable housing is important for all residents, including members of the cultural workforce. Many members of the cultural workforce are self-employed or hold a series of jobs that balance income with creative freedom. As a

consequence, many cultural creators have lower and less predictable incomes. Like many other residents, the cultural workforce is facing increasing challenges securing and maintaining affordable housing as market rate housing has become more expensive. 1409.1

- 1409.2 Washington, DC is taking unprecedented action to mitigate the impact of increased housing costs through significantly increased funding and support for a system of housing programs that includes the Housing Production Trust Fund, Inclusionary Zoning, and the Home Purchase Assistance Program. Housing produced and preserved through these and other programs is available on the basis of need and availability. Combined, these programs offer a robust base of support for affordable housing. Members of the cultural workforce who need housing assistance are encouraged to use these programs to meet their housing needs. However, some programs have persistently high levels of demand that require sustained effort to receive support. 1409.2

See also the Housing Element for more information.

- 1409.3 ***Policy AC-3.1.1: Housing for the Cultural Workforce***
Encourage innovative approaches that remove barriers to housing for the cultural workforce, such as work-live housing, where the residential use is an accessory to production space. 1409.3

- 1409.4 ***Policy AC-3.1.2: Increase Awareness of Housing Programs***
Improve cultural creators' awareness of the District's housing programs, including through the provision of information on eligibility for self-employed residents. 1409.4

- 1409.5 ***Policy AC-3.1.3: Affordable Artist Housing***
Support affordable housing for residents with low-incomes who work in arts and cultural occupations. Housing provided specifically for residents with arts and cultural occupations should include dedicated facilities that support those occupations, such as loading docks, oversized doorways, and wash basins. 1409.5

See also the Housing Element for additional policies and actions on affordable housing, including housing access.

- 1409.6 ***Policy AC-3.1.4: Live-Work Spaces***

The District's zoning and land use regulations should support the development of live-work space for creators in a variety of settings around the District . 1409.6

1409.7 ***Action AC-3.1.A: Housing Toolkit***
Develop a toolkit that provides arts and cultural creators information about housing programs offered in Washington, DC. The toolkit should include information on rent supplements, affordable dwelling units, inclusionary housing, home purchase assistance, and homelessness assistance. 1409.7

1409.8 ***Action AC-3.1.B: Qualification for Affordable Housing Programs***
Conduct an assessment of barriers to affordable housing programs for residents who work in the arts and culture sector who are self-employed or have more than one source of employment. 1409.8

See the Housing Element for more information on affordable housing.

1410 AC-3.2 Cultural Organization Development 1410

1410.1 Cultural organizations of all sizes help increase creative opportunities and produce diverse, culturally relevant expressions. These organizations affirm individual identities and create opportunities for residents with different backgrounds to build meaningful connections. Washington, DC had more than 600 cultural organizations and more than 4,000 self-employed artists and cultural creators in 2016. An analysis of 2014 information from SMU DataArts indicates that small and medium-sized nonprofits in the District spend a higher portion of their budgets on space and a smaller portion on employee compensation compared to larger cultural nonprofits. Further analysis determined that there are limited opportunities for increasing grant funding from the District government and local foundations to a level that is high enough to systemically reduce the financial burden of space costs. 1410.1

1410.2 While Washington, DC's economic and population growth drive higher costs for many commercial spaces, the growth also increases the base of potential cultural supporters and patrons. To address the challenge of scalable and sustainable cultural organization funding, the DC Cultural Plan introduced models for leveraged funding sources. The approach builds on existing programs to foster stronger networks of cultural organizations that have high-quality business plans,

financial plans, and management practices that enable organizational innovation through leveraged funding approaches. 1410.2

1410.3 Building capacity for organizational innovation and leveraged funding is designed to increase cultural equity by enabling grants from the District and other funders to achieve greater impact. Importantly, this approach empowers creators from historically underrepresented communities to present cultural works in enduring and public formats. This approach also highlights opportunities for programming partnerships, corporate partnerships, and mentoring that can provide supplemental support to the District government’s base of technical assistance programming. 1410.3

1410.4 ***Policy AC-3.2.1: Small Business Development***
Encourage individuals and organizations seeking to establish, strengthen, or expand cultural organizations to use the District’s small business development resources. These programs help creators build high-impact organizations and increase access to technical assistance and funding. 1410.4

1410.5 ***Policy AC-3.2.2: Providing Goods and Services to the District***
Encourage arts and culture organizations to become Certified Business Enterprises (CBEs), which provides preferred status in the District’s competitive contracting process for goods and services. 1410.5

1410.6 ***Action AC-3.2.A: Directory of District-Based Arts and Cultural Businesses***
Explore the feasibility of creating a directory of District-based arts and cultural businesses drawn from the District’s list of CBEs to inform organizations such as EventsDC, BIDs, DC Main Streets, and other businesses that seek products from local arts and cultural organizations. 1410.6

1411 AC-3.3 Promoting Cultural Tourism 1411

1411.1 Cultural tourism “is travel directed toward experiencing the arts, heritage, and special character of unique places.” This definition emerged from the 1995 White House Conference on Travel and Tourism, which declared U.S. involvement in this worldwide phenomenon a national priority—a way to link support of American cultural institutions with economic development goals for the nation. 1411.1

- 1411.2 In 2017, Washington, DC achieved its eighth consecutive tourism record with nearly 23 million visitors. Additionally, there are significant indicators that cultural tourism is increasing in the District, which includes annual attendance growth at Smithsonian Institution facilities from 23 million in 2006 to nearly 30 million in 2016 and steady growth in the number of people who visit the District each year. 1411.2
- 1411.3 The District is rich in the kinds of experiences and places cultural tourism visitors are seeking. Although some of these places, such as Georgetown and Capitol Hill, are well known, many are not. For instance, the Civil War Defenses of Washington, otherwise known as the Fort Circle Parks; Historic Anacostia; and Brookland are rich in landmarks that are not well known outside the District. The visitor experience should be expanded to include the dozens of cultural attractions that exist beyond the monuments and museums of the National Mall. Expanding the visitor experience beyond the Mall will bring more visibility and revenue to local cultural institutions and an expanded customer base for many of the District's neighborhood commercial areas. Alignments should be made to connect cultural tourism visitors with ecotourism in locations including the National Arboretum and Kenilworth Aquatic Gardens. In addition, the development of new museums and cultural facilities beyond the Monumental Core, as called for by the National Capital Planning Commission's (NCPC's) Memorials and Museums Master Plan, can expand choices for visitors and provide growth opportunities for local tourism. 1411.3
- 1411.4 ***Policy AC-3.3.1: Promoting Cultural Amenities***
Promote the development of cultural amenities beyond the Mall in an effort to more fully capitalize on the economic benefits of tourism for District residents, businesses, and neighborhoods. 1411.4
- 1411.5 ***Policy AC-3.3.2: Partner with Diplomatic Organizations***
Increase cultural exchanges between residents and the international community by participating with embassy public diplomacy programs whenever feasible. 1411.5
- 1411.6 ***Policy AC-3.3.3: Commemorative Works***
Coordinate with NCPC and commemorative works sponsors to locate national museums and monuments on sites beyond the National Mall. 1411.6
- 1411.7 ***Action AC-3.3.A: Marketing Cultural Events***

Partner with existing organizations that promote tourism to market cultural events to local, regional, and international audiences. 1411.7

1412 AC-4 Shared Stewardship of Arts and Culture 1412

1412.1 Shared stewardship is an approach that establishes an explicit role for all stakeholders through partnerships among institutional funders, individual funders, and participants. These partnerships help form alignment between stakeholders that yield long-lasting and high-impact cultural programs and facilities. 1412.1

1412.2 Through partnerships between the District and leading regional cultural funders, the number of performance theaters has increased substantially since the early 2000s. Many of the new theaters are thriving, but there are indications that Washington, DC's theater market is becoming saturated. 1412.2

1412.3 However, there is a need to increase opportunities to produce and present cultural works in communities that are underrepresented in Washington, DC's cultural landscape. Building on the District's and region's base of cultural supporters with a shared stewardship approach that enables the cultural community to achieve greater alignment among cultural funders, presenters, and consumers. This approach increases the amount, diversity, and equity of cultural presentation. 1412.3

1412.4 Through shared stewardship, the District partners with foundations, nonprofits, businesses, universities, and residents to collaboratively support arts and culture. This approach includes every resident and stakeholder as important contributors who provide support proportionately with their capacity. Increasing support for the arts also requires cultural organizations to focus on programming that is culturally relevant to Washington, DC's consumer base. 1412.4

1413 AC-4.1 Public Funding 1413

1413.1 In Washington, DC, , CAH is the primary public arts and cultural funding agency. It provides programs and services, including grants, professional opportunities, and educational enrichment, to individuals and nonprofit organizations within the District. All CAH initiatives focus on a four-part framework of advancing inclusion, diversity, equity, and access. CAH is supported primarily by District

government funds, supplemented by federal block grants and other special funds awarded by the National Endowment for the Arts (NEA). In addition, the Commission may receive contributions and donations through the District's Arts and Humanities Enterprise Fund. The District also provides the majority of CAH's funding as part of its annual operating budget . 1413.1

- 1413.2 ***Policy AC-4.1.1: Making Funding Inclusive***
District funding for the arts should be distributed through a fair and transparent process and support the delivery of services to the broadest possible spectrum of the community, with a particular emphasis on underserved communities. 1413.2
- 1413.3 ***Policy AC-4.1.2: Grant Programs for Cultural Creators***
Continue to implement and refine CAH grant programs that support both individual creators and nonprofit cultural organizations. 1412.3
- 1413.4 ***Policy AC-4.1.3: Provide Clear Expectations for Licenses, Permits, and Taxes***
Whenever possible, the District will provide clear documentation for the production, presentation, and administration of the costs for licenses, permits and taxes that includes information on any reductions or waivers available. 1413.4
- 1413.5 ***Policy AC-4.1.4: Encourage Arts and Cultural Events***
Support a flexible permitting process for arts and cultural events that helps facilitate highly accessible engagement opportunities while continuing to ensure the public health and safety of the events. 1413.5
- 1413.6 ***Action AC-4.1.A: Sustain Grant Funding for Arts and Culture***
Continue providing grant funding through CAH and community affairs agencies. 1413.6
- 1413.7 ***Action AC-4.1.B: New Sources of Cultural Funding***
Explore new sources for cultural funding that increase the impact of the District's grant funding through a new form of support, such as the models and programs outlined in the DC Cultural Plan, including social impact investment, public-private partnerships, and leverage funds. 1413.7
- 1414 AC-4.2 Partnerships 1414**

- 1414.1 Partnerships are tools for organizational innovation and growth that cross-pollinate cultural organizations and consumers with new ideas and experiences. They bring two or more organizations together through a balance of investment and trust. The cultural community uses several types of partnerships, including those between the public and private sector, foundations and cultural organizations, large institutions and community-based organizations, economic development organizations and creative organizations, and cultural organizations with cultural consumers. Each type of partnership helps the cultural community create the space and cultural presentations that reflect the District’s diversity and heritage. 1414.1
- 1414.2 Partnerships should be framed with a clear focus on goals, such as improving youth exposure and access to cultural experiences. Funding organizations, including corporations, foundations, government institutions, and individual funders, are important parts of many partnerships. Two of the most important funders are the NEA and National Endowment for Humanities. These organizations provide systemic and project funding programs that support high-impact cultural works District-wide. 1412.2
- 1414.2a 202Creates
The District’s 202Creates Program is an innovative partnership model for promoting and supporting the District’s creative economy through showcase events, technical assistance, and promotion. 1414.2a
- 1414.3 ***Policy AC-4.2.1: Collective Contribution Approach to Culture***
Advance a collective contribution approach to culture in which all cultural stakeholders, including funders, creators, and consumers, align time and resource contributions to generate the funding, space, and support necessary for Washington, DC’s cultural sector to reach its full potential. 1414.3
- 1414.4 ***Policy AC-4.2.2: Private Sector Partnerships***
Develop partnerships with the private sector to encourage monetary and nonmonetary support for arts and culture organizations and events. 1414.4
- 1414.5 ***Policy AC-4.2.3: Partnerships Among Organizations***
Promote the creation of partnerships among the District and federal governments, local businesses, arts organizations, schools, college and university art programs

and departments, and charitable foundations to enhance arts programming, funding, and facility development. 1414.5

1414.6 ***Policy AC-4.2.4: Colleges and Universities***

Collaborate with local colleges and universities to support their contributions to arts and culture in the District and develop additional arts and cultural facilities serving the broader community. Universities are encouraged to offer cultural mentorship programs that support knowledge transfers between the institutions and the surrounding communities. 1414.6

1414.7 ***Action AC-4.2.A: Innovative Cultural Business Models***

Explore how Washington, DC can partner with other cultural funders and stakeholders to advance innovative business models that lower barriers to forming financially sustainable cultural businesses. 1414.7

1415 AC-4.3 Engaging the Cultural Community in Planning 1415

1415.1 Incorporating arts and culture into community planning is part of building an inclusive District. Culture infuses new buildings and public spaces with works of art and cultural activities that are reflective of Washington, DC's heritage and cultural identity. The District government undertakes a range of initiatives to incorporate culture in planning, including Small Area Plans that identify community assets and place-based cultural opportunities, and the Public Art Master Plan. 1415.1

1415.2 Arts and culture provide context for community building in community planning. OP's creative placemaking practice area is a leading example of how showcasing cultural practices and community heritage builds common ground in changing communities. Creative placemaking programs have taken many different forms, including evocative art installations that help build a shared vision for community change, exhibitions designed to increase cultural understanding in multicultural communities, and recreations of historic spaces to help newer residents connect with community history. 1415.2

1415.3 ***Policy AC-4.3.1: Incorporating Arts and Culture into Community Planning***

Integrate arts and culture into the neighborhood planning that the District undertakes to promote inclusive, resilient, and vibrant communities. Approaches include screening for cultural assets; identifying opportunities to enhance cultural

awareness, facilities, and programming; and identifying cultural priorities for sites with significant redevelopment potential. 1415.3

- 1415.4 ***Policy AC-4.3.2: Emphasizing Community Identity Through Creative Placemaking*** Use creative placemaking as an arts and culture-forward platform for engaging the community by creating experiences that connect people, inspire action, support creativity, and celebrate the unique aspects of neighborhoods. 1414.4
- 1415.5 ***Policy AC-4.3.3: Partnerships to Support Creative Placemaking*** Support commercial management and revitalization organizations, such as DC Main Streets, BIDs, and other similar organizations in deploying creative placemaking interventions. 1415.5
- 1415.6 ***Policy AC-4.3.4: Engaging the Arts and Cultural Communities*** Increase the involvement of the arts and cultural communities in the design of the physical environment . 1415.6
- 1415.7 ***Policy AC-4.3.5: Roles of CAH*** Maintain and strengthen CAH so that it can better serve the public through arts policy coordination, planning, and programming. 1415.7
- 1415.8 ***Policy AC-4.3.6: Collaboration with Historic Preservation Organizations*** Encourage arts and cultural organizations to work closely with historic preservation organizations to reuse historical buildings, including historic theaters, as cultural centers. 1415.8
- 1415.9 ***Policy AC-4.3.7: Combine Publicly Oriented Cultural Space with Programming to Support Neighborhoods*** Encourage stakeholders in the government, nonprofit, and for-profit sectors, and particularly anchor institutions, such as universities, to use art and cultural facilities, combined with programming, to support vibrant neighborhoods and inclusive real estate development. 1415.9
- 1415.10 ***Policy AC-4.3.8: Coordination with Other Jurisdictions*** Partner with other jurisdictions in the region to help sustain and enhance the cultural promotion of the metropolitan area . 1415.10

1416 AC-4.4 Increasing Arts and Cultural Education and Participation 1416

1416.1 Arts and culture play a crucial role in improving students' ability to learn and can have a significant effect on a child's overall success in school. Research points to strong relationships between arts education and basic cognitive skills used in other core subjects, including reading, writing, and math. All children benefit from an education in, through, and about the arts. A holistic approach to education contributes to cognitive development and academic achievement, in addition to the socio-emotional development of children. . 1416.1

1416.2 Arts and culture are critical at all levels of human development. Ongoing access to arts and culture through classes, museum programs, tours, discussions, and other means strengthens lifelong opportunities for personal growth and expression. Participation in the arts can create a broader understanding of the world and heightened awareness of other cultures and global issues. 1416.2

1416.3 ***Policy AC-4.4.1: Arts and Cultural Education Programs***
Build a stronger foundation for art and culture in the District through pre-K through 12 education, including global education, language education, attendance at arts performances and art exhibitions, and support of adult art programs for persons of all ages and backgrounds. 1416.3

1416.4 ***Policy AC-4.4.2: Partnerships with Educational Institutions***
Strengthen collaborations among artists, arts organizations, teachers, school administrators, and others to expand the resources of the arts community and broaden the reach of arts and culture. 1416.4

1416.5 ***Policy AC-4.4.3: Arts and Humanities Education Through Inclusion, Diversity, Equity, and Access***
Provide accessible arts information resources to persons with disabilities, non-English speakers, older adults, and other vulnerable communities and populations . 1416.5

1416.6 ***Policy AC-4.4.4: Participation of Artists***
Support and increase the participation of artists in the District's arts education programs. 1416.6

1416.7 ***Policy AC-4.4.5: Participation of Residents***

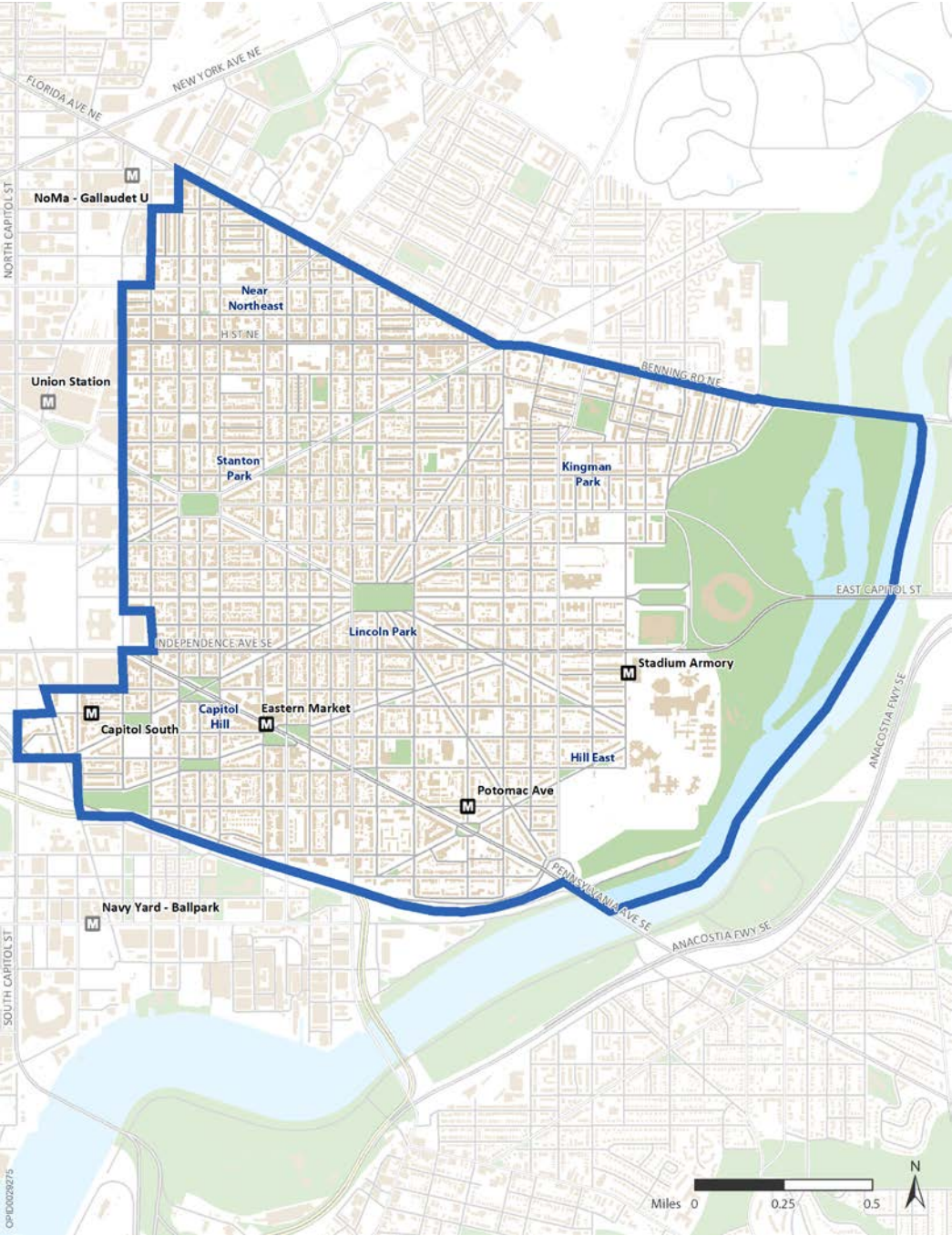
Support programs and events for all residents, including youth and older adults, to develop and present creative work. 1416.7

1416.8 ***Action AC-4.4.A: Partnerships for Advancement in Arts and Culture Education***
Seek opportunities to partner with cultural organizations to advance youth education through improved organizational infrastructure and support systems for arts and culture education providers. Examples include the Kennedy Center’s Any Given Child initiative and CAH Education Collaborative. 1416.8

1416.9 ***Action AC-4.4.B: Increase Youth Exposure to Arts and Culture***
Explore opportunities to increase youth exposure to arts and culture through programming and events in public facilities, such as libraries and recreation centers. 1416.9

NOTE: This map will be amended to outline the Capital Complex boundaries, as provided by the Architect of the Capitol, in a different color,

1500 Overview



- 1500.1 The Capitol Hill Planning Area encompasses the 3.1 square miles located east of the U.S. Capitol, north of I-695, and south of Florida Avenue NE and Benning Road NE. Boundaries of the Planning Area are shown on the Capitol Hill map. Most of this area has historically been Ward 6 and is now partially in Ward 7, although in past decades parts have been included in Wards 2 and 5. 1500.1
- 1500.2 The Planning Area is bounded on the west by Central Washington and on the south by the Lower Anacostia Waterfront/Near Southwest Planning Area. Because plans for this area is of particular concern to Capitol Hill residents, this chapter includes cross-references to relevant sections of the Central Washington and Lower Anacostia Waterfront /Near Southwest Planning Area Elements. Changes along the waterfront—particularly at Reservation 13 and in the Near Southeast—are extremely important to the future of Capitol Hill. The Planning Area is bounded to the north by Florida Avenue NE and Benning Road NE. To the south, the area is bounded by Southeast Boulevard. To the west, the area is bounded generally by 1st Street NE. The Anacostia River provides a natural border to the east. 1500.2
- 1500.3 In many respects, Capitol Hill is a city within the city. The community has well-defined physical boundaries that enhance its sense of identity. Its neighborhoods are united by history, architectural tradition, and relatively consistent urban form, including a grid system of diagonal streets that has remained faithful to the 1791 L’Enfant Plan for Washington, DC. Much of the community has the feel of a small historic town, with block upon block of attractive late 19th century and early 20th century row houses, well-maintained public spaces, historic schoolhouses and corner stores, alleys, and traditional neighborhood shopping districts. The community's attractive housing stock, living history, low scale, and proximity to the U.S. Capitol Building make the Hill one of the District's most sought-after communities. 1500.3
- 1500.4 The Capitol Hill Planning Area is comprised of several distinct neighborhoods. The original Capitol Hill neighborhood was developed on the high ground just east of the U.S. Capitol Building during the 1800s and is still the historic heart of the community. The Lincoln Park and Stanton Park neighborhoods developed around their namesake squares, with similar housing stock and street patterns. Other areas, such as the H Street residential neighborhood, are defined both by historic row houses adjacent to the corridor and also by the new, higher-density residential buildings developed on infill sites along the corridor. Since the H

Street Revitalization Plan was completed in 2003, over 1,500 residential units have been constructed or are in the planning stages along the H Street corridor. Areas such as Hill East, Northeast Capitol Hill, Kingman Park, and Rosedale have their own sense of identity, shaped by such factors as geography, housing stock, architecture, public schools and parks, and commercial centers. Kingman Park was designated a Historic District in 2018. Rosedale is characterized by wood-frame row houses (rather than brick), smaller lots, and less uniform architecture. Other parts of the Hill include concentrations of flats and small apartments, including publicly subsidized housing complexes, such as Potomac Gardens.

1500.4

1500.5 The major business districts in the Capitol Hill Planning Area are located along the east-west avenues that cross the community, particularly Pennsylvania Avenue, Massachusetts Avenue, and H Street NE. Historically, some of the north-south streets also supported neighborhood commercial districts, including 8th Street SE, 11th Street NE/SE, and 15th Street NE/SE. Among these, only the 7th Street/8th Street SE (Barracks Row) business district remains active today; the others have changed uses or been replaced by housing, as shopping patterns and transportation conditions have changed. Eighth Street SE, the spine of the Barracks Row Main Street, has grown into a District-wide destination due to several nationally acclaimed restaurants. As an older urban neighborhood, there continue to be small neighborhood commercial uses, such as dry cleaners, beauty salons, and corner stores, across the Planning Area. Capitol Hill is also home to Eastern Market, a lively and historic public market where independent vendors sell fresh meats, vegetables, flowers, and other goods to customers from across Washington, DC. On any given weekend, thousands of residents and visitors frequent the market. 1500.5

1500.6 The Capitol Hill Planning Area has an excellent transportation network, making auto ownership an option rather than a need for many households. The scale and topography of the neighborhood, as well as wide sidewalks and street trees, create ideal conditions for walking. The southeast portion of the Hill is served by the Capitol South, Eastern Market, Potomac Avenue, and Stadium-Armory Metro stations. The northern area is served by the Union Station Metro station and the DC streetcar, which operates an east-west line from Union Station to Benning Road. The entire Planning Area is served by multiple bus lines connecting the District. Additionally, there are 30 Capital Bikeshare stations located throughout the Planning Area. Arterials like Pennsylvania Avenue SE and East Capitol Street NE provide excellent east-west circulation. The downside, however, is that

Capitol Hill neighborhoods suffer from heavy volumes of commuter traffic going between downtown (or Central Washington) and areas in Wards 7 and 8. The community is also easily accessed by I-295 and the Southeast/Southwest Freeway (I-695). 1500.6

1500.7 The Capitol Hill Planning Area is home to several parks, including Lincoln Park and Stanton Park, Rosedale and Sherwood Recreation Centers, and many smaller pocket and triangle parks. It is also home to the 25-acre Congressional Cemetery, a national historic landmark. The largest parks serving the Hill's neighborhoods are along the Anacostia River, including West Anacostia Park and the lands north of RFK Stadium. 1500.7

1500.8 Kingman Island, located in the Anacostia River, is the largest park owned by the District. Its unique natural setting creates a peaceful setting in the District. It continues to grow in popularity, with its access to hiking, fishing, biking, and boating. In January 2018, the site was designated as a State Conservation Area, and the southern portion of Kingman Island is a Critical Wildlife Area. Additionally, it is now home to the DC Bluegrass and Folk Festival, attracting thousands of visitors annually to the event. Future plans for Kingman Island include a nature center and additional educational programming to serve all District residents. 1500.8

1500.9 The Planning Area is served by multiple public schools, including elementary and middle schools, and one high school, along with several private and charter schools. The growing number of families in the Planning Area, coupled with improvements in public schools, have increased the interest and enrollment in local public schools. Major modernization efforts have been completed or are planned for Stuart-Hobson, Elliot-Hine, Watkins, Jefferson, Brent, and Eastern schools to better accommodate growth and a modern educational system. As part of the District's ongoing effort to renovate and modernize libraries, both the Rosedale and Northeast Libraries have undergone significant renovation to better serve Capitol Hill Planning Area neighborhoods, and significant renovations are planned for the Southeast Library. 1500.9

1500.10 Much of the community's distinctive character is protected as a historic district that is also included in the DC Inventory of Historic Sites. In fact, Capitol Hill is the largest residential historic district in Washington, DC and includes some 8,000 structures, mostly dating from the early 1800s to the 1940s. The collection of buildings portrays a rich community history in all its aspects: civic, institutional,

economic, technological, spiritual, and domestic. Residential buildings range from Federal-era manors and town houses, to small frame dwellings and alley houses, to grand Italianate homes and picturesque apartment buildings. Perhaps the most numerous are the pressed--brick row houses, many of which have whimsical decorative elements. Many of the row houses have rentable English basement units, contributing to neighborhood diversity and affordability. Increased home values and an influx of higher-income professionals have increased the buying power of area residents and have helped to revitalize commercial corridors. But housing options for lower- and middle-income families have been shrinking, especially in the last decade. 1500.10

1500.11 Capitol Hill has always had active and involved citizenry. The Capitol Hill Restoration Society was founded in 1955 to protect the historic fabric of the Hill neighborhood. Their efforts led to the designation of the Capitol Hill Historic District in 1976 and its later expansions. Other neighborhood groups, like the, North Lincoln Park Neighborhood Association, the Barney Circle Neighborhood Association, Moms on the Hill (MOTH), and the Kingman Park Civic Association are committed to ensuring the livability of their neighborhoods. Business organizations like the Capitol Hill Association for Merchants and Professionals, Barracks Row Main Street, H Street Main Street, Capitol Hill Business Improvement District (BID), and Penn East Alliance all work to ensure that the Hill is a great place to shop, work, visit, and live. 1500.11

1501 History 1501

1501.1 The Capitol Hill Planning Area has played an important role in the growth of the nation's capital since the 1700s. The neighborhood itself takes its name from what was once called Jenkins Hill. It was here that Pierre L'Enfant sought to locate the Congress House (as the Capitol Building was called). L'Enfant's original vision was that Washington, DC's major commercial street would extend eastward from the Capitol to the Anacostia River. A deepwater port on the river would become the District's center of commerce. The eastern section of L'Enfant's grand design failed to materialize, however, and the District developed to the west. However, the Hill was to achieve its own unique identity. 1501.1

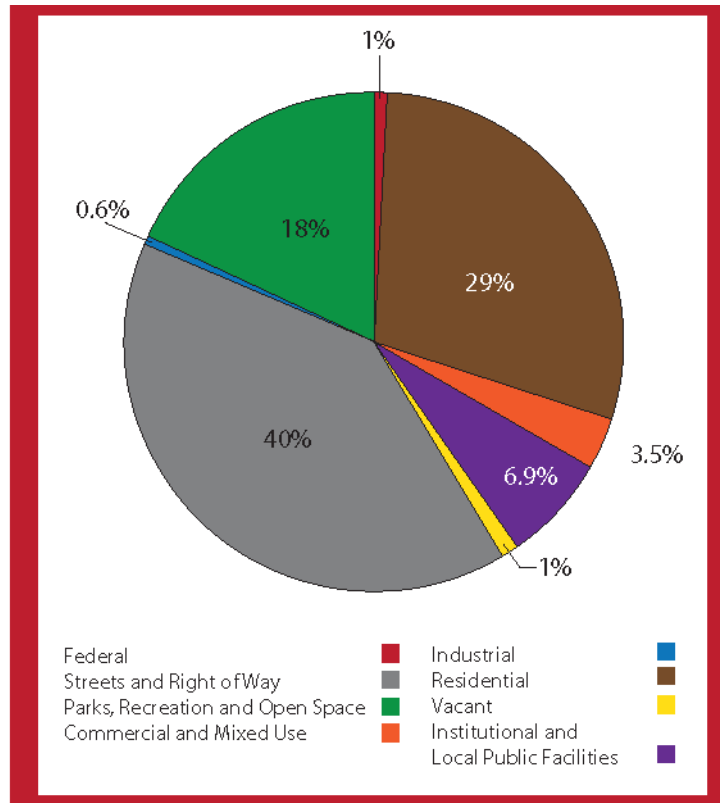
- 1501.2 During the District's early years, privately owned buildings were constructed close to the Capitol and occupied by artisans and craftsmen. The Navy Yard, to the south of the Capitol, also attracted development. By the time the British burned the Capitol building in 1814, a small community had been established on the Hill. Capitol Hill had cemeteries, an outdoor market, places of worship, hotels, and taverns. Boarding houses were constructed for members of Congress. 1501.2
- 1501.3 At the beginning of the Civil War in 1861, only a few blocks east of the Capitol and south near the Navy Yard had been developed. Most streets were unpaved. Shanties stood side by side with more substantial wood frame and brick dwellings. Horse-drawn streetcars served the Hill and the Navy Yard and connected these areas to the Capitol and downtown. 1501.3
- 1501.4 The neighborhood began to expand after the Civil War. The District had endured and prospered, and investment increased. During the last quarter of the 19th century, brick row houses were built north and east of the Capitol, new stores and banks were established, and streets were graded and paved. A major public works program gave the District—and Capitol Hill—a municipal water supply and sewage system. An ethnically diverse community settled there, including Italians, Germans, and African Americans. 1501.4
- 1501.5 By the late 1800s, there were houses as far east as Lincoln Park, where the Emancipation statue was erected in 1876. Philadelphia Row, completed in 1866 on 11th Street SE, was one of the first large-scale developments in the area. Senators, congressmen, and other public officials lived in the elegant homes around Lincoln Park and along East Capitol Street. More modest homes supported a growing middle class, employed at the Navy Yard and at the federal buildings around the U.S. Capitol. The area's growth was spurred by the construction of electric streetcar lines in the early 1900s, which gave rise to commercial districts like H Street NE. 1501.5
- 1501.6 The Hill has gone through several cycles of reinvestment and renewal during the last century. During the 1920s, the federal government began renting out many of the houses on Capitol Hill. The neighborhood became less fashionable than the burgeoning area northwest of downtown, and some of its more prominent residents relocated. By the late 1920s, the National Capital Park and Planning Commission had developed plans for an eastward extension of the National Mall, extending from the Capitol to the Anacostia River. While these

plans were not carried out, housing conditions on the Hill continued to deteriorate through the Great Depression and World War II. The 1950 Comprehensive Plan identified much of the neighborhood as underinvested in or vacant. Congress funded public housing construction in response, and additional blocks around the Capitol were replaced with new federal offices. 1501.6

1501.7 Parts of Capitol Hill were already changing by the 1950s. Many turn-of-the-century row-homes on the blocks just east of the Capitol were restored, bringing a renaissance to close-in neighborhoods. However, the recovery was uneven and slower to arrive on the eastern edge of the Hill. Parts of the area continued to experience economic challenges through the 1960s, and H Street NE was heavily impacted by the 1968 unrest. Most of Capitol Hill remained an established, diverse, and economically and racially mixed community through the 1980s and 1990s. Since the early 2000s, the population in the Capitol Hill Planning Area has steadily increased. More young professionals and families with young children are moving to the Hill neighborhood for the family-size row houses, high-quality schools, and access to transit and other community amenities. Neighborhoods to the north of Capitol Hill, particularly in the areas around the H Street NE corridor, experienced growth due to the popularity of H Street amenities and significant infill residential development that has been built in the last 10 years. 1501.7

1502 Land Use 1502

1502.1 NEW Figure 15.1 Land Use Composition in Capitol Hill 1502.1



1502.2 Statistics on existing land uses are estimated from the current lot-by-lot property tax data together with District and federal land ownership, parks roads, bodies of water, etc. They are not comparable to statistics originally included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between older and newer statistics may reflect differences in the modeling approaches used to generate the 2006 and current data. Land use statistics for the Capitol Hill Planning Area appear in Figure 15.1. Capitol Hill comprises 1,959 acres, or about five percent, of the District’s land area. 1502.2

1502.3 Approximately 40 percent of Capitol Hill land is within transportation rights-of-way. This is due to the broad avenues of the L’Enfant Plan, the regularity of the street grid, the extensive system of alleys, and the wide street rights-of-way. 1502.3

1502.4 Residential uses account for 29 percent of the total, which is approximately 582 acres of residential land use in the Capitol Hill Planning Area. 1502.4

1502.5 Commercial and mixed-uses represent 3.5 percent of the total area, which is smaller than the District-wide total of 3.7 percent. Major commercial areas include H Street NE, Pennsylvania Avenue, SE, Benning Road NE, and 8th Street SE. There is almost no industrial development in the Planning Area. 1502.5

1502.6 Parks, recreation, and open spaces comprise 18 percent of the Planning Area. The larger open spaces serving the neighborhood are along the Anacostia River, including Congressional Cemetery and the land north of RFK Stadium. Public facilities—primarily local public schools, public charter schools, recreation centers, the DC Central Correctional Facility, and former DC General Hospital complex—comprise four percent of the area. Institutional uses comprise less than two percent of the total area. In 2016, approximately one percent of the Planning Area consisted of vacant, developable land. 1502.6

1503 Demographics 1503

1503.1 Basic demographic data for the Capitol Hill Planning Area is shown in Figure 15.2. In 2017, the Planning Area had a population of 60,313. Between 2000 and 2017, it grew by over 11,000 residents, a significant increase in population, largely due to new construction of multi-family buildings throughout the Planning Area. The number of households is projected to increase from 25,082 in 2010 to 33,387 in 2045, with an attendant 52 percent increase in population during that same time frame, from 53,099 to about 86,146. The Capitol Hill Planning Area’s population growth represents about nine percent of the total growth expected in the District over the next 25 years. 1503.1

1503.2 Since 2000, there are slightly fewer children and older adults living in the Planning Area, with a majority of the population (73 percent) between the ages of 18 and 65. This is slightly higher than the District-wide total of 70 percent. 1503.2

1503.3 Figure 15.2 Capitol Hill at a Glance 1503.3

ENGROSSED ORIGINAL

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	48,584	53,099	60,313	69,565	79,763	86,146
Households	21,894	23,200	24,473	29,172	32,433	33,387
Household Population	45,290	47,942	56,028	63,281	73,395	79,674
Persons Per Household	2.07	2.07	2.29	2.17	2.26	2.39
Jobs	34,560	23,519	24,623	25,763	31,086	37,207
Density (persons per sq mile)	15,672	17,129	19,456	22,440	25,730	27,789
Land Area (square miles)	3.1	3.1	3.1	3.1	3.1	3.1

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	7,934	16.3%	8,836	14.7%	17.6%
18-64	35,621	73.3%	45,994	76.3%	70.6%
18-34	15,699	32.3%	23,551	39.0%	34.6%
35-64	19,922	41.0%	22,443	37.2%	35.9%
65 and over	5,026	10.3%	5,483	9.1%	11.9%
Residents Below Poverty Level	7,560	15.9%	5,967	10.5%	17.4%
Racial Composition					
White	17,350	36.4%	37,581	62.3%	40.7%
Black	28,091	59.0%	18,155	30.1%	47.7%
Native American	147	0.3%	145	0.2%	0.3%
Asian/Pacific Islander	804	1.7%	1,834	3.0%	3.8%
Other	514	1.1%	709	1.2%	4.6%
Multi-Racial	699	1.5%	1,889	3.1%	2.9%
Hispanic Origin	1,375	1.9%	3,432	5.7%	10.7%
Foreign-Born Residents	2,528	5.3%	3,740	6.2%	14.0%
Tenure	10,685				41.7%
Owner Households	10,812	50.3%	12,465	50.9%	58.3%
Renter Households	10,685	49.7%	12,008	49.1%	
Housing Occupancy					
Occupied Units	21,497	89.2%	24,473	89.6%	90.2%
Vacant Units	2,591	10.8%	2,845	10.4%	9.8%

Housing by Unit Type					
1-unit, detached	1,019	4.2%	1,145	4.2%	11.9%
1-unit, attached	12,922	53.6%	13,756	50.4%	25.1%
2-4 units	4,885	20.3%	4,224	15.5%	10.3%
5-9 units	1,347	5.6%	1,608	5.9%	6.8%
10-19 units	1,576	6.5%	1,731	6.3%	10.5%
20 or more	3,364	9.2%	4,854	17.8%	35.4%
Mobile/other	133	0.6%	0	0.0%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

1503.4 According to U.S. Census Bureau’s 2017 American Community Survey (ACS) data, approximately 30 percent of the Planning Area’s residents are Black, and approximately 59 percent are white, compared to 62 percent black and 36 percent white in 2000. About three percent of the Planning Area’s residents are Asian, and another three percent are two or more races. Only six percent of the Planning Area’s residents are foreign-born, and around six percent are of Hispanic/Latino origin. The Hispanic/Latino population increased, from two percent in 2000 to just under six percent in 2017. Both of these figures are lower than District-wide averages. Based on land availability, planning policies, and regional growth trends, the Capitol Hill Planning Area is expected to have continued growth. 1503.4

1504 Housing Characteristics 1504

1504.1 ACS data shows that in 2017, just over half of the homes (50.4 percent) in the Capitol Hill Planning Area were row houses. This is more than double the District-wide average of 25 percent. Only four percent of the housing units were single-family detached homes, compared to 12 percent for the District as a whole. The area also contained fewer units in large apartment buildings than Washington, DC as a whole. Eighteen percent of Capitol Hill’s housing units were in buildings with more than 20 units, compared to 35 percent District-wide. Conversely, Capitol Hill has more 2- to 4-unit buildings than the District as a whole—more than 15 percent in 2017 (compared to a District-wide average of 10 percent). 1504.1

1504.2 The 2017 ACS data reported that less than eleven percent of the housing units in the Planning Area were vacant. The 2017 vacancy rate is slightly higher than the District-wide rate of nine percent. 1504.2

1504.3 About half of all Capitol Hill households are homeowners, and half are renters, with percentages almost identical to the year 2000. The homeownership rate is higher than the District as a whole (41.2 percent). 1504.3

1505 Income and Employment 1505

1505.1 Data from the District Department of Employment Services (DOES) and the Office of Planning (OP) indicate there were about 24,107 jobs in the Capitol Hill Planning Area in 2015. This represents just three percent of Washington, DC's job base. However, the Planning Area is surrounded on the west and south by large employment centers, including the Capitol Complex, and the Capitol Riverfront/Navy Yard area. The number of jobs is projected to increase from about 24,107 today to about 37,207 in 2045. Most of the increase is expected to take place on Reservation 13 on the Anacostia waterfront south of RFK Stadium, and along H Street NE, as new retail and cultural uses locate on the revitalized corridor. Additional job growth may also take place on Pennsylvania Avenue SE. 1505.1

Please see the Economic Development Element for guidance on coworking location facilities in neighborhood commercial areas.

1505.2 The 2017 ACS data indicated the median income in the Planning Area was \$110,208. This is higher than the District-wide average of \$70,848. Today, 10.5 percent of the residents live below the federal poverty level, and the percentage of residents living in poverty decreased from 15.7 percent in 2000 and is less than the District average of 18 percent. 1505.2

1506 Planning and Development Priorities 1506

1506.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 1506.1

- 1506.2 Several Comprehensive Plan workshops took place in the Capitol Hill Planning Area during 2005 and 2006. These meetings provided an opportunity for residents to discuss both District-wide and neighborhood planning issues. There were also well-attended briefings to the Capitol Hill Restoration Society, the Capitol Hill Association of Merchants and Professionals, and the local Advisory Neighborhood Commissions (ANCs). In addition, recent Small Area Plans—including the H Street Planning program and the Reservation 13 planning process—involved many Hill residents and addressed long-range planning issues such as land use, traffic, housing needs, and public facilities. 1506.2
- 1506.3 The community delivered several key messages during these meetings. These are summarized below:
- Capitol Hill residents are concerned about the effects of growth on quality of life and community character. One resident described the neighborhood as being in the “vise grip” of development, noting that large-scale changes were planned on the northwest flank (in NoMa), the eastern flank (at Reservation 13), and the southern flank (the Near Southeast and Stadium Areas). Although changes in the heart of Capitol Hill during the next 20 years will be limited, development on the perimeter will generate traffic, increased demand for community services, and the potential for land use conflicts. These issues should be dealt with proactively, recognizing that the Hill is a fine-grained 19th century neighborhood that has evolved over two centuries. In some respects, this is a testament to its endurance, but in other respects the neighborhood faces challenges that come with change. Conflicts between the booming NoMa area and nearby row house neighborhoods are of particular concern.
 - In addition to concerns about development on the perimeter, there is unease about the effects of future infill development within the neighborhood itself. Over the next 20 years, additional measures may be needed to conserve the moderate-density row house character that defines most Capitol Hill neighborhoods. This could include the designation of additional areas as historic districts and further limits on alley closures. Future development should be directed to the H Street corridor and to a limited number of Metro-accessible sites along the Pennsylvania Avenue corridor. These areas are already zoned for commercial use and their redevelopment could reinforce the fabric of the neighborhood and provide needed housing and retail services. The renewal of H Street, in particular, has been long awaited. Conversely, the upzoning of developed residential

land should be avoided, recognizing that Capitol Hill is already one of the densest communities in the District.

- Historically, Capitol Hill has had a large number of older schoolhouses and public works buildings. Some of these facilities, like the Bryan School on Independence Avenue and the streetcar barn on East Capitol Street, have been adaptively reused for housing. Such reuse has preserved important architectural landmarks; however, there are concerns that surplus schools and public buildings will be demolished and replaced with much higher-density housing in the future. Residents at Comprehensive Plan meetings were clear that any future development on surplus public property should conform to the prevailing density and architectural fabric of the surrounding community. There is a particular interest in retaining row houses and building new row houses to keep Capitol Hill sought-after by families. The redevelopment of the Ellen Wilson and Kentucky Courts public housing projects were both cited as positive examples, to be emulated elsewhere.
- Compared to neighborhoods in Northwest Washington, DC, Capitol Hill is underserved by retail stores and services. Basic neighborhood services, like groceries, hardware stores, clothing stores, drug stores, movie theaters, banks, and restaurants, are in short supply in the commercial districts, and many residents travel to Pentagon City or elsewhere to shop. On the other hand, the community has long sought to control the proliferation of drive-through fast food restaurants and mini-marts along thoroughfares like Pennsylvania Avenue. As much-needed retail is finally arriving on Capitol Hill, new issues have emerged. For example, Barracks Row is seeking to balance its role as a local-serving shopping district with its potential to draw from a regional market attracted by its historic ambiance. On H Street, there are tensions as long-time businesses feel the pressure of changing consumer tastes and expectations. At Potomac Avenue, a new upscale grocery store will provide a needed retail anchor but also has raised fears of change. On the other hand, some of Capitol Hill's commercial districts, such as Benning Road, have yet to see significant reinvestment but present opportunity for additional infill residential and commercial development.
- While the upgrading of retail services in established commercial districts is a positive sign, there continue to be fears about the encroachment of non-residential uses into row house neighborhoods. This has historically been an issue around the U.S. Capitol, where many small row houses have been converted to offices, national associations, and non-profits. More

recently, other issues related to the federal presence have emerged—such as street closures and new security measures around government buildings. Commercial encroachment has also become a concern along 2nd and 3rd Streets northeast of Union Station.

- A different but related issue has emerged along 11th Street and 15th Street. In the early 20th century, these streets were active neighborhood commercial districts, with many small shops and businesses. These districts are now primarily residential in character, with only a few small businesses and corner stores remaining. There is some interest among the ANCs and residents in rezoning these areas from commercial to residential use. This would provide assurance that future development is compatible with surrounding uses, but it could also create non-conforming commercial uses. As the future of these commercial areas is considered, however, attention should also be given to preserving the small businesses and corner stores that now serve the community.
- Capitol Hill's parks and open spaces contribute to neighborhood stability and are an important amenity. But there are too few parks to meet neighborhood needs. Some of the community's open spaces, like Lincoln Park and Stanton Park, were designed to be ornamental squares rather than active recreational areas. Many of the parks are small triangles with no room for recreational facilities. The new Sherwood Recreation Center has been a much-needed improvement but primarily serves the northwest part of Capitol Hill. Similar improvements are needed elsewhere. The community needs to be better connected to the Anacostia River, with its vast open spaces and waterfront amenities. As Reservation 13 is redeveloped and as the future of the RFK Stadium complex is debated, opportunities for new large parks serving Capitol Hill should be recognized. The community should be provided with a high level of access to the planned network of shoreline parks and trails, and to existing and planned boating facilities.
- As a historic community, Capitol Hill faces unique urban design issues. These issues relate to the design of new buildings and infill development, the alteration of existing structures, and the treatment of public spaces like Metro plazas and streets. As noted in the Historic Preservation Element of the Comprehensive Plan, contemporary architecture can fit within the fabric of an historic community, but issues relating to scale, texture, materials, and context should be reconciled. Historic places like Eastern Market, the Sewell-Belmont House, and Friendship House should be preserved from nearby development that would reduce their architectural

and design integrity. Elsewhere, greater steps may be needed to avoid demolition by neglect and so that historic preservation regulations are enforced to the greatest extent possible. The public realm also needs improvement, particularly along H Street, Benning Road, and Pennsylvania Avenue. Detailed guidelines may be needed so that lighting, building materials, street furniture, signage, sidewalk materials, street trees, landscaping, trash containers, and other aspects of the streetscape are appropriately designed.

- Issues of housing affordability and displacement are present in Capitol Hill, as they are in many other parts of the District. The pressures are particularly significant in the Near Northeast area (between H Street and Florida Avenue), where home prices tripled between 2000 and 2005. In some respects, Capitol Hill may be better equipped to handle rising housing costs than other parts of Washington, DC—the prevalence of row houses with rentable basements creates affordable housing options for renters and extra income for owners. Nonetheless, some longtime homeowners have cashed out while some renters have moved elsewhere in search of more affordable housing. The 208-unit Potomac Gardens public housing project has been identified as a possible new community site, raising further fears of displacement and the loss of one of the few remaining affordable housing developments in the area. If the site is redeveloped, one-for-one replacement of the public housing units will be an important prerequisite.
- Parking remains an issue on Capitol Hill, especially on the western edge of the area near the U.S. Capitol and in the Eastern Market/Barracks Row area. The reopening of RFK Stadium has created parking problems on nearby residential streets in Hill East, and the prospect of a revitalized H Street and emerging NoMa business district may bring future parking problems to nearby residential side streets. These problems are complicated by the fact that many of the homes and apartments on Capitol Hill do not have dedicated off-street parking spaces. Curb cuts serving new development have further reduced the supply of on-street spaces. Residential permit parking has achieved some success in the area, but there are issues related to enforcement and abuse of parking privileges.
- As already noted, Capitol Hill is intersected by major commuter routes serving the Maryland suburbs and areas in Wards 7 and 8. Its neighborhoods are also vulnerable to overflow traffic when the freeways are congested. Residential north-south streets are often clogged with cut-through traffic as commuters weave between the east-west arterials. This

creates noise, air pollution, and safety issues for residents. One-way streets have been established to facilitate traffic flow, but the streets are not always paired, leading to circuitous travel and high volumes of fast-moving commuter traffic. Street and lane closures, illegal parking, and poorly timed signals contribute to congestion problems. At one time, a freeway link was proposed between I-295 and I-395 via Barney Circle, but this project was cancelled in the 1990s. A more recent proposal calls for removal of a portion of the Southeast/Southwest Freeway, its replacement with an at-grade roadway between Barney Circle and 8th Street, and a tunnel in lieu of the elevated freeway between 8th Street and South Capitol Street. While this would remove a barrier between Capitol Hill and the waterfront, there are many questions yet to be answered about the effects on traffic and adjacent land uses. 1506.3

1507 CH-1.1 Guiding Growth and Neighborhood Conservation 1507

1507.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Capitol Hill. These policies and actions should be considered in tandem with those in the District-wide elements of the Comprehensive Plan. The Lower Anacostia Waterfront/Near Southwest Element should be consulted for policies relating to the future of the adjoining Southeast Waterfront Area. 1507.1

1507.2 ***Policy CH-1.1.1: Conserving Residential Uses***
Maintain the integrity and quality of Capitol Hill’s residential uses, and recognize the importance of its historic architecture and housing stock to the entire District. Ensure that Comprehensive Plan and zoning designations for Capitol Hill neighborhoods sustain its moderate density land use pattern. 1507.2

1507.3 ***Policy CH-1.1.2: Renovation of Housing Stock***
Encourage the rehabilitation and renovation of the building stock throughout the Capitol Hill Planning Area, taking steps to acknowledge and enhance its unique neighborhood character both within and outside historic districts.-Where infill development occurs, its scale and character should be compatible with prevailing neighborhood densities, and its design should contribute to neighborhood continuity and quality. When evaluating compatibility of improvements designed to either enhance energy efficiency or to create more affordable housing, consideration should be given to weighing the benefits to the community and

District against the benefits of preserving historic features. 1507.3

- 1507.4 ***Policy CH-1.1.3: Upgrading Commercial Districts***
Reinforce and upgrade the major commercial districts of Capitol Hill, including the H Street NE and Benning Road NE corridors, the Pennsylvania Avenue SE corridor, 7th Street SE, 8th Street SE, and Massachusetts Avenue NE between Union Station and Stanton Park. Support the further development of these areas with corridor-appropriate retail services, provided that such uses are compatible with surrounding land uses and the historic architecture and scale of the shopping districts themselves. Support the retention of existing neighborhood-serving businesses in these areas through programs that provide technical and financial assistance to small, locally -owned establishments. 1507.4
- 1507.5 ***Policy CH-1.1.4: Directing Growth***
Direct growth in the Capitol Hill Planning Area to commercially zoned land, with a particular emphasis on the H Street NE/Benning Road NE corridor and to infill opportunities in residential zones. Along the commercial corridors in this area, mixed-use development combining ground floor retail and upper story residential uses should be supported, along with streetscape improvements that improve visual and urban design qualities and enhance pedestrian, bus, and auto circulation. In the residential zones, the scale of development should be sensitive to adjacent buildings and uses. All development should reflect the capacity of roads, infrastructure, and services to absorb additional growth. 1507.5
- 1507.6 ***Policy CH-1.1.5: North of Massachusetts Avenue /Capitol Hill Transition Areas***
Improve buffering and urban design transitions between the emerging office and high-density residential corridor north of Union Station (North of Massachusetts Avenue, or NoMa) and the adjacent row house neighborhoods of Capitol Hill. Use zoning, design guidelines, historic preservation review, and other measures to avoid sharp contrasts in scale and character where high-density and moderate-density areas abut one another. 1507.6
- 1507.7 ***Policy CH-1.1.6: Inappropriate Commercial Uses***
Prevent the proliferation of fast food outlets, self-service gas stations, convenience mini-marts, and other drive-through businesses along Capitol Hill's commercial corridors. The commercial corridors of Capitol Hill are part of the historic L'Enfant Plan, and they contribute to the national image of the nation's capital and provide a walkable neighborhood environment; inappropriate and

automobile-oriented uses should be prohibited. 1507.7

1507.8 ***Policy CH-1.1.7: Alleys***

Preserve Capitol Hill's system of historic alleys and develop plans for the use of large block interior spaces where appropriate. These plans should be developed in coordination with the affected Advisory Neighborhood Commissions (ANCs), residents, and community groups. 1507.8

1507.9 ***Policy CH-1.1.8: Encroachment of Non-Residential Uses***

Strictly limit and enforce the conversion of housing to non-residential uses and the replacement of housing with non-residential uses in the Capitol Hill Planning Area. This includes the development of private clubs, museums, colleges, and universities within the Capitol Hill Historic District. 1507.9

1507.10 ***Policy CH-1.1.9: Conversion of Non-Residential Structures***

Allow the conversion of obsolete or vacant non-residential structures (including schools, places of worship, warehouses, and institutional uses) to housing, provided that important architectural resources are conserved. 1507.10

1507.11 ***Policy CH-1.1.10: Public Housing***

Rehabilitate public housing projects on Capitol Hill, ensuring that any units that are removed are replaced in-kind by new public housing units within the community. Where feasible, rehabilitation projects should provide home ownership opportunities for public housing residents. 1507.11

1507.12 ***Policy CH-1.1.11: 15th Street SE Commercial District***

Encourage the preservation and moderate expansion of commercial uses along 15th Street SE that are primarily neighborhood serving. This corridor should retain its mix of light commercial and moderate-density residential to allow it to retain the existing corner stores and small businesses that serve the community. 1507.12

1507.13 ***Policy CH-1.1.12: RFK Stadium Area***

Provide improved buffering and landscaping screening along 19th Street NE/SE and elsewhere in the vicinity of RFK Stadium in order to reduce the effects of noise, dust, vibration, and air pollution on the adjacent Hill East community. Work collaboratively with the National Park Service (NPS), District agencies, EventsDC, National Capital Planning Commission (NCPC), and the community on long-range plans and through a future planning analysis for the stadium and adjacent parkland and parking lots. Waterfront open space in this area should be

retained and improved for the benefit of Hill East, Kingman Park, and Rosedale residents. Improvements should include the creation and maintenance of a pedestrian and cyclist shoreline access path and well-designed public spaces. Recreational and green spaces should include features for people with disabilities and older adults. Reduce the amount of land occupied by surface parking and maximize activity along the waterfront. See the Urban Design Element for additional policies related to parks and open spaces. 1507.13

1507.14 ***Policy CH-1.1.13: Traffic Management Strategies***

Establish traffic management strategies to reduce commuter traffic on East Capitol Street NE, Independence Avenue SE, C Street NE, 17th Street SE, and other predominantly residential streets that also function as through-streets. These strategies should include limiting additional one-way streets on Capitol Hill (and possibly restoring existing one-way streets to two-way traffic), improving signal timing on Benning Road NE and Pennsylvania Avenue SE, and improving pedestrian and bicycle safety. Measures should also be implemented to route through-traffic around residential neighborhoods and to restrict trucks and heavy vehicles on local streets. 1507.14

1507.15 ***Policy CH-1.1.14: Southeast Boulevard***

Continue to evaluate the transportation and land use opportunities and impacts associated with the freeway's redesign of the Southeast Boulevard as an at-grade boulevard to better connect Capitol Hill residents to the Anacostia waterfront by reconnecting parts of the street grid to the north. Add new residential development, where possible, along a newly designed boulevard. New pathways should safely serve both pedestrians and cyclists. Future planning efforts should reflect the importance of connecting neighborhoods to the river. 1507.15

1507.16 ***Policy CH-1.1.15: Transit Service***

Maintain and improve mass transit service in the Near Northeast section of the Planning Area, particularly along the corridor extending from Union Station along H Street NE to Hechinger Mall and continuing on Benning Road NE to the Minnesota Avenue Metro station. 1507.16

1507.17 ***Action CH-1.1.A: Façade Improvements***

Support urban design and façade improvements along H Street NE, Benning Road NE, Pennsylvania Avenue SE, and Barracks Row. Such improvements should preserve and enhance the historic features, scale, and texture of existing structures. Urban design improvements should be applied to 11th Street SE as it

approaches the 11th Street Bridge in order to accommodate increased pedestrian traffic toward the 11th Street Bridge Park. 1507.17

- 1507.18 ***Action CH-1.1B: 15th Street SE Rezoning***
Rezone the 15th Street SE commercial district for residential uses, consistent with the corridor's designation on the Comprehensive Plan. 1507.18
- 1507.19 ***Action CH-1.1.C: Transportation Studies***
Continue to implement the DC Department of Transportation's (DDOT) Capitol Hill Transportation Study and implement its major recommendations. Also, implement the Middle Anacostia and H Street transportation study recommendations, aimed at reducing through-traffic on neighborhood streets within Capitol Hill, limiting truck traffic, and improving conditions for Capitol Hill pedestrians, bicyclists, and transit users. Ongoing livability studies should continue to be implemented at the neighborhood level. 1507.19
- 1507.20 ***Action CH-1.1.D: H Street Streetcar***
Implement proposed streetscape improvements for the H Street NE/Benning Road NE corridor, including the development of a streetcar line between the Minnesota Avenue Metro station and Oklahoma Avenue NE. 1507.20
- 1508 CH-1.2 Conserving and Enhancing Community Resources 1508**
- 1508.1 ***Policy CH-1.2.1: Recognition of Historic Resources***
Protect and preserve historic structures, places, and landmarks on Capitol Hill, including the Congressional Cemetery. Recognize the neighborhood's defining physical features—including the L'Enfant street plan—as important and nationally significant cultural resources. 1508.1
- 1508.2 ***Policy CH-1.2.2: Implementation of Preservation Programs***
Consistently implement and enforce historic preservation laws and guidelines for new construction, alterations, and public space uses. Expand public access to surveys and evaluations of properties and areas eligible for historic designation in the Planning Area. Solicit additional community input on historic preservation needs and opportunities. The Historic Preservation Office (HPO) should concentrate on Capitol Hill, including the surveying of additional areas, considering expansion of existing historic districts, and potentially increasing the number of landmarked buildings in the District's current inventory. The HPO

should concentrate its efforts in the areas north and east of the Capitol Hill Historic District. Clarify and consistently implement zoning incentives intended to preserve structures along H Street NE. 1508.2

1508.3 ***Policy CH-1.2.3: L'Enfant Avenues***

Protect and preserve the special character, scale, and historic features of the major L'Enfant Plan avenues that cross Capitol Hill, especially Massachusetts Avenue NE/SE, Pennsylvania Avenue SE, and East Capitol Street NE. 1508.3

1508.4 ***Policy CH-1.2.4: Community Facilities***

Promote continued investment in, and maintenance and modernization of, important community public facilities in the Capitol Hill Planning Area, including schools, libraries, and social services facilities. Particular attention should be given to sustaining the renovated Eastern High School, the William H. Ramsey Aquatic Center, and the Hill Center as community anchors. Existing community spaces should be flexible to accommodate and support a wide range of users and activities. Renovate the Southeast Library to create more efficient and usable spaces reflecting a modern library. 1508.4

1508.5 ***Policy CH-1.2.5: Riverfront Parks***

Ensure that the proposed Anacostia waterfront parks are designed and planned to benefit Capitol Hill residents, enhance waterfront resilience, and promote access. Create safe pedestrian, bicycle, and transit connections to the shoreline, and provide park facilities and services that respond to the needs of Hill East neighborhoods. Pedestrian paths should accommodate users of all ages and abilities. Benches should be available for users with limited mobility and older adults. 1508.5

1508.6 ***Policy CH-1.2.6: Improved Park and Recreation Services***

Improve parks, playgrounds, and recreational facilities throughout Capitol Hill, with a priority on the Near Northeast neighborhood (between H Street NE and Florida Avenue NE). Continue efforts to improve safety, security, and maintenance levels at all parks in the Capitol Hill Planning Area. Optimize use of the many triangle parks throughout Capitol Hill. Explore design features that might include senior fitness equipment and pedestrian paths that serve a wide range of users, such as older adults and persons with limited mobility. Determine if there is a need for additional or expanded recreational spaces such as courts and fields, or additional aquatic centers. 1508.6

- 1508.7 ***Policy CH-1.2.7: NPS Coordination***
Recognize that most of the parkland in and around the Capitol Hill Planning Area is owned and operated by NPS, and consequently that a high level of coordination is required between the District and federal governments to ensure that this land is managed in the best interest of Capitol Hill residents. NPS parks include Lincoln Park, Stanton Park, Folger Park, Garfield Park, Seward Square, Marion Park, and the Virginia Avenue playground, as well as the RFK Stadium area. These spaces should be conserved and improved with a focus on aesthetics, recreational uses, sustainability, and resilient design. 1508.7
- 1508.8 ***Policy CH-1.2.8: Streets as Open Space***
Maintain and enhance functional open space within Capitol Hill, particularly the landscaped areas contained within street rights-of-way. These areas include the Pennsylvania Avenue SE esplanade, East Capitol Street, the numerous triangle parks along diagonal avenues, public plazas such as the area around Eastern Market Metro, and the front yards of most Capitol Hill row houses, portions of which are located within the public right-of-way. 1508.8
- 1508.9 ***Action CH-1.2.A: Historic Surveys***
Complete historic surveys for the portion of Stanton Park not currently in the Capitol Hill Historic District, and for the Near Northeast, Hill East, Rosedale, and Kingman Park neighborhoods. Based on the findings of those surveys and additional community input and recommendations, prepare nominations to the National Register as appropriate. Consideration should be given to extending the Capitol Hill Historic District eastward to the boundary of the 1791 L'Enfant Plan. 1508.9
- 1508.10 ***Action CH-1.2.B: Capitol Hill Design Guidelines***
Develop graphic design guidelines for the Capitol Hill Historic District, illustrating appropriate architectural design features for new construction, renovation, and alterations. 1508.10
- 1508.11 ***Action CH-1.2.C: RFK Stadium Area***
Actively participate in efforts by NCPC, NPS, District agencies, Events DC, local ANCs , residents, and neighborhood groups to develop a long-range plan for the RFK Stadium complex, extending from the DC Armory north to Benning Road NE. The plan should include provisions for a substantial amount of waterfront open space, as well as measures to enhance and restore the natural environment in this area. Improve shoreline access where possible, reduce land occupied by

surface parking, and encourage new land uses that maximize access and activity at the waterfront. Recreational spaces and pedestrian and cycling paths should accommodate a wide range of users and abilities. 1508.11

1509 CH-2 Policy Focus Areas 1509

1509.1 The Comprehensive Plan has identified five areas within the Capitol Hill Planning Area as Policy Focus Areas, indicating that they require a level of direction and guidance above that provided in the prior section of this element and in the Citywide Elements (see Map 15.1 and Figure 15.3). These areas are:

- H Street/Benning Road NE;
- Pennsylvania Avenue SE Corridor;
- U.S. Capitol perimeter;
- Reservation 13/RFK Stadium Complex; and
- Southeast Boulevard. 1509.1

1509.2 Each of these areas is addressed below. Other elements of the Comprehensive Plan may be consulted for additional policies affecting Capitol Hill, including policies for NoMa (Central Washington Element) and the Near Southeast (Lower Anacostia Waterfront/Near Southwest Element). 1509.2

1509.3 Figure 15.3 Policy Focus Areas Within and Adjacent to Capitol Hill. 1509.3

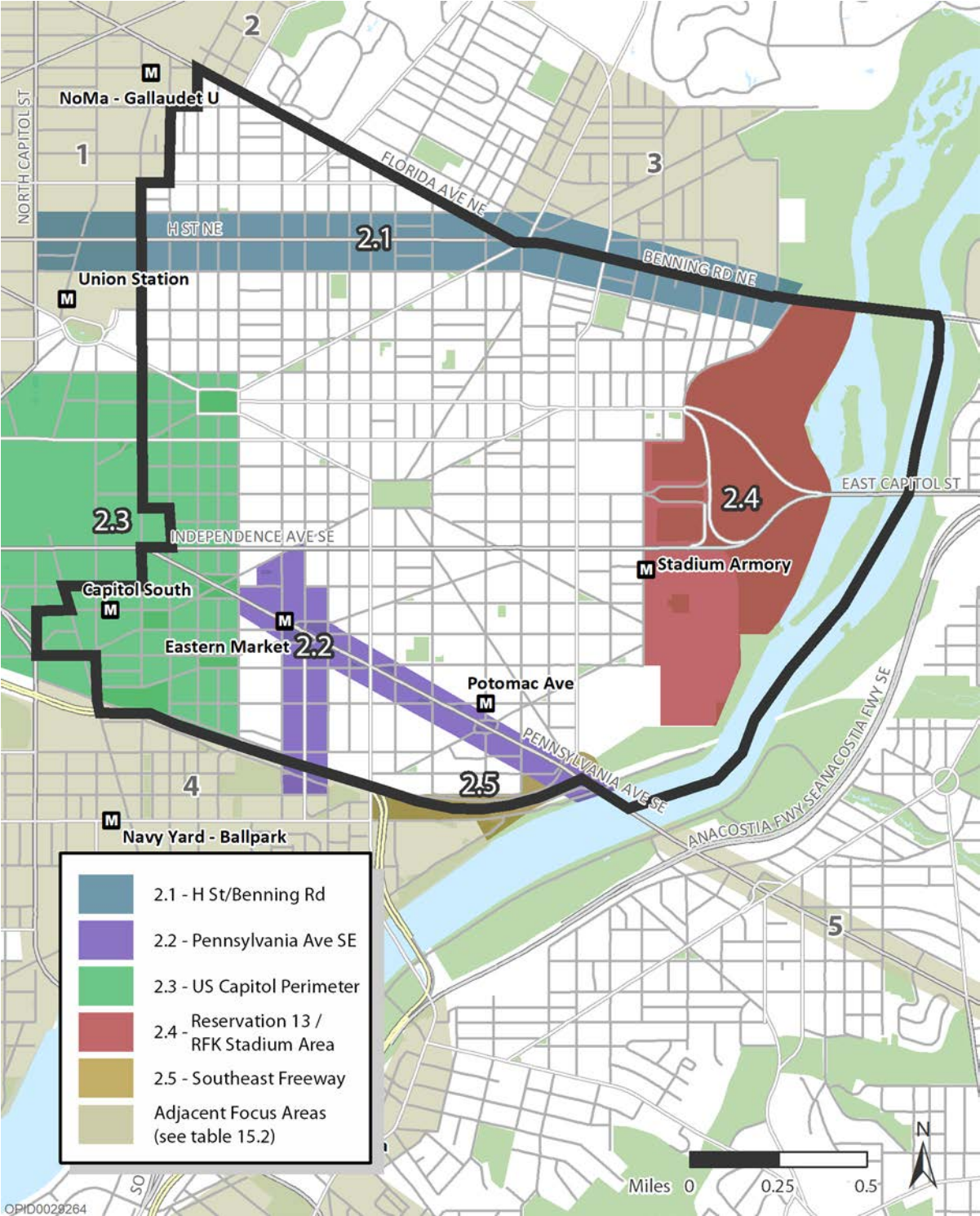
Within Capitol Hill	
2.1	H Street/Benning Road NE
2.2	Pennsylvania Avenue Corridor
2.3	U.S. Capitol Perimeter
2.4	Reservation 13/RFK Stadium Area
2.5	Southeast Boulevard
Adjacent to Capitol Hill	
1	NOMA/Northwest One
2	Northeast Gateway

ENGROSSED ORIGINAL

3	Lower Bladensburg/Hechinger Mall
4	Near Southeast
5	Pennsylvania Av (East of the River)

1509.4 NEW Map 15.1 Capitol Hill Policy Focus Areas 1509.4

1510 CH-2.1 H Street/Benning Road NE 1510



NOTE: CH 2-1 will be amended to reflect the correct Capitol Complex Boundary, as provided by the Architect of the Capitol.

- 1510.1 At one time, the mile-long stretch of H Street NE between Union Station and the starburst intersection at Bladensburg and Benning Roads was the second busiest commercial area in the District. The area faced economic challenges during the 1950s and 1960s and was heavily damaged by the unrest in 1968. An Urban Renewal Plan sparked some reinvestment on the corridor in the 1970s and 1980s, including the Hechinger Mall development on the eastern end, but until recently, the corridor was slow to recover. H Street NE's retail space had not been keeping up with the rapidly expanding buying power of the surrounding neighborhoods or the burgeoning office market north and east of Union Station until the last five years. Millions of public and private dollars have been invested into new housing, grocery stores, retail, restaurants, and cultural facilities. 1510.1
- 1510.2 In 2003, OP completed a Small Area Plan for the H Street NE corridor, designed to guide community, private sector, and public agency action and investments. The plan lays out a vision for H Street NE as a great neighborhood shopping street, serving resident needs, providing connections to the larger District, and improving the livability of the surrounding community. The plan segmented the corridor into four parts, each with a unique identity and character (see Policy CH-2.1.1 below). The plan identified the potential for over 750 units of new housing, 200,000 square feet of new office space, and 300,000 square feet of retail space. However, these projections were too low. Since the plan's completion in 2003, 1,500 residential units have been constructed or are in the planning stages. The corridor now has a healthy and vibrant mix of full-size grocery stores, small-scale retail, restaurants, and housing 1510.2
- 1510.3 Land use recommendations in the H Street NE Plan were accompanied by transportation recommendations, some of which are already being implemented. The first segment of the H Street streetcar began operation in winter of 2016 between Union Station and Benning Road, with plans to extend to Minnesota Avenue. Upon completion of this segment, the streetcar line will connect Union Station to Minnesota Avenue, providing a loop between Metro's Red Line and Orange Line and increasing transit access for Northeast Capitol Hill residents. The 2003 Plan also recommended the retention of on-street parking and development of new off-street parking structures. 1510.3

1510.4 Extensive streetscape, signage, and façade improvements have been completed along the H Street NE corridor, including new pedestrian crossings and a civic plaza at the eastern gateway intersection of H Street, Benning Road, and Bladensburg Road NE. This key intersection is adjacent to the 8.6-acre site locally referred to as the Hechinger Mall site, even though Hechinger has not occupied the site since the early 80s. The existing mall—a low-rise, car-centric shopping center built in 1981—is poised for future redevelopment given its size and location on the streetcar line. H Street NE has truly been transformed since the adoption of the Small Area Plan in 2003. Over 1,500 new residential units, and over 60 new retail spaces, have opened up. H Street NE is an official DC Main Street and a nationally recognized corridor revitalization success story. Further new development is expected to continue west along Benning Road NE and potentially north on Bladensburg Road NE. 1510.4

1510.5 East of H Street, the Benning Road NE corridor (between 15th Street and Oklahoma Avenue) includes a mix of residential uses and auto-oriented commercial uses. The character of the street changes considerably, with higher traffic volumes, a wider right-of-way, and a much less pedestrian-oriented atmosphere. The construction of the H Street-Benning streetcar, along with accompanying streetscape improvements such as new street trees and lighting, will create opportunities for revitalization and new businesses along Benning Road NE. This will provide a needed amenity for the adjoining Rosedale and Kingman Park neighborhoods, which currently lack convenient retail services. 1510.5

1510.6 ***Policy CH-2.1.1: H Street NE Revitalization***
Support the revitalization of the H Street NE corridor between North Capitol Street and 17th Street NE in a manner that is consistent with the approved 2003 H Street NE Strategic Development Plan. This plan recommended the development of four thematic areas along the H Street NE corridor:

- Western Gateway, between North Capitol Street and 7th Street NE. This area includes air rights development over the CSX railroad (Burnham Place) and an urban living district between 2nd Street and 7th Street NE. The urban living district is intended for medium- to high- density residential development, with limited ground floor retail uses;
- Central Retail, extending from 7th Street to 12th Street NE. This area is envisioned as the downtown of the H Street community. Existing retail space is to be revitalized, and new mixed-use projects combining ground floor retail and upper story housing are encouraged. Parking is to be

enhanced by removing on-street parking restrictions and identifying opportunities for structured off-street parking;

- An Arts and Entertainment District, extending from 12 Street to 15th Street. This area builds on the established Atlas Theater, Joy of Motion Dance Center and other cultural anchors. New arts and cultural uses are encouraged, as are complementary specialty retail uses, sit-down restaurants, arts-related retail, and other community services. Moderate and medium-density residential and office space, including live-work space, also is encouraged in this area; and
- Hechinger Mall (in the adjacent Upper Northeast Planning Area), located at the intersection of H Street NE, Benning Road NE, and Bladensburg Road NE. Support continued improvements to or redevelopment of the Hechinger Mall to realize the full potential of this site as an anchor for H Street NE. Any redevelopment or improvements should make the area more pedestrian-friendly, including the creation of new civic spaces and introduction of infill development to include a mix of residential and commercial uses. 1510.6

- 1510.7 ***Policy CH-2.1.2: Clustering of Retail***
Recognize that the existing supply of retail space on the H Street NE corridor may exceed demand, and that retail development should therefore be clustered on the 700-1100 blocks. 1510.7
- 1510.8 ***Policy CH-2.1.3: Physical Improvements***
Improve the infrastructure and physical appearance of the H Street NE corridor as a way to enhance its market perception and to attract investors, visitors, shoppers, and residents. 1510.8
- 1510.9 ***Policy CH-2.1.4: H Street NE Transit and Streetscape Improvements***
Undertake transit and streetscape improvements to enhance mobility along H Street NE, and improve the area's accessibility from the surrounding neighborhoods and other parts of the District . Improvements should upgrade aesthetics and pedestrian safety and make walking along the street more comfortable and enjoyable. 1510.9
- 1510.10 ***Policy CH-2.1.5: Parking***
Retain existing on-street parking along H Street NE. As recommended by the H Street Small Area Plan adopted by the DC Council, encourage the development of improved transit, underground parking, and shared parking lots serving the retail

and theater areas in the central and eastern parts of the commercial district.
1510.10

1510.11 ***Policy CH-2.1.6: Historic Preservation***

Encourage the preservation of historic buildings along H Street NE, and promote educational and cultural tourism activities to raise awareness of the corridor's history and unique historic character. In coordination with the affected ANC, periodically evaluate and update the implementation strategies in the H Street Small Area Plan. 1510.11

1510.12 ***Policy CH-2.1.7: H Street Bridge***

DDOT plans to replace the H Street Bridge (located directly behind Union Station over the CSX railroad tracks, and sometimes referred to as the Hopscotch Bridge) in the near future. Any future development in the air rights adjacent to the H Street Bridge should recognize the limitations of the streets beneath the bridge to serve high-volume commercial traffic and include well-designed access points to and from the bridge itself. The allowable height of any building constructed in the air rights should be measured from the bridge. 1510.12

1510.13 ***Action CH-2.1.A: H Street Strategic Development Plan***

Implement the recommendations of the 2003 H Street Strategic Development Plan. 1510.13

1510.14 ***Action CH-2.1. B: Business Assistance***

Implement programs to improve retail success along H Street NE, Benning Road NE, and Bladensburg Road NE, including financial assistance to small businesses, grant and loan programs, façade improvement programs, Small Business Administration loans, and the creation of a BID. 1510.14

1511 CH-2.2: Pennsylvania Avenue SE Corridor 1511

1511.1 Pennsylvania Avenue SE is sometimes referred to as America's Main Street and has ceremonial, historic, and symbolic importance. In many respects, the avenue is also Capitol Hill's Main Street, with walkable shopping areas extending up 7th Street SE to Eastern Market, and down 7th and 8th Streets SE through the Barracks Row historic area. This concentration of commercial uses is known as Capitol Hill's Central Business District. 1511.1

- 1511.2 East of 9th Street SE, Pennsylvania Avenue SE becomes more residential in character, although there are commercial uses at many of the intersections. Some of these commercial uses are auto-oriented (gas stations and fast food outlets) and serve the heavy volume of commuter traffic headed to or from the Sousa Bridge, as well as Hill residents. The juxtaposition of older residential row houses and drive-through commercial uses creates land use conflicts on the corridor and compromises the image of Pennsylvania Avenue SE as a gateway to the nation’s capital. Consequently, the entire corridor—from the U.S. Capitol east to the Maryland line—was designated by the District as a Great Street in 2005. Efforts are underway to improve the streetscape, and address a variety of land use, transportation, and design issues. 1511.2
- 1511.3 Two Metro stations along the corridor present both challenges and opportunities. The Eastern Market station entrance is an unwelcoming public space located in an otherwise attractive pedestrian-friendly area. The possibility of developing the plaza as a town square has been explored in the past and should continue to be pursued 1511.3
- 1511.4 The Potomac Avenue Metro station area experiences poor visibility and conditions that are dangerous for pedestrians. The area could become a much more dynamic neighborhood center in the future, with new shops, housing, and public spaces. The community remains concerned about the scale of proposed development around the station, given that the area is currently characterized by two- and three-story row houses. Opportunities for new mixed-use, multi-family development should be concentrated on vacant lots and on the drive-through commercial properties along the avenue, as well as around the Metro station. New development will continue to bring much needed retail and housing to the eastern end of Capitol Hill. Infill development should emphasize moderate or medium densities. Refurbishing and renovation of older commercial buildings, particularly those with pedestrian-oriented retail storefronts, should also be strongly encouraged. Efforts to create a Main Street program in this area were initiated several years ago and should be supported in the future. 1511.4
- 1511.5 ***Policy CH-2.2.1: Pennsylvania Avenue***
Improve Pennsylvania Avenue SE as an important approach to the U.S. Capitol and as a neighborhood-serving corridor. The design of the avenue—including adjacent buildings, land uses, and public spaces—should adhere to high aesthetic standards and should enhance the avenue’s role as a neighborhood commercial center and walkable street. 1511.5

- 1511.6 ***Policy CH-2.2.2: Neighborhood Shopping Improvements***
Sustain existing businesses and encourage additional neighborhood-serving retail uses along Barracks Row, on 7th Street SE between Pennsylvania Avenue SE and North Carolina Avenue SE, and along Pennsylvania Avenue SE between 2nd and 4th Streets SE, 6th and 9th Streets SE, and 12th and 16th Streets SE. Any improvements or alterations in these areas should preserve the historic texture, scale, and features of the existing buildings and adjoining neighborhoods. Where possible, improvements should include design features to improve accessibility for older adults and persons with disabilities. 1511.6
- 1511.7 ***Policy CH-2.2.3: Eastern Market Metrorail Station***
Improve the urban design quality of the Eastern Market Metro Station area as a community gathering space and a connection among the Pennsylvania Avenue, Barracks Row, and Market Row corridors. . Provide appropriate transitions between such development and adjacent residential areas, and take steps to manage additional traffic and parking demand and improve Metro access, including installation of an adequate number of Capital Bikeshare stations so that residents who live more than half a mile from the Metro can get to a station easily. 1511.7
- 1511.8 ***Policy CH-2.2.4: Eastern Market***
Continue to promote Eastern Market’s intended function as a produce, meat, farmers, and retail market, as well as a community meeting place and visual arts center. Preserve the historic character of the market and surrounding area. 1511.8
- 1511.9 ***Policy CH-2.2.5: Barracks Row***
Continue to promote Barracks Row as a neighborhood-serving retail center. Emphasize local-serving rather than regional or large-format retail use, and retain the area’s historic scale and character. Particularly encourage additional retail to locate along the portion of Barracks Row south of the freeway, thus enhancing the connection between Capitol Hill and the emerging waterfront neighborhoods. 1511.9
- 1511.10 ***Policy CH-2.2.6: Potomac Avenue Metro Station***
Support the revitalization of vacant commercial space and additional moderate to medium-density mixed-use development around the Potomac Avenue Metro station. Such development should be located on existing commercially zoned property and developed in a manner that is consistent with existing zoning

(including established provisions for planned unit developments and pending programs for inclusionary housing). Any infill development should be compatible with, the character of the adjacent row house community. 1511.10

1511.11 ***Action CH-2.2.A: Streetscape Improvements***

Implement plans to beautify Pennsylvania Avenue SE, including landscaping, street furniture and street lighting improvements, maintenance of the esplanade and small parks along the avenue, pedestrian improvements, and traffic management measures. These improvements should reinforce the avenue's symbolic importance and should complement the efforts that have already been made to improve the streetscape in the 600 block and near Eastern Market. 1511.11

1511.12 ***Action CH-2.2.B: Eastern Market Plaza***

Prepare and implement a pedestrian-focused urban design and multimodal transit improvement plan for the Eastern Market Metro station entrance, making it a more attractive town square and improving the plaza's ability to function as a major transfer point including, if appropriate relocating bus stops to ensure safety and accessibility. 1511.12

1511.13 ***Action CH-2.2. C: Potomac Gardens***

Pursue redevelopment of Potomac Gardens as a mixed- income development, including an equivalent number of affordable units and additional market rate units. Overall densities on the site should be compatible with adjacent uses. Every effort should be made to avoid the long-term displacement of existing residents if the project is reconstructed. 1511.13

1512 CH-2.3 U.S. Capitol Perimeter 1512

1512.1 The proximity of Capitol Hill's residential areas to the U.S. Capitol Complex creates a variety of land use, transportation, and urban design issues. Expansion of the Capitol Complex during the 1900s resulted in the development of large office buildings and expanded federal facilities on former row house blocks. This prompted some of the Hill's earliest historic preservation initiatives, along with the adoption of a Capitol Interest Overlay Zone that established maximum height and floor area ratio limits in an area extending from the edge of the Capitol Complex east to 6th Street. Through the 2016 Zoning Regulations update, this area is now the Capitol Interest Zones and includes the following new zones: RA-7,

RF-3, MU-23, MU-24, MU-26, and PDR-5. The intent is still the same as the original overlay. Long-range plans for the Capitol Complex are articulated in a Master Plan that is prepared and periodically updated by the Architect of the Capitol (AOC). The AOC also maintains an officially adopted historic preservation policy that guides the management of AOC heritage assets listed with the policy. 1512.1

1512.2 The following policies define the District's position on land use activities in and around the U.S. Capitol area. These policies seek to mitigate the effects of increased security requirements on neighborhood character, limit adverse impacts associated with the Capitol Power Plant, address parking and traffic impacts related to the Capitol Complex, improve urban design conditions, enhance resilience, and guide future land use decisions to be consistent with the AOC's Master Plan and historic preservation policy. 1512.2

1512.3 ***Policy CH-2.3.1: Capitol Master Plan Conformity***
Future development and/or expansion of the United States Capitol grounds should conform with the guidelines set out in the Master Plan of the U.S. Capitol. Any land transferred from the AOC to the District or a private party should likewise be used in a manner that is consistent with the Capitol Master Plan and the Comprehensive Plan. 1512.3

1512.4 ***Policy CH-2.3.2: Capitol Area Traffic and Parking***
Work with the AOC to reduce parking and traffic impacts in areas adjacent to the U.S. Capitol and to address related problems such as motor coach parking and the enforcement of residential permit parking restrictions. 1512.4

1512.5 ***Policy CH-2.3.3: Surface Transportation Improvements***
Improve surface transportation in and around the Capitol Complex in a manner that reduces impacts on Capitol Hill neighborhoods and facilitates access within the area. This could include the use of shuttles between key destinations, such as Union Station, the new Capitol Visitors Center, and the Capitol South Metro station. 1512.5

1512.6 ***Policy CH-2.3.4: Impacts of Security Measures***
Encourage the AOC to coordinate all proposed street closings, reroutings, and security measures with District government. 1512.6

- 1512.7 ***Policy CH-2.3.5: Compatibility of Federal Facilities***
Work with the AOC to encourage the development of future federal buildings to be compatible with and preserves the moderate density residential character of adjacent residential areas. This includes the development of ancillary federal facilities such as child care centers, housing and classroom space for Congressional interns, police facilities, Congressionally sponsored service institutions, improvements to public space infrastructure, and public works maintenance and storage areas used by the AOC . 1512.7
- 1512.8 ***Policy CH-2.3.6: Capitol Power Plant***
Encourage the Capitol Power Plant and Refrigeration Plant to operate in ways that reduce air pollution, noise, and other impacts. Update plans for the power plant as needed to reflect revised Capitol needs and community concerns. 1512.8
- 1512.9 ***Action CH-2.3.A: Streetscape and Signage Improvements***
Implement streetscape and signage improvements that more clearly define the boundary of the U.S. Capitol Grounds and distinguish it from adjacent residential and commercial areas. 1512.9
- 1513 CH-2.4 Reservation 13/RFK Stadium (Hill East Waterfront) 1513**
- 1513.1 Public Reservation 13 lies on the eastern edge of the Hill East neighborhood on the west bank of the Anacostia River. For more than 150 years, the 67-acre site has been an isolated campus, separated from the neighborhood it adjoins and an obstacle between residents and the waterfront. Reservation 13 has contained public health facilities since 1846, when it became the location of the Washington Asylum—the District ’s hospital for indigent patients. In later years, it housed a smallpox hospital, quarantine station, and crematory. Some of the site’s early buildings, such as Anne Archbold Hall, remain today. However, most of the buildings on the site were constructed in the 1930s and 1940s. The site became DC General Hospital in 1953; the hospital was closed in 2001, and later used as an emergency shelter but closed in 2018, as the District plans to construct smaller short-term housing facilities. The DC Central Detention Facility was built in 1976, replacing the old jail on the site that dated back to the 1870s. 1513.1
- 1513.2 Reservation 13 presents itself today as a vast area of large, seemingly unrelated buildings associated only by their proximity and former use. Vast areas of the site are used for parking, and there are few areas where the natural beauty of the

waterside setting can be appreciated. The site is not at all related to the low-scale row house neighborhood west of 19th Street, nor is it related to the nearby Metro station at Stadium-Armory. While the Department of Behavioral Health and the Court Supervisor and Offender Supervision Agency all use space on the site, many of the buildings are underused. 1513.2

1513.3 A Master Plan for Reservation 13 was completed in 2002 and later adopted by the DC Council. It seeks to retain important civic uses, connect residential areas to the shoreline, and redevelop the site as an extension of the adjacent Hill East neighborhood. Since completion of the plan, transfer of the site from federal to local ownership, along with pre-zoning to reflect the uses envisioned by the Master Plan, have both been completed. 1513.3

1513.4 The adopted Reservation 13 Master Plan retains the historic Anne Archbold Hall, DC Central Detention Facility, and other institutional uses, and it identifies approximately 40 acres for redevelopment. New facilities for health care and recreation are envisioned, along with new housing, offices, retail, and institutional uses. Key urban design features include extension of the Capitol Hill street grid into the site, new parks, and new access to the waterfront, including a great meadow overlooking the shoreline. Other notable elements of the plan include the extension of Massachusetts Avenue to the Anacostia River and a village square at the Stadium-Armory Metro station. The preliminary development program identifies the potential for 800 new housing units and over three million square feet of non-residential space, roughly doubling the total square footage of buildings on the site. In May 2016, Phase 1 of the Hill East development received Design Review Approval, and the District selected a development partner. The buildings are under construction and near completion. Originally, this first phase was to include over 350 residential units, with 30 percent designated for affordable housing, and additional retail and green spaces. In fall 2019, it was announced that one of the residential buildings would be converted to permanent supportive housing for persons experiencing homelessness and require supportive services. 1513.4

1513.5 Immediately north of Reservation 13 lies the RFK Stadium complex. RFK Stadium was built in 1961 at a particularly prominent location along the east-west axis that includes the U.S. Capitol, Washington Monument, and Lincoln Memorial. More than 100 acres of land around the stadium is used for surface parking and unimproved open space. The area is owned by the federal government and is currently under study by EventsDC to develop a Master Plan

for future uses at this site. It was identified in the 1997 NCPC Legacy Plan as a possible location for major new memorials, recreation, and open space as well as possible private development. 1513.5

- 1513.6 ***Policy CH-2.4.1: Redevelopment of Public Reservation 13***
Redevelop Reservation 13 as a mixed-use neighborhood that combines housing, retail, office space, health care, civic, education, institutional, and recreational uses. This site could be a future potential opportunity for an anchor employer or institution. Established uses such as the DC Correctional Facility should be retained. Health care and institutional uses on the site should be reorganized to accommodate infill uses, improve the site's vitality and efficiency, and create an environment more conducive to pedestrian travel. 1513.6
- 1513.7 ***Policy CH-2.4.2: Reservation 13 as an Extension of Hill East***
Connect the established Hill East neighborhood to the Anacostia waterfront by extending Massachusetts Avenue and the Capitol Hill street grid through Reservation 13 to new shoreline parks and open spaces. Massachusetts Avenue should be designed as a grand boulevard in the tradition of the L'Enfant Plan, and should terminate in a dramatic overlook above the Anacostia River. 1513.7
- 1513.8 ***Policy CH-2.4.3: Reservation 13 Parkland***
Create new waterfront parklands and green spaces at Reservation 13, including a grand waterfront park designed for resilience to flooding and that includes, recreational trails along the waterfront, smaller neighborhood parks and open spaces within the site, and tree-lined pedestrian streets. 1513.8
- 1513.9 ***Policy CH-2.4.4: Stadium-Armory Metro Station***
Capitalize on the Stadium-Armory Metro station in the design and development of Reservation 13. This should include development of a new neighborhood center near 19th and C Streets SE that serves the unmet needs of the nearby community, as well as the development of moderate- to high-density housing on the Reservation 13 site. 1513.9
- 1513.10 ***Policy CH-2.4.5: Reservation 13 Building Heights***
Achieve a gradual progression in building heights on Reservation 13, with the lowest heights along 19th Street SE to buffer the adjacent low-scale row house neighborhoods. Taller buildings should be located along the Massachusetts Avenue extension and on the portions of the site where visual impacts can be

minimized by slope and topography. Buildings should be designed to maximize waterfront views and vistas and minimize impacts on nearby residences. 1513.10

1513.11 ***Policy CH-2.4.6: RFK Stadium Area***

Encourage active and better use of NPS lands around RFK Stadium, including park and trail improvements that connect Hill East to the Langston Golf Course and National Arboretum areas to the north. Explore the potential of transferring NPS land to the District where appropriate. 1513.11

1513.12 ***Action CH-2.4.A: Hill East/Reservation 13 Master Plan***

Implement the Hill East/Reservation 13 Master Plan, including the Massachusetts Avenue extension and the creation of new waterfront parks. Explore creating recreation spaces that include indoor walking/indoor track opportunities. Coordinate this study with EventsDC to determine if any of these recreational needs can be met through the development of the RFK Stadium site. 1513.12

1513.13 ***Action CH-2.4.B: RFK Stadium Planning***

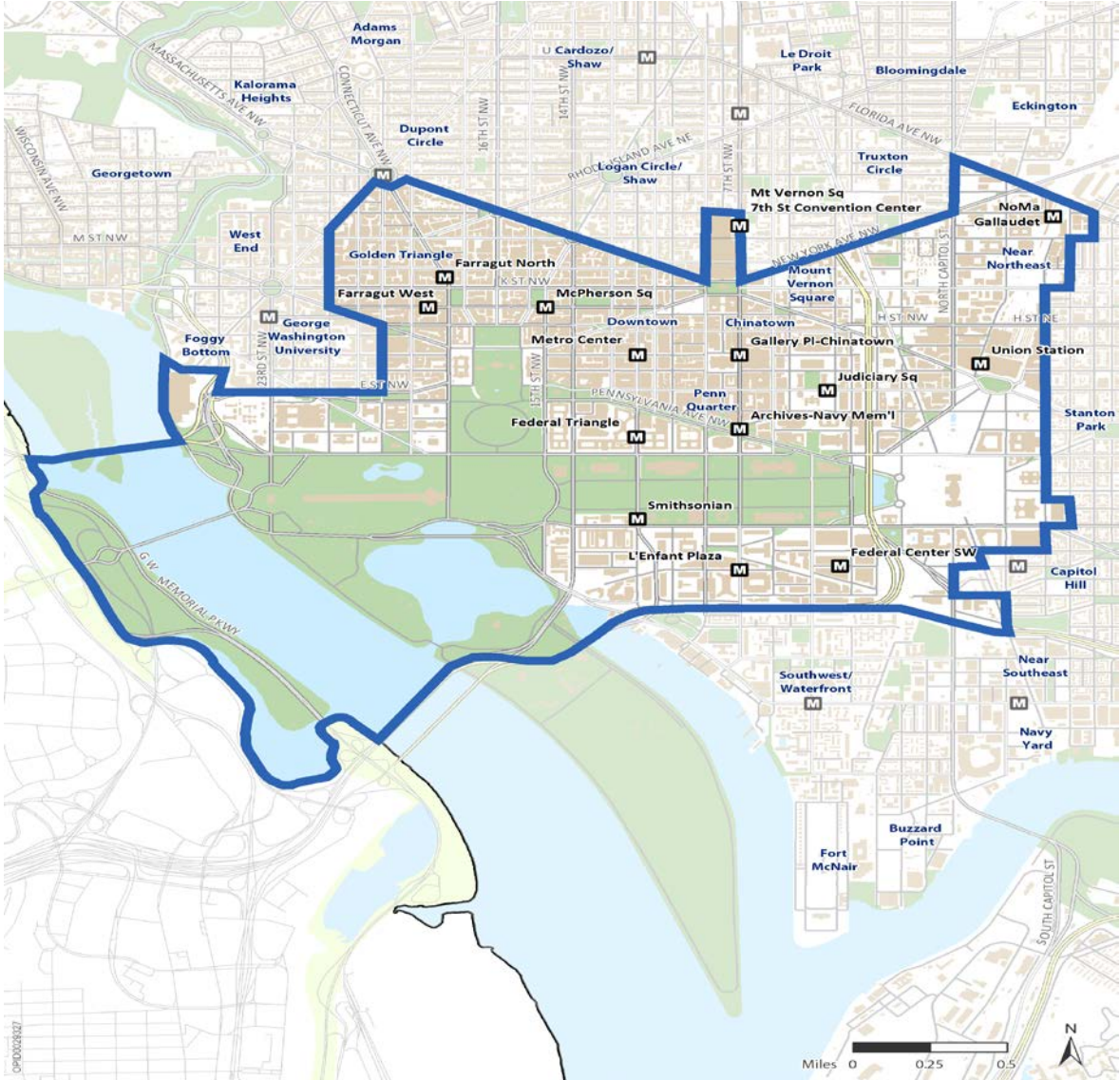
Work collaboratively with NCPC , EventsDC and adjacent Hill East and Kingman Park communities in planning the area between Benning Road and Reservation 13, including RFK Stadium, and in implementing these plans after they are completed. 1513.13

1514 CH-2.5 Southeast Boulevard 1514

1514.1 As part of the ongoing implementation of the Anacostia Waterfront Initiative, DDOT initiated a planning study to further investigate options for transforming the existing section of the Southeast Freeway into a boulevard that would be fully integrated into the adjacent street network. After several community meetings, OP was asked to initiate a supplemental planning study, the Southeast Boulevard Planning Study. Completed in July 2015, the Southeast Boulevard Planning Study was intended to provide OP, DDOT, and the community the technical assistance needed to develop alternatives to transform the former Southeast Freeway into an urban boulevard fully integrated into the surrounding neighborhood. The study evaluated options to improve pedestrian and bicyclist connections to the waterfront and connections to the neighborhood, and it examined the future development potential of excess rights-of-way. 1514.1

- 1514.2 The Southeast Boulevard Planning Study area includes the existing portion of the Southeast Freeway east of 11th Street SE and its immediate environs, bounded by 11th Street SE to the west, K Street SE to the north, Barney Circle to the east, and M Street SE to the south. Because the existing portion of the Southeast Freeway east of 11th Street SE was originally funded and constructed as part of the interstate Highway System, DDOT and the Federal Highway Administration (FHWA) are required to conduct studies under the National Environmental Policy Act (NEPA) to understand the impacts to the environment of any proposed change to the former interstate. Agreements between DDOT and FHWA also would be required if portions of the former interstate right-of-way are to be made available for private development. The OP study also evaluated concepts in the context of District-wide planning objectives, issues raised through a previous DDOT study, the purpose and need outlined in the transportation study, the Anacostia Waterfront Initiative (AWI) framework and other planning guidance, as well as legal and physical constraints to improvements within the right-of-way. The study was guided by a project advisory team that includes OP, DDOT, ANC 6B, the Ward 6 Councilmember, and the Office of the Deputy Mayor for Planning and Economic Development (DMPED). 1514.2
- 1514.3 ***Policy CH-2.5.1: Southeast Boulevard Land Uses***
Encourage land uses around the Southeast Boulevard that enhance and strengthen the neighborhood fabric and promote safer and greater connectivity between the Capitol Hill neighborhoods and the Anacostia Waterfront. Implement future land uses that reflect community desires for mixed-use development that is in character with the surrounding neighborhood. Explore opportunities for small amounts of neighborhood-serving retail. 1514.3
- 1514.4 ***Policy CH-2.5.2: Southeast Boulevard Waterfront and Neighborhood Connections***
Leverage the redesign of the Southeast Freeway into Southeast Boulevard to reconnect the Capitol Hill communities to the Anacostia waterfront. Grid streets that are now currently dead ends could be extended south to the boulevard. Pedestrian and bicycle access connections could be created across the CSX rail right-of-way with stairs and ramps down to M Street SE and the waterfront. Additional opportunities to better connect neighborhood streets to the boulevard and install bike lanes and safer pedestrian access should be prioritized during future planning and implementation. 1514.4

- 1514.5 ***Policy CH-2.5.3: Transformation of SE Freeway into SE Boulevard***
In conjunction with DDOT and federal agencies, conduct analyses needed to satisfy the environmental and community-raised issues. Continued interagency coordination is needed to move this process forward. Continue to work with the Capitol Hill residents to capitalize on community support to implement the connections to the Anacostia waterfront as first recommended in the AWI. 1514.5
- 1514.6 ***Action CH-2.5.A: Southeast Freeway Alternatives***
Conduct environmental and feasibility studies to assess the preferred alternatives of the Southeast Boulevard Planning Study. Determine the most appropriate alternative to move forward based on community input and structural and financial feasibility. 1514.6
- 1514.7 ***Action CH 2.5.B Additional Land Use Planning for Southeast Boulevard***
In conjunction with environmental and feasibility studies, complete additional land use and master planning studies as needed to further refine the preferred options for the transformation of the Southeast Freeway into Southeast Boulevard, recommend appropriate land use changes for the Future Land Use Map, and identify opportunities for additional neighborhood amenities. 1514.7



NOTE: Map will be updated to add the correct Capitol Complex boundary, as provided by the Architect of the Capitol, to the map and will show Bartholdi Park and Union Square as the same color as the Capitol Complex.

1600 Overview 1600

- 1600.1 The Central Washington Planning Area is the heart of **Washington, DC**. Its 6.8 square miles include the **Monumental Core** of the **District**, with such landmarks as the U.S. Capitol and White House, the Washington Monument and Lincoln Memorial, and the Federal Triangle and Smithsonian museums. Central Washington also includes the **District's** traditional downtown and other employment centers, such as the Near Southwest and East End. Also located there are Gallery Place and Penn Quarter, the region's entertainment and cultural center. Finally, Central Washington includes more recently densified urban neighborhoods like Mount Vernon Triangle and North of Massachusetts Avenue (NoMa). 1600.1
- 1600.2 The area's boundaries are shown in the map of **Central Washington**. A majority of the area is within Ward 2, with portions also in Ward 6. All of Central Washington is within the boundaries of L'Enfant's 1791 plan for the City of Washington, and the area's streets, land uses, and design reflect this legacy. The area's grand buildings, boulevards, and celebrated open spaces—particularly the monuments, museums, and federal buildings on the National Mall—define Washington, **DC's** image as an international capital. Planning for this area is done collaboratively with the federal government, and the National Capital Planning Commission (**NCPC**) has land use authority over federal lands. 1600.2
- 1600.3 Central Washington is of great importance to the District, the region, and the nation. It is the seat of the federal government, and the economic, cultural, and historic core of the region. It contains the third largest concentration of office space in the United States, trailing only New York City and Chicago, with 475,531 persons employed within its boundaries. The area's preeminence is underscored by its land use patterns; it includes more than 115 million square feet of office space (almost 23 percent of the region's total), 2.6 million square feet of retail floor space, over 15,000 hotel rooms, major entertainment venues, and one of the largest theater districts in the country. It is also the center of the region's transportation network, with one of the best underground mass transit systems in the world. 1600.3
- 1600.4 To most residents, workers, and visitors, downtown, in a broad sense, includes the area as far north as Dupont Circle, as far west as Foggy Bottom, and as far east as Capitol Hill. However, only about half of the central city workforce is located within the **District's** downtown. Additionally, downtown is almost completely

built out. Most of the District's future employment growth will take place beyond its boundaries, in areas like Downtown East, NoMa, and Near Southeast (in the adjacent Anacostia Waterfront Planning Area). 1600.4

1600.5 Washington, DC's downtown includes Chinatown, the arts district around Gallery Place, the retail core near Metro Center, the mixed-use Penn Quarter and Mount Vernon Square areas, and concentrations of government office buildings at Federal Triangle and Judiciary Square. While these areas are distinct from one another, they all offer a blend of historic and contemporary development, a mix of uses, and largely pedestrian-friendly environments. Private office buildings, many built to the 12- to 14-story limit allowed by the Height Act, extend across much of the area. Downtown also contains many exceptional historic buildings and public spaces, including many District National Register of Historic Places landmarks. 1600.5

1600.6 The transition from downtown to West End is seamless. The pattern of 12- to 14-story office buildings, hotels, ground floor retail space and restaurants, and historic landmarks continues almost as far as Washington Circle. There are concentrations of retail space along Connecticut Avenue NW and a cluster of global financial and banking institutions (including the World Bank and International Monetary Fund) on the area's western edge. 1600.6

1600.7 Most of the area just north of the National Mall is federal land. This includes the Northwest Rectangle of government and institutional buildings between 17th and 23rd Streets NW, the Federal Triangle, the White House and Eisenhower Executive Office Building, the Potomac Hill Campus (also known as the Observatory Hill Historic District), the U.S. Institute of Peace, and a number of parks. The Federal Triangle area, which experienced a major interior flooding in 2006 and a more minor flooding event as recently as 2019, is at a higher risk of interior flooding, and future development or retrofits of infrastructure should address this through resilient design and construction. Another major concentration of office space lies on the south side of the National Mall in the Near Southwest Federal District. This area includes the headquarters of several federal agencies, as well as private office and hotel complexes like L'Enfant Plaza and the Portals. 1600.7

1600.8 On the eastern and northeastern flanks of downtown, the pattern of intense office development gives way to more varied land uses. The Walter E. Washington Convention Center occupies six square blocks north of Mount Vernon Square. A

high-density residential area is emerging to the east in the Mount Vernon Triangle on land formerly used for surface parking and small businesses. After 20 years of planning, the area including **Mount Vernon** Triangle and adjacent Massachusetts Avenue NW corridor between Mount Vernon Square and Union Station has become one of the densest neighborhoods in **Washington, DC** Density on many of these sites is between 200 and 400 units per acre. 1600.8

1600.9 NoMa lies north and east of the Massachusetts Avenue NE/NW corridor. This former light industrial enclave is today a vibrant and new mixed-use neighborhood between the North Capitol Street NE/NW office corridor and the row house neighborhoods of Capitol Hill, spanning over the CSX railroad tracks.. Office development has moved eastward into NoMa as developable land in West End, the central business district, East End, and Capitol Hill has become scarcer. The opening of the NoMa-Gallaudet U Metro station in late 2004 made the area more attractive for investment, and many residential and office projects have been built. 1600.9

1600.10 While the office market in Central Washington has remained consistently strong in general, portions of Central Washington have experienced higher vacancy rates due to lower demand for office leases from the federal government, the general office market compression due to technological and cultural changes, and the creation of new and more competitive Class A and trophy office space in new and emerging neighborhoods. The area has also reversed a decades-long decline in its role as a retail and entertainment destination. To that end, the goal of creating a living downtown with high-density housing is finally being realized, especially in the outer edges of Central Washington, where new mixed-used and vibrant neighborhoods have emerged. The development of new residential buildings and the conversion of old office space to residential in the central business district proper have been less common, as residential prices still trail office prices in neighborhoods closer to the core, with a few notable exceptions like Penn Quarter and the old convention center sites. Billions of dollars in private investment, coupled with public incentives and plans to attract that investment, have had a transformative impact since the late 1990s. The area now has first-rate restaurants, hotels, and entertainment venues that have attracted thousands of new residents.1600.10

1601 History 1601

- 1601.1 Before 1791, Central Washington consisted of open fields, pastureland, groves of trees, meandering creeks, and wetlands. This landscape was reshaped as work began on the new national capital, starting with the Capitol, White House, and key departmental buildings and defenses. In 1800, the government arrived from Philadelphia, and the town of about 500 households began to grow, as major buildings rose on the avenues and homes and businesses clustered along the side streets. The British invasion of 1814 ruined most of the federal buildings, but the next year's opening of a canal along what is now Constitution Avenue helped speed the repairs. Not until 1820 was the cornerstone, still visible today in Judiciary Square, laid for a permanent city hall. 1601.1
- 1601.2 Throughout the 19th and early 20th centuries, the area extending from the Capitol to the White House and from Pennsylvania Avenue NW north served as the commercial heart of the emerging District. In 1862, the first streetcar line opened along Pennsylvania Avenue between the Capitol and State Department at 15th Street NW. Six months later, extensions reached Navy Yard and Georgetown, with 7th and 14th Street NW connections to the District's edge (now Florida Avenue NW). By 1865, another streetcar line opened along F Street NW, which eventually became the city's primary shopping corridor. As in other cities, streetcars helped fuel the first round of suburbanization. Streetcars also promoted the conversion of downtown from a mixed-use area to a more commercial destination. 1601.2
- 1601.3 As the District matured through the late 19th century, larger buildings for both private and government offices gradually displaced most of downtown's residences and churches. By 1891, there were nearly 21,000 federal employees in the central **District**, and federal bureaus spilled into many leased buildings originally designed for other functions. Residential growth shifted to new neighborhoods to the north, east, and south. 1601.3
- 1601.4 By the end of the 19th century, the National Mall and Smithsonian museums had taken on increased importance as American gathering places and cultural centers. The U.S. Army Corps of Engineers (USACE) completed the Washington Monument in 1888, and the prospect of a more beautiful Washington, DC, arose as the USACE shaped spacious riverside parkland and an ornamental Tidal Basin by filling in the Potomac River mudflats. This promise was recognized and elevated by the McMillan Commission in 1901. The commission's grand plan for

the National Mall and its environs reshaped **Washington, DC**, for the 20th century, bringing a unified vision for Central Washington oriented around parks, fine architecture, and city-beautiful design principles. Central Washington's physical form was further shaped by height restrictions adopted in 1894 and later revised in 1899 and 1910. Though first applied out of concern for fire and public safety, and harm to the property value of overshadowed neighbors, these height restrictions evolved to become integral to the new aesthetic vision for the national capital. 1601.4

1601.5 The area continued to grow for the next 50 years. Two world wars and the New Deal swelled the federal workforce, creating the demand for yet more downtown office space. Downtown's retail core thrived as **Washington, DC's** population grew to more than 800,000 residents by 1950. Conversely, the shrinking number of residential areas in Central Washington began to deteriorate. They were among the first parts of the **District** targeted for urban renewal in the 1950s. 1601.5

1601.6 As the metropolitan area decentralized in the 1950s, downtown's role became more one dimensional. Its retail function waned as interstate highways were constructed and the customer base shifted to the suburbs. Office development moved from downtown to K Street **NW** and to the redevelopment area south of the National Mall. Plans to revitalize Pennsylvania Avenue **NW** and other special streets and places were developed in response, and a variety of redevelopment concepts were explored for West End, South Capitol Street, and Near Southeast. 1601.6

1601.7 These plans did little to stem downtown's **economic challenges**. The center of office activity continued to shift north and west, and many of downtown's historic landmarks, department stores, and office buildings were demolished or vacated. The unrest in 1968 also took a toll. 1601.7

1601.8 Creation of the Pennsylvania Avenue Development Corporation (PADC) in 1972 set the stage for downtown's revival. From 1972 to 1994, the PADC was responsible for bringing the first large-scale modern buildings to downtown. Despite these efforts, the area still lacked street activity and urban vitality. 1601.8

1601.9 In 1982, the Mayor's Downtown Committee, with support from the Office of Planning (**OP**), produced Downtown DC: Recommendations for the Downtown Plan. The proposed objectives and policies in that document were later placed into legislative format and adopted almost intact as the Downtown Element of the

District's 1984 Comprehensive Plan. The recommendations addressed the area's **economic challenges** and called for more diverse uses, with a strong emphasis on housing. The plan envisioned a city center with retail uses focused on F Street NW, Gallery Place, and Chinatown; new arts uses along 7th Street NW; and significant residential development at Penn Quarter and Mount Vernon Square. Quantified targets for new housing units, hotel rooms, office space, and arts space were established. 1601.9

1601.10 Downtown revitalization initiatives continued through the 1980s and 1990s. In the early 1990s, the Zoning Commission created the Downtown Development District (DDD), which required a greater mix of uses, such as housing, arts, and retail space. In 1996, the 100-member Interactive Downtown Task Force developed a Vision and Action Plan, including recommendations for new retail and entertainment venues, visual and performing arts facilities, an intermodal transportation center, a Downtown Arts Committee, and international communication and trade facilities. The **plan** led to the formation of the Downtown Business Improvement District (**BID**) in 1997 and tax increment financing legislation in 1998. 1601.10

1601.11 By 2000, the targets set in the early 1980s were finally becoming approachable realities. The Downtown Action Agenda of 2000 provided an updated framework for decisions, established a new vision, and set new goals for downtown. A 2006 update of the agenda provided an opportunity to develop new goals and strategies for the coming years. These goals—except for the need to create more housing—have been mostly reached in the last decade. They include ambitions to:

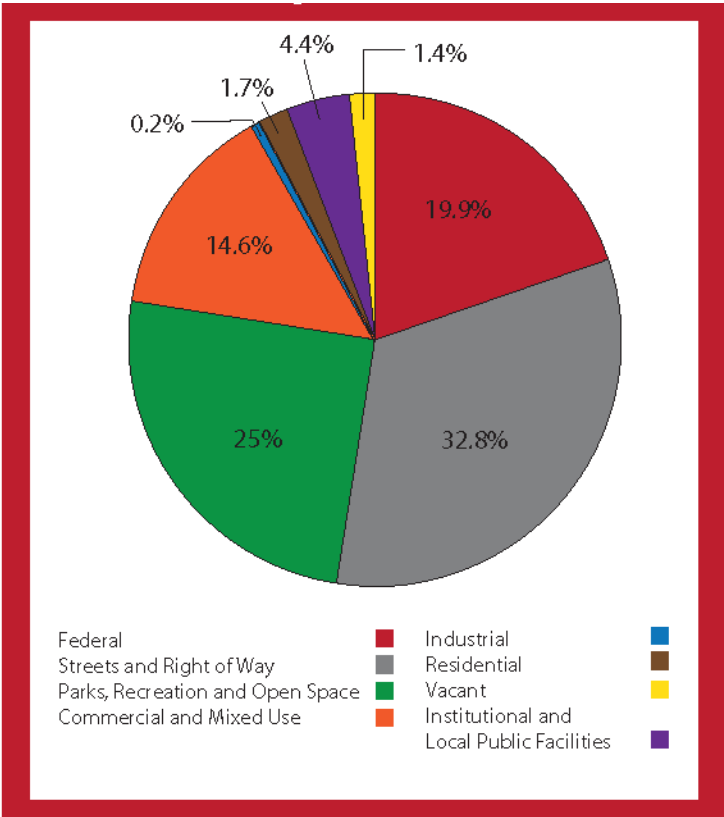
- Maximize and concentrate downtown housing;
- Increase the vitality of street life;
- Provide clear direction for downtown growth and new development; and
- Connect downtown economic growth to District residents. 1601.11

1602 Land Use 1602

1602.1 Statistics on existing land use are estimated using current lot-by-lot property tax data and information on housing units, employment, District and federal land ownership, parks, roads, water bodies, and other sources. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modelling approaches, used a

decade apart, and not actual changes in land use. Land use statistics for the Planning Area appear in Figure 16.1. Central Washington comprises about 3,285 acres, or about 7.5 percent of the **District**. About 510 acres of the total area consists of water. 1602.1

1602.2 NEW Figure 16.1: Land Use Composition in Central Washington 1602.2



1602.3 Compared to the other nine Planning Areas in the city, Central Washington contains much higher percentages of commercial, mixed-use, and federal land. Commercial and mixed-use land represent 14.6 percent of the total. Non-park federal land represents 19.9 percent of the total. Much of this land is also developed with offices, but the owner and occupant is the federal government. 1602.3

1602.4 Approximately 33 percent of the Planning Area consists of transportation rights-of-way. One-quarter of the land area is parks, recreation, and open space, and the

portion allotted for this is slightly higher than **Washington, DC's** total of 22.7 percent. Much of the open space is contained within the National Mall, and almost all of the remainder comprises federal reservations managed by the National Park Service (**NPS**). The federal open space has significant programming restrictions, limiting its use for local purposes and District activities. 1602.4

1602.5 Residential land (land that is only residential and not mixed-use) comprises just 1.7 percent of the Planning Area. Almost **all** of this acreage consists of mid- to high-rise apartments, with average densities exceeding 100 units per acre. The area features this low percentage because most residential developments in Central Washington also include non-residential uses within their buildings, making them mixed-use developments, which are counted under the commercial and mixed-use category. Most of the residential development is located in Dupont Circle along the Massachusetts Avenue **NW** corridor, Mount Vernon Triangle, and NoMa. Another concentration is located in Penn Quarter, around 7th and D Streets NW. 1602.5

1602.6 The percentages of land area for other uses—or example, institutions, public facilities, and utilities—are all relatively small. Only about 1.4 percent of the Planning Area consists of vacant, unimproved private land. 1602.6

1602.7 Much of the land in Central Washington is publicly owned. Government uses—classified as federal, local public (i.e., District-owned land), and transportation rights-of-way—represent just over 57 percent of the total land uses in Central Washington. 1602.7

1603 Demographics 1603

1603.1 Basic demographic data for Central Washington is shown in Figure 16.2. In 2000, the area had a population of 10,665, or about 1.8 percent of the **District's** total. By 2017, the population had increased to about 18,107, or about 2.7 percent of Washington, DC's total. 1603.1

1603.2 Relative to the **District**, Central Washington had a lower percentage of **older adults** and children in 2017. Overall, only about 19.5 percent of the population was under the age of 18 or over 65, compared to over 29.5 percent District-wide. The area's percentage of residents aged 18 to 34 was also higher than the District-wide total. 1603.2

1603.3 Central Washington experienced shifts in racial composition since 2000, when over 60 percent of the population was Black and 25.9 percent of the population was White. By 2015, the Black population decreased by just over 1,000 people, and the percentage dropped to 29 percent. Conversely, the White population more than tripled in size (from 2,757 people to 9,478), and the overall percentage increased to 52 percent. Similarly, the Asian/Pacific Islander population more than doubled, and the population increased from 9 percent to 12 percent of the total. The area also includes a higher percentage of foreign-born residents than the District as a whole. 1603.3

1603.4 NEW Figure 16.2: Central Washington at a Glance 1603.4

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	10,556	15,714	18,107	32,098	39,842	43,653
Households	5,159	8,975	10,159	18,316	22,407	23,986
Household Population	9,023	14,349	16,974	30,056	37,544	41,214
Persons Per Household	1.75	1.60	1.67	1.64	1.68	1.72
Jobs	375,145	441,297	475,531	511,903	543,809	567,025
Density (persons per sq mile)	2,455	3,654	4,211	7,465	9,266	10,152
Land Area (square miles)	4.3	4.3	4.3	4.3	4.3	4.3

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	1,893	17.9%	1,820	10.1%	17.6%
18-64	7,112	67.4%	14,577	80.5%	70.6%
18-34	3,295	31.2%	8,162	46.1%	34.6%
35-64	3,817	36.2%	6,415	35.4%	35.9%
Residents Below Poverty Level	7,560	15.9%	3,394	19.5%	17.4%

ENGROSSED ORIGINAL

Racial Composition					
White	2,757	25.9%	9,478	52.3%	40.7%
Black	6,450	60.5%	5,272	29.1%	47.7%
Native American	28	0.3%	30	0.2%	0.3%
Asian/Pacific Islander	952	8.9%	2,191	12.1%	3.8%
Other	247	2.3%	400	2.2%	4.6%
Multi-Racial					2.9%
Hispanic Origin	588	5.5%	1,668	9.2%	10.7%
Foreign-Born Residents	1,788	16.7%	3,285	18.1%	14.0%
Tenure					
Owner Households	571				41.7%
Renter Households	4,611	11.0%	2,089	20.6%	58.3%
Housing Occupancy					
Occupied Units	5,182	88.1%	10,159	87.7%	90.2%
Vacant Units	698	11.9%	1,426	12.3%	9.8%
Housing by Unit Type					
1-unit, detached	93	1.6%	111	1.0%	11.9%
1-unit, attached	380	6.5%	431	3.7%	25.1%
2-4 units	125	2.1%	132	1.3%	10.3%
5-9 units	166	2.8%	172	1.1%	6.8%
10-19 units	340	5.8%	10,589	1.5%	10.5%
20 or more	4,777	81.2%	5	0.1%	25.1%
Mobile/other	0				

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

1604 Housing Characteristics 1604

1604.1 The majority of the housing units (91.4 percent) in Central Washington are multi-family housing in buildings with 20 or more units. The number of new units in buildings with more than 20 units increased by almost 6,000 units, from 4,777 in 2000 to 10,589 in 2017. This indicates that most new units constructed in the Planning Area were in larger buildings.

1604.1

1604.2 Similarly, the 2017 Census reported that 79.4 percent of the households in the Planning Area were renters and only 20.6 percent were homeowners. This represents a quadruple increase in owner-occupied units as more condominiums have been constructed in the Planning Area.

1604.2

1604.3 In 2017, nearly 12 percent of the housing units in Central Washington were vacant. This is slightly higher than the District-wide average of 9.8percent. 1604.3

1605 Income and Employment 1605

1605.1 Data from the Department of Employment Services (**DOES**) and **OP** indicates there were approximately 475,531 jobs in Central Washington in 2017, primarily in the government, professional, and non-profit sectors. This represents about 59 percent of the **District's** job base. 1605.1

1605.2 According to the 2017 Census, the median household income in the Planning Area was \$94,318. This is substantially above the **District-wide** average of \$77,649. More than 19.5 percent of the area's residents lived below the federal poverty level in 2017. The addition of thousands of market-rate condominiums and apartments since 2000 has undoubtedly brought a sharp rise in median household income in the area. 1605.2

1606 Projections 1606

1606.1 Based on projects that are under construction, approved, or proposed; regional growth trends; and the planning policies articulated by the Comprehensive Plan, significant growth is expected in Central Washington during the next 20 years. The Planning Area is expected to grow from 10,159 households in 2017 to 23,986 households in 2045. Population will more than double, from about 18,107 residents in 2017 to about 43,653 residents by 2045. Most of the growth in Central Washington is expected to consist of new high-density housing, particularly in the Mount Vernon Triangle and NoMa areas. Medium- and moderate-density housing is also anticipated, as communities like Sursum Corda/Northwest One are redeveloped. 1606.1

1606.2 The number of jobs is expected to increase from about 475,531 in 2017 to 511,903 in 2025. This represents just less than half of the total increase in employment projected for **Washington, DC**, between 2017 and 2045. Most of the increase will take place in NoMa and on the eastern side of downtown. Replacement of some of the aging building stock in the downtown, Near Southwest, and Golden Triangle areas also can be expected. 1606.2

1607 Planning and Development Priorities 1607

1607.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 1607.1

1607.2 Priorities for Central Washington were discussed at Comprehensive Plan community workshops throughout 2005 and 2006. Several meetings with the Advisory Neighborhood Commissions (ANCs) in Central Washington were conducted. Briefings to business and trade organizations with a stake in downtown's future also took place. The revision process also included a small group discussion on downtown in October 2005. About 25 participants representing an array of Central Washington neighborhoods and interests were present. 1607.2

1607.3 The following priorities for Central Washington were expressed through this process:

- The vision of a mixed-use living downtown remains even more applicable today than it was 305 years ago when it was conceived. A priority should continue to be placed on diversifying the mix of downtown land uses to strengthen its role as the heart of Washington, DC. The area is already the center of one of the largest urban office markets in the world. Strengthening Central Washington as a creative, vibrant urban center will require more housing, retail, and arts and entertainment venues. It will also require facilitating the expansion of the traditional downtown to the east and southeast. Capital projects, financial and development incentives, and continued strong leadership will be needed to create the desired mix of uses.
- The Central Washington Planning Area should be a diverse place and its diversity should be reflected on many levels. Not only should it feature a mix of uses, but it should serve a variety of users, including downtown and other District residents, workers and visitors from across the region, as well as those from the rest of the country and the

world. Downtown retailers should serve customers with a variety of income levels, and retailers themselves should include small, locally grown businesses, as well as national chains. Non-profits and those who cannot afford Class A office rents could also provide diversity. Participants in Comprehensive Plan discussions stated that further efforts should be made to nurture downtown's developing mix of restaurants, theaters, galleries, clubs, and retail shops and to complement these uses with attractive public spaces to achieve the vibrant character that defines cities like London and New York.

- In addition to being diverse, downtown should be authentic. This should be expressed through appreciation and celebration of its history, culture and heritage. Thus, a priority should be placed on the preservation of buildings, places, and uses that express these qualities. Recent efforts to restore the former Carnegie Library Building, create farmers markets, and improve the Martin Luther King, Jr. (Central) Library to provide space for cultural celebrations are examples of actions that contribute to the feeling of authenticity. Chinatown presents an interesting case. While on the one hand, preserving Chinatown's authenticity has to be about more than just preserving facades or using the Chinese language on street signs, on the other hand, there has been a marked reduction in the number of Chinese businesses. It remains to be seen if Chinatown can maintain an authentic role as the center of a dispersed Asian community. Historic preservation should be strongly promoted downtown where the historic fabric is still largely intact, but contemporary architecture also should flourish in places where new construction is appropriate.
- One issue raised during the Comprehensive Plan revision was the question of who Downtown Washington belongs to. The Mall may be a national gathering place, but many District residents do not perceive it as theirs. Downtown should function as the Washington, DC's Commons, a place where residents can come, feel welcome, celebrate good times and, when necessary, even protest. The former Convention Center site should provide a great physical site for the expression of the Commons. There is a need for other public gathering places, events, and activities that reinforce Central Washington's role as a melting pot that serves all of the District's neighborhoods.
- Central Washington's design is unique among American cities. Its distinguishing qualities, including its diagonal avenues, monumental buildings, low building heights, and open spaces, are viewed as some

of the District's unique assets. It is essential that new buildings reflect this character and add to the sense of place. In particular, attention should be paid to how buildings meet the street. Curb cuts, blank walls, and inactive ground floor uses should be minimized. Loading and parking entrances should be off of alleys as much as possible. As noted in the Urban Design Element of the Comprehensive Plan, the identity of Central Washington's multiple centers needs to be more clearly defined, and the connections between them need to be improved.

- While recognizing Central Washington's national and international role, the area should also play a special role for District residents. It should serve the needs of all residents and users of all abilities, without regard to age, income level, race, and gender. Many activities serving very low-income persons, persons with disabilities, including social services, low cost housing, and emergency shelter, have faced displacement as land values and rents have increased. Given the area's location, urban character, and accessibility, a significant number of housing units for persons with disabilities and older adults and human service facilities should be retained in the future. This should be achieved by preserving the remaining affordable housing units, preserving (or replacing) emergency shelter space, and creating new forms of affordable housing that work best in a downtown setting such as Single Room Occupancy (SRO) hotels. Other social service facilities, such as day care centers and job training facilities, are needed to sustain downtown as a community hub.
- Central Washington is the hub of the metropolitan transportation system with 15 Metrorail (Metro) stations, commuter and interstate rail terminals, and major bridges, freeway, and surface street infrastructure. However, to retain its central role, it must overcome transportation challenges including:
 - Some Metro stations that are nearing capacity;
 - Security-related street closures that have constricted traffic;
 - Conflicts between street activities, such as truck deliveries, bus stops, taxi stands, and parking;
 - Conflicts between building perimeter security and pedestrian circulation;
 - An inadequate supply of parking to meet shopper and visitor needs;

- Confusing signage and a lack of information about routes and transportation services; and
 - Improvements to the DC Circulator, which has been essential in connecting Central Washington destinations; however, additional improvements are needed. Improving east-west and north-south circulation, and improving parking management continue to be high priorities. Supporting Metro's efforts to increase capacity, especially at Metro Center, also should be a priority.
- The federal District and domestic District should be connected as one, as they are in other great national capitals. The Mall's museums and attractions are ringed by federal office buildings that offer few amenities or opportunities for visitors, or even their own employees, and little indication of what lies a few blocks beyond. The expansion of development and redevelopment around the Mall should begin to diminish these distinctions and provide more amenities closer to the Mall. There will need to be special efforts to draw tourists into downtown, such as signage and streetscape improvements, new transportation modes, such as the DC Circulator, and the development of new attractions, such as Spy Museum in downtown's center. In addition to the urban design benefits of unifying the Mall and downtown, there are other benefits as more visitors choose to dine, shop, and stay in the District. Waterfront park improvements provide another way to tie Washington, DC together; developing a continuous 11-mile band of waterfront open space from Georgetown to the Arboretum was an important theme of the NCPC Legacy Plan and will continue to be a priority in the future.
- Downtown's growth and vibrancy should continue to benefit District residents. Downtown already plays a vital role in the District's economic health, producing a net benefit of \$600 million per year in tax revenues. In addition, the growth of retail, hotels, restaurants, and other services will create many entry-level jobs. The continued development of office space will create new clerical, professional, mid-level, and management jobs in emerging and growing professions. Job placement, apprenticeships, and training programs are needed to ensure that District residents can take advantage of these opportunities.
- While downtown has been among the top office markets in the world for decades, the health of that market should not be taken for granted. Changes in security policies on the part of the U.S. Department of Defense

will result in the abandonment of over four million square feet of office space in Arlington alone, most of it proximate to Metro stations, and already less costly per square foot than downtown office space. This situation will require achieving a delicate balance between using the strength of the downtown office economy to leverage public benefits without hindering its ability to compete with other jurisdictions for office tenants.

- Central Washington should continue to lead the way in the city’s overall efforts toward environmental sustainability. While downtown’s density of uses, and its extensive reliance on public transportation help it to score high on any index of sustainability, more can be done. 1607.3

1608 CW-1.1 Guiding Growth and Neighborhood Conservation

1608.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Central Washington. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 1608.1

1608.2 ***Policy CW-1.1.1: Promoting Mixed-Use Development***

Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and entertainment uses, housing, and open space should be encouraged through strategic incentives and preservation so that the area remains attractive, exciting, and economically productive. 1608.2

See also the Urban Design and Land Use elements for additional policies related to downtown growth.

1608.3 ***Policy CW-1.1.2: Central Washington Office Growth***

Retain Central Washington as the premier office location in the greater Washington region. Office development should generally be guided eastward from its current area of concentration. Capitalize on the strong demand for office space in Downtown East, along North and South Capitol Streets, and in the

vicinity of the NoMa-Gallaudet U Metro station. A range of office space should be planned to meet the needs of high-end, mid-range, and low-end office space users, and this space should also include modern workspace concepts such as shared workspaces, membership offices, rental conference rooms, and virtual offices. 1608.3

See also the Economic Development Element for additional policies related to growth of the office economy.

- 1608.4 ***Policy CW-1.1.3: Incentives for Non-Office Uses***
Take action to attract non-office uses within the area to create a vibrant collection of central neighborhoods. **Continue using** zoning and other regulatory mechanisms to incentivize mixed-use development, including housing, ground floor retail, educational uses, and arts facilities in locations consistent with the Comprehensive Plan. 1608.4
- 1608.5 ***Policy CW-1.1.4: New Housing Development in Central Washington***
Continue to encourage the development of new high-density housing in Central Washington, particularly in NoMa **and** east Mount Vernon Square, including Mount Vernon Triangle, Northwest One, and the L'Enfant Plaza/Near Southwest areas. Ground floor retail space and similar uses should be strongly encouraged within these areas to create street life and provide neighborhood services for residents. A strong downtown residential community can create pedestrian traffic, meet local housing needs, support local businesses in the evenings and on weekends, and increase neighborhood safety and security. 1608.5
- 1608.6 ***Policy CW-1.1.5: Central Washington Housing Diversity***
It is important to keep Central Washington a mixed-income community and avoid the displacement of lower-income residents. Preserve Central Washington's existing low- to moderate-income housing, including public housing, housing (both contracts and vouchers), and other subsidized units. The District has taken a proactive approach to preserving affordable units at the Museum Square, Golden Rule, and other Central Washington Area redevelopment sites. The District should continue to expand the number of affordable units through land disposition with affordability requirements and through the use of zoning and other regulatory incentives. 1608.6

1608.7 ***Policy CW-1.1.6: Capturing Visitor and Employee Spending***
Capture a greater share of the demand for goods and services generated by the 475,531 persons working in Central Washington and the millions of **visitors who come to** the area each year by supporting additional retail and restaurant development. This will generate a substantial amount of jobs, tax revenues, and social and economic benefits for the city. 1608.7

1608.8 ***Policy CW-1.1.7: Central Washington Arts and Entertainment Uses***
Retain, enhance, and expand Central Washington’s arts and entertainment uses, including theaters, cinemas, galleries, studios, museums, and related services. Cultural uses should be actively encouraged in the area along 7th Street NW (between the National Mall and the convention center), the E Street corridor (between 5th and 15th Streets NW), Pennsylvania Avenue (between 3rd and 15th Streets NW), and 10th Street SW. The clustering of arts uses in these areas should complement the significant cultural institutions already present or planned, such as the Smithsonian museums (including the National Portrait Gallery, Renwick Gallery, and Smithsonian American Art Museum), the Corcoran School of the Arts & Design, **the** National Museum of Women in the Arts, and the numerous downtown theaters. 1608.8

See also the Economic Development Element, for more policies relating to the growth of the tourism and hospitality economy, and the Arts and Culture Element, for policies on the promotion of downtown arts and live-work housing for artists.

1608.9 ***Policy CW-1.1.8: Promote Central Washington Retail***
Develop and promote Central Washington as a regional retail destination with a mix of retailers that serve the local office market, as well as District-wide and regional customer bases. Particular emphasis should be placed on sustaining concentrated regional shopping areas at:

- The F and G Street corridors between 7th and 15th Streets NW;
- 7th Street NW in the Gallery Place and Penn Quarter neighborhoods; and
- CityCenterDC.

The design of streets and facades in these areas should be conducive to pedestrian-oriented shopping, with wide sidewalks, window displays, well-managed on-street vending activities, outdoor seating areas, and other shopper amenities. A mix of traditional large-format retail anchors and specialty shops should be encouraged, with a focus on shopping goods retail. In particular, support should be provided to attract new and retain existing department stores in

these areas and attract supermarkets to support residential development in these areas. 1608.9

See also the Economic Development and Urban Design elements for additional policies relating to the retail sector.

- 1608.10 ***Policy CW-1.1.9: Neighborhood-Serving Retail in Central Washington***
Encourage Central Washington’s retail uses to serve not only the regional market, but also the local neighborhood market created by residential development within the area. This should include basic consumer goods like drug stores, hardware stores, and grocery stores, to supplement the major anchors and specialty shops. 1608.10
- 1608.11 ***Policy CW-1.1.10: Leveraging Major Development Sites***
Use major development sites—, such as urban renewal sites, air rights, **Washington Metropolitan Area Transit Authority (WMATA)** joint development sites, and federal property disposition—to implement key objectives and policies of the Central Washington Area Element, especially with respect to land use and urban design. These sites should be viewed as a portfolio of assets that to be strategically managed to meet the District’s long-term needs. 1608.11
- 1608.12 ***Policy CW-1.1.11: Reinforcing Central Washington’s Characteristic Design Features***
Reinforce the physical qualities that set Central Washington apart from all other major American city centers. Balance the symbolic monumentality of the national civic center with a respectful, but distinct and impressive, expression of local life. Blend historic, traditional, and contemporary architecture to express the vitality of a diverse and growing District that is as proud of its neighborhood amenities, architectural heritage, and character as it is of its position as the seat of the national government. 1608.12
- 1608.13 ***Policy CW-1.1.12: Creating Active Street Life and Public Spaces***
Promote active street life throughout Central Washington through the design of buildings, streets, and public spaces. This should include:
- Discouraging second-level pedestrian bridges, underground walkways, and underground or privatized cafeterias that drain activity from Central Washington streets;
 - Encouraging multiple entrances in large projects to increase street-level activity;

- Managing certain streets so they can be easily closed to traffic on special occasions for pedestrians;
 - Providing streetscape improvements that make downtown streets more comfortable and attractive;
 - Encouraging active ground floor uses and discouraging wide building entrances, large internal lobbies, and street-facing garage entrances and loading areas;
 - Creating and managing well-designed public spaces that provide space for spontaneous performances, programmed entertainment, social interaction, and activities like farmers markets;
 - Supporting collaboration with **NPS** to accommodate national and local needs at federally owned parks in the heart of the central business district, such as Pershing and John Marshall Parks, Freedom Plaza, and Franklin, McPherson, Lafayette and Farragut Squares, while emphasizing the need for federal agencies to maintain their open spaces, parks, and monuments in a timely and proper manner; and
 - Making Pennsylvania Avenue NW a destination showcasing Washington, DC's economic, cultural, and civic strength on local and national levels.
- 1608.13

See also the Urban Design Element for additional policies relating to improving the public realm and creating active downtown street environments.

1608.14 ***Policy CW-1.1.13: Central Washington Multi-modal Transportation System***
Develop and maintain a balanced multi-modal transportation system for Central Washington **that** makes optimal use of the existing street network, the Metro and commuter rail networks, the bus system, and public spaces, including sidewalks and alleys. Mass transit, walking, and biking should be supported as the dominant forms of transportation to, from, and around the area. To achieve this, mass transit requires dedicated facilities and infrastructure to give transit priority over automobile traffic. 1608.14

1608.15 ***Policy CW-1.1.14: Reduce Single-Occupancy Trips in Central Washington***
Reduce single-occupancy trips in Central Washington by promoting alternative modes of transportation like transit, biking, walking, and carpooling to achieve the District's goal of having 75 percent of all commuter trips be achieved by non-single-occupancy vehicle modes. For this District-wide goal to be achieved, Central Washington, where most commuter trips begin and end, needs to reach a commuter trips share mode of non-single occupancy of 75 percent or higher.

Regional policies like those on congestion pricing should also be explored. Public transit, and other non-single-occupancy vehicle modes, should be emphasized as the preferred means of access to and around Central Washington by:

- Giving priority to public transit vehicles on the area’s streets;
- Promoting the use of public transit for commuting;
- Encouraging direct connections from Metro stations to adjacent development;
- Improving the availability of information and signage about public transit service;
- Developing new forms of transit, such as circulators and trolleys;
- Improving public transit service, particularly during off-peak hours; **and**
- Encouraging and supporting biking, bike sharing, and walking—as the primary means of travel between areas in Central Washington—with appropriate infrastructure. 1608.15

1608.16 ***Policy CW-1.1.15: Central Washington Parking Management***

Develop creative, effective solutions to manage downtown parking demand. These solutions should be responsive to the needs of local retailers and businesses without inducing excessive auto traffic or discouraging transit use. Incentives for short-term parking within private garages, the sharing of parking by multiple uses with different demand characteristics, and better parking signage are all strongly encouraged. Additionally, with autonomous vehicle (AV) technology progressing, the District should continue studying and planning for AVs’ impacts on parking demand and land uses. 1608.16

See also the Transportation Element for additional policies on shared parking and parking management.

1608.17 ***Policy CW-1.1.16: Making Central Washington’s Streets More Pedestrian Friendly***

Enhance Central Washington’s pedestrian network and improve pedestrian safety. This should be achieved through such measures as:

- Improving certain streets for pedestrian use;
- Providing safe and accessible pedestrian waiting space on the widest thoroughfares;
- Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions;
- Restricting curb cuts and parking garage access along major streets;
- Providing safe and accessible pedestrian detours at construction sites;
- Encouraging sidewalk widening within private development; and

- Enforcing traffic and parking laws, such as no parking zones. 1608.17

1608.18 ***Policy CW-1.1.17: Crosstown Circulation***

Strengthen transportation connections between Central Washington and the rest of the **District** by improving east-west connections—including F Street NW, H Street NW, and I Street NW, and by implementing a transitway on K Street NW to give public transit dedicated lanes. Enhance north-south connections, such as 7th and 9th Streets NW, and explore whether permanently closed streets from L’Enfant’s 1791 plan for the City of Washington can be re-opened or could be used to improve connections for pedestrians through easements or other mechanisms. 1608.18

See also policies in the Land Use, Urban Design, and Transportation Elements for information about discouraging street closures in and around the District.

1608.19 ***Policy CW-1.1.18: Goods Movement and Service Delivery within Central Washington***

Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities, including delivery robots. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by:

- Maintaining and improving interior alleys, where needed, to provide for off-street loading facilities and minimize curb cuts on streets;
- Encouraging the consolidation of loading areas within new development and limiting on-street service deliveries;
- Encouraging adequate off-street or below-grade loading and service parking areas;
- Converting on-street loading facilities to off-street facilities whenever possible; and
- Managing goods and service delivery times. 1608.19

See the Transportation Element for additional policies on goods delivery.

1608.20 ***Policy CW-1.1.19: Wayfinding Signage***

Maintain, upgrade, and manage pedestrian, bicycle, and vehicular signage within Central Washington to improve connections within the area, and between the area and the rest of **Washington, DC**. Street signs, directional signs, and maps should provide clear information on travel routes, emergency routes and procedures, parking, and transit operations. 11608.20

See the Urban Design Element for additional policies on signage.

- 1608.21 ***Policy CW-1.1.20: Design Character***
Create a more coherent design character for Central Washington by improving the physical linkages among the Monumental Core, the business sub-districts on the perimeter of the National Mall, and the expanding mixed-use areas east and southeast of downtown. Urban design strategies should focus on making the entire area more walkable, discouraging monolithic architecture, improving signage and streetscape features, and adding new land uses that make the area more lively, interesting, and dynamic. 1608.21 (Moved from Urban Design Element.)
- 1608.22 ***Policy CW-1.1.21: Downtown Street and Block Pattern***
Maintain a fine-grained pattern of downtown blocks, streets, and alleys, with intersections and frontages that encourage pedestrian movement and reduce the potential for immense variations in scale and fortress like office buildings. Preserve and encourage activation of historic alleys like Blagden, Naylor, and Prather's. 1608.22 (Moved from Urban Design Element.)
- 1608.23 ***Policy CW-1.1.22: Downtown Edges***
Establish and maintain scale and density transitions between downtown and adjacent lower-density neighborhoods. Use variations in height, massing, and architectural quality to respect the fine-grained pattern of adjacent neighborhoods. 1608.23 (Moved from Urban Design Element.)
- 1608.24 ***Policy CW-1.1.23: Architectural Excellence***
Promote excellence in the design of downtown buildings and landscapes. Particular attention should be focused on ground floor levels, with greater architectural details used to improve visual image. 1608.24 (Moved from Urban Design Element.)
- 1608.25 ***Policy CW-1.1.24: Federal Coordination***
Coordinate with the federal government to achieve a consistent urban design vision for Central Washington. As applicable, the District should incorporate design concepts from the NCPC's Legacy Plan and similar design-oriented plans for the Monumental Core of Washington, DC, into its own design plans and strategies. 1608.25 (Moved from Urban Design Element.)

- 1608.26 ***Policy CW-1.1.25: Pedestrian Bridges and Tunnels***
Discourage the construction of second-level downtown pedestrian bridges that drain activity from the street level. Subterranean tunnels between buildings also should be discouraged, unless they improve access to Metro and are necessary for pedestrian safety. 1608.26 (Moved from Urban Design Element.)
- 1608.27 ***Policy CW-1.1.26: Interagency Flood Risk Management***
Coordinate with NCPC and DC Silver Jackets to reduce flood risk and enhance stormwater management in the Federal Triangle neighborhood, and to encourage federal agencies to use preservation design standards to guard against future flood risks when they develop or redevelop lands located in other known flood-prone areas. This includes ensuring compliance with implementation guidelines for the Federal Flood Risk Management Standard. 1608.27
- 1608.28 ***Action CW-1.1.A: Land Use and Transportation Planning for Central Washington***
Conduct land use and transportation research and planning for Central Washington, including the collection and analysis of data on the area's employment, population, housing, visitors, land use, development, travel patterns, and economic characteristics. Research and planning are necessary to monitor Central Washington's competitive position in the nation and region and to make policy recommendations to maintain its health. This activity should be done in concert with the NCPC, the Washington DC Economic Partnership (**WDCEP**), and the local **BIDs**. 1608.28
- 1608.29 ***Action CW-1.1.B: Central Washington Urban Design Planning***
Develop plans and guidelines for the design of buildings, streets, and public spaces in Central Washington. Design guidelines should help implement the Comprehensive Plan by reinforcing the unique identity of Central Washington's sub-areas and neighborhoods, improving connections to the National Mall, encouraging pedestrian movement, creating active street life, preserving historic resources, promoting green roofs and other sustainable design principles, and achieving high-quality architectural design. 1608.29

See the Federal and District elements on Land Use, Urban Design, and Economic Development for related policies.

1608.30 ***Action CW-1.1.C: Focused Planning and Implementation for Catalytic Sites***
Develop detailed plans for catalytic sites with the potential to significantly shape the future of Central Washington, and work on implementing existing ones. These sites include the I-395 air rights north of Massachusetts Avenue NW, the Northwest One neighborhood, and the air rights north of Union Station. Work with the federal government to prepare plans or implement existing plans for similar sites under its jurisdiction, such as Freedom Plaza, the Federal Bureau of Investigation (FBI) and the Labor Department buildings, Old Naval Observatory Hill, the federal buildings near L'Enfant Plaza in support of the SW Ecodistrict Plan and the Maryland Avenue SW Small Area Plan, and the area around the John F. Kennedy Center for the Performing Arts. 1608.30

1608.31 ***Action CW-1.1.D: Public Space Regulations***
Simplify public space regulations for downtown to avoid duplicative or incompatible standards and overly complex permitting requirements. 1608.31

1608.32 ***Action CW-1.1.E: Residential Development Incentives***
Continue developing financial and non-financial incentives for the conversion of lower-performing retail/office buildings into new housing or mixed-use development throughout Central Washington. 1608.32

1608.33 ***Action CW-1.1.F: Reduce Downtown Congestion Through the Implementation of moveDC.***
Implement the recommendations from moveDC that pertain to Central Washington and are aimed at reducing downtown congestion issues through the use of multimodal transportation planning tools and policies like congestion pricing. 1608.33

See Near Northwest Area Element for more information on planning and implementation for Foggy Bottom and West End.

1609 CW-1.2 Conserving and Enhancing Community Resources

1609.1 ***Policy CW-1.2.1: Enhancing the Identity of Central Washington Neighborhoods***
Enhance the sense of identity of the different neighborhoods within Central Washington based on their history and natural features, their ethnic and cultural heritage, the design and scale of their buildings, and the types of activities and

uses they support. Unique identities should be established in the emerging areas around downtown, rather than replicating existing development patterns. 1609.1

1609.2

Policy CW-1.2.2: Preservation of Central Washington's Historic Resources

Preserve and enhance Central Washington's historic resources by continuing the current practices of:

- Preserving the area's historic buildings and districts;
- Requiring that renovation and new construction is sensitive to the character of historic buildings and districts;
- Applying design incentives and requirements to encourage preservation, adaptive reuse, and appropriate relationships between historic development and new construction;
- Encouraging the adaptive reuse of historic and architecturally significant buildings; and
- Preserving the original pattern of streets and alleys from L'Enfant's 1791 plan for the City of Washington, especially alleys that provide for off-street loading, deliveries, and garage access.

Historic resources should be recognized as essential to downtown's economic vitality and competitive edge, particularly for retail, tourism, and entertainment activities. 1609.2

See also the Historic Preservation Element for additional policies related to historic resources.

1609.3

Policy CW-1.2.3: Central Washington Open Space

Provide high-quality, readily accessible, multigenerational outdoor public spaces that are adequate in size and use throughout Central Washington and that support the goal of attracting residents and families to central neighborhoods. This should include the development of new open spaces and substantial improvements to old ones for underserved central neighborhoods like Mount Vernon Triangle, Chinatown, NoMa, and Downtown East. New parks serving NoMa and Mount Vernon Triangle, the rehabilitation of Franklin Park and Chinatown Park, and enhancements to Judiciary Square (in accordance with the approved Judiciary Square Master Plan) are also priorities. In addition, the area's triangle parks should be enhanced as accessible neighborhood parks and important elements of L'Enfant's 1791 plan for the City of Washington. Parks and open spaces in Central Washington should be well maintained, **well designed**, and appropriately

programmed based on the future growth of the area, the demand of their users, and their location, context, historic significance, and design features. 1609.3

1609.4 ***Policy CW-1.2.4: Recreation for Current, New, and Future Downtown Residents and Workers***

Ensure that emerging residential and employment centers such as Northwest One, NoMa, Downtown East, and Mount Vernon Triangle include adequate parks, open spaces, and recreational facilities for residents, workers, and other users, as well as public access to these spaces. Such parks and open spaces should feature attractive designs, comfortable street furniture, and a wide range of amenities to serve different users. The use of payment-in-lieu-of-taxes (PILOTs) to fund such improvements should be explored. 1609.4

See also the Parks, Recreation, and Open Space Element for policies regarding new parks.

1609.5 ***Policy CW-1.2.5: Central Washington Economic Opportunity***

Develop programs to maximize the economic benefits of development in Central Washington for District residents. Priority should be placed on programs **that** link District residents to jobs in the area; programs that retain, assist, and expand small and minority businesses; and programs that avoid the displacement of small or locally-owned businesses. 1609.5

*See also the Economic Development Element for policies relating to small businesses and commercial **displacement**.*

1609.6 ***Policy CW-1.2.6: Central Washington Social Services***

Continue the important role that Central Washington plays in the District's social service delivery system, particularly in the provision of health care and medical services, and services for persons experiencing homelessness, **older adults, and persons with disabilities**. Ensure that centrally located facilities providing these services are retained or added as the District's population and employment base expand. 1609.6

1609.7 ***Policy CW-1.2.7: Central Washington Leadership and Management***

Achieve Central Washington planning objectives through leadership and management strategies, as well as land use, transportation, and design strategies. Support the activities of local BIDs or Community Improvement Districts (**CIDs**) to coordinate special events, marketing, planning and design, business

development, maintenance and security, transportation, and joint development activities. 1609.7

- 1609.8 ***Policy CW-1.2.8: Building a Sense of Community in Central Washington***
Encourage the involvement of Central Washington residents in planning and community development decisions. Given the continued influx of new residents into the area and the historically transient character of its population, this will be important in creating a stronger sense of community ownership and neighborhood pride. 1609.8

- 1609.9 ***Action CW-1.2.A: Business and Community Improvement Districts***
Support the activities of the CIDs within Central Washington. Encourage partnerships between these entities and District government to achieve local job training, job placement, and business assistance goals. 1609.9

See also the Economic Development Element for additional policies related to economic and business development.

- 1609.10 ***Action CW-1.2.B: Central Washington Open Spaces, and Arts and Culture Planning***
Work with NCPC and NPS in the planning and programming of Central Washington's major **arts and cultural, and** open spaces. In addition, work with the federal government to develop unique management policies and procedures for the smaller (non-National Mall) Central Washington federal parks. 1609.10

- 1609.11 ***Action CW-1.2.C: Identification and Designation of Historic Properties***
Complete the identification and designation of historic properties in Central Washington. Make information about eligible properties widely available to the public, and encourage property owners and preservation groups to cooperate on designations. 1609.11

See the Policy Focus Areas below for more specific actions relating to community resources.

1610 CW-2 Policy Focus Areas

- 1610.1 The Comprehensive Plan identifies eight areas in Central Washington as Policy Focus Areas, indicating that they require a level of direction and guidance beyond

that provided in the prior section of this Area Element and in the Citywide Elements. These eight areas are:

- Metro Center/Retail Core;
- Gallery Place/Penn Quarter;
- Chinatown;
- Mount Vernon District;
- Downtown East/Judiciary Square;
- Golden Triangle/K Street NW;
- L’Enfant Plaza/Near Southwest/Maryland Avenue SW; **and**
- NoMa /Northwest One. 1610.1

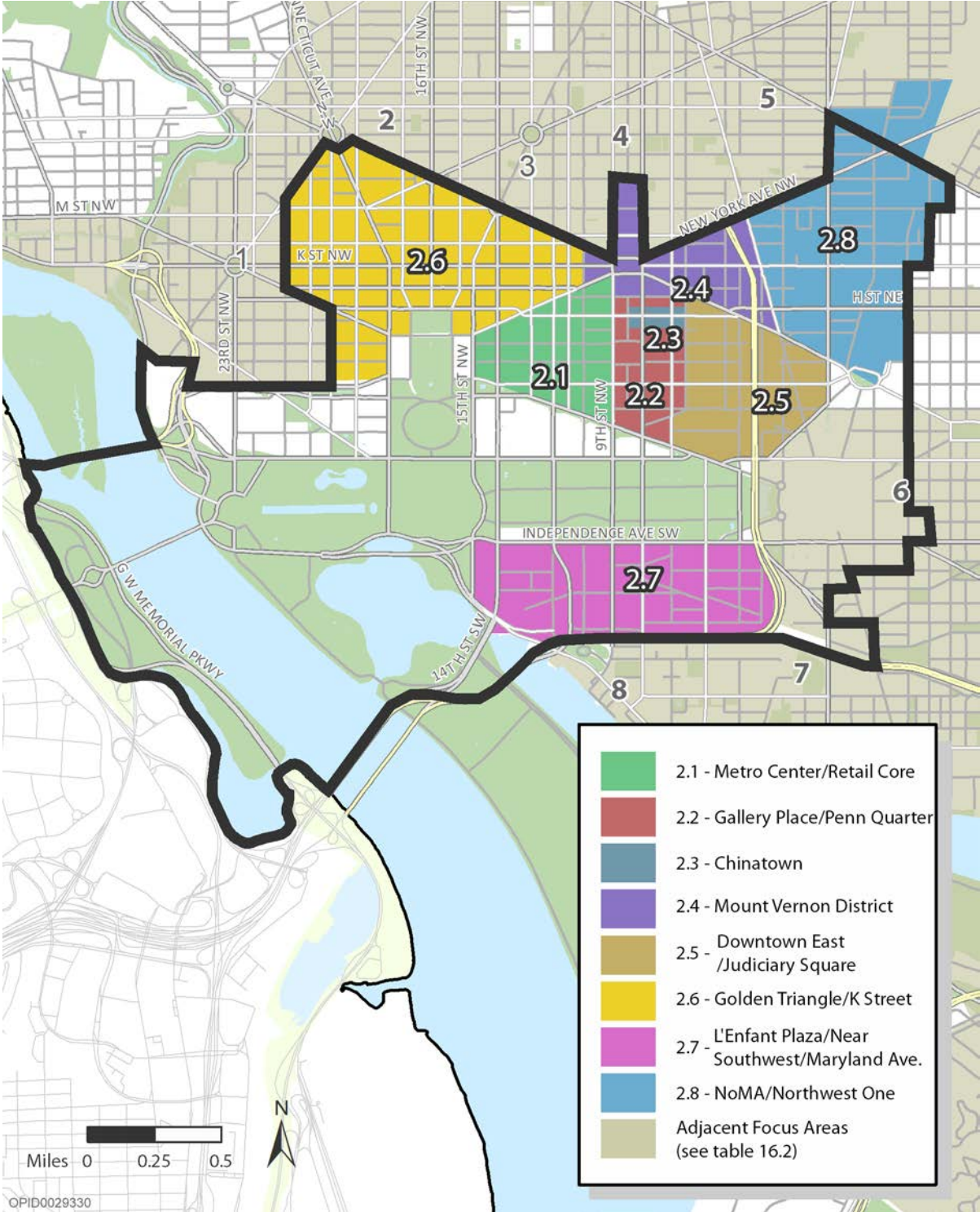
1610.2 With a few exceptions, these areas exclude what is commonly thought of as the federal city or the portions of Central Washington under federal jurisdiction. Planning for that area which includes the Kennedy Center, Federal Triangle, the Northwest Rectangle, the Southwest Federal Center, and East Potomac Park— is the responsibility of NCPC. In 2009, NCPC adopted the Monumental Core Framework Plan (Framework Plan), which addresses the future of these areas. NCPC and the U.S. Commission of Fine Arts (CFA) developed the Framework Plan to expand the civic qualities of the National Mall beyond its boundaries and to integrate the District’s vitality into adjacent federal precincts. It also identifies how to transform the architectural monumentality of the core to more contextual placemaking, proposing new destinations as prestigious locations for future cultural attractions, distinguished settings for government offices, and inviting places to enrich the experience of people who live, work, or visit the capital city. Where connections between these destinations do not exist, they will be established; where they do exist, they will be reinforced. NCPC and **NPS** are also engaged in planning for the National Mall. Similarly, the Architect of the Capitol (**AOC**) is engaged in an update of the U.S. Capitol Master Plan. The details below are complementary to federal policy initiatives and result in a unified vision for the future of central **Washington, DC**. 1610.2

1610.3 Figure 16.3: Policy Focus Areas Within and Adjacent to Central Washington
1610.3

Within Central Washington	
2.1	Metro Center/Retail Core
2.2	Gallery Place/Penn Quarter

2.3	Chinatown
2.4	Mount Vernon District
2.5	Downtown East/Judiciary Square
2.6	Golden Triangle/K Street NW
2.7	L'Enfant Plaza/Near Southwest/Maryland Avenue
2.8	NoMa/Northwest One
Adjacent to Central Washington	
1	Foggy Bottom/West End
2	Dupont Circle
3	14 th Street/Logan Circle
4	Shaw/Convention Center Area
5	N. Capitol St/Florida Av/New York Avenue
6	U.S. Capitol Perimeter
7	South Capitol Corridor/Buzzard Point
8	Southwest Waterfront

1610.4 Map 16.1: Central Washington Policy Focus Areas 1610.4



1611 CW-2.1 Metro Center/Retail Core

- 1611.1 For the purposes of the Comprehensive Plan, the Metro Center/Retail Core area includes the traditional Downtown Retail Core along F and G Streets NW, as well as other **District** blocks in the area roughly bordered by 15th Street NW on the west, 9th Street NW on the east, New York Avenue NW on the north, and Pennsylvania Avenue NW on the south. (Note: The Retail Core also extends east to 6th Street NW, but the eastern blocks are addressed in the next section on Gallery Place/Penn Quarter.) 1611.1
- 1611.2 This area includes the 11-acre site of the former Washington Convention Center, now the location of CityCenterDC, one of the District's premier shopping and dining destinations. The area also includes one of downtown's largest department stores, other major retailers, many large office buildings, hotels, theaters, and restaurants. At the heart of this area, the Metro Center subway station is one of the busiest stations in the Metro system and is a major transfer point between intersecting Metro lines. 1611.2
- 1611.3 The Retail Core has enjoyed a comeback since 2000. Many buildings long underused have been modernized and converted to retail spaces, providing a better mix of retail and office space in the downtown core. The retail energy that for many years shifted eastward toward Gallery Place is now equally present in the Metro Center area. Metro Center, once perceived as an office district, rather than a regional shopping destination, has undergone years of renovations and investments. The opening of national retailers has been a positive sign of a reenergized downtown. 1611.3
- 1611.4 The Retail Core of the District should continue to be strengthened. Retail strategies should continue building off the success of nearby Gallery Place and the Capital One Arena (formerly Verizon Center), increasing the synergy between these areas and the historic F Street shopping district. Since the opening of CityCenterDC on the site of the old convention center, connectivity between the two areas has improved to create an expanded Central Washington shopping district for the region. New department stores, major national retailers, and smaller independent specialty shops have opened. These types of retail offerings should be strongly encouraged to continue to promote the continued success of downtown. 1611.4

- 1611.5 Future renovations should continue to include ground-level retail space within new and renovated office space in the Metro Center area to create the critical mass necessary to make Central Washington a vibrant shopping hub. Strategies to address parking needs, improve public transit links, and create a more comfortable and attractive street environment can support the goal of increasing the area's prominence as a retail center. 1611.5
- 1611.6 ***Policy CW-2.1.1: Strengthening the Retail Core***
Strengthen the traditional **Retail Core** along F and G Streets between 9th and 15th Streets NW. Encourage the extension of the Retail Core eastward to 6th Street NW to create greater synergy between this area and Gallery Place. Large-scale retail and entertainment uses should continue to be strongly encouraged as buildings in the Downtown Retail Core are adaptively reused, and as new infill development takes place. 1611.6
- 1611.7 ***Policy CW-2.1.2: Promoting Central Washington Shopping***
Facilitate District and private sector efforts to market the Central Washington Retail Core as a shopping destination for District residents, as well as for **visitors** and suburban residents, and to promote Central Washington as a preferred alternative to suburban shopping malls. Retail strategies for this area should be structured to avoid damaging the **vibrant** and strong regional retail economies in Georgetown and Friendship Heights. 1611.7
- 1611.8 ***Policy CW-2.1.3: Creating a Critical Mass of Retail Choices***
Improve downtown's viability as a shopping destination by encouraging additional small retailers to locate around existing retail anchors, adding new major retail anchors, and requiring continuous ground floor retail space wherever appropriate. Encourage the greatest possible variety of goods, services, and pricing so that the Retail Core meets the needs of a diverse range of residents, employees, and visitors. 1611.8
- 1611.9 ***Policy CW-2.1.4: Establishing a Unique Identity for Downtown Shopping***
Enhance the identity of the downtown Retail Core as a unique shopping area. Design attention should be focused on the lower levels of buildings, with at-grade retail frontages and frequent street-level store entrances. Special features such as canopies, signs, and lighting should be used to create a vibrant shopping environment. Streetscape and landscape design, street lighting, and signage should contribute to the area's unique sense of place. 1611.9

- 1611.10 ***Policy CW-2.1.5: Pedestrian Movement in the Retail Core***
Emphasize and encourage pedestrian movement in the Downtown Retail Core, particularly along F, G, and H Streets NW. Future development in this area should create and support street-level activity. Interior or underground pedestrian arcades, cafeterias, or passageways should be discouraged. 1611.10
- 1611.11 ***Policy CW-2.1.6: Connections to Adjacent Areas***
Improve pedestrian connections within the downtown Retail Core, with a particular emphasis on improving the north-south connections along 6th, 8th, 9th, 10th, 11th, 12th, and 13th Streets NW to better connect the area to Federal Triangle and the National Mall on the south and the convention center and Franklin Square areas on the north. Use strategies such as improved signage and streetscape design to draw visitors from the National Mall. 1611.11
- 1611.12 ***Policy CW-2.1.7: Complementary Activities***
Encourage new activities in the Downtown Retail Core that complement and support its function as a regional shopping district, including hotels, restaurants, and entertainment activities. 1611.12
- 1611.13 ***Policy CW-2.1.8: Parking in the Retail Core***
Encourage the provision of sufficient parking and loading areas in and adjacent to the Downtown Retail Core. Provide short-term parking for shoppers at appropriate levels to meet demand in a transit-oriented downtown. Wherever feasible, access to parking should be from alleys or, if alleys are not available, from E and H Streets NW and from the north-south streets, rather than from F and G Streets NW. 1611.13
- 1611.14 ***Policy CW 2.1.9: Pennsylvania Avenue***
Promote and maintain Pennsylvania Avenue NW between the U.S. Capitol and the White House as a distinguished, high-quality, mixed-use, multimodal boulevard for residents, workers, and visitors. It should contain an actively programmed, pedestrian-oriented, and inviting public realm that enhances the avenue's symbolic character and function and connects Downtown Washington, DC, and the National Mall. Honor the avenue's iconic reciprocal views of the U.S. Capitol and White House grounds through a cohesive streetscape design. 1611.14

- 1611.15 ***Action CW 2.1.A: Redevelopment of FBI Headquarters Site***
The future multiuse redevelopment of Squares 378 and 379 on Pennsylvania Avenue NW, where the FBI’s headquarters at the J. Edgar Hoover Building is currently situated, will be subject to the Final Square Guidelines adopted unanimously by NCPC in 2017. 1611.15
- 1611.16 ***Action CW 2.1.B: Update the Pennsylvania Avenue Development Corporation Plan***
Work with federal and local partners to update the 1974 PADC Plan to further strengthen physical and programmatic connections across Penn Quarter, downtown, and the National Mall. 1611.16
- 1611.17 ***Action CW-2.1.C: Retail Revitalization Programs***
Continue to use retail revitalization programs—such as tax increment financing, grants and loans for façade improvements, and small business development loans— to boost downtown retail development. Periodically assess whether programs are achieving desired outcomes. 1611.17
- 1612 CW-2.2 Gallery Place/Penn Quarter**
- 1612.1 This Policy Focus Area is located east of Metro Center and the Retail Core. It is roughly bounded by 9th Street NW on the west, 5th Street NW on the east, Pennsylvania Avenue NW on the south, and I Street NW on the north. The area includes the Gallery Place-Chinatown Metro station and the Archives-Navy Memorial-Penn Quarter Metro station. Its character is more diverse than the Metro Center area, with a large number of housing units, galleries, theaters, museums, and hospitality uses, as well as offices and retail shops. 1612.1
- 1612.2 Gallery Place/Penn Quarter is a thriving retail destination, cultural center, and activity hub for the District. Since opening in 1997, the 20,000- seat Capital One Arena has brought millions of sports and concert patrons to the area. The arena has ushered in a boom in restaurants, bars, night clubs, and entertainment-oriented retail. The opening of the 250,000-square-foot Gallery Place mixed-use complex in 2005 has further boosted the area’s reputation as the center of Washington, DC’s nightlife and entertainment scene. 1612.2

- 1612.3 In addition, the reopening of the National Portrait Gallery/Smithsonian American Art Museum in 2006, and the presence of major art galleries and theaters, has made the area the city's preeminent center for arts and culture. The Woolly Mammoth Theatre Company, Gallery Place and E Street cinemas, and Shakespeare Theater Company theater bring additional evening foot traffic to the area and further support the restaurant and gallery scene. 1612.3
- 1612.4 The area is also an important residential neighborhood and includes Penn Quarter buildings like the Lansburgh and the Pennsylvania. 1612.4
- 1612.5 Meanwhile, reinvestment in public and private buildings is prompting a discussion on Pennsylvania Avenue's role in the 21st-century capital. Regarding this issue, NCPC, the U.S. General Services Administration (GSA), NPS, and the District government formed an executive committee and launched the Pennsylvania Avenue Initiative to consider near- and long-term improvements to the avenue. Pennsylvania Avenue is one of Washington's—and the world's—most recognized streets, physically and symbolically connecting the U.S. Capitol with the White House. As a home to federal headquarters, businesses, museums, residents, civic activities, and lively downtown events, it plays a significant economic and cultural role in the capital city. Presently, the avenue retains a strong civic identity and character but does not provide a consistently engaging experience. With public input and the guidance of the executive committee, the initiative is exploring potential physical, economic, and operational changes to strengthen the avenue's national and local presence in Washington, DC. 1612.5
- 1612.6 The continued development of this area as an arts and entertainment district should be supported. As thousands of new housing units have come online in Mount Vernon Triangle and along Massachusetts Avenue, the area's resident customer base continues to expand. Its position as **Washington, DC's** top location for arts and entertainment should be sustained by encouraging additional venues, providing new amenities, and strengthening connections to the National Mall, Retail Core, and Mount Vernon District. 1612.6
- 1612.7 *Policy CW-2.2.1: Arts and Entertainment District*
- Continue to promote Gallery Place and 7th Street NW area as a pedestrian-oriented arts and entertainment district, with nightlife and restaurants, theaters, galleries, and independent and national retailers. Continuous ground floor retail,

arts, and entertainment uses should be encouraged along 7th Street NW between Mount Vernon Square and Pennsylvania Avenue NW. 1612.7

- 1612.8 ***Policy CW-2.2.2: East End Theater District***
Promote the area bounded by 6th Street, 14th Street, F Street, and Pennsylvania Avenue NW as an internationally recognized theater district, capitalizing on the presence of long-existing theaters—such as the National, Warner, Ford’s, Woolly Mammoth, and the Shakespeare Theatre Company’s Lansburgh—and theaters such as the Harman Center for the Arts and the Washington Stage Guild. Marketing, promotion, signage, and special programs should be used to brand the area as the region’s top performing arts center. Complementary evening uses, such as restaurants, should be encouraged in this area. 1612.8
- 1612.9 ***Policy CW-2.2.3: Penn Quarter Neighborhood***
Continue to develop Penn Quarter as a mixed-use urban neighborhood. Residential uses should be complemented by additional arts, cultural, retail, and office use, as well as open space. 1612.9
- 1612.10 ***Policy CW-2.2.4: Urban Design in the Arts and Entertainment District***
Retain and adaptively reuse historic buildings within the Penn Quarter/Gallery Place area. The area’s historic features are an essential part of the Quarter’s success and ambiance as an arts district and must be preserved. New construction in the area should respect the historically low-scale building features along 7th Street NW, stepping down as appropriate to preserve the scale and context of important historic buildings. 1612.10
- See also the Urban Design and Historic Preservation elements for additional policies relating to historic resources and design.*
- 1612.11 ***Policy CW-2.2.5: Links to Adjacent Areas***
Improve the linkages from the Gallery Place/Penn Quarter area to the National Mall on the south, the Retail Core on the west, and the Mount Vernon Square and Mount Vernon Triangle area on the north. The north-south linkages along 7th, 8th, and 9th Streets NW are particularly important. Given the low traffic volumes along 8th Street NW between F Street NW and Pennsylvania Avenue NW, the street’s role as a pedestrian-oriented space linking the National Archives and National Portrait Gallery should be emphasized. Its potential as a large, flexible, programmable open space should be recognized. 1612.11

1612.12 *Action CW-2.2.A: Gallery Place/Penn Quarter Streetscape Improvements*
Prepare streetscape improvement plans for 7th, 8th, and 9th Streets NW that physically reinforce the desired character of the area as the **District's** Arts Walk and provide space for performance, street theater, public art and exhibitions, and other activities that reinforce its role as an entertainment district. Streetscape improvements should be compatible with the approved PADDC Plan for this area.
1612.12

1613 CW-2.3 Chinatown

1613.1 The distinctive Friendship Arch at the intersection of 7th and H Streets NW is the center of Washington, DC's Chinatown. Decorative metal latticework and railings, Chinese signs, and Chinese façade and roof details greet visitors to the blocks of H Street between 5th Street and 8th Street NW. The area has been a center of Chinese culture since the 1930s, when the District's original Chinatown along Pennsylvania Avenue was displaced by development of Federal Triangle.
1613.1

1613.2 Today, Chinatown is facing challenges retaining its identity as the area around it booms with new retail, office, entertainment, and housing development. The Chinese population in the area has been declining for decades, and many of the Chinese businesses are having a difficult time keeping pace with rising rents and land costs. OP's 2009 Chinatown Cultural Development Small Area Action Plan found that in 1970, there were 3,000 Chinese Americans living in and around Chinatown. That number had declined to fewer than 300 by 2009. 1613.2

1613.3 Keeping Chinatown a viable ethnic commercial district and neighborhood will require proactive measures to assist its businesses, attract new Chinese enterprises and cultural activities to the area, and support the institutions and services that sustain the Chinese community today. The area can capitalize on its proximity to the convention center and Gallery Place without losing its special character. Although the Chinese population in the neighborhood itself is small, the area serves as a cultural and symbolic hub for a metropolitan area with almost 100,000 Chinese American residents. It is also a destination for **visitors** (including visitors from Asia) and the home of the Chinatown Community Cultural Center at Gallery Place, which opened in 2006. 1613.3

- 1613.4 ***Policy CW-2.3.1: Sustaining Chinatown***
Retain and enhance Chinatown as a thriving downtown community, including housing, community, and cultural facilities; ethnically oriented, street-level retail; related wholesale operations; office and professional uses; and hotels. 1613.4
- 1613.5 ***Policy CW-2.3.2: Preserving Chinatown as a Viable Community***
Preserve and conserve Chinatown, not only by installing Chinese-inspired building facades and street signs, but also by supporting the cultural traditions of the local Chinese community, assisting Chinese-owned businesses within Chinatown, sustaining the social services that serve the Chinese population, and attracting new activities **that** expand the area's role as a regional center for Chinese culture and education. 1613.5
- 1613.6 ***Policy CW-2.3.3: Chinatown's Architectural Character***
Support architectural, streetscape, and landscape design criteria for new and renovated buildings that reinforce the identity of Chinatown as a special cultural district. These criteria should provide for the use of Chinese design features in a way that does not harm the historic character or structural integrity of Chinatown's landmark buildings. 1613.6
- 1613.7 ***Policy CW-2.3.4: Chinatown Wholesaling***
Support the retention of small food wholesalers and other small non-retail businesses that contribute to the success of Chinatown and help sustain its economic vitality. 1613.7
- 1613.8 ***Policy CW-2.3.5: Chinatown as a Destination***
Continue to enhance Chinatown's role as a destination for residents and workers from the District and surrounding jurisdictions, as well as for leisure and business visitors. This can help strengthen the vitality of Chinese-owned businesses, and support the development of new enterprises. Focus in particular on pedestrian connections along 7th Street between H Street NW and the convention center. 1613.8
- 1613.9 ***Action CW-2.3.A: Chinatown Design Review***
Continue to implement design review procedures that support the authentic expression of Chinese culture in new and rehabilitated development, including, as appropriate, building design, signage, streetscape, and open space criteria. Periodically review the procedures and update them as necessary. 1613.9

1613.10 *Action CW-2.3.B: Chinatown Park at 5th Street and Massachusetts Avenue NW*
Support the redesign of the park reservation at 5th Street NW and Massachusetts Avenue NW with a public space design that responds to the cultural and historic context of its Chinatown setting. This will provide a symbolic gateway to Chinatown from Massachusetts Avenue NW while maintaining enough open space to accommodate cultural programming for the enjoyment of residents and visitors. 1613.10

1614 CW-2.4 Mount Vernon District 1614

1614.1 The Mount Vernon District includes the blocks adjacent to and including historic Mount Vernon Square and the more recently developed Mount Vernon Triangle area on its east. Located at the crossroads of New York and Massachusetts Avenues NW, the Mount Vernon District provides a transition between the lower-scale residences of Shaw on the north and the high-density commercial areas of downtown on the south. The area **experienced** disinvestment **and was underused** during the late 20th century. Much of its building stock was abandoned or demolished, and large areas were converted to parking or became vacant. The area has undergone a turnaround since 2000 and is currently one of the **District's** most active development areas. 1614.1

1614.2 Mount Vernon Square itself was designed to be a focal point in Washington, DC's ensemble of great civic landmarks. Its focus is the 1902 former Carnegie Library building, an elegant historic structure that is now used by the Historical Society of Washington, DC and is the home of a new global Apple flagship store. Facing the north edge of the square is the 2.3-million-square-foot Washington Convention Center, completed in 2003. To the southwest, sits CityCenterDC, a 10.2-acre, mixed-used development and one of downtown's largest commercial, residential, and office developments. Immediately northwest of the square is the Marriott Marquis, a 1,175-room hotel, which complements the convention center functions. Large-scale office buildings occupy other sides of the square, framing it as a great public space. 1614.2

1614.3 In 2004, **OP** prepared a design workbook for Mount Vernon Square to enhance the square's identity as the heart of a new urban neighborhood. The workbook explored alternatives to make the square more accessible to pedestrians, more active and animated, and more visually dramatic. Its recommendations include enhancing L'Enfant's 1791 plan for the City of Washington's bowtie parks along

Massachusetts and New York Avenues **NW**, improving access to the square, using placards to formalize the identity of Mount Vernon Square as an urban center, and re-inventing the square itself as a 21st-century landmark. 1614.3

1614.4 East of Mount Vernon Square, the 30-acre Mount Vernon Triangle is bordered by Massachusetts, New Jersey, and New York Avenues **NW**. An Action Agenda for this area was developed in 2003. Since then, the District also completed the Mount Vernon Triangle Transportation and Public Realm Design Project, leading to major streetscape investments, and supplemented this work in 2018 with the Downtown East Re-Urbanization Strategy to further guide its transformation to a thriving and livable mixed-use neighborhood. Projects like Sovereign Square, the Meridian, and 555 Massachusetts have redefined the area and generated momentum for additional development. A 55,000 square foot Safeway grocery store and more than 600 housing units have been constructed under the City Vista Project at 5th and I Streets **NW**, and more new units are in the construction or planning stages nearby. While office uses are present, the emphasis is on housing, with supporting retail and cultural uses. 1614.4

1614.5 The Mount Vernon District provides an important opportunity to draw residents from outside **Washington, DC**, and to attract residents looking for a unique urban experience not available in other Washington neighborhoods. The expected population growth will require the improvement of public facilities, parks, streets, transit, infrastructure, and community services. It will require ongoing planning to **preserve** historic resources, respect the fabric of adjacent communities, and ensure that new uses are compatible with and connected to their surroundings. As Mount Vernon Triangle and Mount Vernon Square evolve, coordinated public and private investment will be needed to create economic value and to ensure that a quality environment for **visitors**, new **and existing** residents, **and** workers is created. 1614.5

1614.6 ***Policy CW-2.4.1: Re-envisioning Mount Vernon Square***
Improve Mount Vernon Square as a center of cultural activity, a memorable civic landmark, and a crossroads between downtown on the south and the historic Shaw neighborhood on the north. The square's function should be reinforced by encouraging active ground floor uses and prominent entries on the blocks that front it, **and** promoting high-quality architecture and streetscape design on its perimeter. Redesign of the square itself should be explored. Such a design should retain it as an important civic open space but modify pathways, landscapes,

paving patterns, street furniture, lighting, and access points to make it more usable and inviting. 1614.6

- 1614.7 ***Policy CW-2.4.2: Emphasizing the Avenues and Visual Axes***
Emphasize and reinforce the historic elements of L'Enfant's 1791 plan for the City of Washington in the planning and design of the Mount Vernon District. This should include the creation of more dramatic and well-lit gateways along Massachusetts and New York Avenues **NW**, capitalizing on the 8th Street **NW** view corridor (mitigating the effects of the TechWorld bridge), creating a park-like promenade along the K Street **NW** axis (on both sides of the square), and reinforcing the continuity of 7th and 9th Streets **NW** as access points to the square. 1614.7
- 1614.8 ***Policy CW-2.4.3: Convention Center Area Land Uses***
Encourage land uses around Mount Vernon Square **that** capitalize on the presence of the Washington Convention Center. Such uses include hotels, restaurants, retail, and entertainment uses. Convention-related hotel construction should be focused on vacant or underused land immediately adjacent to the convention center to minimize impacts on the surrounding neighborhood. 1614.8
- 1614.9 ***Policy CW-2.4.4: Mount Vernon Triangle Residential Development***
Continue developing the Mount Vernon Triangle (east of Mount Vernon Square) as a high-density residential neighborhood. Zoning incentives for this area should encourage the production of housing, as well as local-serving ground floor retail, arts, and small office uses. Public and private sector improvements to parking, infrastructure, transit, and other community services and facilities should be provided as development takes place. 1614.9
- 1614.10 ***Policy CW-2.4.5: Creating a Sense of Community in Mount Vernon Triangle***
Foster a stronger sense of community in Mount Vernon Triangle by including affordable housing, as well as market rate housing; providing family-oriented amenities such as larger housing units and parks; encouraging small-scale cultural uses and small businesses; and preserving historic landmarks within the area. The 5th and K Streets **NW** area should be emphasized as the area's neighborhood center, and the 3rd and K Streets **NW** area should be emphasized as its residential core. 1614.10

See also the Near Northwest Area Element and the Urban Design Element for additional policies regarding development along the edges of Central Washington.

- 1614.11 ***Policy CW-2.4.6: Mount Vernon District Parks***
Improve the network of public open spaces in the Mount Vernon Square and Mount Vernon Triangle areas to meet the needs of residents, workers, and visitors. Special attention should be given to enhancing the bow-tie shaped park reservations on Massachusetts and New York Avenues NW and improving Cobb Park, at the intersection of Massachusetts Avenue and H Street NW, to serve the recreation and open space needs of the surrounding community. Support the efforts of the Mount Vernon CID in providing more active, programmed uses in Mount Vernon Square itself. This requires coordination with NPS and NCPC. Eventual transfer of park management responsibilities to the District should be pursued for these spaces. 1614.11
- 1614.12 ***Policy CW-2.4.7: Creating Pedestrian-Oriented Streets in the Mount Vernon District***
Promote active, pedestrian-friendly streets throughout the Mount Vernon District. Place a particular emphasis on improving K Street NW as a major east-west pedestrian route, with wide sidewalks and abundant street trees and landscaping. Pedestrian amenities should also be provided along 5th, 7th, 8th, and 9th Streets NW to improve the connections between the Mount Vernon District and the Gallery Place and Chinatown areas to the south. 1614.12
- 1614.13 ***Action CW-2.4.A: Parking Management Program***
Develop and implement parking management programs to buffer residential areas from spillover parking associated with the convention center, downtown office and retail growth, new attractions on the old convention center site, and elsewhere on the northern edge of downtown. 1614.13
- 1614.14 ***Action CW-2.4.B: Create an Iconic Neighborhood Park for Mount Vernon Triangle***
As one of the only District-owned park spaces within the area, Cobb Park should be prioritized as a centrally located and welcoming urban park for the surrounding communities. If Cobb Park is found not to be a viable location for a park, another space of equal or bigger size within the neighborhood should be improved with the same objectives. It should be designed and constructed to be an iconic neighborhood gathering space to adequately meet the open space needs of the

rapidly growing neighborhood. Special care should be made to improve pedestrian access at street crossings. Streetscapes at surrounding sites should be enhanced to extend the experience of the park beyond its immediate borders.

1614.14

1615 CW-2.5 Downtown East/Judiciary Square

1615.1 The Downtown East/Judiciary Square Focus Area is a major gateway to the District, lying at the foot of the historic front entrance to Union Station, and is roughly bounded by Massachusetts Avenue NW on the north, North Capitol Street and Louisiana Avenue NW on the east, Pennsylvania Avenue NW on the south, and 5th Street NW on the west. The area has been anchored by government and institutional uses for several decades, including offices for the U.S. Department of Labor, General Accountability Office, and U.S. District Court; the District Municipal Building and Superior Court; Georgetown University Law Center; and the National Building Museum. More recently, however, Downtown East has experienced considerable investment in the form of new private office space, largely due to demand from law firms and other knowledge-based professions that prioritize proximity to the U.S. Capitol and federal courts. The most significant of these new developments, Capitol Crossing, is an expansive 2.2-million-square-foot project that reconstructs three new city blocks atop the existing I-395 interstate. The area has a small but vibrant cluster of hotels, many of which are located between Union Station and the Capitol and largely cater to business travelers seeking proximity to the U.S. Capitol. 1615.1

1615.2 The challenge **for the** Downtown East/Judiciary Square area **is** a weak sense of identity, as there are few residents and limited or un-activated public spaces. East-west circulation between Union Station and the broader downtown area is interrupted by I-395, which effectively carves a wide channel through the area between 2nd and 3rd Streets NW. While the Capitol Crossing development reconnects F and G Streets, NW over the freeway, some other buildings in the area inhibit circulation and obstruct historic sight lines. Many of the existing federal office buildings and courthouses are devoid of ground-level retail uses and present block-long street walls, making for an inactive street life outside of the typical 9-to-5 business hours. 1615.2

1615.3 As an employment hub and gateway to downtown, Downtown East has the potential to be an iconic neighborhood. To flourish, the area needs well-designed,

interesting, and human-scaled public spaces to better serve users, as well as improved connections to surrounding neighborhoods. As federal offices and other major single-tenant users move to locations outside the downtown core, new development opportunities may arise at sites like the U.S. Department of Labor and the Metro headquarters to create new, vibrant, mixed-use developments that are active past 5 pm and that include the needed residential component that is a requirement to create a more active downtown. 1615.3

1615.4 The District should encourage place-based design goals at these sites that promote mixed-use development with active building frontages, high-quality architecture, and more varied facades. 1615.4

1615.5 Up to 10 percent of residents in Downtown East live in some form of group quarters, including older adults in assisted living housing, student dormitories, and shelters. This is in contrast to the six percent of District residents who share a similar type of housing. The Federal City Shelter, also known as the Community for Creative Non-violence (CCNV), in Downtown East is the biggest temporary home for many people experiencing homelessness in the District and links them with nearby supportive services and nonprofits, such as DC Central Kitchen. The shelter houses up to 150 long-term guests and provides an additional 1,000 beds each evening. There is an active proposal to redevelop the site to smaller-scale supportive housing of approximately 300 beds within a larger mixed-use redevelopment project. 1615.5

1615.6 ***Policy CW-2.5.1: Judiciary Square Improvements***
Maintain the primary function of the Judiciary Square area as a judicial center, and enhance the area's appearance as a great pedestrian-oriented civic space with a strong sense of identity. Consistent with the 2005 Master Plan for the site, buildings in the area should be better related to one another and to the square itself. 1615.6

1615.7 ***Policy CW-2.5.2: Connecting Judiciary Square to Gallery Place/Penn Quarter***
Improve pedestrian connections between Judiciary Square and the Gallery Place/Penn Quarter area by encouraging active ground floor uses along E and F Streets NW, improving signage, upgrading surface transit, and supporting compatible infill development. 1615.7

- 1615.8 ***Policy CW-2.5.3: Connecting Union Station to Downtown and Gallery Place/Penn Quarter***
Improve pedestrian and transit connections between the historic front entrance of Union Station to the greater downtown area, where access is currently blocked and the grid could be reestablished, including at C Street NW. Encourage active ground floor uses along streets that provide east-west routes to and from Union Station, with improved signage and support for compatible infill development. 1615.8
- 1615.9 ***Policy CW-2.5.4: Establish Louisiana Avenue NW as the Primary Route Between Union Station and the National Mall***
Louisiana Avenue NW provides the most direct and visible route between Union Station and the National Mall, and its design should be encouraged to reflect its importance to tourists and other users. Improved sidewalks, pedestrian street crossings, bicycle facilities, and wayfinding should be installed to enhance this corridor. Alternative locations for vehicle parking for congressional staff should be explored to eliminate the need for angled parking on Louisiana Avenue. 1615.9
- 1615.10 ***Policy CW-2.5.5: Enhancing the Identity of Downtown East***
Strengthen Downtown East as a geographically distinct mixed-use area of hotel, commercial, retail, and residential development, taking advantage of its strategic location as a crossroads community between Capitol Hill, downtown, and Union Station. New buildings and redevelopment sites should incorporate well-designed architecture and provide high-quality streetscape improvements that provide amenity spaces for the public to reduce the canyon-like feel that many large-scale developments impose on the sidewalk. Sites such as the Labor Department building and the Federal City Shelter should be designed to enhance the beauty of the neighborhood and provide spaces for an active street life to flourish. Branding and marketing strategies, particularly around new or renovated public parks, should be pursued to give the area a stronger identity and sense of place. 1615.10
- 1615.11 ***Policy CW-2.5.6: Designate Downtown East as a Placemaking Pilot Zone***
Create a Downtown East placemaking pilot zone where property owners, the BIDs, and other area stakeholders can conduct innovative, creative, and tactical placemaking interventions within the public right-of-way and in publicly accessible private spaces, such as office lobbies. Encourage uses that are open to the public, create visual interest from the street, provide pedestrian or neighborhood amenity space, and promote local retailers. 1615.11

- 1615.12 ***Policy CW-2.5.7: Increase Affordability and Services for People Experiencing Homelessness in Downtown East***
The District shall prioritize additional public housing and services for people experiencing homelessness throughout the Downtown East area. Emergency shelters for people experiencing homelessness should be accessible 24 hours a day, year-round, and contain high-quality services co-located on-site. New shelters should also include short-term housing designed for the needs of youth under age 24 and permanent supportive housing. 1615.12
- 1615.13 ***Policy CW-2.5.8: Using the Avenues as a Design Framework***
Take advantage of L’Enfant’s 1791 plan for the City of Washington avenues that cross Downtown East—including New Jersey, Massachusetts, and Louisiana Avenues NW, and North Capitol Street—to create a framework for the area’s future development. The avenues should be enhanced as pedestrian-friendly streets, with streetscape designs that are consistent from block to block and buildings designed to frame important views and landmarks. 1615.13
- 1615.14 ***Action CW-2.5.A: Link and Expand a Network of Neighborhood Parks and Gathering Spaces***
Identify space for new public parks or other gathering spaces and renovate existing open spaces to form a broader network of small parks across Downtown East and the surrounding neighborhoods. The parks network should provide a variety of open space amenities that are equitably dispersed so that no one park is required to serve the needs of all user groups in the area. A wide range of open space features, programming, and landscapes should activate currently underused spaces; maximize comfort with shade and seating; encourage site features that accommodate social interactions, gathering, and lingering; provide choices for active and passive recreation and play for all ages; and maximize the use of durable and easily maintainable materials and plantings. 1615.14
- 1616 CW-2.6 Golden Triangle/K Street NW 1616**
- 1616.1 The Golden Triangle/K Street Policy Focus Area includes the Golden Triangle **BID** and the area to the east around Franklin Square. The area is roughly bounded by Massachusetts Avenue **NW** on the north, New Hampshire Avenue **NW** on the west, and Pennsylvania (west of the White House) and New York Avenues **NW** (east of the White House) on the south. 1616.1

- 1616.2 This is the largest concentration of office space in Central Washington, encompassing more than 60 square blocks almost completely developed with office buildings. The area also includes complementary land uses that support the office market, such as hotels, retail stores, and restaurants. It also contains important open spaces, such as Farragut, McPherson and Franklin Squares. Golden Triangle/K Street shares its southern edge with major institutional and federal neighbors, including the White House, the Corcoran School of the Arts & Design, the Renwick Gallery, and the Executive Office Building. The area around 19th and G Streets NW has emerged as the District's international financial center, accommodating global banking and monetary institutions like the **International Monetary Fund (IMF)** and World Bank. 1616.2
- 1616.3 On the eastern side of this Focus Area, lower 16th Street NW has a unique and historic character that sets it apart from the area around it. The five blocks between H Street NW and Scott Circle are the ceremonial gateway to the White House and provide significant vistas of the White House and Washington **Monument**. The street's green space and exceptionally wide right-of-way (including 40 feet between the sidewalks and property lines) are defining elements of its character. In addition, the corridor includes notable architecture and a mix of uses, including high-density housing. For these reasons, this section of lower 16th Street NW was designated as an extension of the 16th Street historic district. 1616.3
- 1616.4 The Golden Triangle/K Street area was Central Washington's major development area from 1950 to the early 1980s. Today, the area is almost completely built out and almost no vacant land remains. Some of the area's buildings are being replaced or modernized as Class A and trophy class office space. This is especially true for its 1950s and 1960s vintage office buildings, many of which lack current amenities. These buildings have seen sustained elevated vacancy rates since the Great Recession and the emergence of newer and more competitive office development in other parts of the District. As infill and renovation take place, there will be opportunities to introduce new uses, such as housing, and to improve architectural quality and street-level activity. 1616.4
- 1616.5 Because the area has been so heavily dominated by a single use (office **space**) in the past, its streets are often empty at night and on the weekends. The lack of residents forces many of the retailers to limit hours of operation. Organizations such as the Golden Triangle BID should continue to activate and program private and public spaces to add vibrancy to the area throughout the day and evening. The

area's architecture is also repetitive, with many buildings almost identical in height and width and similar in exterior design. This should change in the future as the area takes on a more mixed-use character and high-quality architecture becomes more valued as an amenity. More work needs to happen to create a strategy to bring residents and vibrancy to this part of Central Washington. Some of the strategies may require public funding, subsidies, or creative financing tools. Others might include design and urban policies that make this area more appealing to future residents. 1616.5

1616.6 Housing and retail uses should be considered in this area to balance the office concentration and create after-hours street life. The area has some of the best transit access in the District, with four Metro stations. The Circulator bus on K Street NW has improved connectivity between this area and the rest of downtown, as well as the Mount Vernon District and NoMa area. 1616.6

1616.7 ***Policy CW-2.6.1: Golden Triangle/Franklin Square as a Prestigious Employment Center***

Sustain the Golden Triangle/Franklin Square area as a **prestigious** employment center, strongly supporting reinvestment in its office buildings to meet market demand. Continue to develop programs to meet the transportation needs of the local workforce, manage congestion on area streets, address security needs, and improve access for transit users, pedestrians, and bicyclists. 1616.7

1616.8 ***Policy CW-2.6.2: Diversification of Land Use***

Encourage the gradual diversification of land uses in **the** Golden Triangle, capitalizing on opportunities for housing and ground floor retail use as the aging building stock is replaced. 1616.8

1616.9 ***Policy CW-2.6.3: Golden Triangle/K Street Amenities***

Retain and enhance the unique characteristics of the Golden Triangle/K Street area. Specifically, Franklin Square, McPherson Square, and Farragut Square parks, should be retained as attractive, high-quality open spaces, with programmed activities that encourage their use and enjoyment. Historic buildings throughout the area should be restored, **preserved**, and adaptively reused. As the area is renovated and older buildings are refurbished and replaced, the streetscape and public realm also should be improved. 1616.9

- 1616.10 ***Policy CW-2.6.4: Connecticut Avenue Corridor***
Support the continued concentration of active ground-floor retail uses along the Connecticut Avenue corridor between K Street NW and Dupont Circle. 1616.10
- 1616.11 ***Policy CW-2.6.5: Pennsylvania Avenue NW West of the White House***
Pennsylvania Avenue NW between 17th Street NW and Washington Circle should become a cultural destination, using its position next to the White House and proximity to the World Bank, IMF, numerous embassies, and other international institutions. Because of the avenue’s importance in the context of L’Enfant’s 1791 plan for the City of Washington, it should be treated as a showcase for public space design, public art, mobility, and green infrastructure. 1616.11
- 1616.12 ***Policy CW-2.6.6: Cultural Destinations South of Dupont Circle***
Build on existing cultural assets like the Heurich House Museum and support the creation of one or more cultural destinations in the area south of Dupont Circle, between Connecticut Avenue NW and New Hampshire Avenue NW from M Street NW northward, to enhance the cultural elements of the neighborhood’s dining and nightlife. 1616.12
- 1616.13 ***Policy CW-2.6.7: East-West Circulation Improvements***
Improve east-west circulation through the Golden Triangle to better connect the area to the Retail Core, Gallery Place, and Mount Vernon areas on the east, and the West End and Georgetown business districts on the west. These improvements should reinforce K Street’s NW role as the area’s Main Street. 1616.13
- 1616.14 ***Policy CW-2.6.8: Lower 16th Street NW***
Preserve and enhance the special character of lower 16th Street NW between H Street NW and Scott Circle. The street’s historic, ceremonial role as the approach to the White House and Lafayette Park should be recognized and conserved. Future development shall be compatible with the street’s established architectural character and scale. Uses and activities that are appropriate to maintain the street’s appearance and historic significance, particularly its open space and greenery, should be encouraged. 1616.14
- 1616.15 ***Policy CW-2.6.9: Downtown West Transportation Study***
Improve east-west travel for pedestrians and cyclists on Pennsylvania Avenue NW and persons using public transit along H and I Streets NW. 1616.15

- 1616.16 ***Action CW-2.6.A: K Street Transitway***
Implement the K Street Transitway Project, including exclusive transit lanes from 12th Street NW to 21st Street NW. 1616.16
- 1616.17 ***Action CW-2.6.B: Strategic Park Investments***
The District, in partnership with NPS and NCPC, should invest in capital improvements and programming at Farragut Park and Franklin Park in order to create vibrant, central public squares in Central Washington. 1616.17
- 1617 CW-2.7 L’Enfant Plaza/Near Southwest/Maryland Avenue SW 1617**
- 1617.1 The L’Enfant Plaza/Near Southwest/**Maryland Avenue SW** Policy Focus Area is bounded by 15th Street NW on the west, 2nd Street NW on the East, Independence Avenue on the north, and I-395 on the south. The area includes a mix of private commercial development and numerous federal office buildings, including the U.S. Departments of Agriculture, Energy, Education, and Housing and Urban Development. Recently, L’Enfant Plaza has experienced an exciting renewal of interest from non-federal entities looking to relocate headquarters in a prestigious and central area of the nation’s capital, including the International Spy Museum, the Urban Land Institute, and WMATA. These three developments alone will add thousands of new employees and attract new visitors to the area. With a workforce of about 65,000 employees, Near Southwest is one of the major employment hubs of Central Washington. 1617.1
- 1617.2 Near Southwest reflects the Modernist design philosophies of the 1950s and 1960s. Although some of its buildings were constructed in the late 1930s, the area’s character was largely defined by the urban renewal projects of the post-war era. Many of its mid-century buildings are set back from the street by vast plazas and are accessed by raised roadways like the 10th Street SW promenade. The vision for the area as a coherent set of futuristic buildings was never realized, and today the area is disconnected. 1617.2
- 1617.3 In addition, Near Southwest’s former role as a federal industrial district is evident in a number of places. Elevated railroad tracks bisect the area, and there are still active heating plants, warehouses, and even quasi-manufacturing activities like the Bureau of Printing and Engraving. Navigating the area on foot can be confusing, and the relationships between buildings, streets, and the area’s larger context is often unclear. 1617.3

- 1617.4 In 2012, the District adopted the Maryland Avenue Southwest Small Area Plan. The plan envisions the transformation of the area to a mixed-use neighborhood with streets redesigned to improve connectivity and walkability. Economic trends suggest the area can support at least 1,000 new units of housing, as well as additional hotel, retail, and visitor-oriented uses. Maryland Avenue SW is envisioned as the heart of this reimagined district, with a deck atop the rail tracks and pedestrian-oriented retail uses along the ground floor of new mixed-use buildings facing the avenue. Attracting development to the area will require a range of livability improvements, including new streetscapes and public realm enhancements, better connections to the L'Enfant Plaza Metro station, and Virginia Rail Expressway commuter rail, as well as new and restored parks and open spaces. 1617.4
- 1617.5 Some of Near Southwest's private complexes, including the Portals and L'Enfant Plaza, are zoned in a way that allows additional development on their plazas and open spaces. Design measures, such as the zoning changes in 2016 that emphasized the preservation and re-opening of L'Enfant's 1791 plan for the City of Washington street rights-of-way, are needed to guide this development so that it can help resolve the harsh pedestrian conditions within the area and humanize the streetscape. Streetscape improvements are also needed to better connect Southwest Washington with the Southwest Waterfront (via the Banneker Overlook at the end of 10th Street SW) and the National Mall. Planning for the area should be done collaboratively with NCPC, which has jurisdiction over much of this area. NCPC's SW Ecodistrict Plan Addendum and Programmatic Design Concept for 10th Street SW and Banneker Circle SW contain extensive recommendations for improving circulation and streetscape in this area, while also addressing security concerns for major federal tenants. In addition, the area is addressed by NCPC's Monumental Core Framework Plan. 1617.5
- 1617.6 ***Policy CW-2.7.1: Enhancing Near Southwest***
Work collaboratively with NCPC redevelop SW Federal Center as a mixed-use community anchored with national civic and cultural uses. Plans for the area should identify streetscape and signage improvements, pedestrian circulation changes, measures to mitigate the scale of the area's monolithic buildings, guidelines for new (or replacement) buildings within the area, and the potential for new residential uses if federal properties transfer from federal use. 1617.6

- 1617.7 ***Policy CW-2.7.2: Independence Avenue SW***
Support redevelopment opportunities along Independence Avenue SW while respecting the civic qualities of adjacent cultural institutions and views along the south side of the National Mall. Buildings located along Independence Avenue within the Monumental Core should complement the character of Smithsonian buildings and minimize visual impacts from the National Mall. 1617.7
- 1617.8 ***Policy CW-2.7.3: 10th Street Promenade and Banneker Overlook***
Enhance and activate 10th Street SW as a major point of access between the National Mall, L’Enfant Plaza, the Southwest Waterfront, and the new Wharf development. Encourage a nationally significant cultural attraction at Banneker Overlook that provides a clear connection across Southwest quadrant, the Washington Channel, and East Potomac Park. The recent addition of the International Spy Museum—with its exciting and colorful design and its promise to diversify the visitors of L’Enfant Plaza beyond workers and to lure tourists south of the National Mall—is a great first step in the quest to create a more vibrant neighborhood. Enhance on-street vibrancy with permanent and temporary art, cultural programming, appropriate lighting, and beautiful landscaping. To create more street vibrancy, work with future developments to bring food courts, restaurants, and retail on the street level of new and renovated buildings rather than creating more underground attractions. Encourage civic destinations and ground level uses at the Maryland Avenue SW intersection. Encourage vertical connections between upper and lower elevations of 10th Street SW, such as at D Street SW. Encourage motor coach parking under 10th Street SW. 1617.8
- 1617.9 ***Policy CW-2.7.4: Restoring Maryland Avenue***
Support Maryland Avenue SW redevelopment as an urban boulevard and L’Enfant Metro station expansion for intermodal transit, allowing Maryland Avenue SW to be partially restored as a connecting diagonal street. Develop Maryland Avenue SW as an important corridor that respects L’Enfant’s 1791 plan for the City of Washington’s intent for reciprocal views between historic landmarks and pedestrian movement. The Maryland Avenue Southwest Small Area Plan provided detailed guidance for the reconstruction of Maryland Avenue as a 160-foot-wide boulevard and for improvements to 9th, 10th, 11th, and 12th Streets SW (and underpasses) along D, 4th, 6th, and 7th Streets SW. The reconstructed streets should reconnect the grid at grade with Maryland Avenue where possible. New buildings should be sited to add definition to the street, framing its edges and highlighting the view to the U.S. Capitol. The plan also

calls for optimization of building height, recognizing the area's urban context, central location, and proximity to transit. 1617.9

- 1617.10 ***Policy CW-2.7.5: Create a Vibrant, Mixed-Use Neighborhood in the Southwest Rectangle***
Establish a mix of uses that will ultimately include at least 1,000 new residential units as federal properties are redeveloped in the future. Support a mix of residential, commercial, and cultural development throughout the area to achieve a more balanced mix of uses to complement the office presence. Encourage ground floor retail uses, with a goal of up to 100,000 square feet of retail at full build-out to encourage lively street-level activity. 1617.10
- 1617.11 ***Policy CW-2.7.6: Activate Key Public Spaces***
Initiate physical improvements to the Maryland Avenue SW streetscape and transform Reservation 13 into a dynamic urban park. Provide attractive settings in the public realm to help activate and beautify the neighborhood. 1617.11
- 1617.12 ***Policy CW-2.7.7: Transit Access***
Capitalize on the presence of multiple modes of transportation by emphasizing alternatives to single-occupancy driving, improving transit stations, and focusing activity and future development around transit stops. 1617.12
- 1617.13 ***Policy CW-2.7.8: 7th Street SW***
Support the development of 7th Street SW as a retail street, gateway to and from the National Mall, and intermodal transit connection. 1617.13
- 1617.14 ***Policy CW-2.7.9: 12th Street Expressway and SW Freeway***
Support development over 12th Street Expressway and SW Freeway. Encourage the lidding of expressways and freeways to reconnect street grids and encourage mixed-use infill development. 1617.14
- 1617.15 ***Policy CW-2.7.10: Virginia Avenue SW and C Street SW***
Restore Virginia Avenue SW and C Street SW between 9th and 12th Streets SW, to achieve the L'Enfant's 1791 plan for the City of Washington's intent for pedestrian and vehicular movement and reciprocal views between historic landmarks. 1617.15

- 1617.16 ***Policy CW-2.7.11: Redevelopment of Maryland Avenue SW and Surrounding Lands***
Encourage residential uses and neighborhood livability standards for the creation of a new mixed-use neighborhood as part of any redevelopment of the Maryland Avenue SW area. Provide for the reconstruction of Maryland Avenue SW, including cultural use and public space, as appropriate. 1617.16
- 1617.17 ***Action CW-2.7.A: Design Planning for Near Southwest***
Work collaboratively with **NCPC** support the transformation of this area into a mixed-use, livable new community through rezoning and design guidelines. Support new high-density mixed-use development, highly sustainable infrastructure, use of small energy production plants to produce energy needs for local buildings, and other best management practices found in the SW Ecodistrict Plan. 1617.17
- 1617.18 ***Action CW-2.7.B: Residential Uses in Near Southwest***
Use the innovative zoning in ZR16, as appropriate, to link development potential to identified infrastructure improvements, and coordinate with **NCPC** to identify infrastructure compatible with local and federal planning goals for the area. Innovative zoning may include establishing a direct correlation between maximum zoning entitlements and infrastructure construction and requiring minimum residential densities. 1617.18
- 1617.19 ***Action CW-2.7.C: Activating L'Enfant Plaza***
In the future, as new development comes in and old buildings are renovated, work with federal partners and private developers to create buildings that contribute to street activation and vibrancy. Refrain from supporting new underground attractions and food courts, and instead, encourage new developments to create retail and restaurant space on the street level. Retrofit streets with new landscapes, attractive lighting, public art, temporary activations, and cultural programming. Key to creating more vibrancy will be the extent to which local stakeholders will be able to improve connectivity to and from new and old attractions and neighborhoods around L'Enfant Plaza, including the planned renovation of the South Mall campus, the Wharf, and the Southwest Waterfront neighborhood, which is also experiencing significant growth and redevelopment. 1617.19

1618 CW-2.8 NoMa and Northwest One 1618

- 1618.1 The NoMa and Northwest One Policy Focus Area includes the area roughly bounded by New Jersey Avenue **NW** on the west, Massachusetts Avenue **NW/NE** on the south, New York Avenue **NW/NE** on the north, and 2nd and 3rd Streets **NE** on the east. This 350-acre area includes the Union Station and **NoMa-Gallaudet U** Metro stations. 1618.1
- 1618.2 For much of the past century, NoMa has been an industrial and warehousing area and a back-office district supplementing downtown. Its proximity to the CSX railroad and the established concentration of industry along New York Avenue **NE** attracted light manufacturers, wholesalers, and distributors throughout the mid- to late 1900s. During the 1990s, the area was viewed as the District's best prospect for high-technology uses, and plans were developed to attract new media and biotech enterprises, as well as telecom hotels, to the area. 1618.2
- 1618.3 NoMa's proximity to the U.S. Capitol has also made it a desirable location for government office space. During the 1980s and 1990s, office development moved steadily northward along North Capitol Street **NE** and, by 2000, was also moving eastward toward Capitol Hill. This trend accelerated after 2000 with the opening of Metro's first infill station at NoMa-Gallaudet U, the renovation of a historic printing plant in Eckington, the leasing of more than one million square feet at Station Place (1st and F Streets **NE**) to the U.S. Securities and Exchange Commission, and the development of a new headquarters facility for the Bureau of Alcohol Tobacco, Firearms, and Explosives at 1st Street and New York Avenue **NE**. 1618.3
- 1618.4 Very few areas of NoMa remain vacant or underused today. The strong demand for downtown housing has shifted the vision for NoMa's future, and it is now an exemplary modern neighborhood of mixed-use development, rather than just technology and back-office uses. 1618.4
- 1618.5 Planning for NoMa should also accommodate established uses. The area includes important historic buildings like the Government Publishing Office (GPO) and the recently refurbished Uline Arena. It also includes active light manufacturing and wholesale uses north of Florida Avenue and east of the CSX tracks. These uses should not be driven out by rising land values and speculation, but should be retained. 1618.5

1618.6 In 2006 the District completed the Vision Plan and Development Strategy for NoMa establishing more detailed policies for the area. The strategy envisions an area of high-density commercial and mixed-use development between North Capitol Street NE and the CSX railroad tracks, and a less intense and primarily residential area east of the tracks, stepping down to the moderate-density residential areas of Capitol Hill. A similar transition was envisioned on the north, with vacant land and industrial uses north of Florida Avenue NE and west of the railroad gradually giving way to housing over the next 20 years. The strategy also envisions air rights development over the Amtrak tracks (adjacent to the H Street NE overpass) north of Union Station, helping bridge the railroad barrier and support the revival of the H Street NE commercial district to the east. The Union Station Expansion and Air Rights Development projects present a significant opportunity not only to underscore the role of the station as one of the most important regional transportation hubs in the Northeast and as one of the District's most distinctive historic landmarks, but also to reinforce the many additional roles it plays in the District. It acts as a critical center of multimodal transportation; a vital community asset to District residents; a place of civic, cultural, and commercial activity; and a national gateway to the downtown, Capitol Hill, and NoMa neighborhoods, which include mixed uses, job centers, hotels, and cultural and entertainment uses that attract millions of visitors and workers each year.

1618.6

1618.7 West of NoMa, the Northwest One neighborhood is roughly bordered by North Capitol and K Streets NW, and New Jersey and New York Avenues NW. The area includes several public housing developments, including the Sursum Corda Cooperative, Tyler House, Sibley Plaza, and Golden Rule Center. In 2017, approximately 19.5 percent of households were at or below the poverty line. In 2004, Northwest One was selected as the pilot site for the **District's** New Communities Initiative, a District government program designed to revitalize severely underfunded public housing and redevelop neighborhoods into vibrant mixed-income communities. Subsequent planning guidance was provided through the Mid-City East Small Area Plan, which was completed in 2014. (See the Mid-City Area Element for more information.) Plans are currently underway to rebuild the Sursum Corda Cooperative as a mixed-income community, providing one-for-one replacement of existing public housing while adding market rate housing and new community anchors and amenities.

1618.7

- 1618.8 ***Policy CW-2.8.1: NoMa Land Use Mix***
Promote NoMa’s development as an active mixed-use neighborhood that includes residential, office, hotel, commercial, creative, arts, maker, light industrial, and ground floor retail uses. A diverse mix of housing, serving a range of household types and incomes, should be accommodated. 1618.8
- 1618.9 ***Policy CW-2.8.2: East of the Tracks and Eckington Place Transition Areas***
Create a production/arts and live/work, mixed-use area east of the CSX railroad tracks between H Street NE and Florida Avenue NE and in the area east of Eckington Place and north of New York Avenue. Some of this area is shown as Mixed-Use Production Distribution Repair/Residential areas on the Future Land Use Map. The intent of this designation is not to blend industrial uses with housing, but rather to retain viable industrial activities while supporting the creation of live/work space, housing, artists’ studios, and similar uses. Mixed-use squares in the NoMa area have unique characteristics that allow for a balance of industrial, residential, and office uses. The industrial striping on the Future Land Use Map anticipates some office use. These two areas should generally not be developed as large-scale commercial office building areas. Mixed-use development, including housing, should be encouraged in both locations. 1618.9
- 1618.10 ***Policy CW-2.8.3: NoMa Transportation Improvements***
Design NoMa to accommodate a wide array of transportation options, with a particular emphasis on walking, bicycling, and improved transit connections. Improve the accessibility, functionality, and safety of the area’s street grid, introducing new streets as needed to improve circulation through the area. This should include the redesign of 1st Street NE as NoMa’s Main Street and the New York/Florida Avenue NE intersection to improve pedestrian safety, enhance access to the New York Avenue Metro station, and create a landscaped neighborhood gateway, possibly including a new national memorial. 1618.10
- 1618.11 ***Policy CW-2.8.4: Preserving Neighborhoods Abutting NoMa***
Provide appropriate scale transitions between NoMa and existing adjacent residential neighborhoods in Eckington and Capitol Hill to conserve the fine-grained row house fabric of these communities. Service facilities, loading docks, and other potentially objectionable features should be located away from sensitive uses, such as housing. 1618.11

See also the Urban Design Element and the Capitol Hill Area Element for policies on scale transitions.

- 1618.12 ***Policy CW-2.8.5: NoMa Architectural Design***
Establish a unique architectural and design identity for NoMa based in part on the area's heritage as an industrial area. This identity should preserve, renovate, and adaptively reuse NoMa's important historic buildings. 1618.12
- 1618.13 ***Policy CW-2.8.6: Redevelopment of the Parking Lots West of the Government Publishing Office***
Encourage the reduction of parking spaces to the west of the GPO building and promote the space as a redevelopment site for new mixed-use commercial and residential buildings, with ample public park or plaza space. Consider closing segments of 1st and G Streets NW, currently blocked off with Jersey barriers, to incorporate these unused portions of the public right-of-way as new and well-designed community-gathering spaces. 1618.13
- 1618.14 ***Policy CW-2.8.7: Union Station Expansion and Rail Yard Air Rights Development Projects***
Prioritize Union Station's vital role, now and in the future, as an intermodal transportation hub, while recognizing the importance of its preservation as a key historic landmark and function as a community asset. Future expansion and air rights development projects should appropriately respond to surrounding land use and design programs and plans, including those for Downtown East, Capitol Hill, and NoMa neighborhoods. 1618.14
- 1618.15 ***Action CW-2.8.A: Implement the NoMa Vision Plan***
Implement the NoMa Vision Plan and Development Strategy, including its recommendations for land use, infrastructure, transportation, environmental improvements, streetscape, open space, identity, and neighborhood quality. 1618.15
- See the Mid-City Area Element **for additional information about** the proposed Eckington Small Area Plan, including the North Capitol Street area between Florida and New York Avenues.*
- 1618.16 ***Action CW-2.8.B: Northwest One New Community***
Redevelop Northwest One as a mixed-income community, including new market rate and public housing, a new school and recreation center, a library and health clinic, and neighborhood-serving retail space. Redevelopment of Northwest One should:

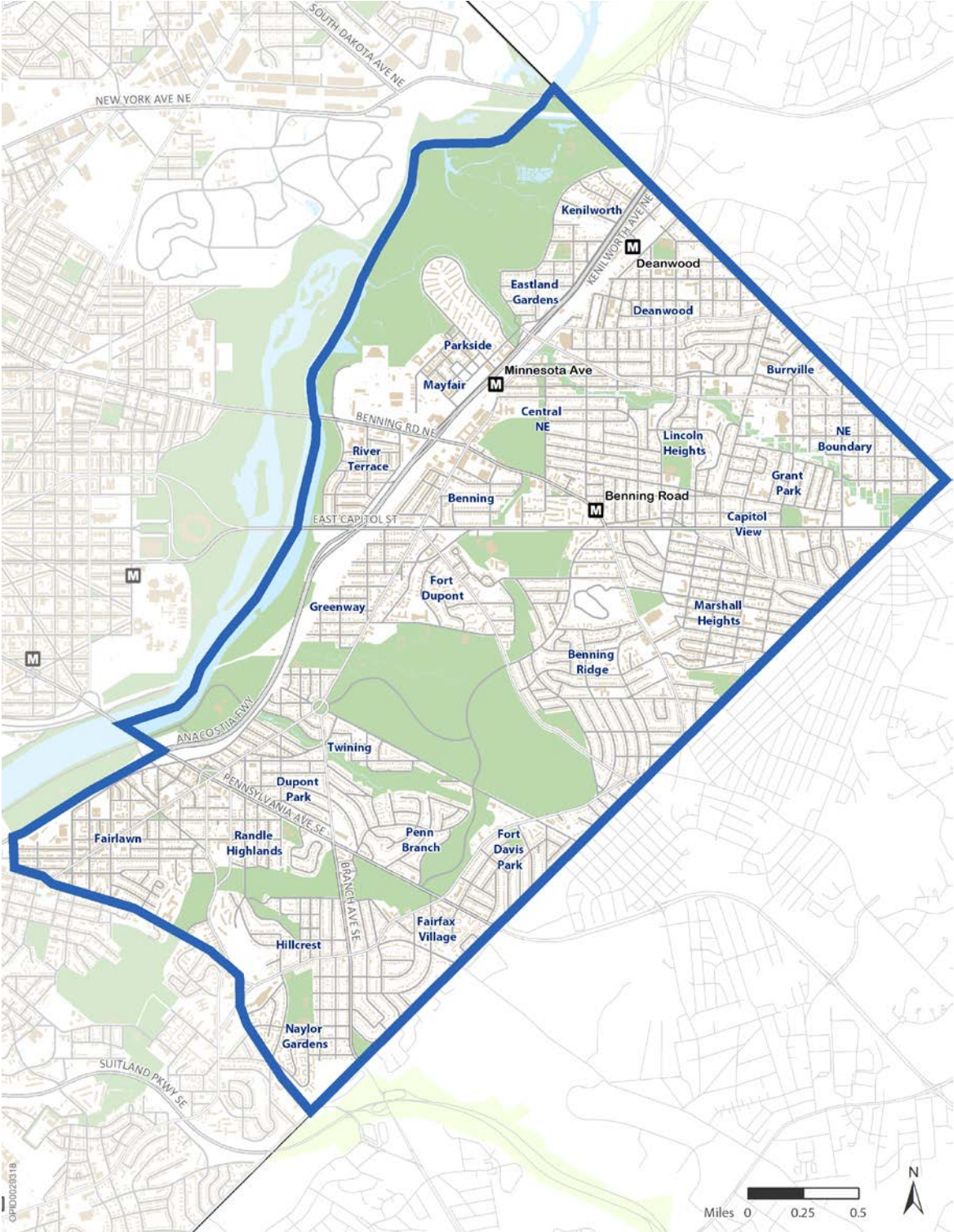
- Restore the District street grid through Sursum Corda;
- Emphasize K Street NW as a main street that connects the area to NoMa and the Mount Vernon District;
- Maximize private sector participation;
- Include one-for-one replacement of public units;
- Provide family-sized housing, including for multigeneration families;
- Build affordable units first to minimize displacement and maximize the return of residents to their community; and
- Include tenants' rights of return and comprehensive relocation plans for tenants prior to the redevelopment. 1618.16

1618.17 ***Action CW-2.8.C: Mid-City East Small Area Plan***
Implement recommendations detailed in the MidCity East Small Area Plan as it relates to neighborhoods in the Central Washington Area Element. 1618.17

1618.18 ***Action CW-2.8.D: Union Station Expansion Project and Rail Yard Air Rights Development***
Continue participating in the Union Station Expansion Project and continue coordinating with related projects, including the H Street NE Bridge reconstruction and future air rights development projects. 1618.18

1618.19 ***Action CW-2.8.E: Public Participation in Union Station Air Rights Development***
Because of the Union Station air rights' uniquely diverse surroundings—including rowhouses, historic landmarks, and dense office development—and its potential to spur other investment in the neighborhood, encourage a process that requires public participation in the review of any development application for that site. 1618.19

See the Transportation Element for additional information on the Union Station Expansion Project.



1700 Overview 1700

1700.1 The Far Northeast and Southeast Planning Area encompasses 8.3 square miles located east of I-295 and north of Naylor Road SE. Most of the area has historically been in Ward 7, although in past decades due to Census redistricting, parts have been included in Wards 6 and 8. Its boundaries are shown in the map to the left. 1700.1

1700.2 Far Northeast and Southeast is known for its established neighborhoods and its diverse mix of housing. It includes single-family communities like Hillcrest, Eastland Gardens, and Penn Branch; row house and semi-detached housing neighborhoods, such as Twining, River Terrace, and Fairlawn; and apartment communities, such as Naylor Gardens, Mayfair Mansions, and Lincoln Heights. The area has a robust transportation network, including the Minnesota Avenue, Benning Road, and Deanwood Metro stations, Interstate I-295, and several major avenues linking neighborhoods to the underserved communities in Wards 7 and 8 to Central Washington. Far Northeast and Southeast is one of the District's greenest areas. The recently renovated Marvin Gaye Park is home to the District's segment of the Watts Branch Tributary. Watts Branch flows aboveground through the park to the Anacostia River, bisecting the southeastern portion of Ward 7. Thanks to recent infrastructure investments, the community is now able to enjoy both the Watts Branch Trail and the Anacostia Riverwalk Trail. It is home to several of the Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, including Fort Mahan, Fort Chaplin, Fort Dupont, and Fort Davis. Fort Dupont Park and Anacostia Park are two of the largest parks in the Far Northeast and Southeast area, where residents have been able to enjoy recreational activities for generations. There are multiple shopping centers in Far Northeast and Southeast, such as East River Park and Penn Hill (formerly Penn-Branch Shopping Center), as well as smaller neighborhood commercial districts along Alabama Avenue SE, Bowen Road SE, Division Avenue NE, Pennsylvania Avenue SE, Nannie Helen Burroughs Avenue NE, and other local streets and arterials. The commercial area known by residents as Downtown Ward 7 can be found along Benning Road NE and Minnesota Avenue NE. It is a retail area with fast casual and some sit-down restaurants, as well as convenience stores, but it is still considered underserved regarding restaurant options and grocery stores. 1700.2

- 1700.3 Far Northeast and Southeast has always had a strong sense of community spirit, due in part to a well-organized network of community associations, churches, and interest groups. These groups include nonprofits such as the Marshall Heights Community Development Organization, the Washington Area Community Investment Fund, and the Ward 7 Business Partnership. There are social service organizations, such as the East River Family Strengthening Collaborative. Neighborhood groups, such as the Capitol View Citizens Association, the Deanwood Citizens Association, the Fort Dupont Park Civic Association, the River Terrace Civic Association, the Benning Ridge Civic Association, the Marshall Heights Civic Association, the Penn-Branch and Hillcrest Neighborhood Associations, and the Parkside and Eastland Gardens Civic Associations, provide residents with cultural activities and opportunities for them to understand the history of their community. For decades, activities like Minnesota Avenue and Deanwood Days and the Fort Dupont Summer Concert Series have built community pride and educated, as well as entertained residents and visitors. Far Northeast and Southeast also has a historic tradition of being strongly connected to its natural landscape, dating back to its origins as an agricultural community. Small backyard gardens and community garden plots may be found throughout the community today, even in public pocket parks, vacant lots, apartment complexes, and affordable housing. As the population grows, consideration should be taken to identify park space and neighborhood-serving amenities.
- 1700.3
- 1700.4 While the area is not without its challenges, between 2000 and 2017, Far Northeast and Southeast experienced a 13.74 percent increase in population but also an increase in its poverty rate by two percent. The Comprehensive Planning Area did experience an increase in its percentage of female-headed households by three percent. Its crime and unemployment rates are both above the District average. Many residents must travel long distances for shopping, higher education, and employment opportunities, as well as basic goods and services. Many middle-class families left the neighborhoods of Far Northeast and Southeast during the 1970s, '80s, and '90s, schools and other community services have suffered as a consequence.
- 1700.4
- 1700.5 Far Northeast and Southeast has experienced investment over the last decades; however, there are still gaps in equitable opportunities relative to the District that need to be addressed to ensure that the benefits of the District's economic and population resurgences are broadly shared. It is likely that new residents will be attracted to the area because of its relatively affordable housing and other

amenities. Broader prosperity in the Far Northeast and Southeast Planning Area should not be gained at the expense of those who have helped build and sustain the community for generations. While a high priority will be placed on bringing moderate-income families back to this community, an even higher priority should be placed on improving the quality of life for the individuals and families who live there today. 1700.5

- 1700.6 The Far Northeast and Southeast area has a 12 percent vacancy rate among its housing units. This Planning Area has seen significant change during recent years. More than 3,550 units of housing have been added, either through new construction or renovation between 2000 and 2018. New developments like Capital Gateway Estates, Parkside, Solstice, Skyland Town Center, and Park 7 are creating more diverse housing choices and opportunities. 1700.6
- 1700.7 Non-residential development in Far Northeast and Southeast has lagged behind the rest of the District. In fact, until recently, most of the non-residential construction consisted of reinvestment in public facilities, such as schools, libraries, and recreation centers. This trend started to shift with the District government investing in relocating the Department of Employment Services (DOES) in 2009 to a new facility adjacent to the Minnesota Avenue Metro station. With hundreds of local government employees working at this site in a customer-facing agency, a new vibrancy has come to Minnesota Avenue. Park 7, the newest mixed-use development also located at Benning Road and Minnesota Avenue, has ground floor retail, including a sit-down restaurant, coffee shop, a children's clothing store, and other popular offerings. The addition of new residents and daytime office workers has made the ground floor retail here a success, sparking more interest from the private sector to consider Far Northeast and Southeast as an upcoming retail and commercial market. Additional developments underway in Far Northeast and Southeast, such as the 137-unit Solstice at East Capitol and Minnesota Avenue and the Skyland Town Center, upon completion of Phase 1, will offer more than 250 residential units and 80,000 square feet of retail, including a much-needed large grocery store. 1700.7
- 1700.8 Portions of the Far Northeast and Southeast Planning Area have also been identified as a priority area for resilience planning, given the vulnerabilities to climate change and flood risk as identified in the Climate Ready DC Plan published in 2016. In particular, the area around the Watts Branch, a tributary to the Anacostia River, is currently at risk of flooding and projected to be at increased risk in the years ahead. This area has a significant concentration of

community resources for those at risk, such as medical services and affordable housing, including Kenilworth Courts development and Lincoln-Heights Dwellings, which both serve vulnerable populations. 1700.8

1701 History 1701

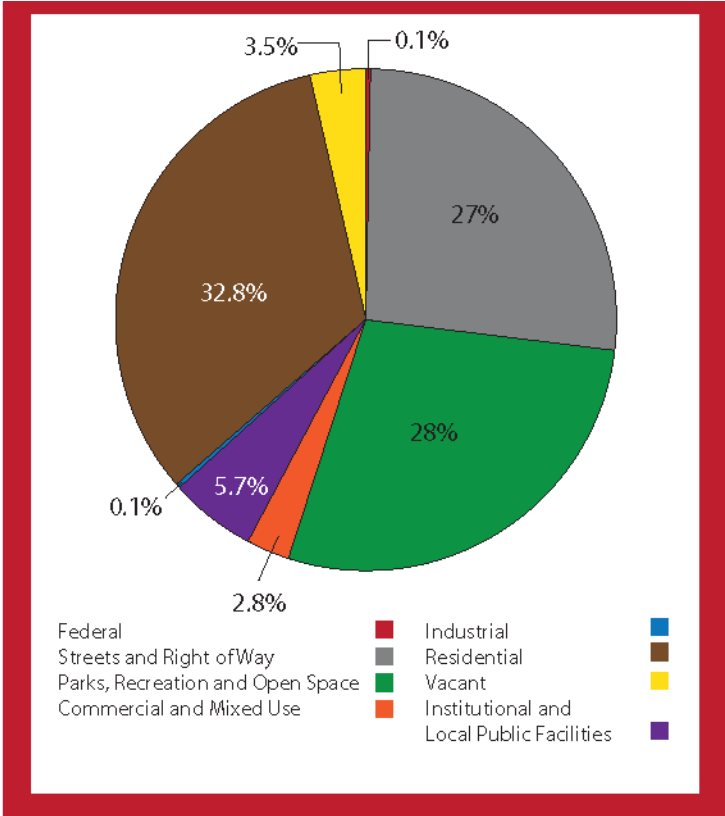
- 1701.1 Most of Far Northeast and Southeast was still countryside until the early 20th century. In fact, large tracts of land were farmed until as recently as the mid-1900s. Early settlements in the area included the communities of Good Hope (near Alabama Avenue and Naylor Road), Benning Heights (near Fort Dupont), and Deanwood. 1701.1
- 1701.2 Far Northeast and Southeast took on strategic importance during the Civil War, when Fort Dupont, Fort Davis, and other encampments were built to preserve the nation’s capital from attack. Woodlawn Cemetery, another local landmark, was established in 1895 to provide a site for Black burials, which were largely prohibited at other cemeteries in the region at that time. By the late 1800s, Deanwood had emerged as a moderate-income community of Black and White families and was known for its self-reliance and strong sense of economic independence. 1701.2
- 1701.3 The first large-scale urban development in the area took place during the 1920s. The pace accelerated during World War II, as defense and government workers flocked to the District. Naylor Gardens, for example, was developed for the federal government and later served as cooperative housing for returning war veterans. Rapid development continued through the 1950s, as sewers, paved streets, and sidewalks were provided to most areas. Neighborhoods like Hillcrest (originally called Summit Ridge) and Benning Ridge (originally called Bradbury Heights) date from this period. 1701.3
- 1701.4 Following the removal of restrictive housing covenants in the late 1940s, the racial composition of the community shifted. By 1960, a majority of the area’s residents were Black. The pace of development slowed after 1970, and the community entered a period of population decline as many families left the District for suburban Maryland and elsewhere. Despite the loss of residents, many vibrant neighborhoods remain in Far Northeast and Southeast, and today, there are signs of reinvestment in nearly all parts of the community. Public investment in recent years has included the reconstruction of H. D. Woodson High School in

2011 and the opening of the Ron Brown College Preparatory High School in 2016. Four libraries in the Planning Area, including Dorothy I. Height and Francis A. Gregory, were built or modernized, as well as five recreation centers. The Benning Stoddard, Deanwood, Marvin Gaye, and Ridge Road Recreation Centers have been completely modernized, offering state-of-the-art facilities and amenities. Public-private investment brought the Nationals Baseball Academy and the Unity Medical Centers, delivering much-needed resources. 1701.4

1702 Land Use 1702

1702.1 Statistics on existing land use are estimated from current lot-by-lot property tax data, together with additional information on housing units, employment, District and federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not to actual changes in land use. Land use statistics for this Planning Area appear in Figure 17.1. Far Northeast and Southeast comprises about 5,300 acres, or about 14 percent of the District's land area. 1702.1

1702.2 Figure 17.1: Land Use Composition in Far Northeast/Southeast



1702.2

1702.3 The area is mostly a residential community, with more than 32.8 percent of the land area developed with housing. Densities are typically lower than the District-wide total, with much of the housing stock consisting of one- and two-family homes. Concentrations of more dense housing exist in Fairfax Village, Randle Highlands, Benning Ridge, Lincoln Heights, Marshall Heights, Kenilworth-Parkside, and north of Fort Dupont Park. 1702.3

1702.4 Commercial uses are clustered in nodes along Minnesota Avenue, East Capitol Street, Naylor Road, Pennsylvania Avenue, Nannie Helen Burroughs Avenue, Division Avenue, Central Avenue SE, H Street SE, and Benning Road NE/SE. The area’s largest commercial centers are located near Minnesota Avenue and Benning Road and at Skyland on Naylor Road. A small industrial area is located in the northwest corner of the area, parallel to the railroad and Kenilworth Avenue. Industrial uses, including the Pepco Benning Road Service Center, are

also located north of Benning Road. Together, commercial and industrial uses represent just three percent of the Far Northeast and Southeast’s land area. 1702.4

1702.5 Open space and parks comprise about 25 percent of the Planning Area. Much of the area’s open space, including the system of Fort Circle Parks extending from Fort Mahan to Fort Stanton and the Kenilworth Aquatic Gardens, is under National Park Service (NPS) ownership. Three of the community’s parks: Alger, Watts Branch, and Pope Branch-follow natural stream valleys and provide a unique amenity for the community. Public facilities, including public schools, comprise about four percent of the area. Streets and public rights-of-way comprise 25 percent of the Planning Area. Approximately 180 acres, almost four percent of Far Northeast and Southeast Planning Area, consists of vacant, unimproved land. 1702.5

1703 Demographics 1703

1703.1 Basic demographic data for Far Northeast and Southeast is shown in Figure 17.2 In 2017, the area had a population of 83,906, or about 11.79 percent of the District’s total. The Planning Area has experienced moderate population growth since 2000, as compared to other areas in the District, and gained about 10,136 people. However, the Planning Area is expected to grow by more than 28,705 people by 2045. This trend may occur in the coming years as former public housing complexes are replaced by new single-family homes, townhomes, and multi-family dwellings as infill development takes place on vacant land. 1703.1

1703.2 Approximately 93.2 percent of the area’s residents were Black in 2017, which is significantly higher than the District-wide total of 47.7 percent. Only about 3.7 percent of the Planning Area’s residents were of Hispanic/Latino origin, and fewer than four percent were foreign born. Relative to the District , the area had higher percentages of children and older adults in 2017. More than 24 percent of the residents were under the age of 18, compared to a District-wide total of 17.6 percent. More than 13.7 percent were over the age of 65, compared to the Districtwide total of 11.9 percent. However, the percentage of the population under the age of 18 dropped by about four percent between 2000 and 2017, while the population between the ages of 18 and 65 increased by about the same percentage. 1703.2

1703.3 Figure 17.2: Far Northeast and Southeast at a Glance. 1703.3

ENGROSSED ORIGINAL

	2000	2010	2017*	2025	2035	2045
Population	73,770	74,065	83,906	90,168	100,291	112,611
Households	30,681	31,178	32,965	37,279	40,880	45,933
Household Population	73,026	73,276	82,822	88,708	98,603	110,471
Persons Per Household	2.38	2.35	2.51	2.38	2.41	2.41
Jobs	12,297	5,856	8,135	9,986	14,490	19,698
Density (persons per sq mile)	8,888	8,923	10,109	10,864	12,083	13,568
Land Area (square miles)	8.3	8.3	8.3	8.3	8.3	8.3

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	20,230	27.4%	20,167	24.0%	17.6%
18-64	43,442	58.9%	50,493	62.6%	70.6%
18-34	15,332	20.8%	20,822	24.8%	34.6%
35-64	28,110	38.1%	31,671	37.7%	35.9%
65 and over	10,098	13.7%	11,246	13.4%	11.9%
Residents Below Poverty Level	18,233	24.7%	22,187	26.7%	17.4%
Race Composition					
White	957	1.3%	1,966	2.3%	40.7%
Black	71,231	96.5%	78,218	93.2%	47.7%
Native American	201	0.3%	163	0.2%	0.3%
Asian/Pacific Islander	216	0.3%	467	0.6%	3.8%
Other	362	0.5%	2,007	2.4%	4.6%
Multi-Racial	821	1.1%	1,085	1.3%	2.9%
Hispanic Origin	636	0.9%	3,145	3.7%	10.7%
Foreign-Born Residents	1,045	1.4%	3,065	3.7%	14.0%
Tenure					
Owner Households	12,416	40.5%	12,103	36.7%	41.7%
Renter Households	18,242	59.5%	20,862	63.3%	58.3%
Housing Occupancy					
Occupied Units	30,658	87.3%	32,965	88.0%	90.2%
Vacant Units	4,452	12.7%	4,501	12.0%	9.8%

Housing by Unit Type					
1-unit, detached	6,257	17.8%	6,135	16.4%	11.9%
1-unit, attached	9,782	27.9%	10,710	28.6%	25.1%
2-4 units	5,032	14.3%	5,041	13.5%	10.3%
5-9 units	5,374	15.3%	5,536	14.8%	6.8%
10-19 units	5,921	16.9%	6,627	17.7%	10.5%
20 or more	2,711	7.7%	3,360	9.0%	35.4%
Mobile/other	33	0.1%	57	0.2%	0.1%

** Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.*

1704 Housing Characteristics 1704

1704.1 The 2013-2017 Census Bureau American Community Survey (ACS) five-year estimates reported that 16.4 percent of the homes in Far Northeast and Southeast were single-family detached homes, and 28.6 percent were single-family attached homes (row houses and townhouses). These are slightly higher than the 25.1 percent for the District. Conversely, only nine percent of the area’s housing stock consists of multi-family buildings of 20 units or more, compared to 35.4 percent for the District. Relative to the rest of the District , Far Northeast and Southeast has a much higher percentage of small apartment buildings. About one-third of the area’s housing units were in buildings with 5 to 19 units—almost twice the District-wide proportion. In 2017, nearly 12 percent of the housing units in Far Northeast and Southeast were vacant. 1704.1

1704.2 The 2017 Census Bureau ACS reported that 36.7 percent of the households in the Planning Area were homeowners and 63.3 percent were renters. These percentages are less than the District-wide percentage, which shows 41.1 percent are homeowners and 58.3 percent are renters. 1704.2

1705 Income and Employment 1705

1705.1 Data from the District DOES and the Office of Planning (OP) indicates that there were 7,575 jobs in Far Northeast and Southeast in 2015, primarily in local-serving businesses, public schools, and government. This represents just under one percent of the District’s job base and reflects the fact that this Planning Area is primarily residential. As of the 2017 Census, median household income in the Comprehensive Planning Area was \$38,438, compared to a District-wide median

of \$77,649. About 17 percent of the Planning Area's residents were living in poverty in 2017, an increase compared to 2000 and over the District-wide total of 18 percent. 1705.1

1706 Projections 1706

1706.1 Based on land availability, planning policies, and regional growth trends, Far Northeast and Southeast is projected to add households, population, and jobs during the next five years and continue growing through 2045. The Planning Area is expected to experience an increase in households from 31,178 in 2010 to 32,965 in 2017. Forecasts in housing trends show, that an increase to 45,933 households is expected by 2045 with an attendant increase in population from 83,906 in 2017 to a projected 112,611 in 2045. The addition of more than 5,000 projected new homes (including more than 1,000 homes on former affordable housing sites at Capitol Gateway Estates, Lincoln Heights, Richardson Dwellings, and Eastgate Gardens, as well as infill development at Kenilworth-Parkside) will bring new vitality and energy to the community. Much of the growth in Far Northeast and Southeast is expected to consist of new low-density housing, particularly on vacant single-family lots in Deanwood and Marshall Heights. Higher- -density housing and mixed-use development will be concentrated around the Metro stations, on redeveloped public housing sites, and along corridor streets. 1706.1

1706.2 The number of jobs is expected to increase from about 7,575 today to 19,698 in 2045. Most of the increase will take place around the Minnesota Avenue Metro station, at Kenilworth-Parkside, at the revitalized Skyland Shopping Center, and along East Capitol Street. 1706.2

1707 Planning and Development Priorities 1707

1707.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from

either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 1707.1

1707.2 Four Comprehensive Plan workshops took place in Far Northeast and Southeast during 2005 and 2006. These meetings provided an opportunity for residents to discuss both District-wide and neighborhood planning issues. The Advisory Neighborhood Commissions (ANCs) and groups such as the Ward 7 Leadership Council also provided a voice for local priorities and concerns. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focusing on long-range planning issues. These meetings have covered topics such as Kenilworth Avenue road improvements, the future of Watts Branch, reuse plans for Skyland Shopping Center, and the upgrading of Great Streets like Pennsylvania Avenue SE. 1707.2

1707.3 The community delivered several key messages during these meetings, summarized below:

- The low-density character that typifies most Far Northeast and Southeast neighborhoods should be maintained. While it is recognized that the area contains much vacant land with the potential for infill development, this development should generally be similar in density to what exists today. This is one of the few areas in the District with opportunities to build three- and four-bedroom homes suitable for families with children. Whereas the neighborhood lost families to Prince George's County and elsewhere in the past, it may gain families from these areas in the future if it builds appropriately designed housing, provides quality schools, and improves public services.
- While preserving established single-family neighborhoods is a priority, Far Northeast and Southeast recognizes the need to provide a variety of new housing choices. More density is appropriate on land within one-quarter mile of the Metro stations at Minnesota Avenue, Benning Road, and Deanwood, and on the District side of the Southern Avenue and Capitol Heights stations. The commercially zoned land along the Nannie Helen Burroughs, Minnesota Avenue, and Pennsylvania Avenue Great Streets corridors also offer opportunities for somewhat denser uses than exist today. These areas may provide opportunities for apartments, condominiums, townhomes, assisted living facilities and other types of housing, provided that measures are taken to buffer adjacent lower-density neighborhoods, address parking and traffic issues, and mitigate other community concerns.

- The neighborhood is underserved by retail stores and services, including the basics—such as sit-down restaurants, banks, hardware stores, drug stores, and movie theaters. These uses should be accommodated in the future by encouraging both public and private reinvestment in the established commercial districts. The upgrading of Skyland and development of Capitol Gateway should go a long way toward meeting these needs—but these centers are not conveniently located for everyone in the community. Neighborhoods like Deanwood and Fairlawn would benefit from additional quality retail services. The Minnesota-Benning commercial district, in particular, should evolve into a stronger, more vital shopping district in the future, attracting customers from both sides of the Anacostia River.
- Renovation and rehabilitation of the housing stock should continue to be a priority, especially for the aging post-war apartment complexes and for developments with affordable units. Steps should be taken to preserve affordable units in these complexes as they are renovated. In some cases, as was the case at East Capitol Dwellings and Eastgate Gardens, the best approach may be to replace deteriorated multi-family housing with new housing that better meets community needs. In other cases, the renovation of older apartments could be coupled with conversion to owner-occupancy, with provisions to help tenants become homeowners.
- Code enforcement continues to be one of the top issues in the community. Residents are concerned about illegal dumping and unpermitted construction, inadequate notification of zoning changes, and the need for cleanup of underused and abandoned properties. While these are operational issues that cannot be resolved through the Comprehensive Plan, the District should strive toward responsive, effective enforcement, maintenance, and customer service in the future.
- More steps should be taken to improve environmental quality, especially along Watts Branch. Far Northeast and Southeast was impacted for years by the now defunct Benning Road incinerator and continues to face noise, air pollution, and truck traffic from I-295 and other thoroughfares. Programs to reduce these impacts, while improving physical connections to the Anacostia River, the Civil War Defenses of Washington, DC, otherwise known as the Fort Circle Parks, and other open spaces in the area are high priorities. Indeed, much of the discussion at public meetings during the Comprehensive Plan revision focused on the need for better parks, cleaner streams, and more trees. While the community has more green space than many other parts of the District, this space has been

neglected. Greater stewardship by Far Northeast and Southeast residents, coupled with more attention from the District and federal governments, will help restore the natural landscape as a place of beauty, spiritual enrichment, and diverse habitat.

- Additional improvements are needed to reduce traffic congestion, especially around the I-295/Pennsylvania Avenue intersection and along Kenilworth Avenue. Parts of Far Northeast and Southeast are more than one mile from Metrorail and need better, more reliable bus connections to Metro. The safety of pedestrians and bicyclists continues to be an issue in many neighborhoods and at many intersections.
- Schools, libraries, recreation centers, and other public facilities in Far Northeast and Southeast should be upgraded to meet the needs of the community . The recent modernizations of Kelly Miller Middle School and Randle Highlands Elementary School are a promising start, but there is more to accomplish. Investment in schools should take place in tandem with investment in new housing, shopping, libraries, and other services, as it is at Eastgate Gardens, to create whole communities and not simply tracts of homes.
- With an unemployment rate that is twice the District-wide total, more should be done to strengthen the occupational skills of the Far Northeast and Southeast labor force. Job training, adult education, and vocational education programs are an essential part of the equation. Good access to Metrorail is also critical, to connect residents to jobs downtown and elsewhere in the region. As noted in the District-wide elements of the Comprehensive Plan, establishing a community college or branch campus of the University of the District of Columbia (UDC) would go a long way toward helping Far Northeast and Southeast residents prepare for good, quality jobs in the District economy.

Additional facilities and services for children and youth are needed in the Far Northeast/Southeast Area. More than one in four residents of the in the Planning Area are under 18. Further increases in the number of children are likely as additional family housing is completed. New and expanded recreation centers, playgrounds, child care facilities, and similar facilities are urgently needed today and will continue to be needed in the future. The District should place a high priority on investment in these facilities to create a healthy environment for children and all residents. 1707.3

1708 FNS-1.1 Guiding Growth and Neighborhood Conservation 1708

1708.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Far Northeast and Southeast. These policies and actions should be considered in tandem with those in the District-wide Elements of the Comprehensive Plan. 1708.1

1708.2 ***Policy FNS-1.1.1: Conservation of Low-Density Neighborhoods***
Recognize the value and importance of Far Northeast and Southeast’s established single-family neighborhoods to the character of the local community and to the entire District . Comprehensive Plan and zoning designations for these neighborhoods reflect and preserve-the existing land use pattern while allowing for taller and denser infill development that is compatible with neighborhood character. 1708.2

1708.3 ***Policy FNS-1.1.2: Development of New Housing***
Encourage new mixed-use, mixed-income development for area residents on vacant lots and around Metro stations and on underused commercial sites along the area’s major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast and seek to ensure that the housing remains affordable for current and future residents. 1708.3

1708.4 ***Policy FNS-1.1.3: Directing Growth***
Concentrate employment growth in Far Northeast and Southeast, including office and retail development around the Deanwood, Minnesota Avenue, and Benning Road Metro station areas; the East Capitol Street Gateway; the Fletcher-Johnson property; the former George Washington Carver Apartments site; the Skyland Shopping Center; and along I-295 adjacent to the Parkside neighborhood, along Nannie Helen Burroughs Avenue NE, Minnesota Avenue NE/SE, Benning Road NE, and Pennsylvania Avenue SE Great Streets corridors, as well as along the 58th Street, Eastern Avenue, and Dix Street corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. 1708.4

1708.5 ***Policy FNS-1.1.4: Retail Development***
Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 encouraging a vibrant and diverse mix of new businesses and activities

that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. 1708.5

1708.6 ***Policy FNS-1.1.5: Prince George's County***

Work closely with Prince George's County and the Maryland National Capital Park and Planning Commission (MNCPPC) to guide the development of land along the Maryland/District line, especially around the Capitol Heights and Southern Avenue Metro stations. Safe pedestrian access to these stations should be provided. Given the proximity of the Capitol Heights and Naylor Road Metro stations to the District line (about 1,000 feet, respectively), collaborative transit-oriented development planning around these stations is also encouraged. 1708.6

1708.7 ***Policy FNS-1.1.6: Residential Rehabilitation***

Encourage the rehabilitation of single-family homes in the Fairlawn and Twining neighborhoods, as well as the renovation of vacant deteriorating apartment units, especially in Marshall Heights, Lincoln Heights, Northeast Boundary, Greenway, Randle Highlands (south of Pennsylvania Avenue SE), and along 29th Street between Erie and Denver Streets. 1708.7

1708.8 ***Policy FNS-1.1.7: Row House Neighborhoods***

In the Fairlawn and Twining neighborhoods, encourage infill housing constructed so as to be compatible with the architectural style and materials of the brick row houses and semi-detached homes that predominate in these areas. 1708.8

1708.9 ***Policy FNS-1.1.8: Buffering***

Improve the interface between the I-295 freeway/rail corridor and adjacent residential uses, especially in the Deanwood, Eastland Gardens, Fairlawn, Greenway, Kenilworth, Mayfair, Parkside, River Terrace, and Twining neighborhoods. These improvements should preserve the neighborhoods from noise, odors, pollution, vibrations, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. 1708.9

1708.10 ***Policy FNS-1.1.9: Multimodal Management***

Reexamine traffic control and management programs along major Far Northeast and Southeast arterial streets, particularly along Pennsylvania and Minnesota Avenues SE, Nannie Helen Burroughs and Kenilworth Avenues NE, I-295, East Capitol Street, Benning Road SE, Branch Avenue SE, and Naylor Road SE. Consider additional bikeshare stations at Metro stations and along key corridors in

Far Northeast and Southeast to provide additional transit options. Develop measures to improve pedestrian and cyclist safety and mitigate the effects of increased local and regional traffic on residential streets. 1708.10

1708.11 ***Policy FNS-1.1.10: Transit Improvements***

Improve bus service to the Metro stations from neighborhoods throughout Far Northeast and Southeast, particularly in the southern part of the Planning Area. Preserve crosstown routes and prevent fragmentation of bus service. 1708.11

1708.12 ***Action FNS-1.1.A: Façade Improvements***

Encourage urban design and façade improvements in the established commercial districts along Naylor Road, Minnesota Avenue, Benning Road, Branch Avenue, Alabama Avenue, Nannie Helen Burroughs Avenue, Division Avenue, Sheriff Road, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas. 1708.12

1708.13 ***Action FNS-1.1.B: Restart the Neighborhood Commercial Revitalization Program***

Revive the Neighborhood Commercial Revitalization Program or a similar effort once operated by the Marshall Heights Community Development Organization (MHCDO) to expand into additional neighborhood commercial areas such as East Capitol Street NE/SE and Benning Road NE/SE in Far Northeast and Southeast. Community-based organizations that could lead this effort include the Ward 7 Business Partnership, the Washington Area Community Investment Fund, or the MHCDO. 1708.13

1708.14 ***Action FNS-1.1.C: Joint Planning Agreement with Prince George's County***

Develop a joint planning agreement with MNCPPC/Prince George's County to coordinate the mutual review of projects and area plans on both sides of the District/Maryland line. 1708.14

1708.15 ***Action FNS-1.1.D: Kenilworth Avenue Transportation Study***

Implement the recommendations of the Kenilworth Avenue transportation study to better manage truck traffic and to separate local traffic from through traffic on neighborhood streets. 1708.15

1708.16 ***Action FNS-1.1.E: Parkside Livability Study***

An access and circulation study is underway in the Parkside neighborhood. When implemented, it will improve pedestrian and vehicle safety and operational

efficiency for all modes of transportation and the delivery of goods and services in and out of the neighborhood. Focus additional planning efforts on neighborhoods along the Anacostia River Future studies of Parkside and Kenilworth should include a retail analysis to guide future growth and development. 1708.16

1709 FNS-1.2 Conserving and Enhancing Community Resources 1709

1709.1 The watershed of Watts Branch, a tributary of the Anacostia River, was identified as a priority area for resilience planning in the Vulnerability and Risk Assessment of Climate Ready DC. The Watts Branch watershed encompasses multiple neighborhoods, including Deanwood, Eastland Gardens, Kenilworth, Northeast Boundary, Mayfair, Parkside, and River Terrace. There is also a significant risk to dozens of public and community-serving facilities, as well as public and affordable housing units. This area is currently at risk of flooding and is projected to be at increased risk as early as 2020. 1709.1

1709.2 ***Policy FNS-1.2.1: Watts Branch and Pope Branch***

Conserve and improve Alger Park, Watts Branch, and Pope Branch as safe, healthy natural resource areas. Undertake capital improvements to acquire land, improve trails, provide recreational features, improve stormwater management, restore water quality and natural habitat, and maintain riparian zones to minimize flood hazards. Promote District maintenance, enforcement, and community stewardship projects to keep the stream bed and parklands clean, reduce crime and illegal dumping, and ensure that the parks remain resources that the whole community can enjoy. 1709.2

1709.3 ***Policy FNS-1.2.2: Connecting to the River***

Link the neighborhoods of Far Northeast and Southeast to the Anacostia River through trail, path, transit, sidewalk, pedestrian crossing, pedestrian safety, and road improvements. Provide new amenities and facilities and support programming and events in the waterfront parks that meet the needs of Far Northeast and Southeast residents. Also, preserve and enhance the existing waterfront open space. Support the NPS in its effort to plan for Anacostia Park and to focus on improving park amenities and access points to better serve the community. 1709.3

- 1709.4 ***Policy FNS-1.2.3: Neighborhood Climate Resilience***
Encourage neighborhood-scale and site-specific projects that decrease the vulnerability of people, places, and systems in Far Northeast and Southeast to climate crises. 1709.4
- 1709.5 ***Policy FNS-1.2.4: Flood Mitigation***
Identify and prioritize flood-prone properties along Watts Branch for flood hazard mitigation projects. Project prioritization should be based on determinations of flood prevention and the extent to which other neighborhood benefits are realized, including improvements to parklands and trails, recreational features, water quality, and natural habitat. Partner with other federal, local, and private entities to include flood mitigation programs into key flood zones. 1709.5
- 1709.6 ***Policy FNS-R.1.2.5: Critical Community Facilities Preservation***
Preserve critical community facilities that provide human services and other resources in the Planning Area and that are determined to be at risk for current and future flooding conditions. Support vulnerability assessments for those facilities near Watts Branch that have already been identified as high risk and prepare flood-proofing strategies that can be incorporated into capital improvement plans and future hazard mitigation grant applications. Promote improvement, of and public access to, amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. 1709.6
- 1709.7 ***Policy FNS-1.2.6: Fort Dupont Park***
Work with the NPS to continue to improve access to Fort Dupont Park by providing shared parking, bicycle, and pedestrian access and public transit service. Expand outdoor recreational activities and community events at the park to better meet community needs. 1709.7
- 1709.8 ***Policy FNS-1.2.5: Soil Erosion***
Reduce soil erosion and stabilize slopes at Far Northeast and Southeast erosion hot spots, particularly the Skyland/Alabama Avenue area, Blaine Street NE (in Capitol View), O Street SE, and along Watts Branch and Pope Branch. 1709.8
- 1709.9 ***Policy FNS-1.2.6: View Protection***
Preserve and enhance important views and vistas between Far Northeast/Southeast and Central Washington, such as the vistas of the U.S. Capitol and Washington Monument from East Capitol Street. Such views are rare in the District and should be cherished and maintained. 1709.9

- 1709.10 ***Policy FNS-1.2.7: Historic Resources***
Protect and restore buildings and places of historic significance in Far Northeast and Southeast, including historic landmarks, such as the Nannie Helen Burroughs School, Sousa Junior High School, Mayfair Mansions, Strand Theater, Woodlawn Cemetery, Queens Stroll Road, Payne Cemetery, Southeast Boundary Stone (SE1), National Capitol Hebrew Cemetery, and the Shrimp Boat. Identify and increase awareness of other places of potential significance and consider appropriate preservation. Increase public awareness of these historic assets by incorporating the community's recommendations as part of the process. 1709.10
- 1709.11 ***Policy FNS-1.2.8: Health Care Facilities***
Encourage and support additional facilities to meet the behavioral and physical health needs of Far Northeast and Southeast residents, including primary and urgent care facilities, youth development centers, nutrition and chronic disease treatment, family counseling, and drug abuse and alcohol treatment facilities. Such facilities are vital to provide residents access to health care and maintain good health . Specific plans for new social service and health facilities should be developed through needs assessments, agency master plans, strategic plans, and the District's public facility planning process. All plans should be prepared in collaboration with the community, with input from local Advisory Neighborhood Commissions (ANCs) and civic associations, residents and businesses, and local community development corporations and nonprofit service providers. Facilities should be easily accessible and meet the needs of the community. 1709.11
- 1709.12 ***Policy FNS-1.2.9: Facilities for Children, Youth, and Older Adults***
Continue to develop additional parks, recreation centers, playgrounds, waterfront access, and other facilities and programs that meet the needs of children, youth, and older adults in the Far Northeast/Southeast community. Use the Age-Friendly DC Strategic Plan to help implement specific strategies for facilities that serve residents of all ages. 1709.12
- 1709.13 ***Policy FNS-1.2.10: Kingman and Heritage Islands***
Retain Kingman and Heritage Islands, located in the Anacostia River, as natural sanctuaries and urban wildlife refuges. Uses should be limited to an interpretive nature center, trails, public art, small vessel boating access (docks or launches), outdoor classrooms, passive open spaces, concerts and festivals, fishing, and pedestrian accessways. Coordinate efforts with federal agencies to improve

pedestrian access to Kingman Island from both sides of the Anacostia River and continue high-quality public space design. 1709.13

- 1709.14 ***Policy FNS-1.2.11: Improve Park and Recreation Services***
Improve safety, security, and maintenance levels at all parks located along and around the Planning Area, recognizing that most of the parkland in and around the Planning Area is owned and operated by the NPS. A high level of coordination will be required between the District and federal governments to ensure that this land is managed in the best interest of the residents. 1709.14
- 1709.15 ***Policy FNS-1.2.12: River Facilities for Children and Youth***
Develop additional docks, educational centers, boat rentals, and other facilities that expand access to the Anacostia River for children and youth in the Far Northeast/Southeast community. 1709.15
- 1709.16 ***Action FNS-1.2.A: Historic Resource Recognition***
Document places of potential historic significance in Far Northeast and Southeast, such as the Antioch Baptist Church, the Shrimp Boat Restaurant, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods. Identify appropriate preservation efforts for these places using community recommendations and the Ward 7 Heritage Guide prepared by the DC Historic Preservation Office as part of the process. 1709.16
- 1709.17 ***Action FNS-1.2.B: Clean Up the Anacostia River Toxic Sediments***
In collaboration with the NPS, implement hazardous material remediation in the Anacostia River to include Anacostia and Kenilworth Park and other contaminated adjacent land areas, such as Poplar Point and Kenilworth Landfill. The Anacostia River is a valuable District natural resource and priority should be given to restore years of damage. 1709.17
- 1709.18 ***Action FNS-1.2.C: Marvin Gaye Park***
Continually maintain and upgrade Marvin Gaye Park along Watts Branch, including the restored habitat and natural features, trails and bridges, meadows, and nature sanctuaries. Lighting, mowing, and other safety improvements for park visitors are crucial for the enjoyment of the park area. The continued coordination among agencies, such as the District Department of Parks and Recreation (DPR) and the NPS should continue to be strengthened. 1709.18

- 1709.19 ***Action FNS-1.2.D: Fort Dupont Park Improvements***
In collaboration with NPS, explore the feasibility of developing additional community-serving recreational facilities at Fort Dupont Park, including indoor swimming and tennis facilities, equestrian facilities, and an upgraded outdoor theater. 1709.19
- 1709.20 ***Action FNS-1.2.E: Anacostia Park and Fort Circle Parks***
Enhance existing pedestrian, bicycle, and vehicle access to Anacostia Park and the Fort Circle Parks through community signage along adjacent commercial corridors. Create Anacostia Park workout/walking trails similar to those in Rock Creek Park. 1709.20
- 1709.21 ***Action FNS-1.2.F: John Philip Sousa Bridge***
Enhance the beauty of the John Philip Sousa Bridge, continuing along Pennsylvania Avenue across the Anacostia River through lighting, artwork, and other strategies befitting one of the great streets in America. Encourage pedestrian and bicycle traffic between the Capitol Hill and Pennsylvania Avenue Southeast communities to use retail and community attractions for the mutual benefit of both communities. 1709.21
- 1709.22 ***Action FNS-1.2.G: Connect to the Anacostia River***
Connect the neighborhoods of the Far Northeast and Southeast Area to the Anacostia River, particularly through the redevelopment of Anacostia Park, implementation of the Anacostia Waterfront Initiative (AWI), and trail improvements. Climate Ready DC has identified areas along the Anacostia River, such as Mayfair, Kenilworth, Eastland Gardens, and Parkside, as Priority Planning Areas. An interdisciplinary approach will showcase how resilience to climate crises can be achieved. 1709.22

1710 FNS-2 Policy Focus Areas 1710

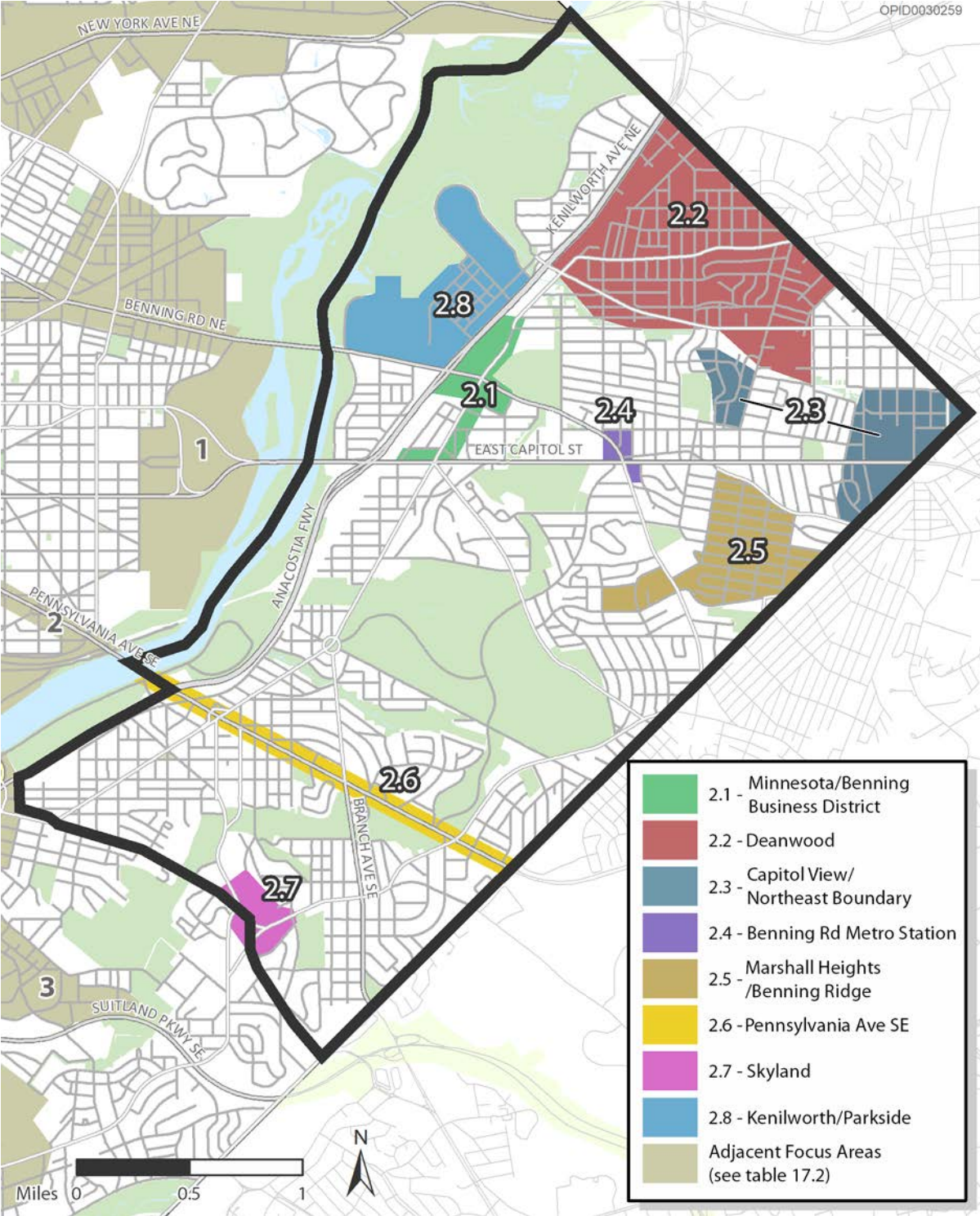
- 1710.1 The Comprehensive Plan has identified eight areas in Far Northeast and Southeast as Policy Focus Areas, indicating that they require a level of direction and guidance above that in the prior section of this Area Element and in the Citywide Elements. These eight areas are as follows:
- Minnesota/Benning Business District;
 - Deanwood;
 - Capitol View/Capitol Gateway/Northeast Boundary;

- Benning Road Metro Station Area;
- Marshall Heights/Benning Ridge;
- Pennsylvania Avenue SE;
- Skyland; and
- Kenilworth-Parkside. 1710.1

1710.2 Figure 17.3: Policy Focus Areas Within and Adjacent to Far Northeast and Southeast 1710.2

Within Far Northeast and Southeast	
2.1	Minnesota/Benning Business District;
2.2	Deanwood;
2.3	Capitol View/Capitol Gateway/Northeast Boundary;
2.4	Benning Road Metro Station Area;
2.5	Marshall Heights/Benning Ridge;
2.6	Pennsylvania Avenue SE;
2.7	Skyland; and
2.8	Kenilworth-Parkside. 1710.1
Adjacent to Far Northeast and Southeast	
1	Reservation 13/RFK Stadium Area
2	Pennsylvania Avenue Corridor
3	Barry Farm/Hillsdale/Fort Stanton

1710.3 Map 17.1: Far Northeast and Southeast Policy Focus Areas 1710.3



1711 FNS-2.1 Minnesota/Benning Business District 1711

1711.1 The Minnesota/Benning Business District includes the Minnesota Avenue Metro station and the shopping district to the south, extending along both sides of Minnesota Avenue to East Capitol Street. Sometimes referred to as Downtown Ward 7, it includes the 150,000 square foot East River Park Shopping Center, the Senator Square Shopping Center (anchored by the former Senator Theater) where redevelopment plans are being vetted, and a variety of small retail and service businesses serving Far Northeast and Southeast. While this area functions as an important community shopping district, some of its properties are underused and consist of empty parking lots, open storage, and undeveloped land. The shopping district itself lacks the variety of retail stores needed to serve the community. Another challenge the shopping district faces is the lack of high-quality design, confusing access and parking, and—with the exception of the historic Senator Theater—a lack of distinctive facades and storefronts. A Small Area Plan for the Benning Road corridor was completed in early 2008 and approved by the DC Council in July 2008. The Benning Road corridor Redevelopment Framework Plan gives a clear outline for how development can and should happen on Benning Road and in Downtown Ward 7. The study area begins at the starburst intersection, where Florida Avenue, Bladensburg Road Maryland Avenue, H Street and Benning Road meet, and continues along Benning Road to the Maryland border at Southern Avenue. The Planning Area passes through Wards 5, 6, and 7. Opportunity Redevelopment Sites, totaling 1,492,506 square feet along the corridor, have been identified within four subareas. 1711.1

1711.2 The Small Area Plan includes an implementation matrix, which contains recommendations, agency leads, funding needs, and potential time frames for each subarea. Additionally, the Small Area Plan provides a development framework for the Benning Road corridor and strategies to leverage community assets and public investment to bring desired housing, retail, and transit choices. The Small Area Plan recommends strategies for how District government agencies working in cooperation with community stakeholders can begin to address a variety of themes, such as housing, shopping, business parks; open space, cultural assets, community health and safety, transportation and infrastructure; urban design; and the public realm. 1711.2

1711.3 A complex of office buildings, including a four-story Metro parking garage and a new headquarters for DOES and the Department of Human Services, was completed in 2009. The development also includes new commercial office and

retail space. Additionally, the Park 7 Apartment complex, now open and thriving, is a six story, mixed-use development with 376 apartment units and 20,000 square feet of ground-level retail space. These developments have been a catalyst for revitalization in Downtown Ward 7, bringing new revenue and a larger customer base to the adjacent shopping area. Complementary uses, such as a civic space/urban plaza, public art, and cultural facilities, should be strongly encouraged, and additional infill development should be supported on vacant lots and underused land to the south and east. 1711.3

1711.4 The Park 7 Apartments project is a newly constructed apartment building. The completed project is a six-story, mixed-use development with 376 apartment units and 20,000 square feet of ground-level retail space. Any additional development in this area should maximize Metro access while taking care to provide appropriate buffers and transitions to adjacent uses. 1711.4

1711.5 ***Policy FNS-2.1.1: Minnesota/Benning Revitalization***
Support revitalization and further development of the area around the Minnesota Avenue Metro station, including the adjacent business district to the south along Minnesota Avenue. Upgrade and expand existing businesses in this area and encourage new small business development, educational facilities, healthy food retail, green spaces, and community-based human services, such as job training, health care, and child care facilities. Any new public facility or private development in this area should contribute to its image as an attractive and vibrant community hub and should be responsive to the needs of surrounding neighborhoods. 1711.5

1711.6 ***Policy FNS-2.1.2: Shopping Center Improvements***
Improve the East River Park and Senator Square shopping areas at Minnesota Avenue and Benning Road as vibrant shopping areas. This area should function as a single, cohesive, walkable business and mixed-use district rather than a series of disconnected, auto-centric shopping centers. 1711.6

1711.7 ***Policy FNS-2.1.3: Minnesota Avenue Station Area Mixed-Use Development***
Encourage additional mixed-use, mixed-income development, including medium-density, multi-family housing around the Minnesota Avenue Metro station, recognizing the opportunity for transit-oriented development that boosts neighborhood businesses, reduces the need for auto commuting, and enhances the quality of the pedestrian environment along Minnesota Avenue. 1711.7

- 1711.8 ***Action FNS-2.1.A: Financial Assistance for Small Businesses***
Target the Senator Square and East River Park Shopping centers for District financial assistance, grants, and loans for façade improvements and small business development. 1711.8
- 1712 FNS-2.2 Deanwood 1712**
- 1712.1 Deanwood is one of Far Northeast and Southeast’s oldest communities; much of its housing stock dates from the early 20th century. Several well-known Black architects, including W. Sidney Pittman and Howard D. Woodson, and many skilled local craftsmen designed and built many of its homes. The neighborhood was once home to Nannie Helen Burroughs, an early civil rights leader and the founder of the National Training School for Women and Girls, an independent boarding school for educated Black women founded in 1909 and located on 50th Street NE. From 1921 to 1940, Deanwood was also home to Suburban Gardens (50th and Hayes Streets NE), a Black-owned amusement park that served thousands of Black residents during a time of racial segregation. 1712.1
- 1712.2 Deanwood’s relatively low-density, small wood-frame and brick homes; and dense tree cover give it a small-town character that is unique in Washington, DC. At the same time, there are hundreds of vacant single-family lots in the community, creating the potential for future infill housing on many blocks. Some of the vacant properties were underused and caused problems in the past, attracting crime and dumping. Non-conforming uses further challenge neighborhood integrity and environmental quality. Progress is being made though: an illegal trash transfer station was decommissioned and has since been redeveloped into a residential development. Deanwood is a focal neighborhood in the District’s Vacant to Vibrant Program, whereby vacant properties are auctioned off to provide moderate-income housing; participants in the District’s Certified Business Enterprise (CBE) Program bid on contracts to turn-key vacant sites into moderate-income housing, and a tiny home demonstration project was launched. 1712.2
- 1712.3 While new housing is encouraged in the Deanwood and adjacent Burrville neighborhoods, density and design should complement prevailing community character. Rehabilitation of existing housing is also strongly encouraged, as much of Deanwood has experienced disinvestment. The neighborhood’s main commercial streets—Nannie Helen Burroughs Avenue, Sherriff Road, and

Division Avenue—have strong potential for infill and revitalization. The intersection of these two streets in particular should be strengthened as a neighborhood hub, with new retail and service businesses strongly encouraged.
1712.3

1712.4 Deanwood also experiences land use and transportation conflicts, particularly on its western edge along Kenilworth Avenue. An industrial area along the CSX line provides jobs and services but also creates noise and truck traffic and has contributed to building vacancies. Improved buffering of this area from the adjacent neighborhood and additional development around the Deanwood Metro station can reduce future conflicts while improving overall community appearance. 1712.4

1712.5 In November 2005, the District, in collaboration with the residents of the Lincoln Heights neighborhood, initiated a process to plan for and implement the revitalization of the DC Housing Authority's (DCHA) Lincoln Heights property and the surrounding neighborhood. Compatible with the New Communities Initiative (NCI), the goal of this effort was to transform the affordable housing development and its neighborhood into a mixed-income, mixed-use community. In this new community, residents will have access to high-quality housing options, affordable at all income levels, and human services necessary to help prepare them to take advantage of the upcoming economic opportunities and changes. NCI's goal is to strengthen both the physical and social infrastructure of neighborhoods experiencing violent crime, poverty, and other social challenges.
1712.5

1712.6 In early 2006, OP, in conjunction with the office of the Deputy Mayor for Planning and Economic Development (DMPED) and the District Department of Transportation (DDOT), initiated a planning process to create the Deanwood/Great Streets—Nannie Helen Burroughs Avenue and Minnesota Avenue Strategic Development Plan. The primary purpose of the Strategic Development Plan was to provide clear policy direction for land use and development within Deanwood and along its major corridors. The study area is bounded by Eastern Avenue to the northeast, 55th Street NE to the east, Marvin Gaye Park to the south, and Kenilworth Avenue/CSX railway to the west. 1712.6

1712.7 The Deanwood Strategic Development Plan was created as a complementary piece to the District's Comprehensive Plan and approved by DC Council in July 2008. The Strategic Development Plan combines community aspirations with

professional research and analysis to set a framework for how Deanwood could improve over 10 years. The Strategic Development Plan provides an implementation framework for public and private investment in targeted areas resulting in neighborhood stabilization and revitalization. A robust community engagement process, which was an integral part of the planning process, led to a vision for Deanwood. This vision called for strengthening the Deanwood neighborhood as a historically established, self-reliant, self-sufficient, and close-knit community. The Strategic Development Plan identifies the future of Deanwood as the greenest neighborhood in the District with a better, safer, and responsible future. 1712.7

- 1712.8 Five Focus Nodes were identified in the Strategic Development Plan, including three gateways. The Focus Nodes are Minnesota Avenue/Downtown Ward 7, Nannie Helen Burroughs Gateway, Deanwood Metro station, Sheriff Road/Eastern Avenue Gateway, and Dix/Seat Pleasant Gateway. 1712.8
- 1712.9 After formulating the overall vision for the Comprehensive Plan, six goals were established to direct future growth in Deanwood. These goals are to live, worship, shop, work, learn, and play, all within a revitalized Planning Area. Maximizing neighborhood connectivity and providing multimodal transportation options was also set as an additional goal. 1712.9
- 1712.10 ***Policy FNS-2.2.1: Deanwood's Residential Character***
Strongly encourage infill development on vacant lots in the Deanwood community. Where designated on the Future Land Use Map, development should respect and perpetuate the low-density, single-family character of the neighborhood, with new one-, two-, three-, and four-bedroom-family homes that complement existing architectural traditions and community character. 1712.10
- 1712.11 ***Policy FNS-2.2.2: Nannie Helen Burroughs Avenue***
Focus on neighborhood-serving commercial development, such as the comprehensively planned Deanwood Town Center in Deanwood along the Nannie Helen Burroughs Corridor, with the intersection of Division and Nannie Helen Burroughs Avenues restored as a community hub. Convert low-density mixed-use zones into higher density zones. 1712.11
- 1712.12 ***Policy FNS-2.2.3: Kenilworth Industrial Area at Deanwood's Western Border***
Upgrade and expand the commercial and industrial area along Kenilworth Avenue, particularly the Kenilworth Industrial Park, and provide for additional

employment in this industrial corridor. Improve the appearance of this area through design standards, building maintenance, public space, code enforcement, and street improvements. Encourage local businesses and entrepreneurs to use the business incubator in this corridor to create increased job opportunities for area residents. Encourage collaboration between local businesses, DOES, and other vocational training organizations to create effective job training programs.

1712.12

1712.13 ***Policy FNS-2.2.4: Deanwood Metro Station***

Provide for additional mixed-use development consisting of medium-density housing and low-density neighborhood commercial uses in the vicinity of the Deanwood Metro station and along Kenilworth Avenue NE. Appropriate transitions should be provided between new development and the adjacent residential areas. 1712.13

1712.14 ***Policy FNS-2.2.5: Neighborhood-Serving Commercial Uses***

Encourage the development of a variety of neighborhood-serving commercial uses along Nannie Helen Burroughs Avenue, Sherriff Road, and Minnesota Avenue to create and invest into community-owned small businesses, adding and creating jobs for District residents and establish retail and service uses that support the surrounding residential community. Commercial uses in these locations should provide infrastructure that is attractive to drivers, pedestrians, and cyclists; supply adequate on-site parking and access to public transit, and especially busses; and create an active street environment that helps to reinvigorate the commercial corridors. Medium-density development is appropriate, particularly near the intersection of Nannie Helen Burroughs and Minnesota Avenues. 1712.14

1712.15 ***Action FNS-2.2.A: Division and Nannie Helen Burroughs Commercial Development***

Explore the option of acquiring underused land for commercial development at the intersection of Division and Nannie Helen Burroughs Avenues NE. 1712.15

1712.16 ***Action FNS-2.2.C: Minnesota Avenue Extension***

Extend Minnesota Avenue from Sheriff Road to Meade Street NE to improve pedestrian and bicycle access to the Deanwood Metro station and surrounding public space. 1712.16

1713 FNS-2.3 Capitol View/Capitol Gateway Estates/Northeast Boundary 1713

- 1713.1 Capitol View and Northeast Boundary are the easternmost neighborhoods in Washington, DC. At the heart of the community, Capitol Gateway Estates has been constructed on a 40-acre site that formerly housed the 1,100-unit East Capitol Dwellings affordable housing project. Working through the federal HOPE VI Program, East Capitol Dwellings was demolished in the early 2000s. The first phase of the revitalized project consisted of 151 units of housing for older adults and opened in 2005. An additional 550 units of market rate and affordable housing will be completed in the coming years. The complex also includes a new shopping district along East Capitol Street. East Capitol Street is an important transportation corridor for commuters between Maryland and the District. The neighborhood today is primarily residential, with a combination of semi-detached and single-family homes. The area has commercial activity along East Capitol Street at 53rd Street SE, on Dix Street NE, and at the corner of Central Avenue SE and Southern Avenue. 1713.1
- 1713.2 The Capitol Gateway development project can help drive economic growth, improve residents' access to basic amenities, and attract visitors and commuters traveling along East Capitol Street. Vacant sites in the immediate vicinity can support infill housing, with moderate densities on the blocks closest to the Capitol Heights Metro station (across the state line in Maryland) and lower densities elsewhere. A few blocks to the north, the commercial area along Division Avenue, as well as Dix Street, can support infill commercial and residential development, providing needed services to the adjacent Northeast Boundary neighborhood. 1713.2
- 1713.3 Improvements to Marvin Gaye Park (Watts Branch) and public facilities, such as Woodson High School, are an important part of revitalizing the Capitol View community. The park, in particular, can become a stronger source of community pride and an important link to new recreational areas along the Anacostia River. The DC Silver Jackets is a cross-disciplinary, interagency team consisting of federal, District, and regional agencies. By targeting neighborhoods along the Watts Branch Tributary, including Deanwood, strategies are being created and tested by the Silver Jackets to improve the resilience of those areas in the aftermath of flooding. 1713.3

- 1713.4 ***Policy FNS-2.3.1: Northeast Boundary Neighborhood***
Leverage the development of Capitol Gateway Estates to achieve additional reinvestment in the Northeast Boundary neighborhood, particularly the rehabilitation of existing housing and the development of new mixed-income family housing on vacant lots. 1713.4
- 1713.5 ***Policy FNS-2.3.2: 61st and Dix Streets NE***
Improve the commercial area along Dix Street NE between 61st Street and Eastern Avenue NE, encouraging new retail businesses and services that benefit the adjacent community. 1713.5
- 1713.6 ***Policy FNS-2.3.3: Development as a Catalyst for Marvin Gaye Park***
Design development along Marvin Gaye Park (Watts Branch) in a manner that improves park visibility, access, appearance, and security. The park should be treated as the front door to the adjacent neighborhood and a valued amenity for development along its perimeter. 1713.6
- 1713.7 ***Policy FNS-2.3.4: Public Access to Amenities***
Promote the improvement of and public access to amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. 1713.7
- 1713.8 ***Policy FNS-2.3.5: Improved Access to Amenities***
Promote improvement of and public access to amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. 1713.8
- 1713.9 ***Action FNS-2.3.A: Land Acquisition at 61st and Dix Streets NE***
Continue to work with community development organizations in the acquisition of vacant lots at 61st and Dix Streets NE and their work with locals in providing housing and commercial uses and services. 1713.9
- 1713.10 ***Action FNS-2.3.B: Lincoln Heights New Community***
Continue to pursue redevelopment of Lincoln Heights as a new community, replacing the existing public housing development with new mixed-income housing, including an equivalent number of affordable units and additional market rate units. 1713.10

1713.11 ***Action FNS-2.3.C: Neighborhood-Serving Retail***
Promote a wider variety of neighborhood-serving retail in this area. Focus on targeted growth and diversity of retail in new and existing commercial areas on East Capitol Street, Central Avenue, Dix Street NE, and Eastern Avenue. 1713.11

1714 FNS-2.4 Benning Road Metro Station Area 1714

1714.1 In 2008, OP, in conjunction with residents and stakeholders along the Benning Road corridor, completed a Small Area Plan for Benning Road in the form of the Benning Road Corridor Redevelopment Framework. Adopted by the DC Council in July 2008, this framework gives a clear and concise outline for how development can and should happen on Benning Road. The Benning Road Metro station is located at the corner of Benning Road and East Capitol Street and was included in this plan. The station, which is served by Metro’s Blue Line, opened in 1980 and is among the least used rail stations based on the volume of passenger traffic in the Metro system. Surrounding land uses include auto-oriented commercial businesses, including the Benco Shopping Center and the newly renovated Shrimp Boat restaurant, single-family homes and duplexes, and small two- and three-story apartment buildings. . In 2018, the nonprofit organization So Others Might Eat (SOME) completed construction of a 320,000 squarefoot, mixed-use building adjacent to the Metro station, which provides housing for 200 low-income families, a medical center, office space for SOME’s after-school programs, and job training. 1714.1

1714.2 The Benning Road Metro station area should become a much more attractive community hub in the future that consists of pedestrian-oriented housing, retail, and recreational uses. Large-scale office buildings and surface parking lots should be discouraged here; rather, the site is most appropriate as a walkable neighborhood center with low-scale, moderate-density residential buildings containing ground floor retail, service, and similar uses. Amenities, such as plazas, public art, attractive facades, and pocket parks, should be provided as the area develops, and safe street crossings for pedestrians and bicyclists should be ensured. Special care should be taken to preserve the adjacent neighborhoods, improve the hazardous and confusing street intersections in the vicinity, and emphasize land uses and activities that benefit area residents. 1714.2

- 1714.3 ***Policy FNS-2.4.1: Benning Road Station Area Development***
Support development of the Benning Road Metro station area as a pedestrian-oriented, mixed-use area, including moderate-density housing, retail, service uses, and public spaces and amenities that serve adjacent neighborhoods. Future development should recognize and provide appropriate, well-designed transitions to the low-density residential character of the adjacent neighborhoods. 1714.3
- 1714.4 ***Action FNS-2.4.A: Benning Road Reconstruction and Streetcar Extension***
Coordinate with the District Department of Transportation (DDOT) on reconstruction to Benning Road. The Benning Road Reconstruction and Streetcar Project will focus on two miles of Benning Road NE between Oklahoma Avenue NE and East Capitol Street, addressing critical needs for infrastructure improvements, bridge rehabilitation, safety enhancements, and an eastward extension of DC Streetcar transit service. 1714.4
- 1714.5 ***Action FNS-2.4.B: Supportive Studies Along the Benning Road Corridor***
Prepare appropriate planning and development studies to build upon and update the 2008 Small Area Plan for the Benning Road corridor to support enhanced physical connections and improved economic and community development conditions at the Minnesota and Benning Road Metro stations and sites proposed for more intense mixed-use development along Benning Road, including Fletcher Johnson. Planning studies should complement existing community planning efforts for the redevelopment of Fletcher Johnson.
- 1715 FNS-2.5 Marshall Heights/Benning Ridge 1715**
- 1715.1 The Marshall Heights/Benning Ridge area is located south of East Capitol Street and east of the Fort Dupont Park. The area includes a mix of single-family and semi-detached homes and apartments and has a few hundred scattered vacant lots. Throughout the area, there are opportunities for infill development. Although Marshall Heights and Benning Ridge faced disinvestment and economic challenges during the late 20th century, both neighborhoods are rebounding. To accommodate this growth, neighborhood-serving amenities and retail, mixed-income housing, opportunities for arts and culture, and open space should be encouraged. 1715.1
- 1715.2 Several developments have recently been completed or are planned. Hilltop Terrace, Carver Terrace Apartments, and JW King Senior Center have added more than 200 new homes along Benning Road and East Capitol Street. Just to

the north, the former Eastgate Gardens affordable housing complex, now known as Glenncrest, has been redeveloped into 269 new homes—including housing for older adults, public housing, and market-rate family housing. As opportunities arise, adaptive reuse, compatible design, and interpretive signage or public art should be incorporated into future infill development. Continued residential infill and rehabilitation is strongly encouraged, taking care to develop at densities that are appropriate to neighborhood character. Improvement of retail centers, including the small shopping centers at Benning Road and H Street NE and Benning Road between F and G Streets NE will also be pursued in order to upgrade existing businesses and provide needed services to the surrounding communities. 1715.2

1715.3 ***Policy FNS-2.5.1: Marshall Heights Infill***

Support the development of the many scattered vacant lots in the Marshall Heights community with new low-density residential development, especially single- and two-family homes. This will provide ownership opportunities for area residents and housing stock needed to attract families with children back to the Far Northeast and Southeast Area. Improve schools, parks, and other public services in Marshall Heights to meet the needs created by additional growth and attract families to the area. 1715.3

1715.4 ***Action FNS-2.5.A: Eastgate Gardens***

Develop Eastgate Gardens as a mixed-income community containing housing for older adults, affordable housing, homeownership opportunities, and a community arts center. As population increases here and elsewhere in Marshall Heights, pursue the refurbishing of shopping areas along Benning Road to better serve the surrounding community. The revitalization of neighborhood-serving retail and shopping districts along the Benning Road corridor should be encouraged. 1715.4

1715.4a ***Text box: Fletcher-Johnson Campus***

The Fletcher-Johnson Campus is positioned several blocks north of the Marshall Heights neighborhood, south of the Kipp DC Benning Campus, west of the DMV and Benco Shopping Center and east of the Maryland state line. Fletcher-Johnson closed in 2008, though portions of the building were previously leased to public charter schools, and the facility was last used as a swing space for HD Woodson High School during its modernization. The building has been vacant since 2011. 1715.4a

- 1715.4b The Deputy Mayor of Education (DME) previously released a request for offers (RFO) and evaluated offers for the school in 2014; however, no award was made. Prior to restarting the RFO process in 2017, DME confirmed that the Department of General Services (DGS) could not immediately identify other government use for Fletcher-Johnson in the near term. DGS officially surplused the property in 2019, making it available for disposition by DMPED. 1715.4b
- 1715.4c The site offers a unique opportunity for the District to reshape a long-languishing property into a benefit for residents and the District as a whole. Previous public input into the redevelopment plan has been extensive and widespread, resulting in various community preferences for the site. 1715.4c
- 1715.4d DMPED issued a request for proposals (RFP) for Fletcher-Johnson. 1715.4d

1716 FNS-2.6 Pennsylvania Avenue Southeast Corridor 1716

- 1716.1 Pennsylvania Avenue SE is one of the busiest arterials in Washington, DC, carrying more than 96,000 vehicles a day across the Sousa Bridge and 53,000 vehicles per day between I-295 and Minnesota and Branch Avenues. Established neighborhoods, such as Fairlawn, Randle Highlands, and Twining surround this mixed-use corridor. The population density here provides an attractive market for the types of amenities that residents are looking for, including hotels, restaurants, and national retailers. In addition, mixed-income housing units that combine residential and retail space would be valuable commodities to residents moving to the area. 1716.1
- 1716.2 In January 2008, OP completed the Pennsylvania Avenue SE Corridor Land Development Plan, which was approved by the DC in July 2008. As a result of this planning process, which included extensive community engagement, development options were articulated to guide future decisions for key sites along the corridor determined to have potential to serve as catalysts for corridor-wide revitalization. 1716.2
- 1716.3 The 2.3-mile Planning Area included all properties fronting Pennsylvania Avenue SE from Independence Avenue SE eastward to Southern Avenue. The District designated Pennsylvania Avenue SE a major corridor as part of the Great Streets Initiative in 2006, with the intent of spurring redevelopment and enhancing neighborhood livability. 1716.3

- 1716.4 Pennsylvania Avenue SE is an important transportation corridor in the District, classified by DDOT as a principal arterial road. It is crossed by collector, local, and minor arterial roads and the Anacostia Freeway on the east side of the Anacostia River and the Southeast Freeway on the west side of the river. The Pennsylvania Avenue Advisory Committee was established to include councilmembers, ANC commissioners, civic associations, residents, property owners, and business owners. An analysis of existing conditions related to land use and zoning, urban design, the real estate market, and public participation resulted in the identification of key redevelopment opportunity sites. Through the study process, eight sites were identified as having the highest potential for redevelopment and revitalization; five of these are underserved communities in the Far Northeast Southeast Area Element. The final plan activated a detailed implementation strategy and includes polices to guide redevelopment along the corridor. 1716.4
- 1716.5 The Avenue is one of America’s Main Streets and is bordered by moderate-income neighborhoods with residents who are civically engaged. It provides amenities to a community of rolling hills, manicured lawns, red-brick colonials, ramblers, American Craftsman bungalows, Mid-Atlantic Colonial Revival, and Tudor Revival homes. The area is convenient to the Southeast-Southwest Freeway and is also notable for its streets lined with oak, maple, and dogwood trees. The area has an altitude higher than most of Washington, DC. The surrounding communities—Penn Branch, Hillcrest, Dupont Park, Fort Dupont Park, Fairlawn, Twining, Randle Highlands, Fort Davis, and Fairfax Village—once considered suburbs, are conveniently located close to Capitol Hill and about 15 minutes from the U.S. Capitol. The combination of numerous mature trees, parks, green spaces, and large lots makes these neighborhoods desirable. Metrobus service provides direct transportation to and from downtown, as well as the Potomac Avenue and Naylor Road Metro Stations. 1716.5
- 1716.6 The future of Pennsylvania Avenue has profound effects on the adjacent neighborhoods of Fairlawn, Twining, Dupont Park, Penn Branch, Hillcrest, Fort Davis, and Fairfax Village. Its designation by the District as an official Great Street speaks both to its historic reputation as America’s Main Street and its capacity to shape the appearance and impression of the surrounding community. Particular emphasis should be placed on upgrading the shopping area between Fairlawn Avenue and 28th Street SE. This corridor, initially developed as a walkable shopping street, experiences a lack of continuity, a lack of retail choices,

many vacant storefronts, parking management issues, and traffic patterns that are dangerous for pedestrians. 1716.6

- 1716.7 ***Policy FNS-2.6.1: Pennsylvania Avenue SE Great Street***
Plan the Pennsylvania Avenue SE corridor in a manner that reduces traffic effects on adjacent neighborhoods, transforms its role as a Far Northeast and Southeast commercial center, and restores its ceremonial importance as a principal gateway to and from the nation's capital. 1716.7
- 1716.8 ***Policy FNS-2.6.2: Neighborhood Shopping Improvements***
Promote a wider variety and better mix of neighborhood-serving retail shops . Focus on providing targeted growth to the small pockets of new and existing commercial properties along the Pennsylvania Avenue SE Corridor. 1716.8
- 1716.9 ***Policy FNS-2.6.3: Transportation and Infrastructure***
Implement the Great Streets roadwork and streetscaping on Pennsylvania Avenue in Wards 7 and 8. Encourage community groups in Wards 7 and 8 to request from DDOT similar streetscape improvements. Explore rapid bus service along the corridor. 1716.9
- 1716.10 ***Policy FNS-2.6.4: Economic Development***
Create a marketing strategy to attract new retailers to vacant spaces. Conduct analysis of technical assistance needs of existing businesses. Use commercial façade improvement grant programs to invest in more attractive storefronts where buildings are not expected to be redeveloped. 1716.10
- 1716.11 ***Policy FNS-2.6.6: Land Use***
Zoning along Pennsylvania Avenue SE should support the types of redevelopment outlined in the Pennsylvania Avenue SE Corridor Land Development Plan. 1716.11
- 1716.12 ***Policy FNS-2.6.7: Mixed-Use and Affordable Housing***
Use District and federal resources to support a variety of mixed-income housing opportunities near key redevelopment sites in Wards 7 and 8. Create attractive, mixed-use, retail-anchored residential sites and affordable housing options along the Pennsylvania Avenue SE corridor. Some neighborhoods with great potential include Fairlawn, Randle Highlands, and Twining, which surround the mixed-use corridor identified along Pennsylvania and Minnesota Avenues SE. In addition, mixed-income housing units that combine residential and retail space would be

valuable commodities to residents. Invest in the development of mixed-use housing and retail at these locations: 2300-3100 block of Pennsylvania Avenue SE, 2200-2300 block of Minnesota Avenue SE, and 2900 block of Minnesota Avenue SE. 1716.12

1716.13 ***Policy FNS-2.6.8: Physical Improvements***

Continue to improve the infrastructure and physical appearance of the Pennsylvania Avenue Southeast corridor as a way to enhance its market perception and attract investors, visitors, shoppers, residents, and new retail businesses and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to and from I-295. 1716.13

1716.14 ***Action FNS-2.6.A: Pennsylvania Avenue SE Transportation Study***

Implement the remaining recommendations of the Pennsylvania Avenue SE Transportation Study at the Twining roundabout to improve community access and circulation. These recommendations include streetscape, signage, and parking improvements, speed controls, signal timing changes, pedestrian and bicycle safety improvements, travel lane and pavement marking adjustments, traffic calming measures to avoid cut-through traffic on local side streets, and changes to the I-295/Pennsylvania Avenue interchange. 1716.14

1716.15 ***Action FNS-2.6.B: Great Street Improvements***

Implement the Great Street Plan to beautify Pennsylvania Avenue SE, maintaining the width of the street, landscaping the avenue from the Sousa Bridge to the Maryland border, and taking other steps to manage traffic flow and avoid negative effects on and cut-through traffic in adjacent neighborhoods. 1716.15

1716.16 ***Action FNS-2.6.D: Directing Growth***

Direct the growth along the Pennsylvania Avenue SE corridor. Mixed-use development combining ground floor retail and upper-story residential uses should be supported in this area, along with streetscape improvements that enhance visual and urban design qualities and pedestrian, bus, and automobile circulation. As in all parts of the District, the scale of development should be sensitive to adjacent uses and reflect the capacity of roads, infrastructure, and services to absorb additional growth. In addition, improvements should contribute to and maintain the historic character of the neighborhood. Make use of historic setbacks to bring retail frontage closer to Pennsylvania Avenue and maximize opportunities for rear parking and access (thus easing traffic congestion and flow). 1716.16

- 1716.17 ***Action FNS-2.6.E: Physical Improvements***
Improve the infrastructure and physical appearance of the Pennsylvania Avenue SE corridor as a way to enhance its market perception and attract investors, visitors, shoppers, residents, new retail businesses, and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to/from the District on I-295. 1716.17
- 1717 FNS-2.7 Skyland 1717**
- 1717.1 The Skyland Shopping Center site covers 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Avenue SE. When it was initially developed in the 1940s, the 170,000-square-foot complex of free-standing retail buildings was one of the first auto-oriented shopping centers in Washington, DC. Along with the adjacent 95,000-square-foot Good Hope Marketplace, it was the principal commercial center serving the southern part of Far Northeast and Southeast. Plans to renovate and modernize Skyland have been evolving for many years. Phase 1 of the highly anticipated mixed-use redevelopment of the center is underway. This phase will include 240 units of residential housing, as well as a medium-scale grocery store. The site will ultimately be redeveloped as a Town Center, with more than 275,000 square feet of leasable space being pursued by DMPED. An additional anchor is being sought to secure the retail portion of the site. 1717.1
- 1717.2 Reinvestment in Skyland is an important part of the District’s efforts to provide better shopping options for underserved communities, reduce the loss of retail dollars to the suburbs, and make Wards 7 and 8 more attractive to existing and future residents. To be most effective, planned improvements should be a part of a broader strategy to enhance the Alabama/Good Hope area as a focal point for surrounding neighborhoods, such as Hillcrest and Fairlawn, and to upgrade the Naylor Road corridor as a gateway to Far Northeast and Southeast and Historic Anacostia. 1717.2
- 1712.3 ***Action FNS-2.7.A: Skyland Redevelopment***
Revitalize Skyland Shopping Center as an essential, dynamic community-scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business and employment district for adjacent

neighborhoods, providing a diverse array of quality goods and services for area residents. 1712.3

1712.4 ***Action FNS-2.7.B: Skyland Small Business Assistance***
Continue to work with the District Department for Local and Small Business Development (DSLBD) to assist small business and private enterprise in the Skyland area. 1712.4

1712.5 ***Action FNS-2.7.C: Fort Baker Drive Buffering***
Work with property owners to develop and maintain a suitable visual, sound, and security buffer between Skyland Shopping Center and the adjacent residential areas along Fort Baker Drive. 1717.5

1718 FNS-2.8 Kenilworth-Parkside 1718

1718.1 The upper reaches of the Anacostia River's eastern shore include the communities of Kenilworth-Parkside, Mayfair Mansions, and Eastland Gardens. This area also includes Kenilworth Aquatic Gardens Park, the Kenilworth-Parkside Recreation Area, and wetlands and open spaces managed by NPS. The Pepco Benning Service Center and the Benning Road Waste Transfer Station are located adjacent to this area on the north side of Benning Road NE. 1718.1

1718.2 Kenilworth-Parkside was initially developed as low-income housing in the 1940s. During the 1980s, the 464-unit public housing complex was touted by the federal government as a success story after property management responsibilities were transferred to the local tenant organization. Crime dropped dramatically, and the quality of life visibly improved. The area's reputation for innovative housing policy continued through the 1990s. The public housing was sold and renovated and a neotraditional town was conceived on a 26-acre vacant site between Kenilworth and the Pepco Benning Service Center. In addition to the Grove at Parkside, which yielded 186 residential units, about 226 affordable townhomes were constructed between 2010 and 2017. More development is expected to include up to 1,500 mixed-income multi-family units, 750,000 square feet of office space, and 50,000 square feet of retail 1718.2

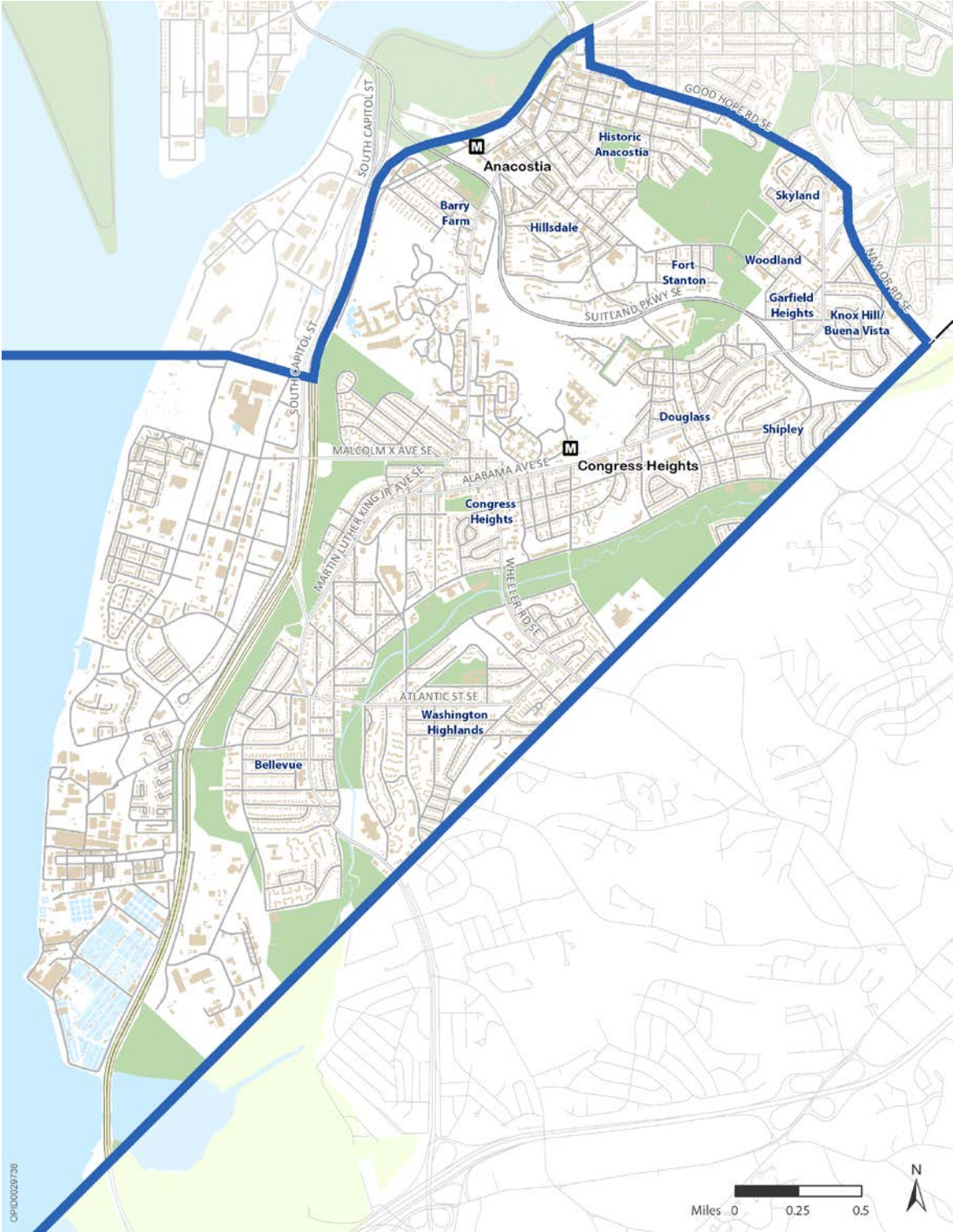
- 1718.3 Over the next decade, build-out of the remaining areas in Kenilworth- Parkside is expected. Master plans call for some 1,500 units of new medium- to high-density housing, 250,000 to 500,000 square feet of office space, and 30,000 square feet of retail space in Parkside. Kenilworth Courts, as a planned community, is expected to yield 530 residential units of affordable housing, including 110 replacement units and approximately 4,500 square feet of commercial space. A reconstructed pedestrian bridge will connect this area to the Minnesota Avenue Metro station, making the area transit accessible for new residents and employees. The Anacostia Riverwalk Trail serves as the backbone of the Anacostia waterfront, connecting residents, visitors, and communities to the river. The trail provides scenic travel for pedestrians, bicyclists, and 16 communities, including Kenilworth, Eastland Gardens, Mayfair, and Parkside, providing much-needed access to the waterfront. Currently, just over 17 miles of the trail have been completed, providing access from Bladensburg, Maryland, to historic Navy Yard, RFK Stadium, Anacostia, and the Kenilworth Aquatic Gardens. Once completed, the 20-mile trail will traverse multiple jurisdictions, linking Colmar Manor in Maryland to the north, through Washington, DC to its southern terminus at Mount Vernon in Virginia. 1718.3
- 1718.4 In addition to the Kenilworth-Parkside pedestrian bridge, the creation of the two-mile-long Marvin Gaye Park along Watts Branch, development of the Minnesota Avenue government center, and designation of Nannie Helen Burroughs Avenue as a Great Street should all help to unite the community on both sides of the I-295 freeway. The meadows and woodland garden of Marvin Gaye Park advance resilience by providing for natural water filters and mitigating runoff, and dozens of youth are trained through the Summer Youth Employment Program in upkeep and beautification . To further improve the connectivity between the Kenilworth-Parkside communities, DDOT is finalizing a Livability Study, which will provide recommendations for improvements to public space, safety, and access for all users of the transportation system 1718.4
- 1718.5 ***Policy FNS-2.8.1: Kenilworth-Parkside Open Space Improvements***
Support federal efforts to improve and restore the Kenilworth Park and the Kenilworth Aquatic Gardens. Engage with federal efforts to remediate contamination in Kenilworth Park and coordinate with federal agencies to guide the construction of future District-managed park amenities in Kenilworth Park. Additionally, implement Resilient DC strategies here that will strengthen the infrastructure and educate the community on the effects of climate change. Design improvements to Kenilworth Park that enhance ecology and increase walking and

biking access to Kenilworth Park from adjacent neighborhoods. Connect Kenilworth Park to nearby parkland, including the U.S. National Arboretum, through riverfront trail and bridge projects. Establish state-of-the-art recreation facilities that promote both land-based and water-based recreation. 1718.5

- 1718.6 ***Policy FNS-2.8.2: Kenilworth-Parkside Transit-Oriented Development***
Support mixed-use, mixed-income residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area's proximity to the Minnesota Avenue Metro station and its relative distance from the low-density, single-family neighborhoods to the east to accommodate medium to high-density housing that is well connected to transit and the adjacent waterfront open space. 1718.6
- 1718.7 ***Policy FNS-2.8.3: Density Transitions at Parkside***
Provide appropriate height and scale transitions between new higher-density development in the Kenilworth-Parkside neighborhood and the established moderate-density townhomes and apartments in the vicinity. Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street and step down in intensity moving west toward the river. 1718.7
- 1718.8 ***Policy FNS-2.8.4: Buffering Around Parkside***
Maintain sufficient buffering, screening, and separation between new development at Kenilworth-Parkside and the adjacent Pepco Benning Service Center and waste transfer station. 1718.8
- 1718.9 ***Policy FNS-2.8.5: Parkside Access Improvements***
Full bidirectional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road. Multimodal access, both pedestrian and vehicular, should be provided to the Parkside neighborhood from Benning Road, especially in case of evacuation and for emergency vehicles. A Livability Study is being conducted by DDOT to assess issues related to multimodal connectivity, directional signage, vehicular circulation, and pedestrian safety. 1718.9
- 1718.10 ***Policy FNS-2.8.6: Kenilworth Park Resilience Strategy***
The District, through its membership in a worldwide initiative has identified Kenilworth Park as one of two pilot locations in Washington, DC, for a place-based effort to showcase an interdisciplinary approach designed to mitigate the challenging effects of climate change and growth. Kenilworth Park and its surrounding neighborhoods are some of the most at-risk areas for flooding in the

District. Designation as a pilot location will create a community-centered strategy, resulting in lowering the risk and negative effects of flooding. 1718.10

- 1718.11 ***Action FNS-2.8.A: Buffer the Interface Between the I-295 Freeway***
Buffer the effect of the I-295 Freeway/rail corridor upon adjacent residential uses, especially in the Deanwood, Eastland Gardens, Fairlawn, Kenilworth, Greenway, Parkside, River Terrace, and Twining neighborhoods. These improvements should buffer the neighborhoods from noise, odor, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. 1718.11
- 1718.12 ***Action FNS-2.8.B: Improve Vehicular, Pedestrian, and Bicycle Access to the Kenilworth-Parkside Area***
This should include improved horizontal clearance at the railroad crossings, safer pedestrian access ways, better signage, and enhancements to the Kenilworth Avenue interchanges. Full bidirectional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road. 1718.12
- 1718.13 ***Action FNS-2.8.C: Anacostia Waterfront Framework Plan***
Implement the Anacostia Waterfront Framework Plan recommendations for Kenilworth-Parkside, including new gateways and or access points at the intersection of Benning Road and Kenilworth Avenue and at Watts Branch. 1718.13
- 1718.14 ***Action FNS-2.8.D: Kenilworth Parkside Small Area Plan***
Explore a Small Area Plan for the neighborhood between Kenilworth Avenue and the Anacostia River. The Small Area Plan would address key issues, such as economic development opportunities, community access, and anticipated resilience challenges. 1718.14



1800 Overview 1800

- 1800.1 The Far Southeast/Southwest Planning Area encompasses 10.1 square miles east of the Anacostia Freeway and south of Good Hope Road SE/Naylor Road SE. The Planning Area includes neighborhoods such as Historic Anacostia, Congress Heights, Hillside, Woodland, Fort Stanton, Barry Farm, Bellevue, Washington Highlands, Douglas/Shipleigh Terrace, Garfield Heights, and Knox Hill/Buena Vista. Most of this area has historically been in Ward 8, but, prior to redistricting in 2002, the northern portion was in Ward 6. Planning Area boundaries are shown in the map to the left. 1800.1
- 1800.2 Far Southeast/Southwest is a diverse community. It includes the 19th century row houses of Historic Anacostia and brand new communities like Henson Ridge and Wheeler Creek. Its housing ranges from single-family homes in neighborhoods like Congress Heights, to garden apartments in neighborhoods like Washington Highlands and Fort Stanton, to high-rise apartments such as the Vista at Wingate and Capitol Plaza II. 1800.2
- 1800.3 The Far Southeast/Southwest Planning Area is home to seven designated historic landmarks and districts. A designated landmark means the property is listed on the DC Inventory of Historic Sites and on the National Register of Historic Places. The Historic Preservation Review Board (HPRB) is the mayoral-appointed commission that designates District landmarks and historic districts, while the National Register is administered by the National Park Service (NPS) and lends a federal level of protection to historic sites. A couple of the historic landmarks in this Planning Area are the Frederick Douglass House at Cedar Hill, which was the residence of abolitionist champion Frederick Douglass, and the St. Elizabeths Hospital Campus, which is one of the country's most renowned institutions for its treatment of behavioral health issues for more than 150 years. The Planning Area's commercial areas range from a shopping center at Camp Simms to more traditional neighborhood centers along Martin Luther King, Jr. Avenue SE, Good Hope Road SE, and South Capitol Street SE. The Planning Area also includes open spaces and natural areas like Oxon Run and Oxon Cove. 1800.3

- 1800.4 Anacostia and the Far Southeast/Southwest neighborhoods that surround it have stayed strong through difficult times. Many moderate-income residents left the area in the 1970s, 80s, and 90s, affecting the stability of the area's neighborhoods. Between the 2000 Census and the 2013-2017 American Community Survey (ACS), population in this Planning Area increased by 16.3 percent, and the poverty rate declined from 38 percent to 37 percent. The crime and unemployment rates remain chronically high and are well above the District and regional averages. Residents must go outside their neighborhood to shop, enjoy a restaurant, and even find basic services like groceries. 1800.4
- 1800.5 Today, the priorities laid out in 2006 are still relevant: safer streets, better schools, more jobs, and improved housing choices. The Comprehensive Plan reflects these priorities in its policies and maps. Poverty, unemployment, illiteracy, crime, and other issues must be addressed to improve the quality of life for residents in the Far Southeast/Southwest neighborhoods. While the Planning Area has experienced a significant amount of public and private investment over the last decade, social equity gaps in the District still need to be addressed to ensure that the benefits of the District's economic and population resurgence are broadly shared. For revitalization to truly succeed, all residents must be given opportunities to advance. 1800.5
- 1800.6 Additional planning efforts, such as the CHASE Action Agenda, have reinforced these priorities. The Congress Heights, Anacostia, and St. Elizabeths area—collectively called CHASE—is expected to see new housing, major redevelopment projects, and jobs and transportation infrastructure investments in the next five to 10 years. The CHASE Action Agenda takes steps to ensure that these changes bring meaningful economic opportunity to Ward 8 and its residents and businesses. It builds on unique assets in the area, such as historic neighborhood districts, new jobs at St. Elizabeths (East and West Campuses), and increased transportation options, and it prioritizes ways to develop community resources. 1800.6
- 1800.7 The area's social and economic needs affect its physical environment in many ways. They translate to a need for more facilities for workforce development and job placement like the American Job Center located on Martin Luther King, Jr. Avenue SE and the Infrastructure Academy on Pomeroy Road SE. Many government and nonprofit efforts have focused on employment, including workforce programs to prepare residents for opportunities that come with new development, such as construction jobs at

St. Elizabeths Campus or jobs with new commercial and institutional tenants. New opportunities for local entrepreneurs are also needed – providing a chance to start a business, hire local residents, and provide needed services to the community. 1800.7

1800.8 The strength of the District’s real estate market is already bringing a wave of change to Far Southeast/Southwest. Thousands of affordable housing units have been constructed or rehabilitated since 2000. The HOPE VI projects have created many first-time homeowners, including former public housing residents. Developments such as Monterrey Park, Livingston Apartments, Danbury Station, Royal Court, and Congress Park are just a few examples of the improved housing choices in the area. 1800.8

1800.9 Investment in public facilities has been a catalyst for housing development in the area. To highlight just a sampling:

- Bald Eagle Recreation Center received major upgrades in 2011;
- Fort Greble Recreation Center is being transformed into a state-of-the-art, green, net-zero facility just as the new Ballou High School was in 2015;
- Fort Stanton Recreation Center is the first LEED Silver Building in Ward 8; and
- The former Ron Brown Middle School was transformed with the creation of the Ron Brown College Preparatory High School. 1800.9

1800.10 Additionally, portions of the Planning Area have also been identified as a priority area for resilience planning because of their vulnerabilities to climate change and flood risk as identified in the Climate Ready DC Plan published in 2016. In particular, the areas near the Potomac River are at increased risk and contain some significant public infrastructure facilities, like Blue Plains. Both flooding and precautionary efforts to advance resilience would also affect nearby communities. 1800.10

1800.11 The future of Far Southeast/Southwest depends on active community engagement. The continued involvement of groups such as Local Initiatives Support Corporation, Anacostia Economic Development Corporation, Far SW/SE Community Development Corporation, the United Planning Organization, and the Far SE Family Strengthening Collaborative can help revitalize the community. Moreover, groups such as the Congress Heights and Fort Stanton Civic Associations, the Frederick Douglass Community Improvement Council, the Anacostia Coordinating Council, the Ward 8 Business Council, along with

emerging groups, such as the Anacostia Business Improvement District (BID) and Building Bridges Across the River, provide a community resource and are important voices in neighborhood and District-wide affairs. 1800.11

1801 History 1801

- 1801.1 In 1662, the first land grant in the Washington area was made to George Thompson on land along the east bank of the Potomac River, extending from Blue Plains to what is now the St. Elizabeths Campus. The land was farmed as a tobacco plantation until 1862. In 1863, a portion of the tract was leased by the government as an army post called Camp Stoneman. The post became a resort after the Civil War, until it burned down in 1888. Other late 19th century uses in Far Southeast/Southwest included a racecourse, a one-room schoolhouse on what is now Congress Heights School, and dairy farms. St. Elizabeths Hospital was founded in 1852, growing into the largest federal behavioral health facility in the country by 1940; more than 7,000 residents lived there at its peak. 1801.1
- 1801.2 Present-day Anacostia was established as Uniontown in 1854 as a bedroom community for Navy Yard workers. The neighborhood was a Whites-only community until abolitionist Fredrick Douglass purchased his home on Cedar Hill in 1877. Many of the original wood frame and brick homes, along with some of the original commercial structures along Good Hope Road SE and Martin Luther King, Jr. Avenue SE still remain today and are protected through their designation as a 25-block historic district. 1801.2
- 1801.3 By the turn of the century, the expanding national capital began to spread east of the Anacostia River. A seawall was constructed to protect the Anacostia shoreline, and storm sewers were installed. In 1908, Washington Steel and Ordnance Company—best remembered as the steel plant—arrived at the foot of what is now Portland Street SE. The Army developed an airfield on the still rural land near the shoreline in 1917, with a ferry connection to Hains Point established a year later. The compound would eventually become Joint Base Anacostia-Bolling. 1801.3
- 1801.4 Large farms still persisted through the 1920s and 30s. Winding roads follow the natural contours of the land and reflect the area’s development during a time when great suburban growth was occurring beyond District limits. The grid and

diagonal road system that characterizes much of the rest of Washington, DC was not followed, resulting in a more organic pattern of development. 1801.4

1801.5 The Second World War was a period of great change in Far Southeast/ Southwest. The population grew by over 200 percent during the 1940s, as neighborhoods like Bellevue and Washington Highlands were developed. The wartime growth of Bolling Field and the Naval Research Laboratory fueled demand for housing, with thousands of garden apartments constructed. One of the complexes developed during this period was Barry Farm. Once literally a farm, the site was part of a 375-acre tract established in 1867 to provide freed slaves with an opportunity to become homeowners. 1801.5

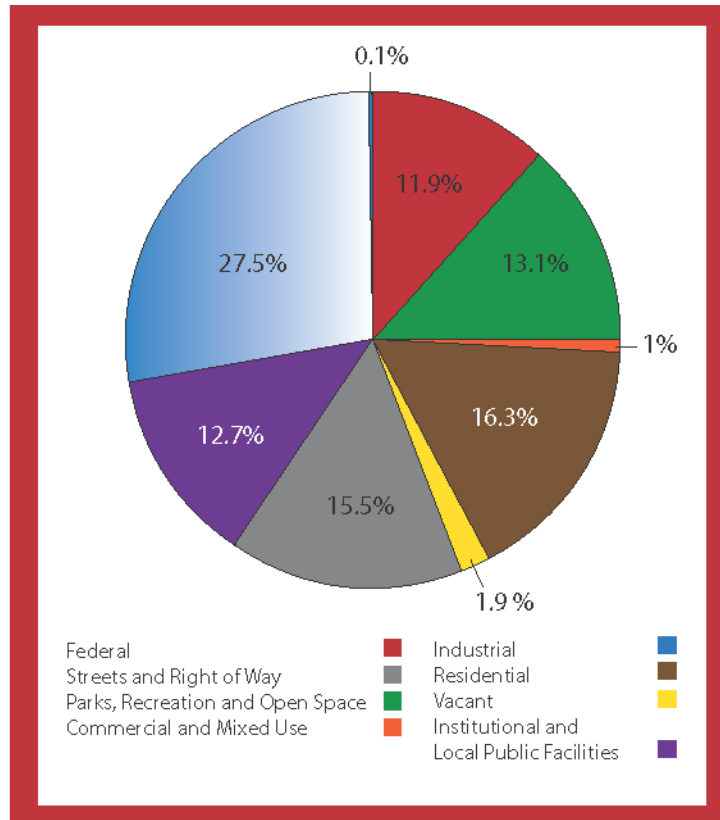
1801.6 After the Second World War, apartments continued to be constructed. The arriving residents included many households displaced from urban renewal activities west of the Anacostia River. The influx of new residents was coupled with the closure of wartime industrial uses, such as the Navy armaments factory in Congress Heights. The combined effects resulted in a long period of economic and population decline, which started in the late 1950s and continued for four decades. By 2000, nearly one in six housing units in the Planning Area were vacant, and more than one in three residents lived in poverty. 1801.6

1802 Land Use 1802

1802.1 Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, and water bodies. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not to actual changes in land use. 1802.1

1802.2 Excluding water, the Far Southeast/Southwest Planning Area comprises 6,481 acres, which represents about 6.8 percent of the District's land area. Figure 18.1 indicates the land use mix in the area. 1802.2

1802.3 Figure 18.1: Land Use Composition in Far Southeast/Southwest 1802.3



1802.4 A large portion of the land within the Planning Area is publicly owned. Federal properties such as Joint Base Anacostia-Bolling make up about 12 percent of the total, and parks—most of which are also under federal control—constitute 13 percent of the total. Local public facilities, consisting primarily of Blue Plains, DC Village, and school campuses, make up 13 percent. Roads make up 16 percent of the total area, slightly less than they do in the nine other Planning Areas.

1802.5 Residential uses make up 16 percent of the total area, or about 1,057 acres. Of this amount, more than half consists of garden apartments, and about one-quarter consists of row houses and townhomes. Garden apartments predominate in Washington Highlands, Hillside, Barry Farm, Fort Stanton, Shipley Terrace, Douglass, and Knox Hill. Only about 137 acres in the Planning Area consist of single-family detached homes, mostly located in Bellevue and Congress Heights.

1802.6 The area has very little commercial and mixed uses. These uses make up one percent of the total area and consist primarily of a commercial spine extending along Good Hope Road SE, Martin Luther King Jr. Avenue SE, and South Capitol Street SE. Good Hope Road SE/Martin Luther King, Jr. Avenue SE form a traditional Main Street through Historic Anacostia, with many small storefronts and neighborhood businesses. Further south along this spine are neighborhood commercial centers at Malcolm X Avenue SE, Atlantic Avenue SE, and Southern Avenue SE. Small shopping centers and convenience stores are scattered elsewhere in the Planning Area. 1802.6

1802.7 Far Southeast/Southwest includes about 121 acres of vacant land. This represents just under three percent of the Planning Area total. The Planning Area contains nearly eight percent of the vacant land in the entire District. Most of this acreage is residentially zoned and is privately owned, suggesting the potential for continued change during the coming years. 1802.7

1803 Demographics 180

1803.1 Figure 18.2 shows basic demographic data for Far Southeast/Southwest. According to the U.S. Census ACS data from 2017, the Planning Area had a population of 76,047, or 11 percent of the District-wide total. The area lost five to 10 percent of its population in each decennial census between 1960 and 2000. However, the population increased by about 8,500 people between 2000 and 2015 and is estimated to increase to 112,477 people by 2045. 1803.1

1803.2 As of 2017, 31.6 percent of the area's residents were under 18, compared to 17.6 percent in the District, while only 7.9 percent are over 65, compared to the District-wide total of 11.9 percent. Since 2000, the percentage of youth has decreased (from 36.8 to 31.6 percent), while those over age 65 has increased (from 6.1 to 7.9 percent). 1803.2

1803.3 Approximately 91 percent of the area's population is Black, which is significantly higher than the District-wide total of 47.7 percent. Only 1.8 percent of the area's residents are of Hispanic/Latino origin, and 2.1 percent are foreign born. These percentages have stayed relatively stable since 2000. 1803.3

1803.4 Figure 18.2 Far Southeast/Southwest at a Glance 1803.4

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	65,368	65,667	76,047	84,071	100,323	112,477
Households	22,807	24,641	26,187	28,694	33,930	36,681
Household Population	62,942	62,900	72,260	81,086	97,113	109,124
Persons Per Household	2.76	2.55	2.76	2.83	2.86	2.97
Jobs	21,374	12,605	19,819	29,429	34,795	37,158
Density (persons per sq mile)	8,955	8,995	10,417	11,517	13,743	15,408
Land Area (square miles)	7.3	7.3	7.3	7.3	7.3	7.3

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	20,038	36.8%	24,00	31.6%	17.6%
18-64	37,343	57.1%	46,063	60.6%	70.6%
18-34	16,943	25.9%	21,366	28.1%	34.6%
35-64	20,400	31.2%	24,697	32.5%	35.9%
Residents Below Poverty Level	24,419	37.8%	27,187	36.9%	17.4%
Race Ethnicity					
White	2,979	4.6%	4,016	5.3%	40.7%
Black	59,959	92.2%	69,532	91.4%	47.7%
Native American	165	0.2%	30	0.0%	0.3%
Asian/Pacific Islander	399	0.6%	227	0.3%	3.8%
Other	311	0.7%	1,333	1.8%	4.6%
Multi-Racial					2.9%
Hispanic Origin	773	1.1%	2,184	2.9%	10.7%
Foreign-Born Residents	---	---	2,375	3.1%	14.0%
Tenure					
Owner Households	4,499	19.9%	5,114	19.5%	41.7%
Renter Households	18,137	80.1%	21,073	80.5%	58.3%
Housing Occupancy					
Occupied Units	22,636	84.1%	26,187	86.5%	90.2%
Vacant Units	4,272	15.9%	4,079	13.5%	9.8%

Housing by Unit Type					
1-unit, detached	1,601	5.9%	1,929	6.4%	11.9%
1-unit, attached	6,114	22.7%	7,652	25.3%	25.1%
2-4 units	4,003		4,081		
5-9 units	5,299	14.9%	4,448	13.5%	10.3%
10-19 units	7,819	19.7%	9,313	14.7%	6.8%
20 or more	2,071	29.1%	2,843	30.8%	10.5%
Mobile/other	0	7.6%	0	9.4%	35.4%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

1804 Housing Characteristics 1804

1804.1 As of 2017, Far Southeast/Southwest had about 30,266 housing units. About 14 percent of these units were vacant, which is higher than the District-wide total of 9.9 percent. Compared to the rest of Washington, DC, the Planning Area has an abundance of small apartment buildings—31 percent of the housing units were in 5-9 unit buildings, and 9.4 percent were in 10-19 unit buildings. Combined, these percentages are nearly on par with the District-wide figure of 46 percent. There were no housing units in buildings of 20 units or more; yet, District-wide that figure was 34.2 percent. Only 6.8 percent of the housing units were single-family detached homes, less than half the District-wide figure. 1804.1

1804.2 As one might expect given the high percentage of rental multi-family buildings, the homeownership rate in the Planning Area is low: 19 percent in 2017 compared to 41.7 percent District-wide. 1804.2

1805 Income and Employment 1805

1805.1 Information provided by the District Department of Employment Services (DOES) and the Office of Planning (OP) shows that there were 19,819 jobs in Far Southeast/Southwest in 2017. Most are in the educational services and health care fields. As of the 2017 Census, the median household income for the area was \$30,734 per year, less than one-half of the District’s median income of \$77,649. Given the low incomes, the Planning Area also had the highest percentage of residents below the poverty level at 36.9 percent, more than double the District-wide total of 17.4 percent. 1805.1

1805.2 In the fourth quarter of 2005, the unemployment rate in Far Southeast/Southwest was 13 percent. This was four times higher than the rate in Rock Creek West

neighborhoods and more than three times the average for the Washington region. Data on commuting patterns indicate that 31 percent of the employed residents in the Planning Area commuted to jobs in Central Washington, DC. Some eight percent worked within the Far Southeast/Southwest Planning Area itself, and 34 percent commuted to jobs elsewhere in Washington, DC. The remaining 26 percent commuted to Maryland or Virginia. 1805.2

1806 Projections 1806

1806.1 Based on land availability, recent development activity, planning policies, and regional growth trends, significant growth is expected during the next 20 years. The Planning Area is expected to grow from about 26,616 households in 2015 to 36,774 households in 2045, an increase of about 38 percent. By 2045, the area is expected to have a population of almost 112,477. While this is still fewer residents than the area had during the peak years of the 1950s, it marks a major turnaround after five decades of population decline. The projections assume that vacant and abandoned housing units in the Planning Area will be refurbished or replaced, and that new units will be developed on vacant and underused sites. 1806.1

1806.2 A period of sustained growth in the Planning Area has already started. From 2006 to the present, an astonishing 8,000 units of housing have been constructed or rehabilitated, including more than 1,000 new units in HOPE VI projects at the former Stanton Dwellings, Frederick Douglass Homes, and Valley Green public housing developments. Infill development is also expected along Martin Luther King, Jr. Avenue SE, South Capitol Street SE, and on scattered vacant sites. 1806.2

1806.3 In 2017, 23,996 jobs were in the Planning Area. Additional jobs are forecast in the Planning Area by 2045. Future job centers include St. Elizabeths, DC Village, and the Anacostia Metro station and Gateway areas. 1806.3

1807 Planning and Development Priorities. 1807

1807.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and

neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 1807.1

1807.2 Three Comprehensive Plan workshops took place in Far Southeast/Southwest during 2005 and 2006. Many residents, Advisory Neighborhood Commissioners (ANCs), and civic association leaders provided input at these meetings, where they discussed local planning issues and priorities. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focusing on other long-range planning issues. Topics such as the rebuilding of the 11th Street and South Capitol Street Bridges, development of Poplar Point, the redevelopment of Camp Simms and St. Elizabeths, and streetscape improvements for Martin Luther King, Jr. Avenue SE were addressed at public meetings. 1807.2

1807.3 Several important messages came across in these meetings, including:

- An improved educational system, job and vocational training system, and social service safety net are essential to the area's future. A 40 percent high school dropout rate is unacceptable—and the double-digit unemployment that results in part from inadequate education also is unacceptable. Improved job training and adult education are essential to alleviate unemployment, under-employment, and poverty, and additional facilities to house these services are needed. As noted elsewhere in the Comprehensive Plan, establishing a community college or branch campus of the University of the District of Columbia (UDC) east of the Anacostia River could go a long way toward preparing youth and adults for good, quality jobs in the District's economy. Ample access to transit is essential to connecting residents with jobs in the District and elsewhere in the region.
- Concerns about drug use and violence were voiced, including the impacts caused that were felt by the community. While the root causes of this issue are complex, greater investment in schools, libraries, child care centers, recreation centers, parks, and health clinics would provide an important start toward improved public safety. Many residents advocated for improved public facilities and services; the development that is planned for this area over the next 20 years should be leveraged to make this a reality. The Anacostia and Washington Highlands Libraries should be reconstructed. Anacostia High,

Ketcham, Birney, Savoy, Ballou, and other schools should be modernized. Public facility improvements should be the cornerstone of any revitalization or neighborhood economic development program in this area.

- Far Southeast/Southwest needs more high-quality housing options that are suitable for families and younger homeowners. Poorly maintained rental apartments and public housing units do not provide enough opportunities for home ownership. The established single-family, row house, and duplex neighborhoods should be preserved and enhanced. Additional low- to moderate-density housing should be encouraged as sites such as St. Elizabeths (East Campus) and Sheridan Terrace as they are redeveloped. In some areas, rezoning may be needed to promote the desired housing types—currently, much of the area is zoned R-5-A, which perpetuates the garden apartment pattern.
- The community recognized that there are opportunities for increased density within the Planning Area, especially around the Metro stations at Anacostia and Congress Heights, at St. Elizabeths, and in neighborhood centers along Martin Luther King, Jr. Avenue SE and South Capitol Street SE. Transit-oriented development in these areas could provide opportunities for older adults, households without cars, younger renters, and others. Residents would like an array of housing choices, but believe that higher-density housing should be limited to the areas listed above. Beyond these areas, many residents expressed the opinion that deteriorating apartment complexes should be replaced with less dense housing over time. This is what has happened at Frederick Douglass, Stanton Dwellings, and Valley Green, with public housing replaced by mixed-income townhomes and detached units. Many residents asked that the remaining vacant sites in the community be planned and zoned for single-family homes rather than more garden apartments.
- Housing maintenance is an issue in the Planning Area, and affects the lives of residents in many ways. Residents are concerned about rising costs—especially rising rents and property taxes. The demolition of much of the area’s public housing has displaced some long-time residents and created concerns about future redevelopment. There is an interest in preserving the affordability of some of the area’s rental housing through rehabilitation and renovation. There are also concerns about lax code enforcement, unpermitted construction, and a continued need to clean up vacant and abandoned properties.

- More retail services are needed in the community, especially supermarkets and sit-down restaurants. The community also needs basic services like full-service gas stations and hardware stores, so residents do not have to travel to Prince George's County to shop. The Camp Simms Shopping Center is an important step in the right direction; additional investment should be made in the existing retail centers along Martin Luther King, Jr. Avenue SE, Good Hope Road SE, Alabama Road SE, and South Capitol Street SE. Façade improvements, streetscape improvements, and upgraded public transit along these streets can help existing businesses, and promote new businesses— with the added benefit of creating new jobs for area residents.
- Traffic congestion is an issue, with much of the traffic generated by non-residents passing through the area or using local streets as shortcuts when I-295 is congested. Traffic calming measures are needed to reduce cut-through traffic, and to slow down speeding traffic and reduce unsafe driving. Public transit improvements also are needed. Approximately half of the area's households do not own a car and rely on the Metrobus or Metrorail to get around. Residents are concerned that projects like the Anacostia streetcar will reduce bus service, especially across the Anacostia River.
- Despite its proximity to the waterfront, much of Far Southeast/Southwest is cut off from the Anacostia and Potomac Rivers. Access to the Potomac River is limited due to the uses along the shoreline (Joint Base Anacostia-Bolling and the Blue Plains treatment plant). Anacostia River access is difficult due to the I-295 freeway, railroad tracks, and other barriers. Crossing the river on the South Capitol Street or 11th/12th Street bridges is difficult, if not impossible, for pedestrians and bicyclists. Better access to Poplar Point and Anacostia Park on the north, and to Oxon Cove on the south, should be achieved in the future. Historic Anacostia was born as a waterfront community and its identity as a waterfront community should be restored in the future.
- Far Southeast/Southwest contains hilly topography. A prominent ridgeline crosses the area, affording picturesque views of Washington, DC and abundant natural scenery. In some cases, development has been insensitive to topography, not only missing an opportunity for better design, but also causing soil erosion and unnecessary grading and tree removal. The disregard for the natural environment also

manifests itself in illegal dumping, which is an issue along Oxon Run, in other streambeds, and on vacant land throughout the area. A cleaner environment, and preservation of the area's natural beauty, are both high priorities. 1807.3

1808 FSS-1.1 Guiding Growth and Neighborhood Conservation 1808

1808.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Far Southeast/Southwest. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 1808.1

1808.2 ***Policy FSS-1.1.1: Directing Growth***

The presence of the Anacostia Metro station and the upcoming redevelopment of the St. Elizabeths Hospital site, including the consolidation of the U.S. Department of Homeland Security (DHS) to the west campus, continue to provide an unprecedented opportunity to catalyze economic development in the Far Southeast/Southwest Planning Area. The Great Streets corridor along Martin Luther King, Jr. Avenue SE from the Anacostia River on the north to just past Malcolm X Avenue SE on the south, including the St. Elizabeths Hospital site, should be developed with medium- to high-density mixed uses, offering supportive retail services to office workers and residents alike, and providing housing opportunities to people who want to live and work in the area. Strongly promote mixed-use development, including retail, service, and residential uses, as well as office uses, on the portions of the St. Elizabeths Hospital site along Martin Luther King, Jr. Avenue SE. Such mixed-use development should face the street and be open to the public, outside security barriers that may otherwise be required. Additional opportunities for future housing development and employment growth in Far Southeast/Southwest should be directed to the area around the Congress Heights Metro station, along the Great Streets corridors of Martin Luther King, Jr. Avenue SE and South Capitol Street SE, and on the DC Circulator routes to provide improved transit and automobile access to these areas and improve their visual and urban design qualities. The DC Circulator is a key element for affordably moving people around to jobs and amenities in an environmentally friendly way. Any increase in zoning or density around the Metro Station shall only be available through a Planned Unit Development (PUD). Approvals of zoning variations for height or density through PUDs shall include commensurate benefits for the neighborhood in terms of education and

job opportunities, new and affordable housing for homeownership, improved urban design, and public infrastructure improvements. The PUD should include civic and cultural amenities, promote quality in design of buildings and public spaces, support local schools, create opportunities for cultural events and public art, and enhance the public realm by addressing safety and cleanliness issues.
1808.2

1808.3 ***Policy FSS-1.1.2: Preservation of Lower-Density Neighborhoods***
Preserve existing single-family housing within Far Southeast/Southwest by appropriately designating such areas as Low-Density Residential (LDR) on the Comprehensive Plan Future Land Use Map and by zoning such areas for single-family, rather than multi-family, housing. 1808.3

1808.4 ***Policy FSS-1.1.3: Rehabilitation of Multi-Family Housing***
Support rehabilitation and stronger and more consistent code enforcement for the many garden apartments in the Planning Area, particularly in Shipley Terrace, Knox Hill, and Washington Highlands. Support District programs that provide financial assistance to renovate such complexes, with the condition that a significant portion of the units are preserved as affordable after renovation.
1808.4

1808.5 ***Policy FSS-1.1.4: Infill Housing Development***
Support infill housing development on vacant sites within Far Southeast/Southwest, especially in Historic Anacostia and in the Hillside, Fort Stanton, Bellevue, Congress Heights, and Washington Highlands neighborhoods. Infill with affordable housing options can help meet the demand of low-income families currently living in the Planning Area, reduce the rates of families living without housing, and decrease the affordable housing waitlist. Infill with housing for persons of low and moderate income can help provide homes for persons and families who might otherwise be displaced from Washington, DC due to high housing costs. 1808.5

1808.6 ***Policy FSS-1.1.5: Transportation Improvements***
Undertake transportation improvements and design changes that reduce the amount of cut-through commuter traffic on local streets. These changes should include new bridges over the Anacostia River, redesigned ramps, and better connections between downtown, I-295, and Suitland Parkway. 1808.6

- 1808.7 ***Policy FSS-1.1.6: Retail Development***
Support additional retail development within Far Southeast/Southwest, especially in Historic Anacostia and in the neighborhood centers at Malcolm X Avenue SE /Martin Luther King, Jr. Avenue SE and South Capitol Street SE/Atlantic Avenue SE. Projects that combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations. 1808.7
- 1808.8 ***Policy FSS-1.1.7: Grocery Stores and Services***
Attract additional supermarkets; a variety of food retail; sit-down, family-style restaurants; full-service gas stations; and general merchandise stores to Far Southeast/Southwest. The area's larger commercial sites should be marketed to potential investors, and economic and regulatory incentives should be used to attract business, especially grocery retail, farms, and other fresh food producers to provide for equitable opportunities to access food options. The upgrading and renovation of the area's existing auto-oriented shopping centers is strongly encouraged to reflect Washington, DC's community development and sustainability goals. 1808.8
- 1808.9 ***Policy FSS-1.1.8: Parking***
Support additional dedicated off-street parking and loading areas in the business districts at Martin Luther King, Jr. Avenue SE /Malcolm X Avenue SE, Alabama Avenue SE /23rd Street SE, and Historic Anacostia. Work with local merchants in each area to identify potential sites. 1808.9
- 1808.10 ***Policy FSS-1.1.9: Minority/Small Disadvantaged Business Development***
Provide technical assistance to minority-owned and small businesses in Far Southeast/Southwest to improve the range of goods and services available to the community. Joint venture opportunities, minority business set-asides, business incubator centers, and assistance to community-based development organizations should all be used to jumpstart local business and provide jobs in the community. 1808.10
- 1808.11 ***Policy FSS-1.1.10: Workforce Development Centers***
Support the development of additional job training facilities and workforce development centers, including the Infrastructure Academy. Encourage the retention of existing job training centers and the development of new centers on sites such as the St. Elizabeths Campus and DC Village to increase employment opportunities for local residents. 1808.11

- 1808.12 ***Policy FSS-1.1.11: Increasing Homeownership***
Address the low rate of homeownership in Far Southeast/Southwest by providing more owner-occupied housing in new construction, encouraging the construction of single-family homes, and supporting the conversion of rental apartments to owner-occupied housing, with an emphasis on units that are affordable to current tenants. 1808.12
- See the Housing Element for additional information, policies, and actions on increasing homeownership opportunities.*
- 1808.13 ***Policy FSS-1.1.12: School Modernization***
Strongly support the modernization of schools in the Far Southeast/Southwest Planning Area. Plans for additional housing should be accompanied by a commitment to improving educational facilities to meet current and future needs and recognizing that education is among the community’s highest priorities. 1808.13
- 1808.14 ***Policy FSS-1.1.13: District Government Incentives for Economic Development***
Use the full range of incentives and tools available to the District government, including tax abatements, tax increment financing, payments in lieu of taxes (PILOTs), eminent domain, and PUDs to promote and leverage economic development in the Far Southeast/Southwest Planning Area. 1808.14
- 1808.15 ***Policy FSS-1.1.14: Sustainable Development***
Provide innovative solutions for sustaining economic growth without harming the environment or exhausting its resources while improving the quality of life for current and future residents. 1808.15
- 1808.16 ***Policy FSS-1.1.15: Neighborhood Resilience***
Leverage the District’s ongoing climate preparedness and adaptation work to encourage the implementation of neighborhood-scale and site-specific solutions for a more resilient District. This includes the development of actionable policies and projects that decrease the vulnerability of people, places, and systems in the Planning Area to climate risks despite changing or uncertain future conditions. 1808.16

1808.17 ***Policy FSS-R.1.1.16: Resilient Housing***
Encourage the use of climate-resilient and energy-efficient design practices for new residential developments, especially in the construction of affordable housing units. These practices include cool and living roofs, solar shading, natural ventilation, and other passive cooling techniques that will reduce the impacts of extreme heat events on the area’s most vulnerable residents. They also include the use of green infrastructure methods that can reduce the urban heat island effect and potential flooding risks by preserving or expanding green space, tree cover, and other natural features. 1808.17

1808.18 ***Action FSS-R.1.1.A: Resilient Public Facilities***
Identify and support greater investments to make the existing public facilities in the Far Southeast/Southwest Planning Area more resilient to the anticipated effects of extreme heat, floods, severe weather, and health events. This includes incorporating necessary upgrades or retrofits to the improvement or reconstruction of schools, libraries, child care centers, recreation centers, health clinics, and other facilities that provide services to residents at a higher health risk and vulnerable to climate risks and social inequities. 1808.18

1808.19 ***Action FSS-1.1.B: Sustainable Congress Heights (EcoDistricts)***
Identify goals and priority projects to achieve them. Topics should include: access and mobility, healthy and active living, housing affordability and stability, economic and workforce development, materials management, watershed and habitat, and energy. 1808.19

1808.20 ***Action FSS-1.1.C: Pilot Displacement-Free Strategies***
Explore and develop pilot strategies to protect against displacement in a Ward 8 area facing the threat of resident and local business displacement from rapid economic development. Strategies could include an expanded version (to a greater number of low income residents) of the senior citizen real property tax deferral program, and the deployment of organizers to ensure that tenant associations are formed and to build capacity of existing tenant associations so that they are aware of their rights under District law. Strategies should address low-income homeowners and renters of private, public and subsidized housing. Use the results of the pilot to identify District-wide applications.

1809 **FSS-1.2 Conserving and Enhancing Community Resources 1809**

- 1809.1 ***Policy FSS-1.2.1: Health Care Facilities***
Sustain and support capacity and equity in existing health care facilities in Far Southeast/Southwest and develop additional health care and social service facilities to respond to the urgent unmet need for primary and urgent care, pre- and post-natal care, child care, youth development, family counseling, and drug and alcohol treatment centers. Pursue co-location or consolidation of these facilities with other public facilities where possible and where the uses are compatible. 1809.1
- 1809.2 ***Policy FSS-1.2.2: Historic Resources***
Protect and preserve buildings and places of historic significance in the Far Southeast/Southwest community, such as the Anacostia and St. Elizabeths Hospital historic districts. Identify and increase public awareness of other places of potential significance, and consider appropriate protections, incorporating the community's recommendations as part of the process. Support the designation of additional historic landmarks within the Far Southeast/Southwest neighborhoods. 1809.2
- 1809.3 ***Policy FSS-1.2.3: Connecting to the River***
Reconnect the neighborhoods of Far Southeast/Southwest to the Anacostia River, particularly through the redevelopment of Poplar Point, implementation of the Anacostia Waterfront Initiative (AWI) park and trail improvements, and reconstruction of the Anacostia River bridges. Support NPS in its efforts to improve Anacostia Park amenities and access points to better serve the community. 1809.3
- 1809.4 ***Policy FSS-1.2.4: Designing with Nature***
Protect and enhance the wooded ridges and slopes of Far Southeast/ Southwest, particularly views of Washington, DC's monumental core from the major north-south ridge that crosses the area. Development should be particularly sensitive to environmental features along Oxon Run Parkway, Shepherd Parkway (along I-295), and on the St. Elizabeths and DC Village sites. 1809.4
- 1809.6 ***Policy FSS-1.2.6: Soil Erosion***
Correct existing soil erosion problems in Far Southeast/Southwest, particularly in Congress Heights, Buena Vista, and Washington Highlands, and ensure that new development mitigates potential impacts on soil stability. 1809.6

- 1809.7 ***Policy FSS-1.2.7: Far Southeast/Southwest Neighborhood Climate Resilience***
Leverage Washington, DC’s climate adaptation and flood risk reduction efforts and implement neighborhood-scale and site-specific solutions for flood resilience in the Potomac River neighborhoods adjacent to Blue Plains and the Joint Base Anacostia-Bolling. 1809.7
- 1809.8 ***Action: FSS-1.2.A: Far Southeast/Southwest Climate Resilience***
Develop actionable strategies and projects that decrease the vulnerability of community members, housing and community facilities, and local businesses and community-serving institutions from both current flooding risks and future risks due to climate change. 1809.8
- 1809.9 ***Action FSS-1.2.B: Blue Plains Wastewater Treatment Plant***
Work with DC Water to reduce foul odors at the Blue Plains Wastewater Treatment Plant. Land uses on DC Village and elsewhere in the vicinity of the plant should be regulated in a way that limits the exposure of future residents to odors and other hazards associated with the plant. 1809.9
- 1809.10 ***Action FSS-1.2.C: Shepherd Parkway***
Coordinate with local and federal partners to enrich existing park conditions, improve the health of the park system, and address safety and maintenance concerns. 1809.10
- 1809.11 ***Action FSS-1.2.D: Parks and Recreation***
Coordinate with Department of Parks and Recreation (DPR) to improve community park and recreation facilities. 1809.11
- 1809.12 ***Action FSS-1.2.E: Fort Circle Parks***
Improve the Civil War Defenses of Washington, also known as the Fort Circle Parks, within Far Southeast/Southwest, including upgrades to the Fort Circle Trail and additional recreational facilities and amenities at Fort Stanton Park. 1809.12
- 1810 FSS-2 Policy Focus Areas 1810**
- 1810.1 The Comprehensive Plan has identified seven areas in Far Southeast/Southwest as Policy Focus Areas, indicating that they require a level of direction and guidance

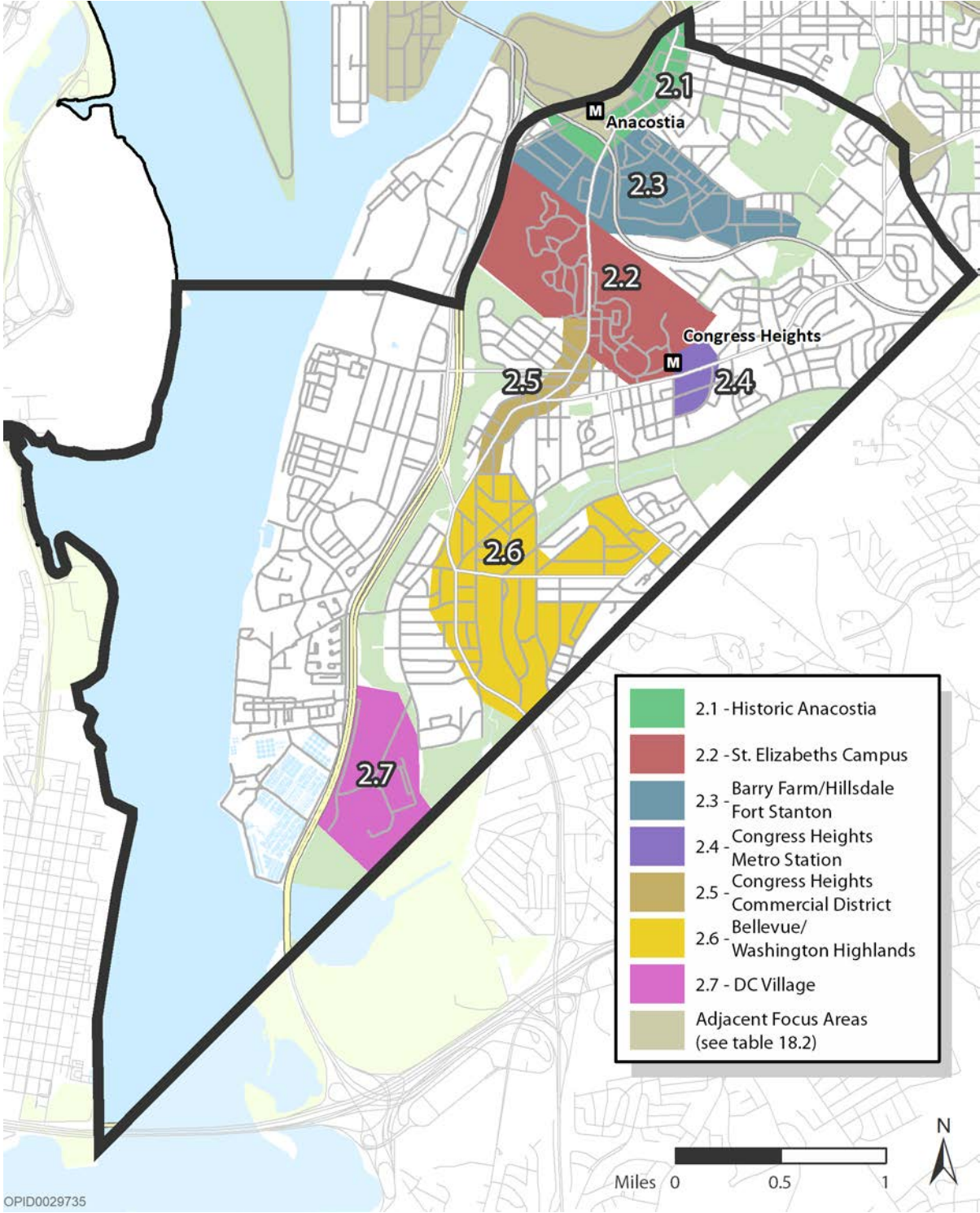
above that in the prior section of this Area Element and in the Citywide Elements (see Map 18.1 and Figure 18.3). These areas are:

- Historic Anacostia
- St. Elizabeths Campus
- Barry Farm/Hillsdale/Fort Stanton
- Congress Heights Metro Station
- Congress Heights Commercial District
- Bellevue/Washington Highlands
- DC Village. 1810.1

1810.2 Figure 18.3 Policy Focus Areas Within and Adjacent to Far Southeast/Southwest
1810.2

Within Far Southeast/Southwest	
2.1	Historic Anacostia
2.2	St. Elizabeths Campus
2.3	Barry Farm/Hillsdale/Fort Stanton
2.4	Congress Heights Metro Station
2.5	Congress Heights Commercial District
2.6	Bellevue/Washington Highlands
2.7	DC Village
Adjacent to Within Far Southeast/Southwest	
1	Poplar Point
2	Skyland

1810.3 Map 18.1: Far Southeast/Southwest Policy Focus Areas 1810.3



1811 FSS-2.1 Historic Anacostia 1811

1811.1 Since the 1980s, much of the planning activity in Wards 7 and 8 has focused on Historic Anacostia. The area always has had symbolic importance because it is the oldest area of continuous settlement east of the river and the gateway to neighborhoods in Ward 8. Its narrow streets, wood frame row houses, well-defined business district, and hilly terrain create the ambiance of a small historic mill town, yet it is literally minutes away from the U.S. Capitol. The extension of the Metro Green Line in the early 1990s made the area more accessible and has created more economic opportunities. 1811.1

1811.2 The business district was designated as a District Main Street in 2002, and commercial facade and streetscape improvements have been completed. The abandoned Nichols School has been beautifully refurbished and reopened as Thurgood Marshall Academy. Future development at Poplar Point and St. Elizabeths should also contribute to the vitality of Historic Anacostia. 1811.2

1811.3 Much of the development and investment that has taken place in the past decade has been guided by the Anacostia Transit Area Strategic Investment and Development Plan, which was approved by the DC Council in 2006 to provide guidance on several key sites along the Martin Luther King, Jr. Avenue SE corridor from the four-acre Metro station site on the south to the gateway at Good Hope Road SE on the north. This plan proposes mixed-use development on vacant sites, restoration of historic buildings, better ground floor retail, a return to two-way traffic on Martin Luther King, Jr. Avenue SE, and improved connections to parks and adjacent neighborhoods. The plan identified three distinct centers of activity, which are summarized in Policy FSS-2.1.2. 1811.3

1811.4 ***Policy FSS-2.1.1: Historic Anacostia Revitalization***

Encourage the continued revitalization of Historic Anacostia as a safe, walkable, and attractive neighborhood, with restored historic buildings and compatible well-designed mixed-use projects. New development should serve a variety of income groups and household types and restore needed retail services to the community. 1811.4

1811.5 ***Policy FSS-2.1.2: Activity Concentrations***

Concentrate development activity in Historic Anacostia at the following locations:

- The Metro station, including the station site and the adjacent Bethlehem Baptist Church site, which should be developed with a mix of single- and

multi-family homes with ground floor retail, and strongly encourage the Washington Metropolitan Area Transit Authority (WMATA) to make its land available for joint development;

- The W Street SE /Martin Luther King, Jr. Avenue SE area, where diverse new housing opportunities and ground floor retail should be encouraged on parking lots and underused sites; and
- The Gateway area (at Good Hope Road SE), where a government center has been developed and additional public properties are available for mixed-use development.

Other opportunities exist for residences, shops, offices, and arts uses that use medium- and high-density sites on the Metro station site and in its immediate vicinity. Any increase in zoning or density around the Metro station shall only be available through a PUD with the expectation that commensurate benefits shall accrue to the neighborhood. Those benefits could include providing affordable housing and homeownership opportunities, public infrastructure improvements, and civic and cultural amenities, promoting quality in design of buildings and public spaces, supporting local schools, creating opportunities for cultural events and public art, and enhancing the public realm by addressing safety and cleanliness issues. 1811.5

1811.6 ***Policy FSS-2.1.3: Pedestrian Connectivity***

Improve connections between the Anacostia Metro station, Poplar Point, Anacostia Park, Cedar Hill, the Good Hope Road SE area, and Hillside/Fort Stanton, especially for pedestrians, cyclists, and transit users. 1811.6

1811.7 ***Policy FSS-2.1.4: Historic Preservation***

Encourage continued historic preservation efforts in Anacostia, including the restoration of commercial facades along Martin Luther King, Jr. Avenue SE and Good Hope Road SE and the rehabilitation of older and historic residential and commercial buildings. 1811.7

1812 FSS-2.2 St. Elizabeths Campus 1812

1812.1 The St. Elizabeths East Campus contains 336 acres and is one of the most historically significant and strategically located properties in all of Washington, DC. It is divided into a 154-acre East Campus, which is under District control, and a 183-acre West Campus, which is under federal control. The East Campus was transferred to the District by the federal government in 1987. A new

behavioral health hospital was built on the East Campus in 2010 and is operated by the District Department of Behavioral Health. 1812.1

1812.2 Where people live can have a major impact on their health. Issues with access to care, the prevalence of chronic disease, insurance coverage, and access to other resources vary by wards within the District. Residents of Wards 7 and 8 have higher rates of obesity, heart disease, and diabetes compared with other wards. For these reasons, Ward 8 needs an acute care hospital. This new hospital can help address these challenges by making access to a fully integrated health care system easier for thousands of Washingtonians, particularly those residing in Southeast Washington, DC. 1812.2

1812.3 A Framework Plan for the East Campus was approved in 2006. The Framework Plan recommended a phased development program with up to 1,035 additional housing units, 540,000 square feet of office and retail space, new academic and cultural facilities, and new District parks and plazas. It proposed adaptive reuse of many of the existing buildings. The Framework Plan took particular care to integrate the East Campus into the adjacent Congress Heights neighborhood and to maximize access to the Congress Heights Metro station. Four development areas were identified, each defined by a unique mix of uses, density, scale, and character. An extensive network of public open space was also proposed, including formal plazas and quadrangles, linear parks, lawns, and forested land. 1812.3

1812.4 The Framework Plan called for the completion of a Master Plan and Design Guidelines, which were completed in 2012. The St. Elizabeths East Master Plan and Design Guidelines is the result of a decade of assessment, outreach, analysis, and planning to address a historic campus that is one of Washington, DC's largest underdeveloped sites and the future setting for sustainable development, historic revitalization, and open space. The District has allocated significant capital funding to St. Elizabeths East to design and build the public infrastructure improvements needed to support all planned future development, including roadways, water, gas, electric, telecommunications, streetscapes, and street lighting, in addition to the demolition of certain structures deemed to be non-contributing to the historic status of the campus. 1812.4

1812.5 Additionally, the renovated chapel on the East Campus is now the R.I.S.E. Demonstration Center. The name was selected by the community and stands for Relate, Innovate, Stimulate, and Elevate. The center serves as a flexible meeting,

technology, and demonstration space. It was designed to build interest in the redevelopment of the St. Elizabeths East Campus as an innovation hub by drawing in the surrounding community and creating bonds with Ward 8 residents. 1812.5

1812.6 In 2018, a new state-of-the-art Entertainment and Sports Arena was completed at the St. Elizabeths East Campus in Ward 8. This effort aims to transform an underserved neighborhood by providing more amenities, leading to a new revitalized destination. This venue acts as home court for the District's WNBA team, the Washington Mystics, and new G-League team, the Capital City Go-Go. It also serves as the official practice facility for the NBA's Washington Wizards and additional entertainment, sports, and eSports programming. The 120,000 square-foot facility is projected to produce \$90 million in new tax revenue over 20 years and attract more than 380,000 visitors per year. 1812.6

1812.7 The fate of the West Campus has been in flux for more than a decade. Many of the site's historic buildings are in disrepair and will require costly renovation. In 2005, the federal government announced its intent to develop the site as a secured office complex for the U.S. Coast Guard. Other divisions of the DHS also may relocate there; current estimates call for between 4,000 and 14,000 federal employees. Improvements to the road and transit network will be required as this area redevelops. Great care must be taken to retain the historic proportions of the site and its buildings and landscapes. 1812.7

1812.8 The federal General Services Administration (GSA) is currently amending the 2009 DHS Consolidation Final Master Plan and the 2012 DHS Consolidation Final Master Plan Amendment to more efficiently house DHS and its operating components on the St. Elizabeths West Campus. The U.S. Coast Guard headquarters building has been completed and is located on the West Campus of St. Elizabeths. This 1.3 million square foot complex marks the first phase of the creation of a headquarters for the entire DHS. 1812.8

1812.9 ***Policy FSS-2.2.1: St. Elizabeths East Campus***
Redevelop the East Campus of St. Elizabeths Hospital as a new community containing a mix of uses, including mixed-density housing, retail shops, offices, a comprehensive behavioral health care facility, a new hospital, entertainment uses, urban farms (including on rooftops), and parks and open space. Mixed-use development, including retail and service uses, should be promoted along Martin Luther King, Jr. Avenue SE, facing the street and open to the public. Other uses

such as satellite college campuses, civic uses, and local public facilities should be incorporated. 1812.9

- 1812.10 ***Policy FSS-2.2.2: Relationship to Nearby Uses***
Ensure that future development on St. Elizabeths enhance the surrounding neighborhood. It is particularly important that the site's reuse is coordinated with planning for the nearby Anacostia and Congress Heights Metro stations, Poplar Point, Barry Farm, and the Martin Luther King, Jr. Avenue SE/Malcolm X shopping district. 1812.10
- 1812.11 ***Policy FSS-2.2.3: Development Density***
Provide development densities and intensities on the site that are compatible with adjacent residential neighborhoods and promote new economic development of the site, with moderate to medium-density residential and commercial on most of the site, and higher densities clustered in the area closest to Martin Luther King, Jr. Avenue SE and the Congress Heights Metro station. Areas for high density should include the North Campus subarea and the area surrounding the ravine, taking advantage of the steep topography to accommodate additional height and density without negatively impacting viewsheds. 1812.11
- 1812.12 ***Action FSS-2.2.A: St. Elizabeths West Campus***
Work collaboratively with the federal government on the reuse of the West Campus. Priority should be given to preserve historic resources-including not only the buildings but also the historic open spaces and massing of buildings on the site. To the greatest extent feasible, redevelopment of the West Campus should create new publicly accessible open space and be coordinated with redevelopment of the East Campus. Integrate DHS consolidation into the surrounding community to the greatest extent possible. 1812.12
- 1812.13 ***Action FSS-2.2.B: Leveraging Neighborhood Economic Development***
Coordinate with federal partners to leverage the location of DHS on the West Campus and a portion of the East Campus to bring needed economic development opportunities to Ward 8, especially retail opportunities to serve both existing and new residents, as well as workers and visitors generated by new uses. 1812.13

1813 FSS-2.3 Barry Farm, Hillside, and Fort Stanton 1813

- 1813.1 The neighborhoods of Barry Farm, Hillside, and Fort Stanton are sandwiched between Historic Anacostia on the north and the St. Elizabeths Campus and Suitland Parkway on the south. While these three neighborhoods are currently home to more than 8,000 residents, they also contain some of the largest vacant sites in Ward 8. For example, the nine-acre Sheridan Station site sat vacant between 1996 and 2007, after the apartment complex that once stood there was demolished. Sheridan Station joined Matthews Memorial Church as a development opportunity that has provided high-quality housing options for District residents and expanded mixed-income communities in Ward 8. Phase 1, completed in December 2011, consists of 144 units of multi-family and townhouse rentals. The project has provided 65 replacement housing units for Barry Farms residents, with 25 units delivered in 2011 and 40 units in 2014. This focus area includes one of Washington, DC's largest public housing complexes at Barry Farm, the historic Fort Stanton Park, and the Smithsonian Institution Anacostia Museum. Topography in the area is hilly, affording panoramic views of Central Washington, DC. 1813.1
- 1813.2 This area has been called out in the Area Element for three reasons. First, Barry Farm has been identified as a new community, and policies are in place through a Master Plan to guide future change. Second, policies are needed to encourage development to be sensitive to the hilly terrain and the area's established moderate- to low- density character, although increased density is anticipated to accommodate redevelopment of a mixed-use, mixed-income community with the one-for-one replacement of existing public housing units. Third, policies should encourage a better connection of this area to the fast-changing areas on the north and south, with improved access to transit, parks, jobs, public facilities, and retail services. Barry Farm, Hillside, and Fort Stanton should not be left behind as the areas around them move forward. In 2006, the DC Council approved the Barry Farm Redevelopment Plan. Consistent with the New Communities Initiative (NCI), the goal of the redevelopment effort is to transform the affordable housing development into a mixed-income, mixed-use community. In 2020 the Historic Preservation Review Board designated a portion of Barry Farm Dwellings as a historic landmark. It is envisioned that one of the landmarks buildings would house a museum and cultural center to commemorate the legacy of Barry Farm.1813.2

1813.3 ***Policy FSS-2.3.1: Barry Farm New Community***

Encourage the revitalization of Barry Farm in a manner that:

- Ensures one for one replacement of any public housing that is removed one-for-one along with measures to assist residents and avoid dislocation and displacement or personal hardship.
- Creates additional opportunities for moderate-income and market rate housing on the site, consistent with the requirements of the District's NCI; and
- Provides new amenities, such as community facilities, parks, and improved access to the Anacostia River and Anacostia Metro station.
- The District of Columbia and site developers should continue to engage, inform and provide equitable community participation with the residents, neighborhood, and other stakeholders throughout the redevelopment of the Barry Farms property.

While some increase in density will be required to meet the one-for-one replacement goal, consideration should be given to including nearby vacant land in the new community site so that densities may remain in the moderate to medium range as anticipated by the 2006 Barry Farm Redevelopment Plan and as measured across the overall new community site. Building heights may exceed those heights typically used in medium-density zones, particularly near larger roads on the edge of the site, to accommodate the moderate to medium density over the entire site. 1813.3

1813.4 ***Policy FSS-2.3.2: Housing Opportunities***

Encourage compatible infill development on vacant and underused land within the Hillside and Fort Stanton neighborhoods, emphasizing low- to moderate-density housing designed for families while allowing higher densities where appropriate to increase housing opportunities near transit. Special care should be taken to respect the area's topography, avoid erosion, improve the street and circulation system, and mitigate any traffic increases caused by new development. 1813.4

1813.5 ***Action FSS-2.3.3: Connections to Adjacent Areas***

Improve pedestrian, protected bicycle, and road connections between the Barry Farm, Hillside, and Fort Stanton communities, and between these communities and the future developments at Poplar Point and the St. Elizabeths Campus. Residents should be able to safely walk or bicycle to the Anacostia Metro station, Anacostia Park, and Fort Stanton Park. 1813.5

1814 FSS-2.4 Congress Heights Metro Station 1814

- 1814.1 The Congress Heights Metro station is the last station on the Metro Green Line before leaving Washington, DC. The station is about five acres in size and consists of a surface parking lot and subway entrance. Its location on the southeastern edge of the St. Elizabeths Campus made it a critical part of the hospital redevelopment and suggests it will become an increasingly important gateway to the area in the coming years. Land uses in the immediate vicinity include Malcolm X Elementary School, a police substation, apartment complexes, single-family homes, and a historic Jewish cemetery. Major projects within a half-mile of the station include the 600-unit Henson Ridge development and the Camp Simms shopping center and housing development. 1814.1
- 1814.2 The station is one of the newest in the Metro system, having opened in 2001. Passenger volumes are currently among the lowest in Washington, DC. It presents an important joint development opportunity, with the potential for new housing, retail, public, and open space uses, as well as Metro parking and bus transfer points. Future development will need to establish appropriate transitions to nearby uses, which are generally low- to moderate-density. Additional community-based planning has identified the right mix of uses and has addressed a variety of land use, transportation, and urban design issues in the Congress Heights community. 1814.2
- 1814.3 Congress Heights is a Ward 8 neighborhood with abundant community character and historic significance. Located on the hilltops that overlook the Anacostia River, Congress Heights takes its name from its undulating topography, which offers exceptional views of the U.S. Capitol and beyond. The neighborhood is a predominantly residential middle-income community developed primarily with a cohesive grouping of late 19th century through mid-20th century residential, commercial, and institutional buildings. 1814.3
- 1814.4 Congress Heights is currently experiencing some of the most exciting redevelopment activity in Ward 8. In May 2014, OP completed the CHASE Action Agenda and the CHASE Pattern Book. The Action Agenda includes two key pieces. The first is the Implementation Blueprint, which helps identify and prioritize actions, such as job training, entrepreneurship and small business development, housing, retail amenities, preservation and redevelopment, arts and culture, and transportation connections. The second piece is the Resource Guides and tools to help connect residents and businesses to District resources. 1814.4

1814.5 The CHASE Pattern Book provides design guidelines based on buildings in the Anacostia Historic District, but it has broad applicability in all the CHASE neighborhoods. It conforms to local zoning, which sets out the legal requirements for development, and it provides additional design guidance to encourage infill that respects existing neighborhood fabric. The combination of unique geographical assets and strong community involvement positions Congress Heights for inclusivity and vibrancy. 1814.5

1814.6 ***Policy FSS-2.4.1: Congress Heights Metro Station Mixed-Use***
Encourage reuse of the Congress Heights Metro station site and its vicinity with mixed-use, medium-density residential and commercial development using PUDs that promote new economic development. Development on the site should be cognizant of the adjacent lower-density neighborhood to the west and south, and provide a connection to the future development on the St. Elizabeths Campus. 1814.6

1814.7 ***Action FSS-2.4.A: Congress Heights Gateway***
Create a stronger sense of identity and a gateway for the Congress Heights neighborhood. Strongly encourage WMATA to make its land available for joint development around the Congress Heights Metro station. 1814.7

1815 FSS-2.5 Congress Heights Commercial District 1815

1815.1 This Policy Focus Area extends along Martin Luther King, Jr. Avenue SE from the edge of the St. Elizabeths Campus south to the intersection of South Capitol Street SE. Land uses are mostly commercial between St. Elizabeths and Alabama Avenue SE and residential between Alabama Avenue SE and South Capitol. A range of other uses along this mile-long corridor including churches, nonprofits, and health clinics. The heart of the area is the intersection of Malcolm X Avenue SE and Martin Luther King, Jr. Avenue SE, which is the main commercial center for the Congress Heights community. 1815.1

1815.2 Previous Comprehensive Plans for Washington, DC have identified this business district for revitalization, and several District and nonprofit initiatives have been launched to assist in its renewal. In 2005, the corridor was named as part of Washington, DC's Great Streets Program. Its proximity to the redeveloping St. Elizabeths Campus means that it will continue to be an important center of

neighborhood commerce. Efforts to strengthen and revitalize the corridor should continue, with infill development creating opportunities for new business and housing. 1815.2

- 1815.3 ***Policy FSS-2.5.1: Martin Luther King, Jr./Malcolm X Business District***
Encourage a new major retail commercial node at medium-density in the shopping area at Martin Luther King, Jr. and Malcolm X Avenues SE. Strengthen this area as the commercial hub of the Congress Heights neighborhood, and upgrade the mix of uses to better meet neighborhood needs. Enhance the opportunities to grow existing businesses in the area, and offer incentives for new small and local businesses. Any increase in density should be achieved through a PUD, and approval should consider community benefits in terms of education and job opportunities, new and affordable housing for homeownership, improved urban design, and public infrastructure improvements. PUDs shall promote quality in the design of buildings and public spaces, support local schools, create opportunities for cultural events and public art provide civic and cultural amenities, and enhance the public realm by addressing safety and cleanliness issues. 1815.3
- 1815.4 ***Policy FSS-2.5.2: Great Street Housing Opportunities***
Pursue opportunities for additional multi-family housing, possibly with ground floor retail or office uses at medium density, along the Martin Luther King, Jr. Avenue SE corridor between St. Elizabeths Hospital and Alabama Avenue SE. 1815.4
- 1815.5 ***Policy FSS-2.5.3: Business Improvement***
Support the continued efforts of the Anacostia BID and Congress Heights Main Street to manage and improve the Congress Heights and Anacostia shopping districts, provide adequate off-street parking and loading areas, manage on-street parking more effectively, and enhance building facades and storefronts. 1815.5
- 1815.6 ***Action FSS-2.5.A: Congress Heights Small Area Plan***
Work with residents and community stakeholders on an equitable development strategy for the Congress Heights neighborhood. The Congress Heights Small Area Plan should include more specific details on the market for different uses on the site; the desired scale, mix, and intensity of development; future circulation patterns; and provisions for open space and public facilities. 1815.6

- 1815.7 ***Action: FSS-2.5.B: Pedestrian Safety and Vision Zero***
Coordinate with the District Department of Transportation (DDOT) on pedestrian safety enhancements and work to address Vision Zero concerns. 1815.7
- 1816 FSS-2.6 Bellevue/Washington Highlands 1816**
- 1816.1 The Bellevue commercial district includes several blocks around the intersection of South Capitol and Atlantic Streets SE. The area is a traditional neighborhood center, including small retailers, a bank, food and liquor stores, a gas station, personal services, and a drugstore/training center for pharmacy technicians. It includes the former Atlantic Theater and the William O. Lockridge Library, constructed in 2012, and is adjacent to the new Patterson Elementary School campus. 1816.1
- 1816.2 In 2017, Mayor Bowser broke ground on South Capitol Street Apartments, a new development project that will deliver 195 apartment units, ranging from efficiencies to three-bedrooms, and 5,000 square feet of community space to the Bellevue neighborhood in Ward 8. The \$59 million development is being built on the site of the former South Capitol Street Shopping Center. Financing for the development includes \$25 million in gap funding from the District Department of Housing and Community Development (DHCD) Housing Production Trust Fund, \$23.19 million in private equity raised through the sale of federal Low-Income Housing Tax Credits, and \$30 million in bond financing issued by the DC Housing Finance Agency (DCHFA). 1816.2
- 1816.3 The neighborhoods surrounding the commercial district include a large number of garden apartments, many in deteriorating condition. Some of these apartments were quickly constructed during the boom years of the 1940s and may need replacement or substantial renovation during the coming years. The policies below are intended to encourage the enhancement of neighborhood character will be enhanced and the retention of housing choices as these changes take place. 1816.3
- 1816.4 ***Policy FSS-2.6.1: Neighborhood Shopping Improvements***
Encourage new commercial development and adaptive reuse of existing commercial buildings in the South Capitol/Atlantic Streets SE commercial district. Development should provide improved commercial goods and services to the surrounding Bellevue and Washington Highlands neighborhoods. 1816.4

- 1816.5 ***Policy FSS-2.6.2: Business Improvement***
Support the continued efforts of local merchants to improve the Bellevue shopping district, provide adequate off-street parking and loading areas, and enhance building facades and storefronts. 1816.5
- 1816.6 ***Policy FSS-2.6.3: Bellevue/Washington Highlands Infill***
Encourage refurbishment or replacement of deteriorating apartment complexes within Bellevue and Washington Highlands. Where buildings are removed, encourage replacement with mixed-income housing, including owner-occupied, single-family homes and townhomes, as well as new apartments. Every effort shall be made to avoid resident displacement when such actions are taken and to provide existing residents with opportunities to purchase their units or find suitable housing in the community. 1816.6
- 1817 FSS-2.7 DC Village 1817**
- 1817.1 The 167-acre DC Village tract lies between Martin Luther King, Jr. Avenue SE and I-295, east of the Blue Plains Wastewater Plant, just south of Bellevue. The site houses an eclectic mix of District operations, including training facilities for the police and fire departments, an impound lot for towed cars, and an evidence warehouse. Other public uses, including the greenhouses of the Architect of the Capitol (AOC) and the Potomac Job Corps Center, are located on the site. The NPS controls the forested land on the perimeter of the site, including Oxon Cove to the south. 1817.1
- 1817.2 DC Village, located in the Bellevue neighborhood, provides a vital resource for local government operations, but the site is poorly laid out. It is physically isolated from the rest of Washington, DC, and its internal street pattern is confusing and hard to navigate. Abandoned structures, weed-covered lots, winding streets, and semi-industrial uses create the impression of a forgotten backwater. The District and surrounding Ward 8 community have wrestled with the site's future for years. It was designated a Development Zone in 1986 and a Special Treatment Area by the previous Comprehensive Plan. Various uses have been considered over the years, including a 700-unit housing development, an industrial park, and even a prison (on the land to the south near Oxon Cove). 1817.2

- 1817.3 While there may be room for other uses on the site in the long term, the immediate priority is to reorganize existing uses and use the land more efficiently for District operations. DC Village is facing pressure to accommodate uses being displaced from the Anacostia Waterfront and other redeveloping areas. The site should be master planned and reorganized, with circulation improvements, higher design standards, and refurbishment or replacement of vacant buildings. 1817.3
- 1817.4 ***Policy FSS-2.7.1: Retention of DC Village for Municipal Uses***
Retain DC Village as a municipal facility that accommodates activities and functions that are vital to the operation of District government. The organization of uses on the site should be improved so that it is used more efficiently and can function more effectively. 1817.4
- 1817.5 ***Policy FSS-2.7.2: Non-Government Activities at DC Village***
As existing activities at DC Village are reorganized, consider the potential for other employment uses on the site, such as small business incubators and light industry. Such uses should not be accommodated at the expense of District government operations and only should be allowed if the land is not essential for municipal purposes. Any future private uses on the site should be compatible with the existing quasi-industrial municipal uses. Every effort should be made to link future jobs on the DC Village site to residents in Ward 8 neighborhoods to assist residents in gaining income and work experience. 1817.5
- 1817.6 ***Policy FSS-2.7.3: Open Space around DC Village***
Retain NPS land on the perimeter of DC Village as open space. The forested land south of the site around Oxon Cove should not be developed. 1817.6
- 1817.7 ***Policy FSS-2.7.4: Retention of Job Training Activities***
Retain job training programs and facilities on the DC Village site, including the Potomac Job Corps Center, and promote participation in these programs by Far Southeast/Southwest residents. 1817.7



1900 Overview 1900

- 1900.1 The Lower Anacostia Waterfront/Near Southwest Planning Area encompasses three square miles of land located along both sides of the Anacostia River in the southwest and southeast quadrants of Washington, DC. The boundaries include the I-395 Freeway to the north, Anacostia Park and portions of South Capitol Street SE to the east and south, and the Washington Channel to the west. Its boundaries are shown in the map to the left. This Planning Area includes parts of Wards 6, 7, and 8. 1900.1
- 1900.2 The Anacostia waterfront is home to many of Washington, DC’s vibrant neighborhoods. Much of its shoreline has been experiencing a transformation initiated by the 2003 Anacostia Waterfront Framework Plan, which set a visionary and ambitious plan for the revitalization of the waterfront into a world-class destination. The former landscape of industrial, transportation, and government uses continues to transform into one of new mixed-use neighborhoods, workplaces, civic spaces, parks, and restored natural areas. Established waterfront neighborhoods stand to benefit greatly. This transformation is delivering improved access to the shoreline, new recreational amenities, new housing and transportation choices, and a cleaner natural environment, along with new opportunities to enhance the resilience of the Anacostia waterfront. 1900.2
- 1900.3 The Lower Anacostia Waterfront/Near Southwest Planning Area includes a diverse mix of neighborhoods and architecture. New high-rise multi-family buildings dominate the Capitol Riverfront and the Wharf. The Southwest neighborhood is known for its mix of low- and high-density modernist buildings, and other areas closer to Capitol Hill maintain the historic row house blocks amid new construction. Throughout the area is a mix of high-rise and affordable housing. 1900.3
- 1900.4 Residents of the Lower Anacostia Waterfront/Near Southwest Planning Area have multiple transit options, including seven Metro stations, many bikeshare stations, and multiple bus lines. Land uses along the Anacostia waterfront are diverse. These uses currently include wetlands and large open spaces, Nationals Park, Audi Field (home to the DC United professional soccer team), marinas, a retired power plant, housing, commercial centers, and Fort McNair. The Lower Anacostia Waterfront/Near Southwest Planning Area includes the residential neighborhoods of Southwest and Capitol Riverfront/Navy Yard, including the former Arthur Capper Carrollsburg public housing community that was

redeveloped beginning in 2007. The Planning Area's parks and open spaces include Anacostia Park, Poplar Point, Yards Park, Canal Park, Diamond Teague Park, the Wharf, East Potomac Park, and Hains Point, as well as historic squares and playgrounds in the residential areas. The Planning Area also includes federal military installations, such as Fort McNair and the Washington Navy Yard, and local public facilities, such as schools and recreation centers. 1900.4

- 1900.5 Significant environmental improvements are coming to the Anacostia River after years of neglect as Washington's second river, lagging behind the Potomac River in visibility, image, and public investment. The District is building, legislating, and educating for a cleaner Anacostia River that is fishable and swimmable over the coming decades. With the completion of the Clean Rivers tunnel in 2018, DC Water is on target to reduce untreated raw sewage going into the Anacostia River by 98 percent. Meanwhile, the 2016 Anacostia River Accord is a renewed commitment on the part of the District, Montgomery County, and Prince George's County to work collaboratively toward removing trash from the Anacostia River, its tributaries, and watershed. 1900.5
- 1900.6 The 2003 Anacostia Waterfront Framework Plan lays out a strategy for improving water quality, restoring habitat, and improving shoreline parks so that the waterfront becomes the centerpiece for new and revitalized communities. A network of trails and paths, including part of the Anacostia Riverwalk Trail, and bridges, such as the completed 11th Street Bridge replacement (together with the future 11th Street Bridge Park) and future new Frederick Douglass Memorial Bridge, connect the east and west sides of the river. The objective is to connect not only the east and west shorelines but also the District itself through great parks, public places, and new neighborhoods along a restored river. 1900.6
- 1900.7 A diverse coalition of public and private sector entities is leading the revitalization of lands along the river and coordinating environmental and programming initiatives that promote river cleanup, public awareness, and waterfront recreation. Restoring the river's natural environment is a central part of the revitalization of the Anacostia waterfront neighborhoods. . 1900.7
- 1900.8 The waterfront area is experiencing substantial change. Since 2000, over four million square feet of office space has been constructed in the Capitol Riverfront/Navy Yard area, and more than 6,000 new residential units have been built, with over 800 set aside as affordable units. Over 6,000 residents now live in the Capitol Riverfront/Navy Yard area, with that number expected to grow to

16,000 by 2020, making this the fastest-growing neighborhood in the District. Former public housing at Arthur Capper Carrollsburg is being transformed into Capitol Quarter, a mixed-income community with planned one-for-one replacement of every public housing unit removed. Redevelopment includes a new community recreation center and affordable housing for older adults. The continued growth of families with young children in the area has necessitated the reopening and renovation of Van Ness Elementary school on M Street SE. One residential building is currently under construction, and two additional residential buildings are planned for the sites adjacent to Canal Park (Canal Park is a three-block park bounded by M Street, 2nd Street, 2nd Place, and I Street SE). All three buildings will include both new and replacement affordable housing units. The Nationals Park continues to draw crowds from across the Washington, DC region to games, concerts, and other events. Overall, the ballpark hosts about 2.5 million visitors annually. Audi Field, a professional soccer stadium with a seating capacity of 20,000, opened in July 2018 in Buzzard Point. Sellout games are bringing thousands of people to this area of the waterfront. The opening of Yards Park and Canal Park have added over eight acres of passive and active recreation space to the neighborhood. Phase 1 of the Wharf in Southwest opened in late 2017, with over 1,000 residential units, office space, and multiple recreation and cultural amenities, transforming the Southwest Waterfront Area into a regional draw. Projects on surrounding sites and at Buzzard Point will continue to transform this area into a waterfront destination for visitors and residents from all parts of the region, nation, and world. 1900.8

1900.9 Other planned improvements include a 70-acre public park at Poplar Point, an Interpretive Nature Center at Kingman Island, and mixed-use development in Buzzard Point. Plans for these areas have been prepared in a broader context, taking into consideration upriver sites, such as Reservation 13 and Parkside. Throughout the Planning Area and in the adjacent areas of Capitol Hill, Upper Northeast, and Far Northeast/Southeast, neighborhoods will be better connected to the river by extending streets to the waterfront, adding waterfront promenades, and providing new forms of transportation, such as water taxis. The completion of the new 11th Street Bridge (and the future opening of the 11th Street Bridge Park) and the rebuilding of the South Capitol Street/Frederick Douglass Bridge will change the visual profile of the waterfront and make pedestrian and bicycle crossings safer and easier. As the Planning Area's population and development continues to grow, including within flood zones near and along the waterfront, resilient design is critical to mitigating riverine and storm surge flooding and projected sea level rise. 1900.9

1901 History 1901

- 1901.1 The Anacostia watershed contains lush habitat and diverse ecosystems, which in pre-colonial times supported the Nacotchtank Native Americans, whose name, when Anglicized, eventually became Anacostia. In the early years of European settlement, the river was known as the Eastern Branch of the Potomac. It formed the edge of the Washington, DC and was the terminus of important radial avenues extending out from the U.S. Capitol in the 1791 L'Enfant Plan. 1901.1
- 1901.2 In 1799, the Washington Navy Yard was established about a mile south of the U.S. Capitol. It became the main port for receiving materials to construct Washington, DC's monumental buildings. Wharves and fisheries were established along the shoreline, and ocean-going vessels enjoyed a navigable channel up to the port of Bladensburg, Maryland. By the mid-1800s, development around the Navy Yard extended across the river via the 11th Street Bridge to Historic Anacostia (then called Uniontown). Moderate-income housing for Navy workers and others employed at the docks and nearby industrial areas was developed. 1901.2
- 1901.3 By the time of the Civil War, tobacco farming, clear-cutting of forests, and industrial activities had silted and polluted the Anacostia River. The river shrank from depths of 40 feet to barely eight feet, making it too shallow for navigation by sea-bound vessels. The Navy Yard built its last large ship in 1876. After the war, the large tobacco plantations that had dominated the landscape along the Anacostia River were broken up into smaller farms or abandoned. The manufacturing and farming communities around the Navy Yard included a large population of newly emancipated residents, beginning a long history of African-American neighborhoods along the river. 1901.3
- 1901.4 With the construction of Washington's sewer system in the 1880s, water quality in the Anacostia River continued to deteriorate. The tidal wetlands were the source of mosquito-borne malaria outbreaks and prone to periodic flooding. In 1901, the Senate Parks Commission suggested (through the McMillan Plan) that riverfront open space be constructed to improve public health conditions and create parkland. Between 1902 and 1926, the U.S. Army Corps of Engineers (USACE) filled in wetlands and mudflats, and constructed seawalls along the riverbanks to create Anacostia Park. Tons of dredged river bottom were used to create Kingman and Heritage Islands. However, the McMillan Plan vision of a grand interconnected public park system was never realized. 1901.4

- 1901.5 For most of the 20th century, the Anacostia waterfront continued to be the location for unwanted land uses and neglectful land management practices. Landfilling of the marshes and wetlands continued through the 1930s and 1940s. Most of the tributaries were rerouted into storm drains, further compromising the ecosystem and health of the river. 1901.5
- 1901.6 After World War II, significant population growth in the watershed affected both the river and the waterfront neighborhoods. While direct dumping into the river was curbed, highway building and development in the 176-square mile watershed led to continued pollution from stormwater runoff. Neighborhoods near the Southwest waterfront deteriorated further and finally were declared obsolete by planning documents of the early 1950s. Plans to rehabilitate the housing in an incremental manner were passed over in favor of more dramatic plans to clear and rebuild the entire community. These plans ultimately resulted in the largest urban renewal project in the United States. Thousands of mostly lower-income Black families were displaced, and the new Southeast/Southwest Freeway further eroded connections to the waterfront. 1901.6
- 1901.7 By the 1970s, a grass roots movement to save the Anacostia River was gaining momentum. This movement grew during the 1980s and 1990s, as groups like the Chesapeake Bay Foundation and the Anacostia Watershed Society advocated for the restoration of the District's forgotten river and improvements to its watershed to reduce pollution. Initiatives and mandates to clean the Chesapeake Bay and implement federal water quality programs provided further impetus for action. In March 2000, Mayor Anthony Williams and 20 different agencies controlling land or having jurisdiction over the Anacostia shoreline signed the Anacostia Waterfront Initiative (AWI) Memorandum of Understanding (MOU). The MOU led to the production and completion of the Anacostia Waterfront Framework Plan in November 2003. The Framework Plan has guided the revitalization of the waterfront and its shoreline communities for well over a decade, with many actions already realized or underway, such as improvement to water and environmental quality and the ongoing development of Capitol Riverfront, the Wharf, Buzzard Point, and Hill East. . 1901.7

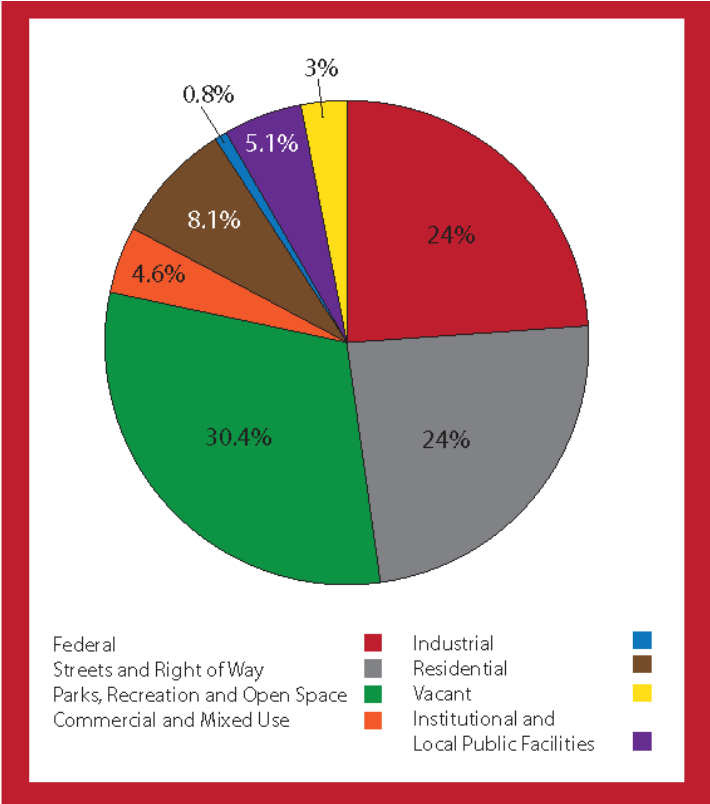
1902 Land Use 1902

- 1902.1 Land use statistics for the Anacostia Waterfront Planning Area appear in Figure 19.1. The area includes 1,884 acres of land and 1,295 acres of water. The Planning Area represents about five percent of the District's land area. Statistics

on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, and water bodies. They are not comparable to the statistics originally included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not to actual changes in land use. 1902.1

1902.2 About 25 percent of the Planning Area is in federal ownership. A little over 30 percent of the Planning Area consists of parks and open space. Much of this land is adjacent to the waterfront and is under the jurisdiction of the National Park Service (NPS). Non-park federal uses include Fort McNair and the Navy Yard. 1902.2

1902.3 Figure 19.1: Land Use Composition in Lower Anacostia Waterfront/Near Southwest Area. 1902.3



1902.4 In 2015, residential uses accounted for just eight percent of the land area and were concentrated in Southwest Washington, DC and Capitol Riverfront. Commercial and mixed-uses constitute about 4.6 percent of the Planning Area. The industrial zones, primarily located at Buzzard Point, have begun to transition into higher-density, mixed-use neighborhood development, fulfilling the vision of the Anacostia Waterfront Framework. It is anticipated that residential land uses will continue to increase as more sites in Capitol Riverfront, Buzzard Point, and the Wharf are developed. 1902.4

1902.5 Public facilities comprise three percent of the area. Institutional uses comprise about two percent of the area. 1902.5

1903 Demographics 1903

1903.1 Basic demographic data for the Lower Anacostia Waterfront/Near Southwest Planning Area is shown in Figure 19.2. In 2017, the area had a population of 18,125. . Between 2000 and 2017, the population increased by about 3,996. 1903.1

1903.2 As of 2017, just under 52 percent of the Lower Anacostia Waterfront/Near Southwest Planning Area’s residents were white, which is a significant increase from 24 percent in 2000. In 2017 just under 40 percent of the Planning Area’s residents were Black, which is a decrease from 67 percent in 2000. Some of this change in demographics can be attributed to the net gain in developable land and subsequent new construction of residential units attracting residents to the area. Additionally, most of the new residential buildings have primarily consisted of market rate one-bedroom units, attracting more young professionals to the area for the first time. Approximately six percent of the area’s residents are of Hispanic/Latino origin, and 10 percent are foreign-born. 1903.2

1903.3 A notable demographic shift is the reduction in the percentage of the population under the age of 18. In 2017 10.4 percent of the population was under age 18, compared to 18.4 percent in 2000. These trends reflect the increase in the working-age population moving into the area. The area’s percentage of older adults over the age of 65 remained generally constant at about 13 percent between 2000 and 2015. 1903.3

1903.4 Based on land availability, planning policies, and regional growth and development trends, the Lower Anacostia Waterfront/Near Southwest Planning

Area will experience significant growth in population, households, and jobs over the coming decades. The population, which was 18,125 in 2017, is expected to grow to 40,200 in 2025, 48,997 in 2035, and 58,789 in 2045. The number of households is expected to increase from 10,083 to 33,915 in 2045. 1903.4

1903.5 Diversity is one of the strengths of the Lower Anacostia Waterfront/Near Southwest Planning Area . The Southwest neighborhood, in particular, is one of the most racially and economically diverse areas in the District . The neighborhood is a microcosm of Washington, DC ; this is one of the defining characteristics of the community and one that residents value highly. 1903.5

1903.6 Figure 19.2 Lower Anacostia Waterfront/Near Southwest at a Glance 1903.6

Basic Statistics						
	2000	2010	2017*	2025	2035	2045
Population	14,129	14,635	18,125	40,200	48,977	58,789
Households	7,848	8,678	10,083	24,205	28,915	33,915
Household Population	13,807	14,487	17,884	39,924	48,696	58,508
Persons Per Household	1.76	1.67	1.77	1.65	1.68	1.73
Jobs	29,645	43,216	52,979	65,698	79,397	92,314
Density (persons per sq mile)	4,710	4,878	6,042	13,400	16,325	19,596
Land Area (square miles)	3.0	3.0	3.0	3.0	3.0	3.0

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	2,602	18.4%	1,888	10.4%	17.6%
18-64	9,503	67.3%	13,774	76.0%	70.6%
18-34	3,315	23.5%	7,403	40.8%	34.6%
35-64	6,188	43.8%	6,370	35.1%	35.9%
65 and over	2,025	14.3%	2,463	13.6%	11.9%
Residents Below Poverty Level	4,380	27.7%	2,997	16.8%	17.4%
Racial Composition					
White	3,853	24.4%	9,372	51.7%	40.7%
Black	10,690	67.6%	7,155	39.5%	47.7%
Native American	39	0.3%	86	0.5%	0.3%
Asian/Pacific Islander	319	2.0%	701	3.9%	3.8%
Other	340	2.2%	152	0.8%	4.6%
Multi-Racial	581	3.7%	659	3.6%	2.9%

ENGROSSED ORIGINAL

Hispanic Origin	637	4.0%	1,082	6.0%	10.7%
Foreign-Born Residents	1,338	8.5%	1,902	10.5%	14.0%
Tenure	2,409	28.2%	3,438	34.1%	41.7%
Owner Households	6,114	71.8%	6,645	65.9%	58.3%
Renter Households					
Housing Occupancy					
Occupied Units	8,523	92.5%	10,083	92.5%	90.2%
Vacant Units	686	7.5%	820	7.5%	9.8%
Housing by Unit Type					
1-unit, detached	143	1.6%	128	1.2%	11.9%
1-unit, attached	2,009	21.8%	2,125	19.5%	25.1%
2-4 units	467	5.1%	442	4.1%	10.3%
5-9 units	784	7.2%	411	3.8%	6.8%
10-19 units	123	4.9%	60	0.5%	10.5%
20 or more	5,587	60.7%	7,739	71.0%	35.4%
Mobile/other	219	2.4%	0	0.0%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

1904 Housing Characteristics 1904

- 1904.1 A majority of the housing stock in the Lower Anacostia Waterfront/Near Southwest Planning Area is contained in multi-family buildings. In 2017, about 71 percent of the housing stock was located in buildings with 20 or more units, which is more than twice the District-wide proportion of 35.4 percent. The housing stock is a mix of buildings built in the 1960s and 1970s through urban renewal and buildings built in the last five years. About 25 percent of the area’s housing stock consists of row houses and townhomes, which is similar to the District-wide level of 26 percent. However, the proportion of single-family detached homes in the Lower Anacostia Waterfront/Near Southwest Planning Area is less than two percent, which is substantially less than the District-wide total of 11.9 percent. 1904.1
- 1904.2 The Southwest Waterfront Gangplank Marina currently has 87 spaces for live-aboard vessels and houseboats. Once Phase 2 of the Wharf is completed, that number is expected to increase to 94 spaces. 1904.2
- 1904.3 In 2017 7.5 percent of the residential units in the Lower Anacostia Waterfront/Near Southwest Planning Area were vacant, which is the same as the vacancy rate in 2000. The percentage of vacant units is slightly lower than the District as a whole. Between 2000 and 2017, homeownership rates in the area

increased from 28.2 percent to 34.1 percent, while the portion of renter-occupied units decreased. 1904.3

1905 Income and Employment 1905

1905.1 According to the U.S. Census Bureau 2017 data, the median household income in 2017 for the Planning Area was \$72,904, a 117 percent increase from \$35,516 in 2000. Data from the District Department of Employment Services (DOES) and the Office of Planning (OP) indicates approximately 49,511 jobs were in the Lower Anacostia Waterfront/Near Southwest Planning Area in 2015. This represents 6.2 percent of the District’s job base. Job growth is expected to increase significantly to 65,698 jobs in 2025, 79,397 jobs in 2035, and 92,314 jobs in 2045. 1905.1

1906 Planning and Development Priorities1906

1906.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 1906.1

1906.2 Planning issues along the Anacostia Waterfront were discussed at many of the Comprehensive Plan workshops held in 2005 and 2006, particularly at meetings conducted on Capitol Hill and in Southwest DC. Priorities for this area were more explicitly stated during the previous three-year process that led to the development of the Anacostia Waterfront Framework plan. Concurrent planning programs for the Southwest Waterfront, Reservation 13, and the Near Southeast in the early 2000s involved hundreds of District residents. Since 2000, several citizens advisory groups, focus groups, and design charrettes have been convened, providing additional opportunities to identify key issues and goals. 1906.2

1906.3 The Comprehensive Plan responds to the key messages provided by the community at these meetings. These are summarized below:

- The river has come to symbolize the social and economic divide in Washington, DC, separating east from west and presenting a challenge to the District's goal of growing more inclusively. It should instead become a unifier and a source of economic opportunity for the neighborhoods on its shores. The waterfront should unite the District physically, economically, and socially. This will require redefining its image and identity, and fundamentally redirecting growth patterns in Washington, DC toward emerging waterfront areas.
- Revitalizing the waterfront must not be done at the expense of the established communities that exist near its shoreline. Existing neighborhoods and important community institutions should be conserved and should be the focus of reinvestment during the coming years. Residents should have a say in the future of the waterfront and should be protected from displacement as change occurs. Within new neighborhoods, diverse housing choices should be provided so that a mix of household types and incomes are accommodated. Affordable housing for moderate-income families and for the District's lowest-income residents should be part of this equation. Social and economic diversity should be respected.
- The river provides a unique setting for monuments, memorials, and signature features that can potentially shape and redefine Washington, DC's identity in the 21st century. This potential should not be squandered. The Potomac River is already a celebrated waterfront, but its character is distinctive in its own way. The Anacostia River should be unique, with activities that invigorate urban life. New destinations should celebrate the cultural heritage of the District and the nation. As cultural facilities are developed, the extraordinary and unheralded stories of the neighborhoods along the river should be told.
- Many of the great open spaces and parks of the Anacostia waterfront are hard to find, underused, and neglected. These areas should be better connected to one another, and to the neighborhoods they adjoin. A variety of park environments should be created, from lively urban waterfront plazas to serene natural settings. Trails and promenades are needed to provide better access along the shoreline, and to make the waterfront more accessible to surrounding communities. New parks, recreational areas, and cultural facilities should be developed.
- Urban development and natural resource conservation should not be mutually exclusive, but should go hand in hand. Development on the waterfront—and throughout the watershed—should be environmentally sustainable and designed to minimize negative effects on water quality and ecological resources. In some cases, plans to reduce sewage overflows into the river

should be accompanied by restoration of wetlands and buried streams, and conservation of natural habitat. From a regional perspective, additional density along the waterfront is one of the best examples of smart growth. It can curb urban sprawl by channeling more housing demand back toward the District's center . More density near the waterfront can also be used to leverage the creation of additional waterfront parks and open spaces.

- Access between the east and west sides of the river should be improved. Human-scale crossings should be emphasized, rather than the existing freeway bridges that are almost exclusively oriented toward cars and trucks. The design of transportation infrastructure should be rethought to better serve waterfront neighborhoods, reduce barriers to waterfront access, and create gateways to waterfront parks. Bridges should be regarded as opportunities for great civic architecture. In general, transportation design should strive for a better balance between the needs of cars, and the needs of pedestrians, bicyclists, and transit users. The river itself should be seen as a transit opportunity, with water taxis and ferries providing easy access across the river and to riverfront designations like Georgetown and Alexandria, Virginia.
- Development along the waterfront should be designed to respect the scale and integrity adjacent neighborhoods. As the District works to create distinct waterfront destinations, it should also restore and rehabilitate historic structures, protect views and sunlight, reinforce neighborhood commercial centers, and enhance the quality of life for existing residents. While densities in new waterfront communities are likely to be higher than those in adjacent communities, they should not be visually overwhelming. This is particularly true where new development sites abut fine-grained row house neighborhoods that have existed for more than a century. Planning for large-scale development should be responsive to local concerns about traffic, crowd-control, displacement, community service impacts, and changing neighborhood character. 1906.3

1907

AW-1.1 Guiding Growth and Neighborhood Conservation 1907

1907.1

The following general policies and actions should guide growth and neighborhood conservation decisions in the Lower Anacostia Waterfront/Near Southwest Planning Area. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 1907.1

- 1907.2 ***Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods***
Revitalize and preserve established neighborhoods in the Waterfront Planning Area while promoting infill development to provide new housing opportunities, including accessory dwelling units, to meet a range of affordability levels and housing needs. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. 1907.2
- 1907.3 ***Policy AW-1.1.2: New Waterfront Neighborhoods***
Create new mixed-use, mixed-income neighborhoods on vacant or underused waterfront lands, particularly on large contiguous publicly owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should continue to be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, and Navy Yard/Capitol Riverfront. . These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, and Kenilworth-Parkside via trails, additional water recreation opportunities, and improved park access points along the Anacostia shoreline. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. Opportunities for grid interconnected neighborhood-scale energy utilities systems as part of the development of these areas should be evaluated, using renewable energy sources to provide greater environmental benefits for the community. The new waterfront neighborhoods should integrate new parks and amenities, enhance public access to the waterfront, and incorporate resilient design to mitigate flooding. 1907.3
- 1907.4 ***Policy AW- 1.1.3: Lower Anacostia Waterfront Infrastructure for Flood Mitigation***
Identify locations of future development that are at risk of flooding to help prioritize infrastructure improvements to mitigate flooding. Encourage the inclusion of parks, open space, and other improvements around denser development that preserve or enhance the natural function of floodplains. 1907.4
- 1907.5 ***Policy AW- 1.1.4: Lower Anacostia Waterfront Flood Modeling***
Prioritize the Lower Anacostia Waterfront area for comprehensive flood modeling of projected sea level rise and future flood hazard conditions because the area's flooding potential s not accounted for in the current Flood Insurance Rate Maps. Local studies that are not currently accounted for in the District's currently effective Flood Insurance Rate Maps should be used in tandem with Policy AW-R.3 (below) for encouraging climate-adaptive development. 1907.5

- 1907.6 ***Policy AW- 1.1.5: Flood-Resilient and Climate-Adaptive Development***
Provide guidelines and promote the planning, design, construction, and management of resilient buildings in flood hazard areas within the Lower Anacostia Waterfront/Near Southwest Planning Area. Design and construct developments to be adaptive to future flood hazard conditions due to storm surge and sea level rise. 1907.6
- See the Urban Design Element for additional guidance on flood resilience.*
- 1907.7 ***Policy AW- 1.1.6: Resilient Affordable Housing***
Incorporate climate resilience measures into the rehabilitation of existing and creation of new affordable housing located in the Lower Anacostia Waterfront/Near Southwest Planning Area to protect these units against current and projected future flood conditions. 1907.7
- 1907.8 ***Policy AW-1.1.7: Waterfront Area Commercial Development***
Encourage commercial development in the waterfront area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia waterfront, as well as space for government and private sector activities, such as offices and hotels. A mix of high-density commercial and residential development should be focused along key corridors, particularly along Maine Avenue and M Street SE and SW, along South Capitol Street, and near the Waterfront and Navy Yard Metro stations. Maritime activities, such as cruise ship operations, should be maintained and supported as the waterfront redevelops. 1907.8
- 1907.9 ***Policy AW-1.1.8: Waterfront Development Amenities***
Leverage new development in the Waterfront Planning Area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 1907.9
- 1907.10 ***Policy AW-1.1. 9: River Basins as a Planning Guide***
Recognize and be responsive to the distinct settings and environments created by varying conditions along the shoreline. Consistent with the Anacostia Framework Plan, the river should be viewed as a series of basins, each defined by its unique physical and visual characteristics. In general, there should be a progression from a more urban environment on the lower basins (Washington Channel and the river

gateway) to a more natural environment on the upper basins, such as Kingman and Heritage Islands, and the Arboretum. 1907.10

- 1907.11 ***Policy AW-1.1.10: Pedestrian Orientation of Waterfront Uses***
Provide a high level of pedestrian and cyclist amenities along the shoreline, including informational and interpretive signs, benches and street furniture, and public art. Pedestrian and cyclist facilities should be designed to accommodate the greatest number of users with varying abilities. Where possible, trail design should support the safe use of the trail in the evenings. Continue to coordinate with federal agencies to ensure the continuity of character and wayfinding, and explore additional opportunities for public access on federally owned waterfront properties. 1907.11
- 1907.12 ***Policy AW-1.1.11: Multimodal Waterfront Streets***
Design streets along the waterfront to be truly multimodal, meeting the needs of pedestrians, bicyclists, and transit users, as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access. 1907.12
- 1907.13 ***Policy AW-1.1.12: Barriers to Shoreline Access***
Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, access roads, and industrial uses along the Anacostia River shoreline. In particular, the impacts of freeways on waterfront access should be mitigated by supporting the redesign of these facilities as tunnels or landscaped boulevards. Explore ways to mitigate the impacts of highway infrastructure on shoreline access for neighborhoods in Wards 7 and 8. Continue to increase the number of boat slips, waterside amenities, and water recreation options, such as kayaking and paddle boarding along the Anacostia shoreline. 1907.13
- 1907.14 ***Policy AW 1.1.13: Southwest Ecodistrict Plan Implementation***
Explore ways to jointly fund the implementation of recommendations of the Southwest Ecodistrict Plan in coordination with the National Capital Planning Commission (NCPC) to improve the aesthetic quality, identity, and pedestrian character of Near Southwest and strengthen connections between the Wharf and the National Mall. Identify and implement design guidelines for new or renovated buildings, streetscape and signage improvements, pedestrian circulation changes, and measures to mitigate the scale of the area's monolithic buildings. Promote new residential, cultural and/or retail uses if federal properties transfer from

federal use, or pursuant to any new arrangements with the NCPC, such as 99-year ground leases. 1907.14

1907.15 ***Policy AW-1.1.14: Upgrading the Bridges***

Upgrade the bridges across the Anacostia River to better manage transportation flows, ensure their safety for decades to come, facilitate pedestrian and bicycle travel across the river, and provide attractive and distinctive civic landmarks. 1907.15

1907.16 ***Action AW-1.1.A: Anacostia Waterfront Framework Plan***

Implement the recommendations of the Anacostia Waterfront Framework Plan through coordination among District and federal agencies, community stakeholders, business improvement districts (BIDs), private property owners, and environmental, philanthropic, and community-based organizations 1907.16

1907.17 ***Action AW-1.1.B: River Crossing Improvements***

Implement the recommendations of the Middle Anacostia River Transportation Crossings Study that seek to improve local and regional traffic mobility. 1907.17

1908 AW-1.2 Conserving and Enhancing Community Resources 1908

1908.1 ***Policy AW-1.2.1: Historic and Cultural Waterfront Assets***

Capitalize on the historic and cultural assets located near the Lower Waterfront, such as the Washington Navy Yard and Fort McNair. Public education about these assets should be expanded, the physical trail connections and wayfinding signage between them should be enhanced, and greater recognition of their value and importance should be achieved. 1908.1

1908.2 ***Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites***

Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the District. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. 1908.2

- 1908.3 ***Policy AW-1.2.3: Waterfront Sports and Recreation Destinations***
Continue to develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront, including as part of future development at Buzzard Point, Poplar Point, and the 11th Street Bridge Park. These destinations should be served by adequate and efficient transportation systems and infrastructure. 1908.3
- 1908.4 ***Policy AW-1.2.4: Anacostia River Parks***
Create a connected network of waterfront parks from Hains Point to the Sousa Bridge, and continuing through adjacent upriver Planning Areas to the Maryland border. These parks should be easily accessible to surrounding neighborhoods and accommodate the need for more local and regional recreational activities in Washington, DC. New parks should be an integral part of any new waterfront neighborhood and should showcase the remarkably diverse landscape along the Anacostia River. A variety of active and passive recreational settings should be provided. Parks should be designed to enhance resilience to flooding and incorporate natural shorelines where feasible. 1908.4
- 1908.5 ***Policy AW-1.2.5: African American Heritage***
Recognize and highlight the role of Lower Anacostia Waterfront neighborhoods in the history of the District's African-American community. Acknowledge the impact of the African American community through markers, heritage trails, and cultural facilities. 1908.5

1909 AW-2 Policy Focus Areas 1909

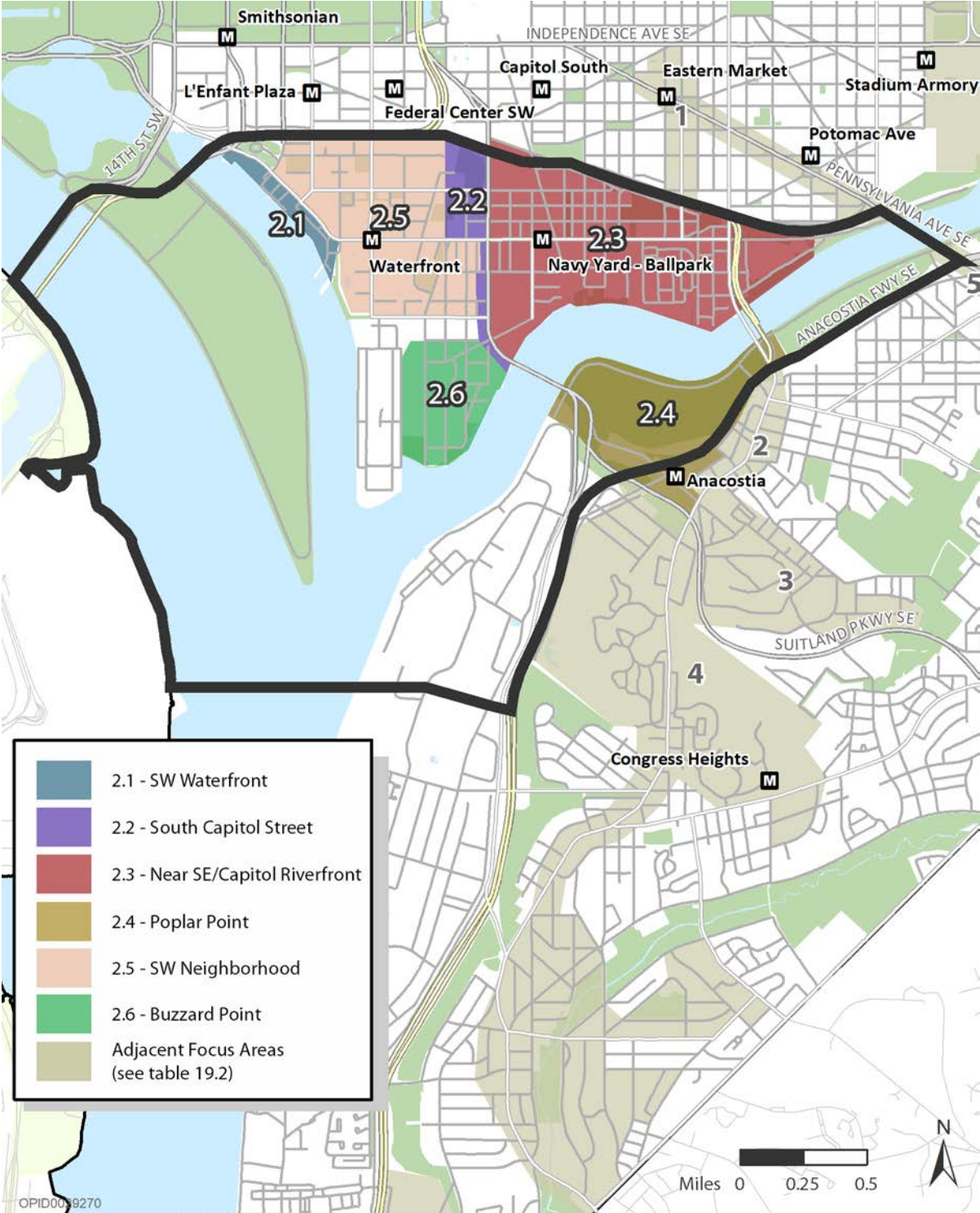
- 1909.1 The Comprehensive Plan has identified six areas in the Lower Anacostia Waterfront/Near Southwest Planning Area as Policy Focus Areas, meaning that they require a level of direction and guidance above that in the prior section of this Area Element and in the Citywide Elements (see Map 19.1 and Figure 19.3). These six areas are:
- Southwest Waterfront, home of the Wharf development and the historic Washington Fish Market; South Capitol Street, a major axis to the U.S. Capitol and Anacostia River; Near Southeast/Capitol Riverfront, home of the Navy Yard, Nationals Park, acres of waterfront parks, and thousands of new residential units; Poplar Point, a large and prominent site adjacent to Anacostia Park on the river's eastern edge that is currently under federal ownership;

- Southwest neighborhood, an established and diverse residential community located in between the Wharf and Buzzard Point; and
- Buzzard Point, a traditionally industrial area that is currently emerging as a mixed-use waterfront neighborhood and the home of the Audi Field soccer stadium. 1909.1

1909.2 Figure 19.3 Policy Focus Areas Within and Adjacent to Lower Anacostia Waterfront/Near Southwest 1909.2

Within Lower Anacostia Waterfront/Near Southwest	
2	Southwest Waterfront
2	South Capitol Street/Buzzard Point
2	Near Southeast
2	Poplar Point
<u>2</u>	<u>Southwest Neighborhood</u>
<u>2</u>	<u>Buzzard Point</u>
Adjacent to Anacostia Waterfront	
1	Pennsylvania Avenue Corridor/Capitol Hill
2	Historic Anacostia
3	Barry Farm/Hillsdale/Stanton
4	St. Elizabeths Hospital
5	Pennsylvania Ave SE Corridor (east of the River) (see p. 17-22)

1909.3 Map 19.1: Lower Anacostia Waterfront/Near Southwest Policy Focus Areas. 1909.3



1910 AW-2.1 Southwest Waterfront 1910

- 1910.1 The Southwest Waterfront is a 45-acre area along the Washington Channel, stretching three-quarters of a mile along Maine Avenue from the Tidal Basin to Fort McNair. The area includes the Washington Fish Market, portions of East Potomac Park, a boating/residential community at Gangplank Marina, and the Wharf, a mixed-use development on the Southwest Waterfront. Nearby uses include the Arena Stage, several churches, , office buildings, and apartments. Major points of access include 4th, 6th, 7th, and 9th Streets SW, M Street SW, and the L'Enfant Plaza and Waterfront Metro stations. 1910.1
- 1910.2 Although it is relatively accessible and familiar to residents of Southwest, the Southwest Waterfront had not been the active, public, civic space it could be. Historically, roads and parking lots accounted for over 40 percent of the area, with multiple lanes of traffic between the shoreline and adjacent residential areas. L'Enfant Plaza and the National Mall are just a few blocks away. Until recently, there were no clear means of pedestrian access from these heavily visited areas to the shoreline. With much of the Southwest Waterfront in public ownership, the District had a unique opportunity to create a place that served both as an extension of the adjacent neighborhood and a new regional destination. 1910.2
- 1910.3 The District completed the Southwest Waterfront Development Plan in 2003, adopting short- and mid-term actions to transform the area. The Southwest Waterfront Development Plan called for eliminating Water Street and improving Maine Avenue as a pedestrian-friendly urban street. The elimination of Water Street and replacement of surface parking with structured parking has increased available public space and developable land and has allowed for the creation of new parks, plazas, and mixed-use development. Active ground floor uses, such as retail stores, restaurants, and performance venues, are now making this area an active and animated urban waterfront. 31910.3
- 1910.4 Construction of the Wharf at the Southwest Waterfront began in 2014. The first phase of development was delivered in 2017 and includes a mix of housing, office, retail, hotel, and concert venues, as well as improved public waterfront access, recreational piers, and green space. Following the recommendations from the previous planning effort and extensive community input, the Wharf will include over three million square feet of mixed-use development at full build-out. The mix of market rate and affordable residential units and commercial

development, with retail, restaurants, and entertainment offerings, has created a vibrant new waterfront destination and regional attraction. 1910.4 .

- 1910.5 The existing fish market has been retained in its present location and refurbished, with its low-scale character maintained. In addition, the Wharf includes expanded piers, additional boat slips, and several acres of waterfront parks and a promenade. 1910.5
- 1910.6 The District has worked with federal and local partners to improve pedestrian access to the waterfront via the Banneker Overlook at 10th Street SW. The area also has seen the development of new museums in this vicinity further north, close to L'Enfant Plaza, and is benefitting from new water taxi service, transit improvements, and landscaping. 1910.6
- 1910.7 Ongoing plans for the Southwest Waterfront should be implemented in a way that continues to recognize the broader context of the Southwest neighborhood and its connection to the National Mall. 1910.7
- 1910.8 ***Policy AW-2.1.1: Mixed-Use Development***
Support the redevelopment of the Southwest Waterfront with medium- to high-density housing, commercial and cultural uses, and improved open space and parking. The development should be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline. 1910.8
- 1910.9 ***Policy AW-2.1.2: New Public Spaces and Open Space***
Continue to create additional public spaces and plazas at the Southwest Waterfront during the second phase of construction of the Wharf, including the continuation of the public promenade at the water's edge and a new marina. Public piers should extend from each of the major terminating streets, providing views and public access to the water. 1910.9
- 1910.10 ***Policy AW-2.1.3: Connecting to the Southwest Waterfront***
Continue to enhance pedestrian connections from the Southwest neighborhood, Waterfront Metro station, and L'Enfant Plaza area to the Wharf by creating new public spaces and trails, , and providing safer pedestrian crossings across Maine Avenue SW. 1910.10

- 1910.11 ***Policy AW-2.1.4: Maine Avenue SW***
Continue to transform Maine Avenue SW into a landscaped urban street that has direct access to waterfront uses, provides a pedestrian-friendly street environment, and accommodates multiple modes of travel (including bicycles). Future developments on the north side of Maine Avenue should be designed to support a pedestrian-friendly environment. 1910.11
- 1910.12 ***Policy AW-2.1.5: Washington Channel Maritime Activities***
Reorganize the Washington Channel’s maritime activities, including cruise ship berths and marinas, to provide more appropriate relationships to landside uses and opportunities for water taxis, ferries, and other forms of water transportation. In implementing this policy, cruise ship operations should be retained and supported, recognizing their economic benefits to the District and their recreational and cultural value for residents and visitors. 1910.12
- 1910.13 ***Action AW-2.1.A: Southwest Waterfront Development Plan***
Implement the 2003 Southwest Waterfront Development Plan. 1910.13
- 1910.14 ***Action AW-2.1.B: Long-Term Improvements***
Study the feasibility of the long-term improvements identified in the Southwest Waterfront Plan, such as a Hains Point Canal (in East Potomac Park), relocation of cruise lines and their infrastructure, a new Yellow Line Metro station at the waterfront, and construction of a pedestrian/bicycle bridge across the channel near the Case Bridge. 1910.14
- 1911 AW-2.2 South Capitol Street 1911**
- 1911.1 South Capitol Street is one of the District’s four principal axes and marks the division between the District’s southeast and southwest quadrants . It is an important part of the regional highway system, with traffic volumes of approximately 52,000 cars per day. The street provides many residents and visitors with their first view of the U.S. Capitol building and is an important gateway into Central Washington, DC. 1911.1
- 1911.2 This symbolic role contrasts with the current state of the corridor. Awkwardly shaped properties, some vacant and others barricaded from public access, front the street between the U.S. Capitol and I-395. Elevated railroad tracks and freeway ramps obstruct vistas and the Capitol Power Plant is an additional

presence. South of I-395, the street enters into a mix of new residential high-rise buildings, historic single-family homes, commercial uses, , Nationals Park, and parking lots. South of the Frederick Douglass Bridge, these give way to an eclectic mix of industrial and utility uses along the shoreline, including a power plant. 1911.2

1911.3 The transportation infrastructure in the area also creates a significant barrier to connectivity to surrounding areas. Both South Capitol Street and the Frederick Douglass Bridge need repair. South Capitol Street has no bike lanes, and sidewalks are minimal and unshaded. High-speed traffic and the lack of signalized intersections have been a deterrent to increasing active and safe bike and pedestrian access. These issues will be addressed as part of the South Capitol Street Corridor Project currently underway. This major capital project, extending across the Anacostia River, will make major streetscape improvements to South Capitol Street and create a new Frederick Douglass Memorial Bridge. This project represents the largest capital project that the District Department of Transportation (DDOT) has ever undertaken. 1911.3

1911.4 Since the mid-1990s, the District has been working with its federal partners to transform South Capitol Street into a grand urban boulevard with a mix of land uses and commemorative works that are more fitting of its role as a gateway to the national capital. Such a vision was first laid out in the 1997 NCPC Legacy Plan and later refined by the 2003 South Capitol Urban Design Study. A task force including federal and District representatives was convened in 2004 to develop design options and an open space framework for the corridor. 1911.4

1911.5 Over the coming years, South Capitol Street will continue to be transformed into a waterfront gateway with new mixed-use development, green space, broad sidewalks, and a beautiful new and realigned Frederick Douglass Memorial Bridge. High-density office, housing, and retail uses are envisioned along the corridor between I-395 and the shoreline. Nationals Park has become the centerpiece of a new entertainment district that includes cultural attractions, retail, restaurants, row houses and high-density housing in the Capitol Riverfront/Navy Yard area. Near the foot of the reconstructed Frederick Douglass Bridge, an oval traffic rotary is planned to create a green commons for a future national memorial. Further south in Buzzard Point, the opening of Audi Field, the new stadium for the District's professional soccer team, is leading the transformation of this formerly industrial land into a new waterfront neighborhood with multiple mixed-

use residential and commercial development planned or under construction.
1911.5

See the Buzzard Point Policy Focus Area for further guidance.

1911.6 As the design and construction of the South Capitol Street Corridor Project continues into the coming years, through additional agency coordination this major infrastructure investment can achieve other District goals for the Lower Anacostia Waterfront Area .Plans will need to focus on the Buzzard Point waterfront, addressing issues such as land use compatibility transportation and access, urban design, and opportunities for new park and open space amenities. The Buzzard Point Vision Framework and Design Review Guide, completed by OP in 2017, provides urban design-based guidance to shape future public investments and private mixed-use development as part of Buzzard Point’s transformation into a new waterfront community. The framework supports making South Capitol Street more pedestrian- and bike-friendly to and from Buzzard Point and includes recommendations to inform the design of the new Oval Park being created through the South Capitol Street Corridor Project. Plans for this area should improve connections between Southwest and the waterfront and retain and improve the established low-scale residential areas on the west side of South Capitol Street. 1911.6

1911.7 ***Policy AW-2.2.1: South Capitol Street Urban Boulevard***
Transform South Capitol Street into a great urban boulevard and walking street, befitting its role as a gateway to the U.S. Capitol and a major Anacostia River crossing. Development along the street should include a mix of federal, District, and private uses. 1911.7

1911.8 ***Policy AW-2.2.2: Ballpark Entertainment District and Capitol Riverfront***
Leverage the success of Nationals Park and Audi Field (the new professional soccer stadium), drawing residents, workers, and visitors to the Capitol Riverfront/Navy Yard area to catalyze additional development of the South Capitol Street corridor with retail, high-density residential, entertainment, and commercial uses. 1911.8

1911.9 ***Policy AW-2.2.3: South Capitol Commemorative and Civic Uses***
Incorporate ceremonial uses, such as memorials, plazas, monuments, museums, and other commemorative works, along the South Capitol Street corridor. The

revitalized street provides a significant opportunity to expand civic and cultural facilities beyond the confines of the monumental core. 1911.9

1911.10 ***Policy AW-2.2.4: South Capitol Street Transit Improvements***
Promote multimodal transportation improvements along the South Capitol Corridor, including transit options like streetcar or bus rapid transit, and improve pedestrian connections to the Navy Yard and Waterfront Metro stations. 1911.10

1911.11 ***Policy AW-2.2.5: South Capitol Open Space***
Create additional open space in the South Capitol Street corridor, including an oval traffic rotary and South Capitol commons , as well as new waterfront parks and plazas along the Anacostia shoreline. 1911.11

1911.12 ***Policy AW-2.2.6: South Capitol Neighborhood Buffers***
The established communities adjacent to the South Capitol Street corridor, including the James Creek, Syphax Gardens, and Greenleaf Gardens housing developments and adjacent residential areas, shall be buffered from adverse impacts associated with increased development capacity and traffic relating to stadium area development. Avoid displacing these communities because they are an important part of Washington, DC's fabric and provide affordable housing resources for the Southwest community. 1911.12

1911.13 ***Action AW-2.2.A: Coordination with Federal Agencies***
Continue to coordinate with the NCPC, the NPS, and other federal agencies on implementing the South Capitol Street Corridor Project. 1911.13

1911.14 ***Action AW-2.2.B: South Capitol Gateway***
Create a civic or commemorative feature of national significance at the north end of the Frederick Douglass Bridge to celebrate this location as a riverfront and District gateway. 1911.14

1911.15 ***Action AW-2.2.C: South Capitol Transportation Improvements***
Continue efforts to improve traffic flows and accommodate additional travel modes along South Capitol Street, including completion of the South Capitol Environmental Impact Statement and the reconstruction of the Frederick Douglass Memorial Bridge and related access points. 1911.15

1912 AW-2.3 Near Southeast/Capitol Riverfront 1912

1912.1 Near Southeast/Capitol Riverfront includes the triangular area between I-695 and the Southeast Boulevard SE , South Capitol Street, and the Anacostia River. This 350-acre area has played an important role in the history of Washington, DC; its initial settlement even predates the creation of the District. In the 19th century, this was a community where residential streets came down to the river's edge, a place teeming with life and maritime activity. Near Southeast/Capitol Riverfront experienced substantial disinvestment during the second half of the 20th century, which led to social and economic challenges. 1912.1

1912.2 Over the last 15 years, District and federal initiatives have transformed Near Southeast/Capitol Riverfront into a dynamic waterfront neighborhood and workplace. These initiatives have included the relocation of 5,000 federal employees back to the Washington Navy Yard, the redevelopment of the Arthur Capper Carrollsburg public housing development through the federal HOPE VI Program, construction of a new headquarters for the U.S. Department of Transportation (USDOT), and the reconfiguration of the 55-acre Southeast Federal Center to allow new housing, offices, and waterfront parkland. Significant private and public investment has followed, including the construction of new office buildings, hotels, and housing, as well as Nationals Park. Signature new parks such as Yards Park, an award-winning four-acre waterfront park, are drawing thousands of visitors weekly. 1912.2

1912.3 Revitalization of the Near Southeast/Capitol Riverfront has been one of the cornerstones of the AWI. A 2003 AWI Urban Design Plan for the area provides a framework for its redevelopment. While many of the recommendations from the 2003 AWI Plan have been completed, future development should continue to create mixed-income housing opportunities, provide pedestrian-friendly streets, enhance neighborhood resilience to flooding and other climate threats, and establish great public spaces both on the waterfront and in the adjacent neighborhood. One of AWI's most important principles is to preserve existing low-income housing units in the area while adding thousands of units of new market rate and affordable housing. 1912.3

1912.4 The Near Southeast Urban Design Plan, as part of the AWI, envisioned M Street SE as a great urban boulevard with high-density offices and apartments activated by ground floor retail space, restaurants, and civic uses. It calls for the extension of New Jersey Avenue and other streets in the District grid to the waterfront,

terminating at a new shoreline park and waterfront promenade, which has been completed as Yards Park. The Near Southeast Urban Design Plan calls for the preservation of important historic resources and the respectful integration of future developments with those of historic resources. These include the majority of the Navy Yard, which is now designated as historic, and the historic street grid and network of park reservations laid out by Pierre L'Enfant. 1912.4

1912.5 Several subareas were identified by the Near Southeast Urban Design Plan, with land use and urban design goals set forth for each. These areas are South Capitol Gateway, Canal Blocks, Capper Carrollsburg, the Marine Barracks area, the 8th Street SE historic area, East M Street, the Navy Yard, the Southeast Federal Center, and the DC Water pump station area. Strategies to better connect and integrate these areas are provided. The Near Southeast Plan laid out a street and block plan for the entire area, as well as a trail system and open space framework. Guidelines for specific sites, such as Florida Rock (near the foot of South Capitol) and Maritime Plaza (the former Washington Gas site), were provided to ensure that planned development fit into the framework for the overall area. 1912.5

1912.6 The Near Southeast Urban Design Plan envisioned a net increase of 4,200 housing units, 13.6 million square feet of office space, and 705,000 square feet of retail area within the area's boundaries. The Near Southeast Urban Design Plan also identified more than 40 acres of new parks and open space. Since the launch of the AWI and completion of the Near Southeast Urban Design Plan, the Capitol Riverfront area largely fulfilled the vision of these plans. As of 2017, Capitol Riverfront is now home to over 6,000 new residential units, 6.2 million square feet of office space, and 34,000 daytime employees. Over 10 acres of parks and 400,000 square feet of retail space have also been developed. Additional residential buildings, retail, and other amenities are currently planned or under construction. Collaborative planning between the District, the federal government, and the private sector has been ongoing since the Near Southeast Plan was completed and will continue during the years ahead. 1 1912.6

1912.7 ***Policy AW-2.3.1: Restoring the Urban Pattern of the Near Southeast/Capitol Riverfront***
Facilitate redevelopment of Near Southeast/Capitol Riverfront by breaking down large contiguously owned government properties into individual development parcels in scale with the traditional urban street grid. Encourage high-density mixed-use development and open space on newly configured parcels, with new

buildings designed and oriented to make the most of their waterfront or near-waterfront settings. 1912.7

- 1912.8 ***Policy AW-2.3.2: Near Southeast/Capitol Riverfront Shoreline Access***
Improve shoreline access and movement to and through Near Southeast/Capitol Riverfront by eliminating real and perceived barriers, improving public space and street corridors, reducing the amount of land occupied by surface parking and industrial uses, and encouraging new land uses that maximize public activity near the waterfront. Encourage resilient shoreline design that is adaptive to flooding from storm surge and sea level rise, and implement natural shorelines where possible. 1912.8
- 1912.9 ***Policy AW-2.3.3: Near Southeast/Capitol Riverfront Housing Opportunities***
Significantly increase residential land uses in Near Southeast/Capitol Riverfront, particularly in the Southeast Federal Center, Capper Carrollsburg, Canal Blocks, and South Capitol Gateway areas. Consistent with the existing zoning for these areas, mixed-use development that includes housing and commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types. 1912.9
- 1912.10 ***Policy AW-2.3.4: M Street SE***
Transform M Street SE into an attractive pedestrian-oriented thoroughfare, lined with retail shops and services, with upper-story office, hotels, and residential uses. The street itself should be designed as a multimodal boulevard, accommodating pedestrians, bicycles, and transit vehicles as well as cars. It should strengthen connections between Near Southeast/Capitol Riverfront, Southwest, and Capitol Hill. 1912.10
- 1912.11 ***Policy AW-2.3.5: Restoration of the L'Enfant Plan in Near Southeast/Capitol Riverfront***
Restore key elements of the original L'Enfant Plan within Near Southeast/Capitol Riverfront, including the District street grid, the extension of New Jersey Avenue SE and 3rd and 4th Streets SE to the waterfront, and the possible replacement of the Southeast/Southwest Freeway with an at-grade boulevard (Virginia Avenue SE). Amend the L'Enfant Plan designation as needed to prevent further intrusion into the New Jersey Avenue vista of the Capitol Dome or other intended street views. 1912.11

- 1912.12 ***Policy AW-2.3.6: Near Southeast/Capitol Riverfront Urban Amenities***
Leverage new and existing developments in the Near Southeast/Capitol Riverfront area to create amenities, such as parks, trails, child care facilities, civic uses, and retail space, that serve the area’s residents and workforce. Encourage the redesign of Virginia Avenue Park into a more inviting park and green space that supports a wide range of users of all ages and abilities. 1912.12
- 1912.13 ***Policy AW-2.3.7: Near Southeast/Capitol Riverfront Historic Identity***
Celebrate the Near Southeast/Capitol Riverfront’s history and integrate important historic and cultural resources. These resources include the Navy Yard; the future 11th Street Bridge Park; local educational, religious, and cultural institutions; and historic landmarks, including industrial and utility buildings like the District Pumping Station. 1912.13
- 1912.14 ***Policy AW 2.3.8: Revitalization of Lower 8th Street SE***
Support new development and active ground floor uses in the area around 8th Street SE, south of Virginia Avenue SE, to create greater retail and residential opportunities that reinvigorate the area. Increased development will improve linkages with areas north and west, benefit workers at the Navy Yard and existing businesses along Barracks Row, and support the redesign of Virginia Avenue Park. The Planned Unit Development (PUD) process should be used to allow for additional building heights on portions of the lower 8th Street SE corridor while not encroaching on the existing viewshed of the historic Latrobe Gate of the Navy Yard. Prioritize supporting ways to allow existing businesses to remain at potential ground floor uses in new developments. 1912.14
- 1912.15 ***Policy AW-2.3-8: Development of Boathouse Row***
Study ways to enhance Boathouse Row, a historic Black boating area located between the 11th Street Bridge and the CSX freight rail bridge per the guiding principles outlined in the 2009 Boathouse Row Planning Study. Increase access to water recreation and use resilient design features to mitigate flooding and sea level rise. This area has the potential to be further developed as a recreational area with facilities and amenities to support wider community use. Support direct pedestrian and bike connections between nearby neighborhoods and the waterfront, as included in the Southeast Boulevard Project plans. 1912.15
- 1912.16 ***Action AW-2.3.A: Zoning Incentives***
Continue to incentivize residential uses within Near Southeast areas, such as the Capitol Gateway, the former Southeast Federal Center, and downtown zones

within the Lower Anacostia/Near Southeast Planning Area. Expand and intensify zoning incentives that promote affordable housing in these areas. . . 1912.16

- 1912.17 ***Action AW-2.3.B: Boathouse Row Recreational Uses***
Ensure that zoning and land use guidance are adopted to facilitate the use of Boathouse Row as a recreational and community resource. Recreational improvements also should include equipment or design features that are appropriate for persons of all ages and physical abilities. 1912.17

1913 AW-2.4 Poplar Point 1913

- 1913.1 Poplar Point encompasses the area on the east side of the Anacostia River bounded by South Capitol Street SW, I-295, and the 11th Street Bridge. The area contains U.S. Park Police and NPS facilities, the former Architect of the Capitol (AOC) nurseries, a 700-space Metro parking garage, private land along Howard Road, a DC Water pump station, and more than 60 acres of managed meadows. The point was created through the filling of tidal mudflats in the 1910s and has been used for tree nurseries and federal and District maintenance activities for almost a century. Construction of freeways in the 1950s and 1960s left Poplar Point disconnected from the neighborhoods around it. 1913.1
- 1913.2 Poplar Point remains isolated today and is underused as a great waterfront open space. It is completely unknown to visitors and even most District residents . Nearly half the site is fenced off from public access, and much of the remainder is covered by freeway ramps and bridge approaches. 1913.2
- 1913.3 In 2003, the AWI called for the site’s improvement as a green gateway to the Anacostia River Park network. Today, Poplar Point has the potential to be the future crown jewel in a necklace of great parks extending from Kenilworth Aquatic Gardens on the north to the mouth of the Anacostia River on the south. Key features of the vision for this park include restored wetlands, a daylighted Stickfoot Creek, and new cultural and entertainment facilities. Poplar Point has also been identified by the NCPC as a potential site for new monuments, commemorative works, and museums 1913.3
- 1913.4 The Poplar Point Target Area Plan recommended creating a new roadway and circulation pattern, and developing a mixed-use neighborhood and a 70-acre waterfront park. Medium- to high-density housing should be provided within this

neighborhood, with new development used to leverage the recreational and environmental improvements that will make this a great public place for all Washingtonians in the future. In the years since the AWI Plan, there has been increased understanding of the site's flood risk. Anticipated sea level rise and floodplain effects will inform development alternatives and the ultimate design of Poplar Point. 1913.4

- 1913.5 The new Poplar Point Park and neighborhood will be well connected to the nearby Anacostia Metro station, multiple Metrobus lines, and new modes of transit, including water taxis, shuttles, and the DC Circulators. Connections to the historic neighborhoods east of I-295 will be strengthened by upgrading Howard Road SE, W Street SE, and Good Hope Road SE and improving pedestrian and bicycle access along these gateways. Redevelopment of Poplar Point is intended to coincide with and bolster parallel initiatives to revitalize Historic Anacostia, redevelop the St. Elizabeths Hospital Campus, and rebuild Barry Farm. 1913.5
- 1913.6 Notable skyline features such as the Washington Monument and U.S. Capitol are visible from much of Poplar Point. The site also affords views of the tree-lined ridge above Historic Anacostia. Future structures on the site should preserve these important views and make the most of the point's spectacular physical setting. Development should include a mix of uses and densities that is compatible with and complementary to adjacent neighborhoods, breaking development into identifiable, distinctive parts rather than creating superblocks. 1913.6
- 1913.7 ***Policy AW-2.4.1: Poplar Point Park***
Create a great urban park at Poplar Point that serves neighborhoods across Washington, DC and includes a variety of active and passive recreation areas. The park should be designed to serve users of all abilities, including children, youth, families, and older adults. 1913.7
- 1913.8 ***Policy AW-2.4.2: Environmental Restoration at Poplar Point***
Restore portions of the natural environment at Poplar Point, especially the wetlands and Stickfoot Creek. The creek should be daylighted and restored as a natural habitat area. 1913.8
- 1913.9 ***Policy AW-2.4.3: Poplar Point Mixed-Use Neighborhood***
Create a new transit-oriented mixed-use neighborhood oriented around the Poplar Point Park and linked to the Anacostia and Congress Heights Metro stations. The neighborhood should include a significant component of affordable housing , as

well as retail and civic uses that benefit the adjacent communities east of I-295. To minimize the loss of useable open space, development should use the land recovered after the realignment and reconstruction of the Frederick Douglass Bridge. 1913.9

- 1913.10 ***Policy AW-2.4.4: Poplar Point Cultural Facilities***
Support the development of regional cultural facilities at Poplar Point, such as museums, memorial sites, gardens, nature centers, amphitheaters, and public gathering places. 1913.10
- 1913.11 ***Policy AW-2.4.5: Scale of Development at Poplar Point***
Provide a scale and pattern of development at Poplar Point that recognizes the area's proximity to a Metro station and other major surface arterials. The area is physically separated from surrounding neighborhoods and, therefore, may accommodate buildings and site plans that are unlike but compatible with the fine-grained pattern found in nearby Historic Anacostia. Development should be pedestrian-oriented and include active ground floor uses. The massing, height, and bulk of buildings and related features, such as parking, also should respect adjacent park uses and environmentally sensitive areas. 1913.11
- 1913.12 ***Policy AW-2.4.6: Poplar Point Vista and View Preservation***
Ensure that the design of Poplar Point capitalizes on significant views to the river and U.S. Capitol. The New Jersey Avenue SE axis is particularly important because it provides a clear line of sight to the Capitol dome from Poplar Point's prominent river bend. 1913.12
- 1913.13 ***Policy AW-2.4.7: Poplar Point as an Economic Catalyst***
Use development at Poplar Point to bring economic development opportunities to adjacent neighborhoods, particularly Barry Farm and Historic Anacostia. Activities at Poplar Point should foster the success of existing businesses in Historic Anacostia, provide job opportunities, and create cultural, educational, and institutional uses that benefit communities in Wards 7 and 8. 1913.13
- 1913.14 ***Policy AW-2.4.8: Access Improvements to Poplar Point***
Improve access to Poplar Point by redesigning the road system on the site's perimeter; rebuilding the Frederick Douglass (South Capitol) Bridge; converting the Anacostia Metro station to a multimodal terminal; adding provisions for pedestrians and bicycles along Howard Road SE, W Street SE, and Good Hope Road SE; and providing water taxi service on the Anacostia River. 1913.14

- 1913.15 ***Action AW-2.4.A: Poplar Point Planning***
Complete a future analysis for Poplar Point to define the site design, circulation, infrastructure, land use program, park, and urban design to guide future development and to facilitate the land transfer from the federal government to the District. . 1913.15
- 1914 AW-2.5 Southwest Neighborhood 1914**
- 1914.1 For nearly 50 years, the Southwest neighborhood has been a quiet, tucked away neighborhood of almost 12,000 residents. The product of urban renewal interventions of the 1950s and 1960s, the predominantly residential enclave is unlike any other in Washington, DC. Its modernist architecture, large swaths of green open space, and variety of residential development are sources of pride for many Southwest residents. Major changes have taken shape in Southwest, such as the removal of Waterside Mall to allow for the reopening of 4th Street SW between I and M Streets SW and the addition of new offices, retail, and residential developments to form a town center. As the surrounding waterfront areas around Southwest continue to grow, the established core of the Southwest neighborhood continues to experience mounting development pressure. 1914.1
- 1914.2 Population projections for Southwest indicate that the population will increase by almost 3,000 residents, bringing the total closer to 15,000 residents in Southwest by 2023. Southwest residents have indicated a desire to maintain the area’s historic integrity of inclusion for all kinds of families and household incomes. The neighborhood contains an abundance of District and federally owned parcels, many of which are currently underused or underdeveloped with low-scale buildings and surface parking lots clustered on M Street near South Capitol Street. As technology changes and service needs grow and evolve, the District is interested in optimizing its properties, as well as finding opportunities to use these assets to best serve residents and contribute to the community through improved design and function. Additionally, the District of Columbia Housing Authority (DCHA) intends to redevelop the Greenleaf public housing complex, located on four large parcels straddling both sides of M Street SW near the Waterfront Metro station, into a mixed-income housing development. 1914.2
- 1914.3 All of these changes and existing opportunity areas served as a catalyst for studying and analyzing the Southwest neighborhood through a Small Area Plan, which was initiated in 2013 and approved by the DC Council in 2015. The Southwest Neighborhood Plan supplements the Comprehensive Plan by providing

more detailed planning and land use guidance at the block level. The Southwest Neighborhood Plan focused on a study area that extended from South Capitol Street to the east, Maine Avenue SW to the west, P Street SW to the south, and the I-395 Freeway to the north. The Southwest Neighborhood Plan is a community-based strategy developed for the purpose of creating an urban design, land use, and neighborhood preservation framework to enhance parks and pedestrian and street connections, integrate community amenities, enhance transportation choices, and guide the future growth of the Southwest neighborhood. In addition, the Southwest Neighborhood Plan provides land use guidance for the Future Land Use Map. The Southwest Neighborhood Plan aims to provide Southwest residents and property owners with assurances of what future development may look like, including recommendations to preserve and enhance existing assets and ensure that Southwest retains social, economic, and racial diversity. The following policies have been developed to reinforce the outcomes of the Southwest Neighborhood Plan. 1914.3

- 1914.4 ***Policy AW-2.5.1: 4th Street SW as a Thriving Town Center***
Develop 4th Street SW as a thriving town center and commercial heart of the community with a range of neighborhood-serving retail options, an active street atmosphere, high-quality public realm, new development, and accessible transit options. Support the redevelopment of the remaining parcels of land at the Waterfront Metro station (formally the Waterside Mall site) with residential, office, and local-serving retail uses. 4th Street SW should serve as a retail anchor for the surrounding Southwest community and improve aesthetics, circulation, and connectivity. 1914.4
- 1914.5 ***Policy AW-2.5.2: Southwest Neighborhood Plan***
Implement the policies and recommendations of the Southwest Neighborhood Plan. Use the Southwest Neighborhood Plan as a framework for guiding public investment and evaluating new development per plan recommendations and design guidelines. 1914.5
- 1914.6 ***Policy AW-2.5.3: Greenleaf Public Housing Redevelopment***
Promote the redevelopment of the Greenleaf public housing complex, composed of four sites on both the north and south sides of M Street SW between 3rd and Delaware Streets SW, to benefit existing Greenleaf residents and realize a well-designed mixed-income community. Explore the potential for District-controlled properties in the vicinity to support a build-first strategy to keep Greenleaf

residents within the Southwest neighborhood. Support one-for-one replacement of all existing public housing units on site. 1914.6

- 1914.7 ***Policy AW-2.5.4: An Equitable and Inclusive Southwest Neighborhood***
Ensure that Southwest remains an exemplary model of equity and inclusion for all races, ages, abilities, and income levels and enhances all residents' well-being. Support and encourage affordable and equitable access to housing with a range of housing types to support families, older adults, single persons, persons with disabilities, and artists. Encourage more inclusive options for transit and more accessible public realm design. 1914.7
- 1914.8 ***Policy AW-2.5.5: Southwest Historic Preservation***
Support and promote Southwest's unique legacy of modernist mid-20th century architecture, landscape architecture, and urban design. Continue the community-led process to garner support for preserving modernist properties through a variety of ways, such as individual landmarks. 1914.8
- 1914.9 ***Policy AW-2.5.6 Southwest Greenspaces and Parks***
Strike a balance between nature and the built environment, and retain the green character of Southwest as it continues to grow. Encourage additional capital investments, resilient design enhancements, and outstanding programming at Southwest parks: Lansburgh, Randall, King Greenleaf, Southwest Duck Pond, and Library Park. The needs of both school-age children and older adults aging in place should be considered in future designs for all parks, green spaces, and recreational programming. Parks and green spaces should be beautiful and functional while contributing to stormwater management and flood mitigation. 1914.9
- 1914.10 ***Policy AW-2.5.7: Southwest Sustainability and Resilience***
Encourage the adoption of sustainability measures to support outstanding environmental performance, energy efficiency, stormwater management, and healthy living. New developments in Southwest that are vulnerable to flooding and future sea level rise should incorporate flood protection in building and site designs. 1914.10
- 1914.11 ***Policy AW-2.5.8: Southwest Arts and Culture***
Grow and support Southwest as a premier arts and cultural destination, leveraging existing institutions, such as Arena Stage and the Anthem concert venue to attract

new creative uses in both temporary and permanent locations and to reinforce I Street SW as a cultural corridor. 1914.11

- 1914.12 ***Policy AW-2.5.9: Southwest District-Owned Parcels***
Redevelop outdated public facilities and underused publicly-owned land for development that delivers high-quality design and community benefits. These District properties include key sites adjacent to M Street SW and Half Street SW and are the current locations of the Department of Motor Vehicles (DMV), Fire and Emergency Medical Services (FEMS), and the Metropolitan Police Department (MPD). Future developments at these sites should consider public-private opportunities for joint development and co-location of District government uses. Land use changes recommended in the Small Area Plan should be achieved through the PUD process and conform to the design guidelines, affordable housing goals, and broader recommendations of the Small Area Plan. 1914.12
- 1914.13 ***Policy AW-2.5.10: Southwest Multimodal Transportation Options***
Support an active and growing Southwest community by accommodating multiple transportation modes, increasing mobility and safety within the community, and providing ease of access to adjacent neighborhoods and the waterfront. Improve pedestrian and bike crossings through enhanced signage and redesigned crosswalks. Continue to expand and link bicycle routes. Where feasible (as detailed in the Small Area Plan), reinstate lost connections of the L'Enfant Plan. 1914.13
- 1914.14 ***Policy AW-2.5.11: Affordable and Family-Sized Housing in Southwest***
Promote a mix of affordable and market rate residential units that better serve community needs in Southwest. Prioritize the creation of a greater number of affordable units than the Inclusionary Zoning requirement or more family-sized units as part of a community benefits agreement for any PUDs and by targets on District-controlled sites that exceed overarching affordable housing requirements. 1914.14
- 1914.15 ***Action AW-2.5.A: Greenleaf PUD***
Support the redevelopment of DCHA-controlled Greenleaf public housing parcels consistent with the increased density of Future Land Use Map designations as outlined in the Southwest Neighborhood Plan if development is achieved through a PUD that meets the following criteria:

- Conforms to the design guidelines for each parcel as outlined in the Small Area Plan;
- Provides replacement housing for all the existing public units within the development or the immediate Southwest neighborhood;
- Encourages a mixed-income community through the inclusion of market rate units and, to the extent practicable, moderate-income housing; and
- Achieves a significant level of green design in terms of both site and building design to contribute to healthy living and improved environmental performance. 1914.15

1914.16 ***Action AW- 2.5.B: Lansburgh Park***

Redesign Lansburgh Park to become a safer, more accessible central park for the Southwest community. Create a signature design and beautiful park space that serves as a centerpiece for redevelopment of surrounding properties like the Greenleaf complex and the Southwest government cluster. Any future design also should enhance community resilience by helping to address and manage flooding issues. 1914.16

1914.17 ***Action AW-2.5.C: Storage Facility at Jefferson Middle School Academy***

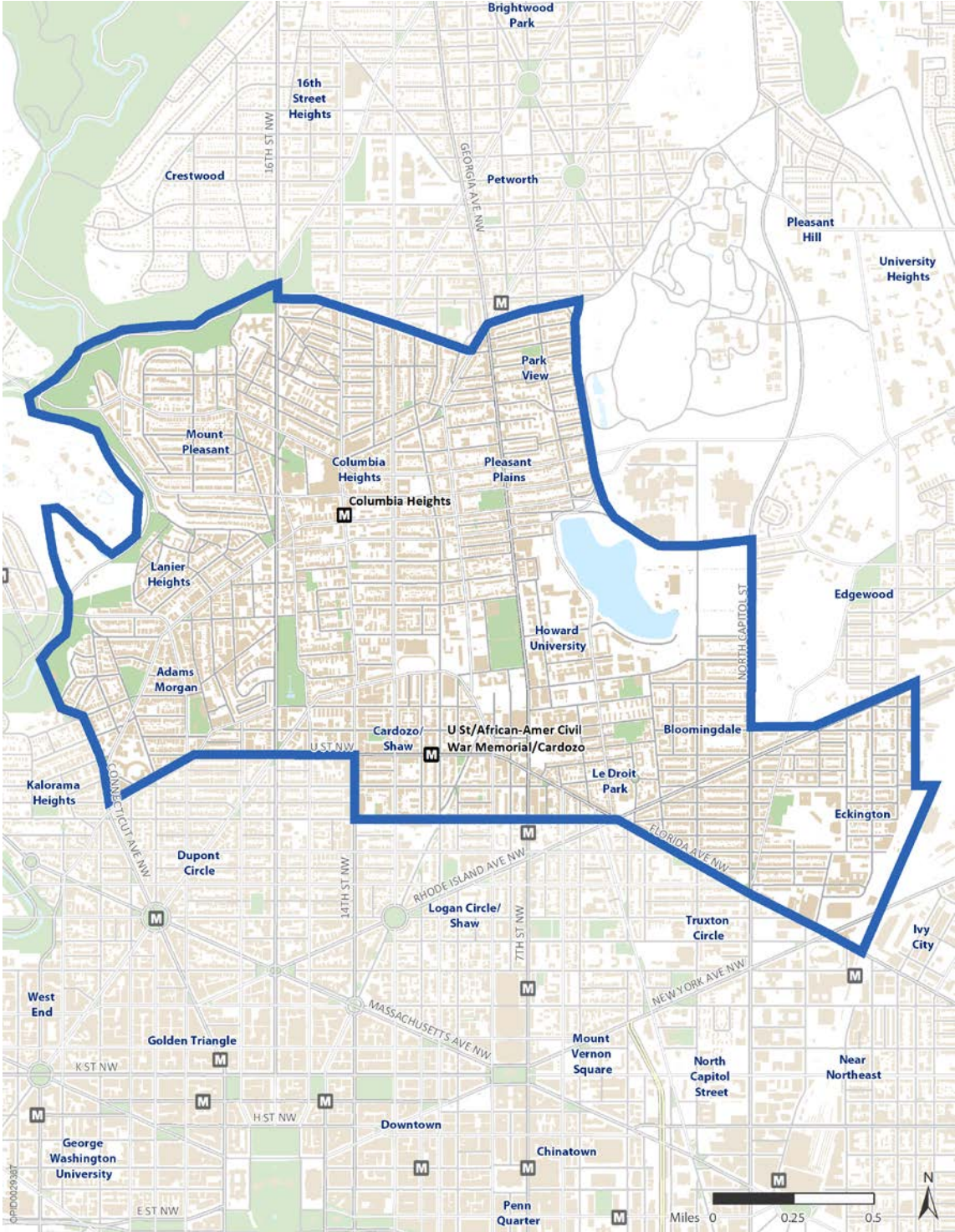
Complete a feasibility study to determine the need for the existing storage facility located adjacent to the Jefferson Middle School Academy. Study the option of removing the storage facility to expand the recreation space or repurposing the building to better serve the community. 1914.17

1915 AW-2.6 Buzzard Point 1915

1915.1 Buzzard Point is located at the confluence of the Potomac and the Anacostia rivers, roughly one mile south of the U.S. Capitol building. Buzzard Point is bounded by the existing Southwest residential area to the north, the Anacostia River to the south and east, and Fort McNair to the west. Fort McNair, housing the National Defense University, is the oldest use on the Buzzard Point peninsula, with historic buildings dating to the 18th century. Buzzard Point is currently transitioning from primarily heavy industrial sites used for much of the 20th century to a new mixed-use neighborhood anchored by the D.C. United soccer stadium, Audi Field, which opened in 2018. The District's South Capitol Street corridor and Frederick Douglass Memorial Bridge Project will better connect the Buzzard Point neighborhood with Downtown Washington, DC and neighborhoods across the Anacostia River. 1915.1

- 1915.2 Following the selection of the Buzzard Point site for a new D.C. United soccer stadium in July 2013, planning for the larger Buzzard Point neighborhood began. This planning effort built upon earlier planning through the AWI in 2002, Comprehensive Plan guidance, and previously adopted medium- to high-density zoning, with the goal of coordinating investments in public infrastructure and private redevelopment. OP completed the Buzzard Point Vision Framework and Design Review Guide in 2017, with the collaboration and input of multiple stakeholders, including area residents, private property owners, the Capitol Riverfront BID, Fort McNair, and NPS. 1915.2
- 1915.3 This urban design-driven plan for Buzzard Point provides additional guidance for the transformation of a former industrial area into an environmentally sustainable, mixed-use waterfront neighborhood that leverages its location as a regional destination for spectator sports along the Anacostia River. The Vision Framework articulates a vision for Buzzard Point as a well-designed waterfront neighborhood with dynamic parks and public spaces and a well-connected transportation network. Given Buzzard Point's location along the waterfront, multiple properties are within the current floodplain, and the area is vulnerable to future flooding from riverine flooding, storm surge, and sea level rise. Strategies for ensuring resilience against these climate hazards are central to the Vision Framework's successful implementation and to Buzzard Point's transformation into a new, vibrant waterfront neighborhood. 1915.3
- 1915.4 ***Policy AW-2.6.1: Buzzard Point Vision Framework***
Implement the policies and recommendations of the Buzzard Point Vision Framework and Design Guidance. Use the framework to guide public and private investment and evaluate new development. 1915.4
- 1915.5 ***Policy AW-2.6.2: Buzzard Point Development***
New residential development in Buzzard Point should be concentrated near the waterfront, between Potomac Avenue SW and P Street SW. Commercial, cultural, and retail uses should be concentrated around the traffic oval along Half Street SW, Audi Field, and the waterfront park and plaza. Support the long-term redevelopment of Buzzard Point with mixed-use medium- to high-density development. 1915.5

- 1915.6 ***Policy AW-2.6.3: Buzzard Point Design and Architecture***
Promote innovative design and architecture for new development in this area and for the creation of a unique urban waterfront. Encourage water-oriented uses near the river, and through site planning and design, facilitate public access to the water and marine transportation. 1915.6
- 1915.7 ***Policy AW-2.6.4: Buzzard Point Resilience***
Design public and private infrastructure, buildings, streets, and park spaces for climate adaptation and flood risk reduction. Buffer the Buzzard Point neighborhood against current and future climate threats through model resilient development. 1915.7
- 1915.8 ***Policy AW-2.6.5: Buzzard Point Public Spaces***
Following the guidance of the Buzzard Point Vision Framework, identify and implement a set of interconnected parks and playgrounds designed for a variety of users. Develop Half Street SW with green features that link to the stadium plaza, other parks, and the Anacostia River. 1915.8
- 1915.9 ***Policy AW-2.6.6: National Park Service Properties in Buzzard Point***
Coordinate with NPS to plan and design their waterfront properties in Buzzard Point, including Buzzard Point Park and the James Creek Marina. 1915.9
- 1915.10 ***Action AW-2.6.A: Buzzard Point Transportation/Riverwalk Connections***
Implement a well-connected street grid for all transportation modes that supports future transit expansion and comfortable walking and biking. Reconnect streets, where possible, and redesign Second Street SW as the inland extension of the Anacostia Riverwalk. Complete new sections of the Anacostia Riverwalk as each new development in Buzzard Point is constructed, extending a 75-foot waterfront esplanade. Use aquatic vegetation along the shoreline as part of the riverwalk design to mitigate flooding, soften the river's edge, and clean the water. Initiate a workshop with Fort McNair to explore extending the Anacostia Riverwalk around the point. 1915.10



2000 Overview 2000

2000.1 The Mid-City Planning Area encompasses the 3.1 square miles located in the geographic center of Washington, DC. It extends from Rock Creek Park on the west to the CSX rail corridor on the east. Its southern edge is formed by Florida Avenue NW and U Street NW, and its northern edge is formed by Spring Road NW and Rock Creek Church Road NW. The boundaries are shown in the map at left. Most of this area has historically been in Ward 1, although the easternmost portion is currently part of Ward 5 and the southernmost portion is currently in Ward 2. 2000.1

2000.2 Mid-City is one of the most diverse parts of Washington, DC. Although it is one of the smallest of the 10 planning areas geographically, it is the most populous and most dense. Much of the area was developed during the late 19th and early 20th centuries, giving it a rich and historic urban character. The area includes row house neighborhoods, such as Adams Morgan, Bloomingdale, Columbia Heights, Eckington, LeDroit Park, Park View, Pleasant Plains, and Mount Pleasant. It includes large apartment communities along streets such as 14th Street NW, 16th Street NW, and Columbia Road NW. It is also home to several large institutions, such as Howard University, Howard University Hospital, and the McMillan Sand Filtration Site. 2000.2

2000.3 The Mid-City Planning Area is a cultural hub, with a strong international flavor. It is the heart of District's Latino business community and the home to one of the District's historic Black business corridors. . It includes the vibrant nightlife and ethnic restaurants of 18th and U Streets NW and other walkable neighborhood centers that embody the best qualities of urban living. The area is well served by the District's transportation system, including the Metro Green and Yellow Lines, numerous bus lines, several cross-town arterials, and bikeshares. The Metropolitan Branch Trail passes through the southeastern portion of the area. This shared-use trail provides new transportation and recreational opportunities for residents, as well as much-needed park space and lively cultural displays at key locations. 2000.3

2000.4 Many Mid-City neighborhoods have a strong sense of identity, including the historic districts of U Street NW, Mount Pleasant, LeDroit Park, Bloomingdale, and Striver's Section and their historic landmarks, such as the True Reformer Building, Meridian Hill/Malcolm X Park, the Lincoln and Howard Theaters, and

the Prince Hall Masonic Temple. Activities like Adams Morgan Day and the DC Funk Parade on U Street NW celebrate local culture and build community pride. 2000.4

2000.5 The area also has a tradition of neighborhood activism, embodied by groups such as the Kalorama Citizens Association and the Georgia Avenue Community Development Task Force. Nonprofits like the Latino Economic Development Corporation and the Columbia Heights Development Corporation are also active in community affairs, as are cultural organizations like the Gala Hispanic Theater and the African American Civil War Memorial Freedom Foundation. 2000.5

2000.6 Parts of the Mid-City Planning Area have changed rapidly during the last 10 years. Already one of the densest areas in Washington, DC, Mid-City contains approximately 19 percent of the District's new housing units, and almost 14 percent of the area's housing units are affordable. Although Mid-City is close to having a fair amount of affordable housing, the distribution of that affordable housing has been concentrated in a few neighborhoods such as Columbia Heights, Reed-Cooke, and the U Street corridor. Additionally, many of these affordable units are at risk of expiring; thus, Mid-City will be a target-rich area for investments by the administrators of the Housing Preservation Trust Fund, which is to be used to preserve affordable housing units when their covenants of affordability are expiring. 2000.6

2000.7 Mid-City includes many public and lower cost units that are at risk of conversion to market rate rents or condominiums. The District has also assisted tenants in their efforts to renovate and purchase apartment properties throughout the community, particularly in Columbia Heights. Millions of dollars have been invested to create new affordable housing opportunities for current and future Mid-City residents. This investment must be sustained, especially through the use of the District Opportunity to Purchase Act, which the Housing Preservation Strike Force recommended as an important strategy to preserve affordable housing. 2000.7

Please see the Housing Element for additional information, policies, and actions.

2000.8 Some Mid-City neighborhoods are still facing challenging economic and social conditions. Despite the real estate boom, buildings continue to lie vacant along commercial corridors such as lower Georgia Avenue NW, Florida Avenue NW, and North Capitol Street NW. The Planning Area also has a severe shortage of

parkland. As the densest part of the District, and one with many young children, recreational needs are among the highest in the District. Most of the Planning Area's parks lack the land and amenities to meet these needs. 2000.8

2000.9 The 14th Street NW and U Street NW corridors experienced remarkable change over the last 10 years. Reinvestments made by the District and the private sector reinvigorated the Logan Circle area. The vitality of these two corridors is demonstrated by a mix of dining, retail, residential, entertainment, and cultural offerings. Revitalization has increased the need to improve mobility, manage traffic and parking, and assist small businesses. In some instances, poorly designed alterations are diminishing an important part of Washington, DC's architectural heritage. Some have benefitted from the tremendous rise in property values, but many others have either been unable to capitalize on that rise in values or have been displaced from their homes. 2000.9

2000.10 Mid-City also has expanded opportunities to enhance the resilience of its neighborhoods. The area has experienced significant flooding, particularly in the neighborhoods of Bloomingdale and LeDroit Park, due to the limited capacity of the existing stormwater management systems. The projected increase in frequency and severity of rainfall events elevates the risk for these neighborhoods. Ongoing efforts to expand the capacity of the stormwater system in the area, including DC Water's Northeast Boundary Tunnel and interim McMillan Stormwater Storage Project, will significantly reduce this risk, but not for the most extreme events. 2000.10

Please see Infrastructure and Environmental Protection Elements for more information.

2000.11 In 2016, the District Department of Transportation (DDOT) undertook the Cross-Town Multimodal Transportation Study to identify improvements along the east-west connections that traverse Wards 1 and 5, address safety concerns, optimize mobility and operations, and improve efficiency for all modes along the corridor. Recommended improvements in the study include transit priority treatments along Irving Street NW and Columbia Road NW and a new bicycle facility along Kenyon Street NW that would connect to a multiuse trail, Washington Hospital Center, and adjacent institutions. The study also recommends rationalizing the access ramps west of the hospitals into a grid of streets, which would eliminate redundant turning movements, improve pedestrian crossing visibility, create new sidewalk connections, and simplify movements for all modes. The reconfiguration

of land created by this new street grid will require additional planning analysis in the years to come, as it presents an opportunity for both new housing and for new parks or other open space. 2000.11

- 2000.12 The issues described above should be addressed to preserve the quality of life, balance growth and conservation, and provide economic opportunity and stability for all members of the community. 2000.12

2001 History 2001

- 2001.1 Urban development in the Mid-City area began in the early 19th century. Some of Washington, DC's first mansions were constructed on the high ground above the L'Enfant city, such as David Porter's long-demolished Meridian Hill house, now the site of Meridian Hill/Malcolm X Park, and the similarly lost mansion belonging to Joseph Gales, whose land was later subdivided into the residential neighborhood of Eckington. Unlike these estates, others such as Ingleside and Howard Hall still survive and are integral to the neighborhoods that were built around them. Howard Hall, the home of General Oliver Otis Howard built after the Civil War, still survives as part of the Howard University campus, which Howard helped to establish in 1867. Howard University joined the already established Columbian College (later named George Washington University), which was founded on Meridian Hill in 1822. Still, much of the area remained rural until the late 19th century. 2001.1

- 2001.2 The White-Meyer House was designed by renowned architect John Russell Pope, who designed the Jefferson Memorial, the National Gallery of Art (West Building), and the National Archives. An extensive renovation of the White-Meyer House, which was completed in 1988, won an American Institute of Architects award for excellence. The White-Meyer House, at 1624 Crescent Place NW, has been home to two of the most well-known Washington, DC families. The property was purchased in 1910 by distinguished American diplomat Henry White, who had been Ambassador to Italy and France. The red brick Georgian home was completed in 1912 at a total cost of \$155,497. 2001.2

- 2001.3 When Henry White died in 1927, the property passed to his son, John Campbell White. Eugene Meyer, who subsequently became owner of *The Washington Post*, rented the house for several years before purchasing it in 1934. The Meyers, including Katharine Graham, spent their teenage years in the house. Prominent

guests included Eleanor Roosevelt, Adlai Stevenson, Thomas Mann, Earl Warren, and John and Robert Kennedy. After the Meyers' deaths, the house became the property of the Eugene and Agnes E. Meyer Foundation and was leased for use by the Antioch Law School Library. In 1987, it was purchased by Meridian International Center. 2001.3

2001.4 Urban development in the Mid-City area began in the early 19th century, with transportation infrastructure dating back to the Civil War. Horse-drawn streetcars, established during the Civil War, ran up and down 7th and 14th Streets NW, connecting the area's small hamlets, estates, and farms to Washington, DC's center. One streetcar line—the Metropolitan Railway, established in 1864—was deliberately built to entice residents to move to Mount Pleasant, one of the first suburbs carved out of the Ingleside estate. 2001.4

2001.5 Mid-City's development boom was tied to the growth of Washington, DC's population and transportation system. In 1888, the introduction of the electric streetcar enabled several of the formerly horse-drawn streetcar lines to be extended north of Washington, DC's center in the late 1880s and early 1890s, including the District's first electric streetcar line—the Eckington and Soldiers Home streetcar—as well as lines along 7th Street NW and 14th Street NW. Commercial uses developed along these routes, a pattern that persists to this day. By the turn of the century, streetcars had been extended along Florida Avenue NW, U Street NW, 11th Street NW, 18th Street NW, Calvert Street NW, , and beyond to the District's border with Montgomery County, Maryland. Formerly rural lands were subdivided and platted into residential neighborhoods, including Bloomingdale, Eckington, Columbia Heights, Washington Heights, Lanier Heights, and other subdivisions making up present-day Adams Morgan. These neighborhoods emerged as Washington, DC's first suburbs, followed by Mount Pleasant and LeDroit Park. 2001.5

2001.6 Many Mid-City neighborhoods were quite sought after. Located above the Potomac escarpment, places like Mount Pleasant and Columbia Heights had healthier climates and cooler summertime weather than the lower portions of the District. Elegant apartment buildings and embassies were developed along 16th Street NW, where commercial uses were not permitted in order to preserve the street's character as the formal gateway to the White House. To the east, Pleasant Plains, LeDroit Park, and Columbia Heights became home to a growing community of higher-income Black residents. Howard University emerged as one of the country's leading Black colleges and a seat of learning for Black scholars

and professors. U Street NW thrived as Washington, DC's Black Broadway, and a cultural legacy of music, art, and theater was born. 2001.6

- 2001.7 By 1930, the area's initial development was essentially complete. Population continued to grow, and the area continued to develop with apartment buildings and denser housing. Residents were encouraged to take in boarders during the war years, and some of the larger row houses were converted into multi-family buildings and rooming houses. 2001.7
- 2001.8 With the end of World War II in 1945 and desegregation of schools in 1954, conditions in the Mid-City neighborhoods began to change. In the 1950s, urban renewal disrupted an already diversifying middle-class neighborhood. Moderate-income households began to leave the Mid-City area, leaving behind a growing population of lower income households. The area's future was further jeopardized by the proposed Inner Loop Freeway in the 1950s. Had the freeway been built, much of the Adams Morgan and U Street neighborhoods would have been destroyed. 2001.8
- 2001.9 Mid-City was particularly hard hit by the unrest in 1968 . Many buildings along 14th and U Streets NW were burned , which had a significant economic impact on the business community along these two corridors. Reinvestment and recovery were slow. Urban renewal plans for Shaw and 14th Street NW brought large numbers public housing units in the 1970s, but many of the commercial businesses never reopened. 2001.9
- 2001.8 During the 1980's and 1990's, parts of the community were experiencing economic challenges. However, by the 1990's, Adams Morgan had gained a reputation as one of Washington, DC's most unique neighborhoods, and many of its homes were restored and upgraded. Loft and condominium construction and residential rehabilitation continues in the neighborhood today. 2001.8
- 2001.9 During the 1980s and 1990s, an influx of residents from Latin America began to transform communities like Columbia Heights and Mount Pleasant. The transformation continued during the early 2000s following the opening of the Columbia Heights Metro station. A 500,000-square-foot commercial center known as DC USA—the largest retail construction project in the District at the time— was developed at the station and became a centerpiece for the revitalization of Columbia Heights. Development projects like the Louis, the Shay, and The Ellington have brought hundreds of new residents to the U Street

NW area. Elsewhere in the Mid-City, homes are being rehabbed throughout Shaw, LeDroit Park, Eckington, Bloomingdale, Park View, and Pleasant Plains. 2001.9

2001.10 Unlike some changing neighborhoods in the District, Columbia Heights has not become homogeneous: White, Asian, Black, and Hispanic/Latino residents each make up at least 10 percent of the population—and no group constitutes a majority. Housing includes high-priced condominiums and townhouses, as well as public and middle-income housing and even multimillion-dollar homes. The neighborhood includes several public schools, including nine public charter schools. The neighborhood has dozens of new restaurants, shops, and nightlife. 2001.10

2002 Land Use 2002

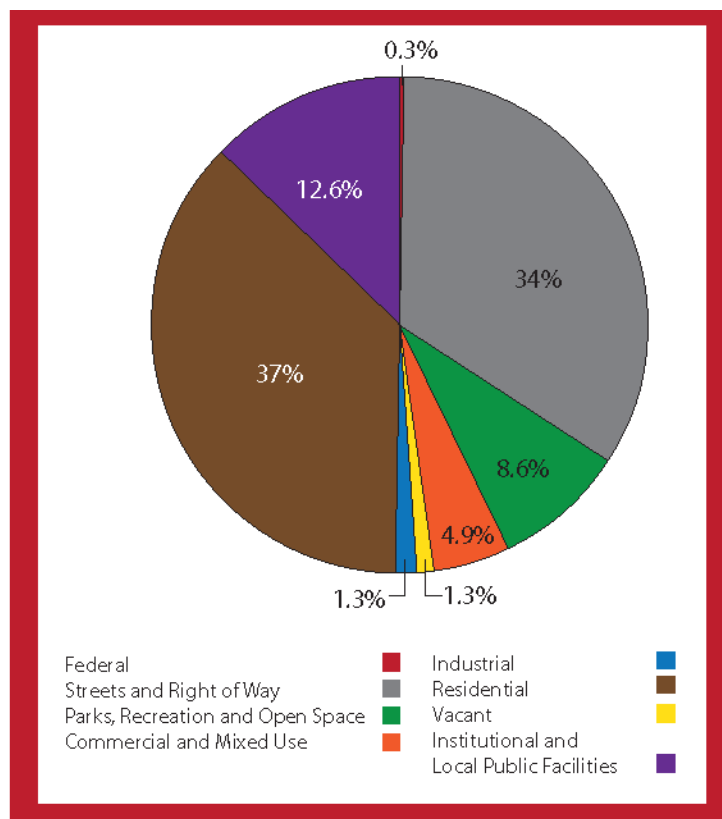
2002.1 Land use statistics for this Planning Area appear in Figure 20.1. Mid-City comprises about 1,970 acres, or about five percent, of the District’s land area. Statistics on existing land use are estimated from current lot-by-lot property tax data and additional information on housing units, employment, District and federal land ownership, parks, roads, and water bodies. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches and not actual changes in land use. 2002.1

2002.3 The area is primarily residential, with row houses being the predominant house type. Only about two percent of the residential area contains single-family detached housing, whereas more than 70 percent contains row houses. The remainder of the residential land, totaling almost 200 acres, consists of apartments. Much of the Mid-City Planning Area contain row houses, flats, and high-rise apartments on the same block. 2002.3

2002.4 The commercial areas of Mid-City tend to be laid out along neighborhood shopping streets and are frequently intermixed with housing. Major commercial areas include 18th Street NW, Columbia Road NW, 14th Street NW, Mount Pleasant Street NW, U Street NW, 7th Street NW/Georgia Avenue NW, and North Capitol Street NW. There is little space for parking or loading in these business districts, and residential neighborhoods often lie immediately adjacent. Commercial and mixed land uses amount to approximately five percent of the

total land area, which is a larger percentage than is found in most of the District's Planning Areas. About one percent of the land is used for industry, most on the area's eastern edge along the CSX tracks. While the area is generally well served by commercial uses, neighborhoods on the east side lack the variety of services available on the west side. 2002.4

2002.5 Figure 20.1 Land Use Composition in Mid-City 2002.5



2002.6 Parks and open spaces occupy almost nine percent of the land area in Mid-City, and most of this acreage is associated with Rock Creek Park. The remaining parks in the area are small and heavily used. Other public uses in the Planning Area include schools, libraries, community centers, and fire stations. These represent about three percent of the total area. Institutional uses consist primarily of Howard University and Howard Hospital and comprise seven percent of the land area. 2002.6

2002.7 About one percent of the Mid-City Planning Area, or about 36 acres, consists of vacant land. Much of this land is committed to future development projects, such as the McMillan Sand Filtration Site and the Howard Town Center. Although there are scattered vacant lots, the area is almost completely built out. 2002.7

2003 Demographics 2003

2003.1 Basic demographic data for Mid-City is shown in Figure 20.2. In 2017, the area had a population of 96,489, or about 14 percent of the District’s total population. Between 2000 and 2017, the area grew by over 15,000 residents, largely due to new housing construction of multi-family buildings throughout the area, particularly in the western part of the area. 2003.1

2003.2 Between 2000 and 2017, the Mid-City Planning Area experienced a shift in population characteristics. In 2000, Black residents were Mid-City’s predominant racial group at 52 percent, and the Hispanic/Latino population was 22 percent. By 2017, the Black population decreased to 31 percent of the total population, the white population increased from 27 percent to 52 percent of the total population, and approximately 18 percent of the population was Hispanic/Latino. 2003.2

2003.3 Figure 20.2 Mid-City At a Glance 2003.3

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	81,300	84,452	96,489	111,083	123,129	134,101
Households	33,979	38,286	40,497	47,313	50,142	52,466
Household Population	75,985	79,142	90,585	103,048	114,888	125,600
Persons Per Household	2.24	2.07	2.24	2.18	2.29	2.39
Jobs	28,012	29,164	30,562	32,656	35,204	37,517
Density (persons per sq mile)	26,226	27,243	31,125	35,833	39,719	43,258
Land Area (square miles)	3.1	3.1	3.1	3.1	3.1	3.1

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage

ENGROSSED ORIGINAL

Age						
	Under 18	15,125	18.6%	11,942	12.4%	17.6%
	18-64	59,426	73.1%	76,653	79.4%	70.6%
	18-34	30,604	37.6%	43,176	44.7%	34.6%
	35-64	28,821	35.5%	33,476	34.7%	35.9%
	65 and over	6,749	8.3%	7,895	8.2%	11.9%
Residents Below Poverty Level		18,146	22.3%	11,533	12.6%	17.4%
Racial Composition						
	White	22,224	27.3%	50,291	52.1%	40.7%
	Black	42,385	52.1%	30,109	31.2%	47.7%
	Native American	402	0.5%	109	0.1%	0.3%
	Asian/Pacific Islander	2,358	2.9%	4,393	4.6%	3.8%
	Other	9,891	12.2%	8,316	8.6%	4.6%
	Multi-Racial	4,115	5.1%	3,272	3.4%	2.9%
Hispanic Origin		18,246	22.4%	17,717	18.4%	10.7%
Foreign-Born Residents		21,166	26.0%	19,829	20.5%	14.0%
Tenure						
	Owner Households	10,671	31.3%	15,479	38.2%	41.7%
	Renter Households	23,462	68.7%	25,018	61.8%	58.3%
Housing Occupancy						
	Occupied Units	34,132	89.7%	40,497	91.9%	90.2%
	Vacant Units	3,929	10.3%	3,576	8.1%	9.8%
Housing by Unit Type						
	1-unit, detached	1,053	2.8%	1,266	2.9%	11.9%
	1-unit, attached	10,798	28.4%	10,694	24.3%	25.1%
	2-4 units	3,620	9.5%	5,193	11.8%	10.3%
	5-9 units	2,203	5.8%	2,376	5.4%	6.8%
	10-19 units	3,585	9.4%	4,446	10.1%	10.5%
	20 or more	16,782	44.1%	20,047	45.5%	35.4%
	Mobile/other	21	0.1%	51	0.1%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

2003.4 The age profile of Mid-City is different than the District, as there were fewer residents under the age of 18 and over the age of 65 in 2017. About 12 percent of the residents were under 18, compared to a District-wide total of 18 percent. Over eight percent were over 65, compared to the District-wide total of 12 percent. The majority of residents are between the ages of 18 and 64, with approximately 45 percent between 18 and 34 years of age. 2003.4

2004 Housing Characteristics 2004

2004.1 The 2017 Census reported that 24 percent of the area’s housing stock consisted of single-family attached homes (row houses and townhouses), while 45 percent consisted of apartments in multi-family buildings of 20 units or more. Less than three percent of the homes in Mid-City were single-family detached homes, significantly lower than the 12 percent for the District as a whole. In 2000, 10 percent of the housing units in Mid-City were vacant, compared to 8.1 percent in 2017, indicating a tight housing market. This characteristic is consistent with the increase in the number of housing units and the population growth during this time period. 2004.1

2004.2 The 2000 Census reported that 31 percent of the households in the Planning Area were homeowners and 69 percent were renters. By 2017, the percentage of homeowners increased to 38 percent, while renters decreased to 62 percent. Despite this shift, the absolute number of both renter- and owner-occupied units increased since 2000, indicating growth in both sectors. The ownership rate is slightly lower than the 42 percent rate for the District as a whole. 2004.2

2005 Income and Employment 2005

2005.1 Data from the District Department of Employment Services (DOES) and the Office of Planning (OP) indicates there were about 30,562 jobs in Mid-City in 2017. Major employers included Howard University and Howard Hospital, District government and public schools, and numerous retail businesses and services.2005.1

2005.2 As of the 2000 Census, median household income in the Planning Area was \$36,777, compared to a District-wide median of \$45,927. By 2017, the median household income increased greatly to \$94,939, which is higher than the District-wide median income of \$77,649. 2005.2

2006 Projections 2006

2006.1 Based on approved development projects, local planning policies, and regional growth trends, Mid-City is projected to add nearly 12,000 households between 2017 and 2045. The population is expected to increase from 96,489 to 134,101 by 2045. Much of the growth in the Mid-City Planning Area is expected to consist of

moderate- to medium-density housing, particularly along 14th Street NW and Georgia Avenue NW, on land west of Howard University, and around the Metro stations at Shaw and Columbia Heights. Growth is also expected on the far eastern edge of the Planning Area, along Florida Avenue NW and North Capitol Streets NW. 2006.1

2006.2 The number of jobs is expected to increase by over 7,000 , from 30,562 jobs in 2017 to 37,517 jobs in 2045. Most of the increase is associated with development around the Columbia Heights Metro station, the Howard Town Center on Georgia Avenue NW, and the New York Avenue Metro station on the area’s southeastern edge. 2006.2

2007 Planning and Development Priorities 2007

2007.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 2007.1

2007.2 Three Comprehensive Plan workshops took place in Mid-City during 2005 and 2006. These meetings provided an opportunity for residents to discuss both District-wide and neighborhood planning issues. The Advisory Neighborhood Commissions (ANCs) provided an important voice in this discussion, particularly on the Future Land Use Map. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but relating to other planning topics. These meetings covered topics such as the public realm and transportation improvements in Columbia Heights, revitalization of Georgia Avenue NW, redevelopment of McMillan Reservoir, parking and traffic issues in Adams Morgan, and the arts districts along U Street NW and in the greater Shaw area. 2007.2

2007.3 The community delivered several key messages during these meetings, summarized below:

- The unique character that defines Mid-City neighborhoods should be preserved as infill development takes place. The communities of the Mid-

City welcome community reinvestment, but are worried that the rapid pace of redevelopment may be changing the fabric of the community too quickly. The loss of neighborhood diversity was the greatest concern expressed at almost every Comprehensive Plan meeting in the Mid-City area, and was raised in many different contexts: from the need for affordable housing to concerns about the influx of chain stores and loss of neighborhood businesses.

- Housing opportunities should be increased for people at all income levels so that Mid-City can remain a diverse neighborhood. The District-wide rise in housing prices has particularly impacted Mid-City, as costs have soared beyond what many local residents can afford. Moderate-income families and lower-income residents are being priced out of the area, and there are concerns that the community is becoming affordable only to persons with high-incomes. Preserving the existing stock of affordable units is important, either through rehabilitation or replacement of existing units with new affordable units. The type of new housing being built in the area should be more varied. In particular, more three- and four-bedroom units are needed to attract and retain families.
- New condominiums, apartments, and commercial development should be directed to the areas that are best able to handle increased density, namely areas immediately adjacent to Metrorail stations or along high-volume transit corridors. These areas are generally located around 14th and Park Streets NW, along the 14th Street NW corridor, along U Street NW — especially around the Metro station, along 7th Street NW and Georgia Avenue NW — especially west of Howard University, and in the southeastern corner of the Planning Area near the New York Avenue Metro station. Mixed-use development, with multi-story housing above retail shops and services, is desirable in these locations and would reinforce the Mid-City’s character as a vital, pedestrian-oriented neighborhood.
- The row house fabric that defines neighborhoods like Adams Morgan, Columbia Heights, Pleasant Plains, Eckington, and Bloomingdale should be conserved. Although Mid-City includes six historic districts (Greater U Street, LeDroit Park, Mount Pleasant, Strivers’ Section, Washington Heights, and Kalorama Triangle), most of the row houses in Mid-City are not protected by historic district designations. Some are even zoned for high-density apartments.
- A variety of issues have arisen, including demolition and replacement with much larger buildings, the subdivision of row houses into multi-unit flats,

and top story additions that disrupt architectural balance. Intact blocks of well-kept row houses should be zoned for row houses, and not for tall apartment buildings, and additional historic districts and/or conservation districts should be considered to protect architectural character.

- The community is in need of additional parkland. Mid-City is the densest part of t Washington, DC, but the ratio of park acreage per resident is among the lowest in District. Rock Creek Park is a great resource, but is a long way from the eastern part of the Planning Area and is primarily a passive open space. The Planning Area has a shortage of active play fields and recreational facilities, especially east of 16th Street NW. In many cases, schools are the only open spaces in the neighborhood, but access to school grounds may be restricted, and the school facilities themselves are in need of improvement. Sites such as the McMillan Reservoir Sand Filtration site offer the promise for additional neighborhood open space. New development there and elsewhere should set aside land for parks, while development along the area's commercial streets and around Metro stations should include pocket parks and plazas. Throughout the community, innovative approaches such as land trusts and easements should be considered to improve open space access.
- Language barriers should be broken so that more foreign-born residents can get an education, find suitable housing, find a job, and participate in community life and civic affairs. With a growing population of English language learners, the Planning Area needs alternative education options and better access to literacy and language programs. If residents are to fill the quality jobs to be created in the new economy, better vocational training and bilingual services are needed. Local public schools, charter schools, universities, and nonprofits should be integral partners in these efforts.
- The arts should be recognized as an essential part of community life. While this is true in all parts of Washington, DC, it is especially true in Mid-City's multicultural neighborhoods . The Planning Area has been the home of many ethnic and racial groups for more than 100 years, and has long been a center of creative expression and cultural diversity. The area should celebrate its past through heritage trails and historic exhibits, and celebrate its present through indoor and outdoor performance, art, and music. New cultural facilities should also be part of the area's future.
- Better economic balance should be achieved in the neighborhood. The neighborhood centers on the west side of the Mid-City Planning Area are generally vibrant, with strong demand for commercial space.

Neighborhood business districts on the east side, particularly along Georgia Avenue NW and North Capitol Street NW, are still facing challenges. There are numerous vacant and boarded up properties, along with concerns about fire safety, underused and abandoned properties, and crime. Commercial change is also an issue. Small corner stores and other businesses that are unique to the neighborhood are having a harder time getting by. The area's restaurants, ethnic establishments, and iconic neighborhood businesses are an important part of what defines this community. They should be strongly supported in the future.

- Pedestrian safety, improved traffic operations, and parking management are all high priorities. Increased density within this already dense Planning Area creates busier streets—both for cars and for people. Despite its proximity to a Metro station, Columbia Heights will become more congested as 700 new housing units and 500,000 square feet of new retail space are opened. Parking demand will continue to exceed supply in Adams Morgan and Mount Pleasant. Commuter traffic along North Capitol Street NW and Florida Avenue NW will continue to burden side streets in Eckington and Bloomingdale. New solutions and strategies to traffic management are needed. Increasing transit service and improving pedestrian safety are important parts of the equation, but they should not be the only parts.
- Public facilities in Mid-City need improvement. Many of the area's schools, libraries, and recreation centers are outdated and do not meet the needs of the community. At the same time, residents are concerned about proposals to use private development to leverage public facility replacement. A key concern is that public facilities are not rebuilt at the expense of neighborhood open space, which is already in very short supply. While Mid-City has several new facilities, including the Girard Street Playground, the Columbia Heights Community Center, and Bell-Lincoln Multicultural Middle/High School, there are still unmet needs.
- Mid-City needs greening. This Planning Area has a very high percentage of impervious surface coverage and lost much of its tree cover during the 1970s, 80s, and 90s. Tree planting is needed to reduce urban runoff, create shade, remove air pollutants, and create beauty in the neighborhoods. Future development should incorporate green roofs and other methods to reduce resource consumption, conserve energy and water, and be more environmentally-friendly. 2007.3

2008 MC-1.1 Guiding Growth and Neighborhood Conservation 2008

2008.1 The following general policies and actions should guide growth and neighborhood conservation decisions in the Mid-City Planning Area. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. Policies from existing Small Area Plans (Georgia Avenue, DUKE, Mid-City East, Mount Pleasant), Revitalization/Technical Studies (Columbia Heights, Uptown.), and Vision Frameworks (Adams Morgan) are referenced in Section MC-2 2008.1

2008.2 ***Policy MC-1.1.1: Neighborhood Conservation***

Retain and reinforce the historic character of Mid-City neighborhoods, particularly its mix of row houses, apartment houses, as well as historic districts, and walkable neighborhood shopping districts. The Planning Area's squares, alleyways, and historic alley lots offer opportunities for preservation and creative development. The area's rich architectural heritage and cultural history should be preserved and enhanced. 2008.2

2008.3 ***Policy MC-1.1.2: Directing Growth***

Stimulate high-quality, transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metro station areas, as well as along the Georgia Avenue NW corridor and the North Capitol Street NW/Florida Avenue NW business district. Opportunities for new mixed-income housing developments that provide a greater mix of affordability as a result of a rezoning effort, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map. 2008.3

2008.4 ***Policy MC-1.1.3: Infill and Rehabilitation***

Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue NW, Florida Avenue NW, 11th Street NW, and North Capitol Street NW and in the Shaw, Bloomingdale, and Eckington communities. Similarly, encourage the redevelopment of vacant lots and the rehabilitation of vacant buildings located at the interiors of the Planning Area's squares. Infill development should be

compatible in scale and character with adjacent uses and encourage more housing opportunities. 2008.4

- 2008.5 ***Policy MC-1.1.4: Local Services and Small Businesses***
Support the small businesses and essential local services that serve Mid-City. Encourage the establishment of new businesses that provide these services in areas where they are lacking, especially on the east side of the Planning Area. Support local services, small businesses, and their surrounding corridors using Main Streets, business improvement districts (BIDs), and Department of Small and Local Business (DSLBD) clean teams. 2008.5
- 2008.6 ***Policy MC-1.1.5: Conservation of Row House Neighborhoods***
Recognize the value and importance of Mid-City's row house neighborhoods as an essential part of the fabric of the local community. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods reflect the desire to retain the row house architectural pattern. Zoning and policy in Mid-City's row house neighborhoods should seek to maintain and augment the mix of large and small unit sizes and opportunities for both homeownership and renting, as exemplified by the use of English basements as separate dwelling units. See Policy LU-2.1.7 and Policy LU-2.1.9 for more guidance on alterations to row houses. 2008.6
- 2008.7 ***Policy MC-1.1.6: Mixed-Use Districts***
Encourage preservation of the housing located within Mid-City's commercially zoned areas. Within mixed-use areas, such as Mount Pleasant Street NW and Columbia Road NW, encourage commercial uses that do not adversely impact the established residential uses. 2008.7
- 2008.8 ***Policy MC-1.1.7: Preservation of Affordable Housing***
Strive to retain the character of Mid-City as a mixed-income community by preserving the area's existing stock of affordable housing units and promoting the construction of new affordable units. Give attention to the most rapidly changing neighborhoods and encourage the use of historic preservation tax credits to rehabilitate older buildings for affordable housing. 2008.8
- 2008.9 ***Policy MC-1.1.8: Multimodal Connections***
Improve traffic circulation along major Mid-City arterial streets, with a priority on 14th Street NW, Georgia Avenue NW, U Street NW, 16th Street NW, Rhode

Island Avenue NW, Columbia Road NW, North Capitol Street NW, Connecticut Avenue NW, North Capitol Street, New York Avenue NW, and Florida Avenue NW. Implement programs in these areas to improve bus service, improve pedestrian and bicyclist safety and ease of travel, and mitigate the effects of increased traffic on residential streets. Consistent with the Transportation Element of the Comprehensive Plan, provide alternatives to automobile use—including improved transit and innovative personal transportation options—for existing and new residents to reduce the need for auto ownership, particularly where parking and traffic problems exist. 2008.9

2008.10

Policy MC-1.1.9: Metropolitan Branch Trail

Prioritize safety and access improvements along the trail, including east-west pedestrian and bicycle connections, to allow trail users to get to and from adjoining neighborhoods safely. Create shaded areas along the trail to implement sustainable practices and improve the user experience. In addition, some sites have the potential to foster trail-oriented development that could bring more users to the trail, provide desired amenities, and build community for new and existing residents. Encourage trail-oriented development to include makers, artists, and local entrepreneurs. 2008.10

See the Transportation Element for additional policies on reducing auto dependence.

2008.11

Policy MC-1.1.10: Transit Improvements

Improve public transit throughout the Mid-City Planning Area, with improved efficiency and reliability on the north-south bus routes, additional east-west and cross-park bus routes, and more frequent and extended Metrorail service. Continue assistance programs for the area's transit-dependent groups, including older adults, students, and persons with disabilities. 2008.11

2008.12

Policy MC-1.1.11: Stormwater Management for Interior Flooding

Improve existing stormwater management systems to reduce the risk of interior flooding in Mid-City from extreme rainfall events. This should include gray and green infrastructure measures that improve drainage and reduce impervious surface coverage, especially for Bloomingdale and LeDroit Park. When feasible, stormwater projects should include expanding parks, green space, and recreational opportunities for the area. 2008.12

Please see the Infrastructure and Environmental Protection Elements for additional information.

- 2008.13 ***Policy MC-1.1.12: Green Development Practices***
Encourage capital improvement or development projects in Mid-City to eliminate surface water runoff from sites through green roofs, rain gardens, cisterns, pervious pavement, bioretention cells, and other reuse or filtration methods. Support could include financial or other incentives. 2008.13
- 2008.14 ***Action MC-1.1.A: Multimodal Improvements***
Support the development of a fully integrated transit, bicycle, and pedestrian system within the Planning Area by moving forward with plans for expanded service on the Metrorail Green Line, extension of the Metrorail Yellow Line, bus rapid transit on Georgia Avenue NW, and dedicated bus lanes along 16th Street, NW 14th Street, NW, U Street, NW, Columbia Street, NW, and Irving Street, NW.2008.14
- 2008.15 ***Action MC-1.1.B: Off-Street Parking***
Support the management of parking capacity in Mid-City commercial districts, including the implementation of parking management programs that maximize the use of existing parking resources (such as the DC USA garage and Reeves Center garage), minimize traffic associated with circling for spaces, and reduce conflicts among users. 2008.15
See the Transportation and Land Use Elements for additional policies on off-street parking standards.
- 2009 MC-1.2 Conserving and Enhancing Community Resources 2009**
- 2009.1 ***Policy MC-1.2.1: Cultural Diversity***
Maintain the cultural diversity of Mid-City by encouraging housing and business opportunities for all residents, sustaining a strong network of social services for immigrant groups, and retaining affordable housing for families and other households within the Planning Area. 2009.1
- 2009.2 ***Policy MC-1.2.2: English Language Programs and Vocational Training***
Work with established institutions such as public schools, charter schools, and colleges and universities to support alternative education and vocational training options for residents who are English language learners. . 2009.2
- 2009.3 ***Policy MC-1.2.3: Rock Creek Park***

Improve community access from the Mid-City area to Rock Creek Park by establishing clear, direct pedestrian and bicycle connections between Adams Morgan, surrounding neighborhoods, and the Smithsonian National Zoo. Work with the National Park Service (NPS) to explore opportunities for new recreational amenities in the park that increase the amount of open space and recreational facilities in Mid-City. Work with NPS to encourage continued open access to Rock Creek Park. 2009.3

2009.4 ***Policy MC-1.2.4: New Parks***

Explore the possibility for new neighborhood parks within the Mid-City area, particularly in the area around the proposed Howard Town Center, and on the McMillan Reservoir site, such as with new development like that proposed at the McMillan Sand Filtration Site. Additionally, pocket parks and plazas should be encouraged elsewhere in the Planning Area, particularly near higher density development. The anticipated population growth further compounds the need for high-quality open space—all recreation areas should be retained, and new recreation areas should be provided wherever possible. 2009.4

2009.5 ***Policy MC-1.2.5: Public Art***

Explore opportunities with local arts organizations, artists, and residents for public art throughout Mid-City. Focus efforts on identified gateways, parks, nodes, and opportunity sites; connections to Metrorail stations and underpasses; and other appropriate locations as determined by the community. 2009.5

2009.6 ***Policy MC-1.2.6: Neighborhood Greening***

Undertake neighborhood greening and planting projects throughout the Mid-City Planning Area, particularly on median strips, on public triangles, and along sidewalk planting strips. 2009.6

2009.7 ***Policy MC-1.2.7: Mid-City Historic Resources***

Protect the historic resources of the Mid-City Planning Area, with particular attention to neighborhoods that are currently not preserved by historic district designation and are at greater risk for demolition or inappropriate redevelopment. 2009.7

2009.8 ***Action MC-1.2.A: Tailored Design Guidelines***

Consider design guidelines for Lanier Heights, Reed-Cooke, Columbia Heights, Eckington, Park View, and other Mid-City neighborhoods Adopt comprehensive design guidelines for historic districts that tailor historic district review standards

to the specific preservation concerns in each community and strive for compatible infill development and maintenance of historic building scale, mass, and height conditions. 2009.8

2009.9 ***Action MC-1.2.B: Library Expansion***
As funding allows, consider development of a new library in the eastern portion of Columbia Heights. 2009.9

2009.10 ***Action MC-1.2.C: Recreation Center***
Pursue development of a new recreation center in the eastern part of the Planning Area, serving the Bloomingdale/Eckington/LeDroit Park community. This area was recognized as needing indoor and outdoor recreation space in the Parks Master Plan. 2009.10

2010 MC-2 Policy Focus Areas 2010

2010.1 The Comprehensive Plan has identified seven areas in Mid-City as Policy Focus Areas, indicating that they require a level of direction and guidance above that provided by the prior sections of this Area Element and in the Citywide Elements (see Map 20.1 and Figure 20.3). These areas are:

- Georgia Avenue NW Corridor
- 14th Street NW Corridor/Columbia Heights
- U Street NW/Uptown
- Adams Morgan
- Mount Pleasant Street NW
- McMillan Sand Filtration Site
- Mid-City East’s Major Corridors (North Capitol Street/Florida Avenue/New York Avenue). 2010.1

2010.2 Figure 20.3: Policy Focus Areas Within and Adjacent to Mid-City 2010.2

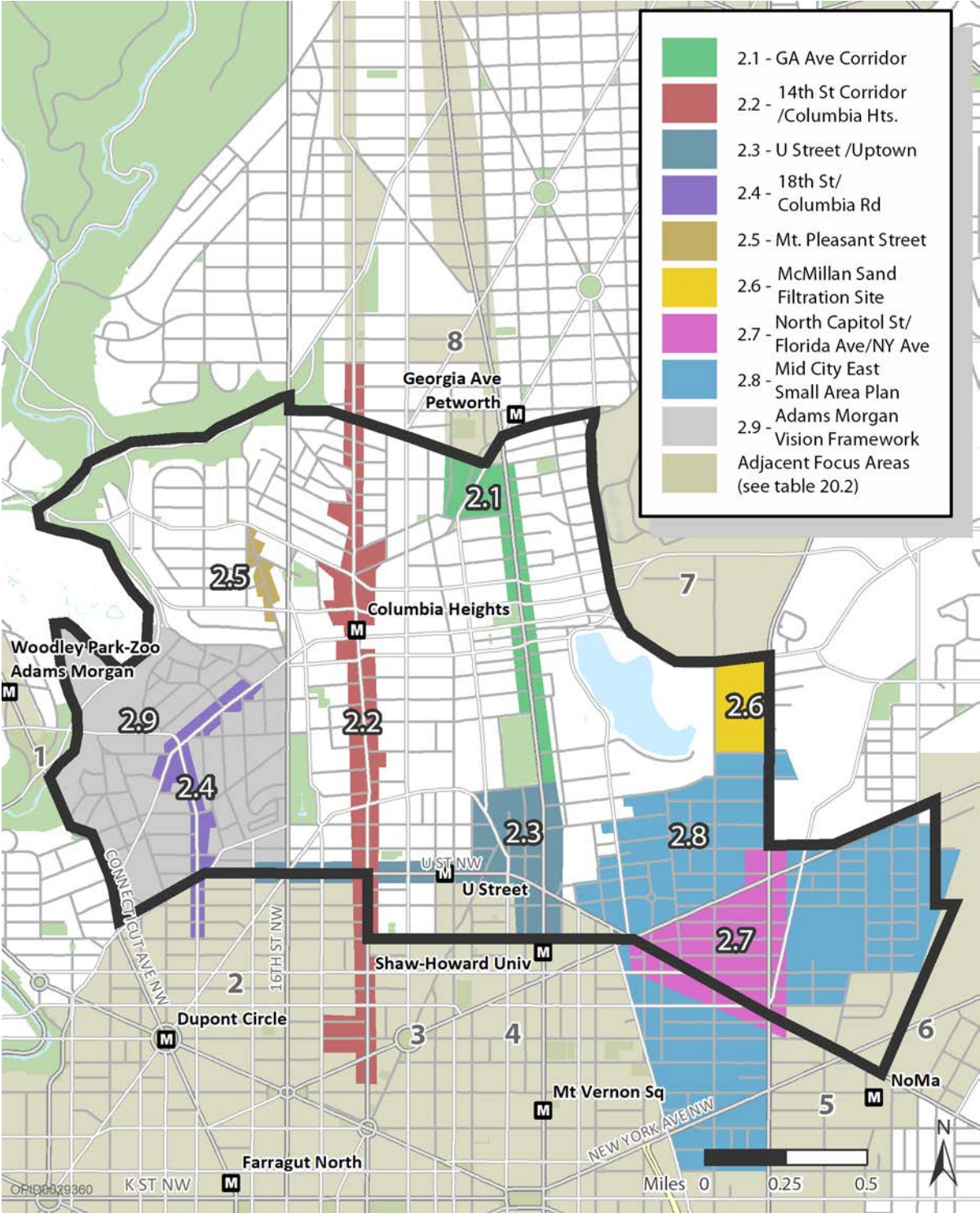
Within Mid-City	
2.1	Georgia Avenue NW Corridor
2.2	14 th Street NW Corridor/Columbia Heights
2.3	U Street NW/Uptown
2.4	Adams Morgan

ENGROSSED ORIGINAL

2.5	Mount Pleasant Street NW
2.6	McMillan Sand Filtration Site
2.7	Mid-City East's Major Corridors (North Capitol Street/Florida Avenue/New York Avenue
	Adjacent to Mid-City
1	Connecticut Avenue Corridor
2	Dupont Circle
3	14 th Street/Logan Circle
4	Shaw/Convention Center Area
5	NoMa/Northwest One
6	Northeast Gateway
7	Armed Forces Retirement Home/Irving Street Hospital Campus
8	Georgia Avenue Petworth Metro Station

2410.3

Map 2.01: Mid-City Policy Focus Areas. 2410.3



2410.4 The Rock Creek East Element (Chapter 22) should be consulted for policies and actions on the reuse of the Armed Forces Retirement Home. The site adjoins the Mid-City Planning Area, and its reuse will affect transportation, infrastructure, and services in the Mid-City Planning Area. 2410.4

2011 MC-2.1 Georgia Avenue NW Corridor 2011

2011.1 Georgia Avenue NW is one of the District's most significant and historic avenues. As a major arterial, it carries thousands of commuters in, out, and through Washington, DC daily. As a commercial corridor, it provides goods and services to residents in neighborhoods like LeDroit Park, Pleasant Plains, and Park View. Yet today, the avenue still has not met its full potential. Despite its distinctive building stock, the strong housing market around it, and construction of new mixed-use buildings near Metro stations, the avenue still has pockets of crime, deteriorating commercial and residential properties, and underperforming public spaces. While important infrastructure upgrades have been made along the corridor, others remain necessary. 2011.1

2011.2 Several planning initiatives have been launched for the Georgia Avenue NW corridor in the past decade or so. In 2005, OP completed a Revitalization Strategy for the portion of the corridor extending from Euclid Street NW on the south to Decatur Street NW on the north. Below Euclid Street NW, much of the street frontage is controlled by Howard University and is addressed in the Howard Campus Plan. The university's plans include joint development of Howard Town Center, a large mixed-use project. The university also launched the LeDroit Park Initiative to spur improvement and reinvestment in the surrounding neighborhood. South of Barry Place NW, Georgia Avenue NW/7th Street NW is contained within the Strategic Development Plan for the Uptown Destination District. The entire corridor is also one of Washington, DC's designated Great Streets. 2011.2

2011.3 Although these initiatives cover different sections of the corridor, they share common goals: revitalizing the area through strategic growth and development, preserving historic assets and unique architecture, improving the streetscape and public space, creating new housing and job opportunities, and upgrading public transit. Such initiatives are bolstered through efforts by local faith-based institutions to provide family support and job training services in the community. 2011.3

- 2011.4 Plans for Georgia Avenue NW seek to attract quality neighborhood-serving retail businesses and services, reduce vacancies, and explore shared parking strategies to meet parking demand. Specific actions have been recommended, including market incentives (such as tax increment financing), façade improvement programs, and targeted improvements on blocks with high vacancies. Parking management and pedestrian enhancements have also been proposed. The Georgia Avenue Revitalization Strategy includes an Action Plan to initiate and monitor these measures. 2011.4
- 2011.5 ***Policy MC-2.1.1: Revitalization of Lower Georgia Avenue NW***
Encourage continued revitalization of the Lower Georgia Avenue NW corridor. Lower Georgia Avenue NW should be an attractive, pedestrian-oriented “Main Street with retail uses, local-serving offices, mixed-income housing, civic and cultural facilities, and well-maintained public space. Increases in density on Georgia Avenue, NW should aim to create a diverse and pedestrian-oriented street by creating smaller and affordable retail spaces. 2011.5
- 2011.6 ***Policy MC-2.1.2: Georgia Avenue NW Design Improvements***
Upgrade the visual quality of the Georgia Avenue NW corridor through urban design and public space improvements, including tree planting, new parks and plazas, upgraded triangle parks, and façade improvements that establish a stronger identity and improved image. 2011.6
- 2011.7 ***Policy MC-2.1.3: Howard University***
Encourage and strongly support continued relationship-building between Howard University and adjacent residential neighborhoods. Work with Howard University in the abatement of any outstanding community issues, such as the redevelopment of vacant property, façade/building enhancements, and buffering issues associated with campus expansion. Stimulate joint development opportunities with the university that benefit students and surrounding residents. 2011.7
- 2011.8 ***Policy MC-2.1.5: Cross-Town Connectivity***
Strengthen cross-town connectivity through multimodal improvements as recommended in the Cross-Town Multimodal Transportation Study. 2011.8
- 2011.9 ***Policy MC-2.1.6: Pocket Parks and Plazas***
Pursue opportunities to create new publicly accessible open spaces along the Georgia Avenue NW corridor. 2011.9

- 2011.10 ***Action MC-2.1.A: Corridor Identity***
Develop distinct identities for different segments of the Georgia Avenue NW corridor. Within the Mid-City Planning Area, these should include a Park View section (New Hampshire Avenue NW to Columbia Road NW), a Pleasant Plains section (Irving Street NW to Euclid Street NW), a Howard University section (Euclid Street NW to Barry Place NW), and the Uptown Arts District (Barry Place NW southward). 2011.10
- 2011.11 ***Action MC-2.1.B: Georgia Avenue NW Revitalization Strategy***
Implement the recommendations of the 2004 Revitalization Strategy for the Georgia Avenue and Petworth Metro station area and corridor. 2011.11
- 2011.12 ***Action MC-2.1.C: Howard Town Center***
Develop a new mixed-use neighborhood center on land to the west of the Howard University campus. This should include not only the planned Howard Town Center site (with housing, retail, and structured parking) but also a medium- to high-density, mixed-income housing development that provides a mix of affordable housing as a result of a rezoning effort, civic space, cultural facilities, and public open space on surrounding sites. Historic structures within the area should be preserved. Appropriate transitions in scale should be established between this center and the lower density row house neighborhoods to the west. 2011.12
- 2011.13 ***Action MC-2.1.D: Great Streets Improvements***
Implement the Great Streets initiative recommendations for Georgia Avenue NW, including transit improvements, façade improvements, upgraded infrastructure, abatement of vacant or underused properties, and incentives for housing and business development along the avenue. 2011.13
- 2011.14 ***Action MC-2.1.E: Park Morton New Community***
Continue redevelopment of Park Morton as a new community, replacing the existing public housing development with an equivalent number of new public housing units, plus new market-rate and moderate-income housing units, to create a new mixed-income community. Ensure that every effort possible is made to avoid permanent displacement of residents . Provide opportunities for Park Morton residents to access ownership opportunities on redevelopment sites and within the community. 2011.14

- 2011.15 ***Action MC-2.7.F: Celebrating Historic Character***
Consider design guidelines specific to Park View and Pleasant Plains, tailored to specific neighborhood concerns about compatible alterations and infill development. 2011.15
- 2011.16 ***Action MC-2.1.G Open Streets***
Build on the success of the 2019 Georgia Avenue Open Streets day by creating a regular Open Streets event. Work with local communities to ensure any District-sponsored event respects and promotes the legacy of the corridor as a site for celebrations of culture such as Georgia Avenue Day and the Georgia Avenue Caribbean Festival.
- 2012 MC-2.2 14th Street NW Corridor/Columbia Heights 2012**
- 2012.1 14th Street NW has been experiencing an urban renaissance, with hundreds of new housing units completed in the last decade, more under construction, and new ground floor retail businesses opening on almost every block between Rhode Island Avenue NW and Park Road NW. Once a major commercial thoroughfare, the corridor was heavily impacted by the 1968 unrest, and many of its buildings sat vacant for more than 30 years. 2012.1
- 2012.2 The commercial district around 14th Street NW and Park Road NW was initially developed in the early 1900s as a transit-oriented commercial center, anchored by the historic Riggs Bank (now PNC) and Tivoli Theater on the northwest and northeast corners. In 1997, a series of community workshops was held to create a redevelopment strategy for the area, ultimately targeting several major parcels owned by the Redevelopment Land Agency around the Metro station. 2012.2
- 2012.3 The 1997 effort led to another initiative several years later, which culminated in the 2004 Columbia Heights Public Realm Framework Plan. The Framework Plan was developed to enhance public space in the Metro station vicinity. The plan was coordinated with plans for private development on adjacent properties. All totaled, this resulted in over 600 new housing units, approximately 650,000 square feet of retail space, 30,000 square feet of office space, and 2,000 parking spaces. The Framework Plan also incorporated connections to the Columbia Heights Education Campus, as well as other cultural and civic uses nearby. While most of Columbia Heights has been developed, some development opportunities still exist around the Metro station. 2012.3

- 2012.4 The goal of the Columbia Heights Public Realm Framework Plan is to make the neighborhood more pedestrian friendly, coordinate infrastructure improvements, and create a stronger civic identity for Columbia Heights. Its recommendations, which have been implemented, include a new civic plaza, paving and streetscape improvements, tree planting, public art, and reconfiguration of streets and intersections to improve pedestrian and vehicle safety. 2012.4
- 2012.5 South of Columbia Heights, medium-density, mixed-use development has been constructed on many blocks extending south from Irving Street NW to U Street NW. Over the past 10 years, redevelopment has been reshaping the corridor from auto-oriented commercial uses, including several strip shopping centers and warehouses, to an attractive urban residential street. Special efforts should continue to be made to refurbish and preserve public housing along the corridor and to establish appropriate transitions in scale and density between the corridor and the less dense residential areas on the west and east. Strengthening of the 11th Street NW neighborhood commercial district, located several blocks east of Columbia Heights, also should continue to be encouraged. With the DC-USA project and other new large-scale retail development near the Columbia Heights Metrorail station, programs to assist the existing small businesses in this area may be needed. 2012.5
- 2012.6 Over the past 10 years, DDOT has reconstructed and reconfigured streets and installed numerous bikeshare docking stations. Metro has improved bus service, and the carsharing economy has emerged, helping to balance mobility and access to new housing and retail. These improvements dramatically increased vibrancy and aim to create a variety of options for people to move throughout Washington, DC. . 2012.6
- 2012.7 *Policy MC-2.2.1: Columbia Heights Metro Station Area Development*
Maintain the Columbia Heights Metro station area as a thriving mixed-use community center, anchored by mixed-income housing, community-serving retail, offices, civic uses, and public plazas. Strive to retain the neighborhood's extraordinary cultural diversity and place a priority on development and services that meet the needs of local residents, such as preserving existing housing and creating more affordable and mixed-income housing close to the Metrorail station and bus transit corridors. 2012.7

- 2012.8 ***Policy MC-2.2.2: Public Realm Improvements***
Improve the streets, sidewalks, and public rights-of-way in the 14th Street NW/Park Road NW vicinity to improve pedestrian safety and create a more attractive public environment. 2012.8
- 2012.9 ***Policy MC-2.2.3: Park Capacity***
Pursue opportunities to create new publicly accessible open space in Columbia Heights and to increase community access to public school open space during non-school hours. Continue to improve the quality of existing parkland and outdoor recreation facilities. 2012.9
- 2012.10 ***Policy MC-2.2.4: Multimodal Management***
Improve bus, pedestrian, bicycle, and vehicular movement; parking management; and pedestrian safety along the 14th Street NW corridor while balancing the transportation and traffic needs of adjacent cross-streets. Undertake transportation improvement programs to sustain the additional residential, retail, and institutional development around the Columbia Heights Metro station. These improvements should achieve a balanced multimodal system that meets the needs of pedestrians, bicyclists, transit users, and motorists. 2012.10
- 2012.11 ***Policy MC-2.2.5: 11th Street NW Commercial District***
Retain the 11th Street NW corridor between Kenyon and Monroe Streets NW as a neighborhood shopping district. Preserve the mixed-use character of the corridor and encourage local-serving retail businesses and housing. 2012.11
- 2012.12 ***Policy MC-2.2.6: Mid-14th Street NW Commercial District***
Support ongoing efforts to strengthen the small businesses on Park Road NW and businesses on 14th Street NW between Newton and Shepherd Streets NW. This segment is identified as a critical commercial node in the Central 14th Street Small Area Plan adopted in 2012. Build on the momentum of development in Columbia Heights by extending enhanced streetscape elements into this area. Improve the commercial district by supporting the recommendations of the Retail Action Strategy, including façade improvements, technical assistance, enhanced public infrastructure, and other measures, to sustain a thriving business community that serves the surrounding neighborhood. 2012.12
- 2012.13 ***Policy MC-2.2.7: East-West Connections***
Washington, DC has few east-west network connections north of the original L'Enfant Plan street grid. This makes east-west travel to and from neighborhoods

and activity centers challenging, as a limited number of corridors carry the majority of the traffic. In 2016, DDOT undertook the Cross-Town Multimodal Transportation Study to identify improvements along the east-west connections that traverse Wards 1 and 5, address safety concerns, optimize mobility and operations, and improve efficiency for all modes along the corridor. Recommended improvements in the study specific to this policy focus area include transit priority treatments along Irving Street NW and Columbia Road NW, safety treatments at the intersections of Columbia Road NW and 14th and 16th Streets NW, and a new bicycle facility along Kenyon Street NW that would connect to a multiuse trail linking neighborhoods to the Washington Hospital Center and adjacent institutions. 2012.13

2012.14 ***Action MC-2.2.A: Cross-Town Multimodal Transportation Study***
Implement DDOT's Cross-Town Multimodal Transportation Study recommendations. 2012.14

2013 MC-2.3 U Street NW/Uptown 2013

2013.1 U Street NW and the adjacent Cardozo and Shaw neighborhoods are an important part of Washington, DC's Black cultural history. Black residents first settled in the neighborhood in the 1880s, capitalizing on new streetcar lines and the absence of residential segregation rules. By the 1920s, the neighborhood had become the center of Black life in Washington, DC. Black-owned theaters, restaurants, night clubs, billiard parlors, and dance halls extended along U Street NW from 7th Street NW to 14th Street NW. During its heyday, legendary jazz greats like Duke Ellington, Louis Armstrong, Dizzy Gillespie, and Pearl Bailey performed at U Street NW venues. Today, the neighborhood is home to the African-American Civil War Memorial and Museum and a Black Heritage Trail that commemorates important historic landmarks in Black history. 2013.1

2013.2 Some of the U Street NW area's historic venues have been restored, and a new generation of restaurants and nightclubs is emerging. Thousands of new housing units have been added, particularly west of 12th Street NW. The neighborhood has become more socially, culturally, and economically diverse. The downside of U Street NW's vibrancy is that many of the longtime businesses, including those providing basic services like barber shops and bookstores, have had difficulty paying the higher rents and taxes that have come with change. Efforts to retain the street's character must do more than just preserve its buildings; measures to retain and foster diverse businesses and culture should continue. 2013.2

- 2013.3 In 2004, the District completed a Strategic Development Plan for the Uptown Destination District, called DUKE, focusing on the area along U Street NW between 6th Street NW and 13th Street NW and along 7th Street NW/Georgia Avenue NW between Rhode Island Avenue NW and Barry Place NW. The plan proposed revival of these blocks as a cultural destination, anchored by a restored Howard Theater, new retail and entertainment uses along 7th and U Streets NW, outdoor performance space, and up to 800 new housing units on vacant and/or underused sites. Office and hotel uses also are discussed as possible uses, capitalizing on the proximity to Howard University. 2013.3
- 2013.4 The confluence of a strong real estate market, a location near Metro stations and Howard University, and the desire of several government agencies to develop their vacant properties has catalyzed this area's redevelopment during the last decade and will continue to shape its future. The DUKE Plan focuses on 16 publicly owned sites, including sites owned by the District, the Washington Metropolitan Area Transit Authority, and the DC Housing Finance Agency (DCHFA). It also addresses sites owned by Howard University and the private sector within the study area. As development takes place, efforts to improve the streetscape and public space, provide affordable housing, preserve historic buildings, and mitigate development impacts (particularly those associated with the increased numbers of restaurants, nightclubs, and entertainment uses) should continue. 2013.4
- 2013.5 ***Policy MC-2.3.1: Uptown Destination District***
Encourage the growth and vibrancy of U Street NW between 6th Street NW and 12th Street NW and Georgia Avenue NW/7th Street NW between Rhode Island Avenue NW and Barry Place NW as a mixed-use center with restored theaters, arts and jazz establishments, restaurants, shops, and housing serving a range of incomes and household types. 2013.5
- 2013.6 ***Policy MC-2.3.2: Uptown Subareas***
Create a distinct and memorable identity for different subareas in the Uptown District based on existing assets such as the Lincoln Theater, Howard University, the African-American Civil War Memorial, and the Howard Theater. 2013.6
- 2013.7 ***Policy MC-2.3.3: Uptown Design Considerations***
Ensure that development in the Uptown District is designed to make the most of its proximity to the Metro stations at Shaw and 13th Street NW, respect the integrity of historic resources, provide new affordable and mixed-income housing

opportunities, and transition as seamlessly as possible to the residential neighborhoods nearby. 2013.7

- 2013.8 ***Policy MC-2.3.4: Cultural Tourism***
Promote cultural tourism initiatives, public art, signage, and other improvements that recognize the Black historic and cultural heritage of the Uptown District. Such initiatives should bring economic development opportunities to local residents and businesses and establish a stronger identity for the area, both as a nationally significant Black landmark and a district with prominent Lesbian, Gay, Bisexual, Transgender, and Questioning (LGBTQ) community sites. 2013.8
- 2013.9 ***Policy MC-2.3.5: Multimodal Management***
Encourage the development of shared parking facilities in the Uptown District, better management of existing parking resources, and improved surface transit to manage the increased trips to the area that will be generated by new development. 2013.9
- 2013.10 ***Policy MC-2.3.6: Small Business Retention***
Incorporate small business retention and assistance programs in the Uptown District's revitalization, possibly including zoning regulations, tax relief, and other measures that assist small businesses as redevelopment along U Street NW, 9th Street NW, and 7th Street NW takes place. 2013.10
- 2013.11 ***Policy MC-2.3.7 Use of Public Sites***
Utilize public land at the Reeves Center, Housing Finance Agency, Garnet-Paterson, Engine 9, and MPD 3rd District Headquarters to create mixed-use neighborhood landmarks that acknowledge and continue the history of U Street as a Black business corridor. Added density at these public sites should be used to create a significant amount of new affordable housing, establish space for cultural uses, and provide for additional public facilities, such as a new public library. New construction should concentrate density towards U Street and use design strategies to visually reduce building height and bulk to provide appropriate transitions to adjacent lower density areas.

See the Near Northwest Area Element for further information about the Shaw/Convention Center Area Plan.

2014 MC-2.4 Adams Morgan 2014

- 2014.1 Adams Morgan is well known for its mix of housing types and historic architecture, community pride, civic activism, and cultural diversity. Among longtime residents and artists who preserved the neighborhood's bohemian feel are newer residents, including young professionals attracted by the lively and progressive culture and amenity-rich neighborhood. The neighborhood's walkability, strong commercial core, access to public transportation, proximity to downtown, and engaged residents continue making Adams Morgan an attractive place to live. 2014.1
- 2014.2 In the late 19th and early 20th centuries, Adams Morgan was a highly sought after suburb of row houses and apartments. During World War II, many of its homes were divided into apartments (or used as rooming houses), changing the character of the neighborhood. A large number of young adults and immigrants settled in the neighborhood in the post-war years. A new name for the community was coined by community activists, combining the names of two neighborhood schools—the predominantly white Adams and the predominantly Black Morgan. 2014.2
- 2014.3 In the 1950s and early 1960s, the neighborhood saw an influx of Cubans and Puerto Ricans. Beginning in the 1980s, waves of immigrants from Central America arrived, many seeking refuge from political and economic turmoil. Today, Adams Morgan has the second-largest Salvadoran population in the United States. The neighborhood's colorful street murals, first painted by Hispanic/Latino residents in the 1970s, are now a District tradition and are emulated throughout Washington, DC. The commercial district along 18th Street NW and Columbia Road NW has become a center of nightlife, with an array of ethnic restaurants, coffee houses, bars, and unique shops that attract people from across the region, as well as visitors to the District. 2014.3
- 2014.4 The neighborhood continues to be in strong demand for housing and its popular entertainment scene. To the east of 18th Street NW, a zoning overlay was created for the Reed-Cooke area in 1989 to conserve existing housing and ensure compatible infill development on a number of large properties. Several large low-rise condominium projects were developed in the 1990s and early 2000s, and a new grocery store in the former Citadel skating rink has also been completed. 2014.34

- 2014.5 Adams Morgan has long been a destination for residents and visitors. From the 1990s-2000s, Adams Morgan was one of the District's de facto neighborhoods for nighttime entertainment. Among the many offerings in the neighborhood were international cuisine, unique bars, and independent shops selling goods not found anywhere else in Washington, DC. As the building boom in the District took off in the early 2000s, Adams Morgan, like other District neighborhoods, saw change. More young professionals began moving in, and buildings were renovated or constructed to accommodate demand. Customers also changed their retail patterns as more options emerged in other neighborhoods. Longtime restaurants and shops were impacted by the changing retail landscape and would benefit greatly from planning and technical assistance. 2014.5
- 2014.6 The history, ethnic makeup, and bohemian characteristics that defined Adams Morgan's past are still woven into the neighborhood fabric today. Residents continue to be highly engaged in their community, regardless of the neighborhood's evolving demographic and socio-economic makeup. 2014.6
- 2014.7 In the neighborhood, there remains a desire to provide housing for families, diversify eating and business establishments, maintain and grow the number of affordable housing units, and adequately buffer between residential and commercial uses. Renovation and modernization of the Marie Reed School campus and recreation center are complete, providing a new school and community facility for the neighborhood and contributing to the public life of Adams Morgan. New development has raised concerns about additional density, congestion, and the loss of open space. The continued strong involvement of the Advisory Neighborhood Commission (ANC), local community organizations, and individual residents will be important as these challenges are addressed. 2014.7
- 2014.8 In 2014, OP launched the Adams Morgan Vision Framework (AMVF), a strategic planning initiative and engagement process that built upon previous planning studies to define key goals and action items for the neighborhood. Completed in 2016, AMVF identifies opportunity areas to preserve the neighborhood's physical characteristics, enhance retail and amenities, support sustainability, and improve the quality of life for the community. AMVF includes 17 goals with corresponding implementable recommendations for the neighborhood. The goals are centered around five core categories important for Adams Morgan's continued development and growth: (1) creating great places; (2) redefining retail; (3) embracing sustainability; (4) strengthening identity through arts, history, and

culture; and (5) bolstering community. The policies and actions below reflect key goals and recommendations from AMVF. 2014.8

- 2014.9 ***Policy MC-2.4.1: ~~Preserving the Character of~~ Creating an Inclusive Adams Morgan***
Preserve the historic character of the Adams Morgan community through historic landmark and district designations, and by ensuring that new construction is compatible with the prevailing heights and densities in the neighborhood, ~~and provides opportunities for affordable housing~~ Residential density added through the Future Land Use Map should be used to create additional affordable housing above and beyond existing legal requirements, in order to contribute to the neighborhood's share of dedicated affordable units, which is currently one of the lowest in Mid-City. 2014.9
- 2014.10 ***Policy MC-2.4.2: Preference for Local-Serving Businesses***
Enhance the local-serving, multicultural character of the 18th Street NW/Columbia Road NW business district. Encourage small businesses that meet the needs of local residents, as well as an appropriate mix of establishments that both neighbors and visitors to the area can enjoy. Develop and implement strategies for support and retention of minority-owned businesses. 2014.10
- 2014.11 ***Policy MC-2.4.3: Mixed-Use Character***
Encourage retention of the older mixed-use buildings along 18th Street NW and Columbia Road NW and facilitate infill projects that complement them in height, scale, and design. Discourage conversion of existing apartment buildings in the commercial area to non-residential uses, and ensure ~~that the long-term viability of these uses is not compromised~~ the stability of renter households, particularly for Black and Hispanic/Latino residents. 2014.11
- 2014.12 ***Policy MC-2.4.4: Transportation Improvements***
Improve accessibility, and the flow of people along key arterial streets, particularly along the multi-modal corridor of Columbia Road NW and residential connector streets such as Kalorama Road NW and Euclid Street NW. Enable highly trafficked areas of 18th Street NW to be transformed into a pedestrian plaza. Implement new measures to address parking problems on residential streets near the Adams Morgan business district. These measures could include extension of the residential permit parking program to a 24/7 time frame, with appropriate consideration given to the needs of residents, businesses, and visitors. 2014.12

- 2014.13 ***Policy MC-2.4.5: Reed-Cooke Area***
Support existing housing within the Reed-Cooke neighborhood, maintain heights and densities at appropriate levels, and encourage small-scale business development that does not adversely affect the residential community. 2014.13
- 2014.14 ***Policy MC-2.4.6: Adams Morgan Public and Institutional Facilities***
Encourage the retention and adaptive reuse of existing public facilities in Adams Morgan, including the use of schools for public purposes, such as education, clinics, libraries, and recreational facilities. In addition, encourage the constructive, adaptive, and suitable reuse of historic churches with new uses, such as housing in the event such facilities cease to operate as churches. 2014.14
- 2014.15 ***Action MC-2.4.A: AMVF***
Implement the recommendations in AMVF. 2014.15
- 2014.16 ***Action MC-2.4.B Lanier Heights and Reed-Cooke***
Consider design guidelines specific to Lanier Heights and Reed-Cooke. Consider historic designation of Walter Pierce Community Park. 2014.16
- 2014.17 ***Action MC-2.4.C: Local Business Assistance***
Explore the feasibility of amending tax laws or developing tax abatement and credit programs to retain neighborhood services and encourage small local-serving businesses space along 18th Street NW and Columbia Road NW. Identify technical assistance needs and priorities of Hispanic/Latino-, Asian-, and Black-owned/operated businesses in the neighborhood, and recognize the benefits that naturally arise from cultural variety among tenants. 2014.17
- 2014.18 ***Action MC-2.4.D: Design Guidelines***
Develop design guidelines for Adams Morgan, including commercial, residential, and open-space areas. Highlight and identify the principles of compatible design and neighborhood character preservation. 2014.18
- 2014.19 ***Action MC-2.4.E: Commercial District Management***
Approach commercial district management as a unified operation while developing targeted marketing and localized strategies that enhance and reinforce the unique identity and needs of each retail cluster. 2014.19

- 2014.20 ***Action MC-2.4.F: Enhance the Neighborhood Retail Experience***
Use existing Adams Morgan Partnership BID committees and the BID Board to develop joint retail objectives. Work with retailer and resident liaisons involved in the BID to carry out joint initiatives that enhance the neighborhood retail experience. 2014.20
- 2015 MC-2.5 Mount Pleasant Street NW 2015**
- 2015.1 The Mount Pleasant Street NW shopping district was developed around the end of a streetcar line and has served the surrounding community for more than a century. Mount Pleasant has been a designated National Register Historic District since 1987 and is one of the Washington, DC Main Streets. Today, the commercial district includes a variety of small businesses and services, many oriented toward the large Hispanic/Latino population in the area. The area between Mount Pleasant Street NW and 16th Street NW is one of the densest in the District, with numerous large apartment complexes. 2015.1
- 2015.2 There is broad agreement that Mount Pleasant Street NW should remain a culturally diverse, pedestrian-oriented, local-serving shopping street in the future and that the local flavor of the business mix should be preserved . As in other Mid-City neighborhoods, there are concerns about rising rents and the loss of business diversity. There is strong interest in attracting new arts establishments and locally owned restaurants to the neighborhood and in promoting multiculturalism through outdoor fairs, public art, and street performances. There is also strong interest in preserving the architectural integrity and historic proportions of Mount Pleasant’s residential streets and in acquiring additional open space for public access and community use. 2015.2
- 2015.3 In 2010, the DC Council approved the Mount Pleasant Street Commercial Revitalization Strategy. This Small Area Plan provides a framework to revitalize commercial activity along the historic corridor and set the stage for long-term future growth. The policies and actions below reflect key goals and recommendations from the plan. 2015.3
- 2015.4 ***Policy MC-2.5.1: Mount Pleasant Street NW’s Character***
Maintain and preserve Mount Pleasant Street NW’s local neighborhood shopping character to serve the surrounding neighborhood. Support creative cultural design while preserving historic landmarks. 2015.4

- 2015.5 ***Policy MC-2.5.2: Involving the International Community***
Promote bilingual outreach and communication with local merchants and residents to more effectively address business impacts and create a better match between neighborhood businesses and the needs of the community. 2015.5
- 2015.6 ***Policy MC-2.5.3: Mount Pleasant as a Creative Economic Enclave***
Support creative and multicultural expression in Mount Pleasant through display, performance, festivals, and economic development strategies. The neighborhood should be a creative economic enclave, where incubators and small businesses that combine cultural and small-scale technological initiatives are supported. Cultural arts should be more fully integrated into the landscape of Mount Pleasant Street NW and should be part of the experience of living or shopping there. Additional arts, crafts, galleries, licensed market vendors, and space for business incubators and consulting services in the creative professions should be encouraged. 2015.6
- 2015.7 ***Policy MC-2.5.4: Open Space Access***
Pursue improvements to existing open space in the Mount Pleasant community, including better connections to Rock Creek Park, enhancements to pocket parks and plazas, and encouraging the joint use of school facilities to meet local recreational needs. 2015.7
- 2015.8 ***Policy MC-2.5.5: Promoting Affordable Housing in Mount Pleasant***
Preserve existing affordable housing in Mount Pleasant and support opportunities for new affordable housing as a component of mixed-use infill development along Mount Pleasant Street NW and in the area between Mount Pleasant and 16th Streets NW. 2015.8
- 2015.9 ***Policy MC-2.5.6: Strengthen Small Business***
Implement technical assistance to strengthen existing small businesses and increase opportunities for new entrepreneurs to capture more of the neighborhood customer base. 2015.9

- 2015.10 ***Policy MC-2.5.7: Promote and Market Mount Pleasant Street NW***
Attract additional consumers to the corridor by promoting the unique character of Mount Pleasant Street NW. 2015.10
- 2015.11 ***Policy MC-2.5.8: Enhance the Appearance of Mount Pleasant Street NW***
Improve the Mount Pleasant Street NW streetscape and physical appearance by transforming it into a green street that can be used as a model for eco-friendly development practices. 2015.11
- 2015.12 ***Policy MC-2.5.9: Increase Creative Uses on Mount Pleasant Street NW***
Undertake temporary urbanism initiatives to transform vacant and underused sites and spaces into vibrant destinations and creative showcases. 2015.12
- 2015.13 ***Action MC-2.5.A: Incentives for Mixed-Use Development and Affordable Housing***
Consider planning and zoning tools in Mount Pleasant to create incentives for ground floor retail and upper story, mixed-income residential uses along Mount Pleasant Street NW, with performance standards that ensure the compatibility of adjacent uses. Provide the necessary flexibility to encourage innovation and creative economic development, possibly including ground floor small businesses on alleys and walkways in the area between 16th and 17th Streets NW. 2015.13
- 2015.14 ***Action MC-2.5.B: Expanding Mount Pleasant Open Space***
Maintain the space at 19th Street NW and Lamont Street NW– once planned to be a continuation of Lamont Street – as a public park. The intersection of Mount Pleasant Street NW and Kenyon Street NW has long been an important gathering space and should be improved to create an enhanced public plaza. Any future redevelopment of properties at this location should maintain or enhance accommodations for public space and ensure visual compatibility with the Mount Pleasant commercial corridor. Consideration should also be given to combining Asbury and Rabaut Parks (at 16th, Harvard, and Columbia Road) into a single park. Access for pedestrians, persons using wheelchairs, and bicyclists between Mount Pleasant and Columbia Heights should be provided through this area. 2015.14
- 2015.15 ***Action MC-2.5.C: Mount Pleasant Street Façade Improvements***
Encourage urban design and façade improvements in the established commercial district along Mount Pleasant Street NW. 2015.15

2015.16 ***Action MC-2.5.D: Mount Pleasant Street NW Commercial Revitalization Strategy***
Implement Mount Pleasant Street Small Area Plan recommendations. 2015.16

2015.17 ***Action MC-2.5.E: Market the Unique Character of Mount Pleasant Street NW***
Led by the Mount Pleasant Main Street, coordinate a marketing campaign to promote Mount Pleasant businesses to District residents outside the neighborhood. 2015.17

2016 MC-2.6 McMillan Sand Filtration 2016

2016.1 The McMillan Sand Filtration site occupies 25 acres at the corner of North Capitol Street NW and Michigan Avenue NW. Once used to filter drinking water from the Potomac River, the plant was closed and sold by the federal government to the District for community development purposes in 1987. The site currently appears as an open area of grass and trees with two rows of enigmatic concrete towers covered with ivy. Beneath the surface are 20 unreinforced concrete filter cells, each one acre in size and in various states of disrepair. When the filtration system was created in 1905, it was considered an engineering marvel and a model for other plants nationwide. The entire site is a designated historic landmark. 2016.1

2016.2 The McMillan Sand Filtration site has been the subject of community forums for several decades. Many residents have advocated for a park on the site, noting its historic significance. In fact, the filtration site and the adjacent McMillan reservoir were part of the Emerald Necklace of parks conceived in the 1901 McMillan Plan, and the site itself was originally designed by Frederick Law Olmsted, Jr. Past proposals for the site have been the subject of lawsuits, and the former Comprehensive Plan designation of the site for mixed-use development was itself the subject of a lawsuit from 1989-1992. 2016.2

2016.3 Several basic objectives should be pursued in the development and reuse of the McMillan Sand Filtration site. These are outlined in the policies below. 2016.3

- 2016.4 ***Policy MC-2.6.1: Open Space on McMillan Reservoir and Sand Filtration Site***
Encourage development and reuse plans for the McMillan Reservoir Sand Filtration site to dedicate a substantial contiguous portion of the site for recreation and open space. The open space should allow for both active and passive recreational uses and should adhere to high standards of landscape design, accessibility, and security. 2016.4
- 2016.5 ***Policy MC-2.6.2: Historic Preservation at McMillan Reservoir***
Restore key above-ground elements of the site and explore the preservation or adaptive reuse of some of the underground cells as part of the historic record of the site. Preservation poses a challenge given the collapse of most cells. The cultural significance of this site and its importance to Washington, DC's history should be recognized as it is developed, reopened to the public, and reused. Consideration should be given to interpretive features as part of the site design. 2016.5
- 2016.6 ***Policy MC-2.6.3: Mitigating Reuse Impacts***
Ensure that any development on the site is designed to reduce parking, traffic, and noise impacts on the community; be architecturally compatible with the surrounding community; and improve transportation options to the site and surrounding neighborhood. The new Planned Unit Development (PUD) calls for 290,650 square feet of medical use. Any change in use on the site should increase connectivity between northwest and northeast neighborhoods, as well as the Washington Hospital Center and Armed Forces Retirement Home to the north. 2016.6
- 2016.7 ***Policy MC-2.6.4: Community Involvement in Development and Reuse Planning***
Be responsive to community needs and concerns in development and reuse planning for the site. Amenities that are accessible to the community and respond to neighborhood needs should be included. 2016.7
- 2016.8 ***Policy MC-2.6.5: Scale and Mix of New Uses***
Recognize the substantial potential of the McMillan Sand Filtration site to address multiple planning and development priorities and that development of the site is necessary to stabilize the site and provide the desired open space and amenities. Development of the site should consist of residential, retail, office, and recreational uses. Residential development should include a mix of units and housing types for persons of various incomes; new buildings should be planned

and designed in a manner that is informed by the height, mass, scale, and uses of existing and planned buildings in the surrounding area, as appropriate. Other uses may include health care facilities that provide connectivity to the Washington Hospital Center. Compatible with the rules governing PUDs, the density for the McMillan Sand Filtration Site shall be calculated for the site as a whole. Individual buildings may have greater height than is typically associated within a specific land use designation. New buildings should be planned and designed in a manner that is informed by the height, mass, scale, and uses of the surrounding context, as appropriate. 2016.8

2016.9 ***Action MC-2.6.A: McMillan Reservoir Development***

Continue working with adjacent communities in the development and implementation of reuse plans for the McMillan Reservoir site. 2016.9

2017 MC-2.7 Mid-City East's Major Corridors (North Capitol Street/Florida Avenue/New York Avenue 2017

2017.1 The Mid-City East area sits near the center of Washington, DC and showcases historic residential fabric and institutions, a rich diversity of residents, valued open spaces, and burgeoning retail amenities. The Mid-City East area is made up of neighborhoods flanking the major corridors of North Capitol Street, New York, Florida, New Jersey, and Rhode Island Avenues NE/NW, including: LeDroit Park, Bloomingdale, Eckington, Bates/Truxton Circle, and Hanover (the Bates/Truxton Circle and Hanover neighborhoods are located in the Near Northwest Area Element). The inviting character of these neighborhoods is juxtaposed by the major arterials that bisect them. Despite acting as real and formidable boundaries, the street corridors also create opportunities for retail enhancement, new development, and improved connectivity. The neighborhoods themselves are diverse in age, income, and ethnicity. They consist of a mix of row houses and small apartment buildings. Home prices in the neighborhood have significantly increased in the past 10 years, and many longtime residents are feeling the pressure of displacement. Washington, DC's industrial heritage survives in Eckington's important and increasingly rare industrial buildings. 2017.1

2017.2 The commercial areas in Mid-City East are in need of revitalization. Although it was designated a DC Main Street in 2000 and reinvigorated in 2014, North Capitol Street corridor experiences a lack of neighborhood-serving businesses, high vacancies, crime, and inadequate access to parking. The North Capitol Street

corridor is particularly challenged by a myriad of confusing and often congested intersections, and crisscrossing diagonal streets and triangles making pedestrian movement difficult. The Council approved the 2014 Mid-City East Small Area Plan and accompanying Livability Study to address these issues, with the goal of improving vehicle flow and improving safety. The Small Area Plan provided a framework for conservation, development, sustainability, and connectivity and identified specific short-term and long-term transportation, streetscape, and infrastructure improvements. The vision for the area is to improve quality of life and enhance neighborhood amenities and character while supporting a community of culturally, economically, and generationally diverse residents. The purpose of the Livability Study was to address the challenges that residents face in meeting their daily needs, enhance community access and circulation for residents of all ages and abilities, preserve local streets as the home of neighborhoods and communities, and provide opportunities in public rights-of-way to celebrate community identity and place. 2017.2

2017.3 The North Capitol commercial district is just a few blocks west of the NoMa/Gallaudet Metro station and lies on the northern edge of the North of Massachusetts Avenue (NoMa) district. Conditions on the corridor have changed since NoMa was redeveloped with offices and high-density housing. The commercial corridor is well situated to benefit from these changes, but it first needs to address the needs of the residential community, manage access, upgrade the public realm, and improve public safety. 2017.3

2017.4 ***Policy MC-2.7.1: Commercial Revitalization***
Revitalize neighborhood commercial areas, including retail, dining, and small office space. Upgrade the commercial district at Florida Avenue/North Capitol/New York Avenue NE, restoring vacant storefronts and streetscapes to active use and accommodating compatible neighborhood-serving infill development. 2017.4

2017.5 ***Policy MC-2.7.2: Neighborhood Character***
Preserve and retain the architectural integrity and cultural resources of Mid-City East neighborhoods and encourage compatible rehabilitation and improvement of the area's row houses. 2017.5

2017.6 ***Policy: MC-2.7.3: Connecting Bloomingdale and Eckington***
Improve connectivity between Bloomingdale and Eckington by expanding the North Capitol overpass, decking over the entire expanse to create a tunnel

between Seaton Place NE and Rhode Island Avenue NE and creating a green space to make crossing North Capitol Street NE more inviting for pedestrians and other persons using non-motor vehicles. 2017.6

2017.7 ***Policy: MC-2.7.4: Increased Green Space***

Encourage preservation and improvement of existing green spaces in Eckington. Identify new opportunities for additional public green space and tree planting throughout the neighborhood and along the Metropolitan Branch Trail, including additional pocket parks. 2017.7

2017.8 ***Policy MC-2.7.5: New York Avenue NE and Florida Avenue NE Intersection***

Implement short-term and long-term improvements to the intersection of New York Avenue NE and Florida Avenue NE to enhance connectivity, increase safety for pedestrians and those using non-motor vehicles, and reduce motor vehicle speed. 2017.8

2017.9 ***Action MC-2.7.A: Mid-City East Small Area Plan***

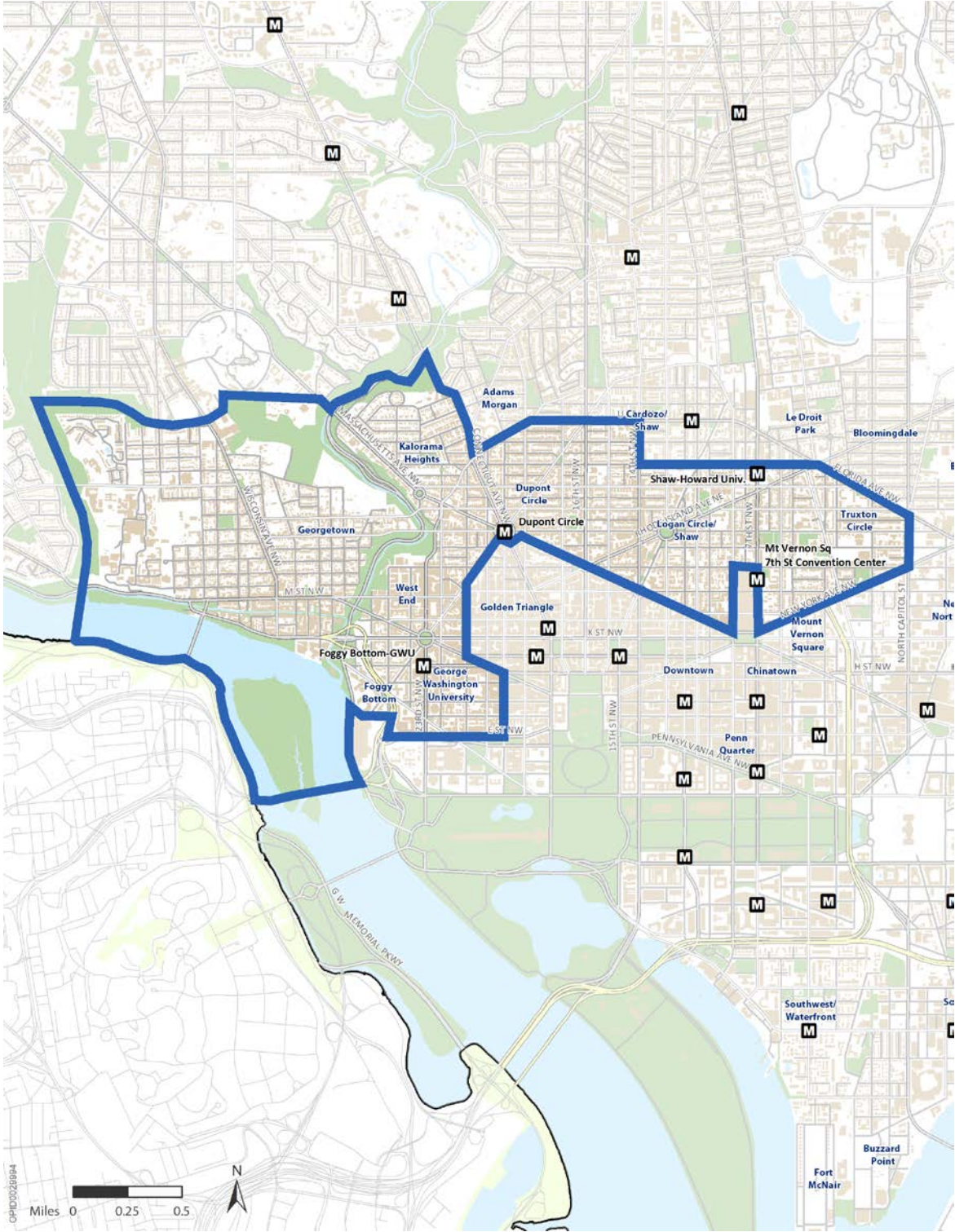
Implement recommendations provided in the Mid-City East Small Area Plan. 2017.9

2017.10 ***Action MC-2.7.B: Make/Live Workspace***

Explore make/live workspace as a buffer between industrial land and residential land as identified in the Ward 5 Works Industrial Land Transformation Study. 2017.10

2017.11 ***Action MC-2.7.C: Mid-City East Livability Study***

Implement recommendations provided in the Mid-City East Livability Study. 2017.11



2100 Overview 2100

2100.1 The Near Northwest Planning Area encompasses the 3.6 square miles located directly north and west of Central Washington. It extends from Glover Archbold Park on the west to North Capitol Street NW on the east. Its northern boundary is formed by Whitehaven Parkway west of Rock Creek and by Connecticut Avenue, U Street, and Florida Avenue NW east of Rock Creek. The southern boundary is formed by the Potomac River, the Central Employment Area, and New York Avenue NW (east of 7th Street NW). These boundaries are shown on the map at left. Most of this area has historically been Ward 2, although in past and present times, parts have also been included in Wards 1, 5, and 6. 2100.1

2100.2 Near Northwest is known for its historic architecture, well-established neighborhoods, lively shopping areas, and nationally recognized institutions. These features provide enduring reminders of the District's growth, from the 18th century to today's international destination. The Georgetown Historic District, established in 1950 in response to the demolition of large numbers of waterfront and canal-related buildings, was the first such district established in Washington, DC. Today, more than half of Near Northwest's land area is included in historic districts, with concentrations of landmarks in Georgetown, on Washington Circle, within the campus of The George Washington University (GW), in Dupont and Logan Circles, and along Massachusetts Avenue NW. These designations include some of the oldest residential and commercial buildings in Washington, DC. 2100.2

2100.3 The development pattern in the area is one of the densest in the Washington metropolitan region. Near Northwest neighborhoods contain some of the most diverse housing stock in the District, varying from single-family homes to high-rise apartments. Townhouses and mid-rise apartment buildings dating from the mid 19th to early 20th centuries define the area's residential neighborhoods; they are most prominent in Georgetown, Burleith, Dupont Circle, Foggy Bottom, Logan Circle, Shaw, and Mount Vernon Square. Kalorama principally consists of single-family homes dating to the early 20th century. Large apartment buildings, many built during the 1920s and 1930s, are concentrated along major roadways, including Connecticut, New Hampshire, Massachusetts, and Rhode Island Avenues, and 16th Street NW. Mid-century modern and more contemporary high-density construction defines West End and the 14th Street NW corridor, as well as riverfront communities like the Watergate and Washington Harbour. 2100.3

- 2100.4 Located outside of Georgetown, the area is well connected to other parts of the District and region by mass transit, including the Red, Green, Orange, Blue, and Silver Metrorail (Metro) lines and multiple bus lines. Several parkways, highways, and interstates also pass through or are immediately adjacent to the area, often creating barriers between neighborhoods, parks, and the Potomac River in the eastern portion of the area. These include Interstate 66, the Whitehurst Freeway, Canal Road, Rock Creek and Potomac Parkways, and the I-395/Center Leg Freeway. The overall street pattern reflects the L'Enfant Plan, with prominent diagonal boulevards bisecting a rectangular grid. 2100.4
- 2100.5 Shopping areas in Near Northwest range from regional destinations, such as M Street in Georgetown, to neighborhood commercial districts, such as 17th Street NW in Dupont Circle. The more prominent retail areas are on the major streets and avenues, including Connecticut Avenue, U Street, and 7th, 9th, and 14th Streets NW. There are smaller retail districts throughout the area and corner stores in almost every residential neighborhood. While it has a limited number of neighborhood parks, the entire Near Northwest area is within one and a half miles of Rock Creek Park or the National Mall. 2100.5
- 2100.6 Near Northwest is home to a number of institutions known both locally and internationally. Established in 1789, Georgetown is the nation's oldest Catholic and Jesuit university. The 100-acre main campus overlooks the Potomac River and features traditional and modern architecture, including Healy Hall, which was designed in neo-medieval style, built between 1877-1879, and designated as a National Historic Landmark. Today, much of the university's open space is available to community members, neighborhood schools, organizations, and individuals for recreational use. GW, located in Foggy Bottom at the edge of the Central Business District, is a much more urban campus, well integrated into the dense fabric of the neighborhood surrounding it. Museums and historic sites, including the Phillips Collection, Woodrow Wilson House, and the Mary McLeod Bethune Council House, attract visitors from the region and across the country. 14th Street NW is home to the Studio Theater, as well as other performing arts venues and galleries. After years of disinvestment following the unrest in 1968, 14th Street has experienced intense development activity and restaurant openings, which have contributed to establishing the corridor as one of Washington, DC's premier food and entertainment districts. Foreign embassies are concentrated along Massachusetts Avenue NW, in the Dupont Circle neighborhood, and in Kalorama. 2100.6

- 2100.7 A number of local community and business associations play an active role in shaping Near Northwest land use decisions. In addition to seven Advisory Neighborhood Commissions (ANCs) that represent residents from three wards, there are many community associations and active groups with a specific focus. Some, like the Georgetown Business Improvement District (BID) , work toward building a stronger business community. Others, like the Citizens Association of Georgetown, the Foggy Bottom Association, the Logan Circle Community Association, and the Dupont Circle Conservancy, have strong preservation programs. Others work directly with residents to create a higher quality of life. The Georgetown Community Partnership, for example, includes community, university, and student leaders and was formed as a consensus-based forum to develop a campus plan for Georgetown’s historic main campus and manage community-university issues. 2100.7
- 2100.8 In the recent past, increasing values in long-sought-after neighborhoods like Georgetown, Kalorama, Foggy Bottom, West End, and Dupont Circle, have resulted in development activity moving east into Logan Circle, Shaw, and Mount Vernon Square. The strong real estate market has prompted many owners in these neighborhoods to renovate or sell their properties, leading to sharp increases in home prices and rents and a loss of affordable units. 2100.8
- 2100.9 The most significant challenge facing the Near Northwest Planning Area is retaining the physical and social fabric of the community in the face of intense economic pressure. Parts of the area are still trying to find the right balance between development and preservation. This plays out in daily debates on physical planning issues like height, scale, and design, and on social issues relating to changing demographics and cultural values. Policies are needed to address a host of local issues, including the preservation and production of affordable housing; strengthening the opportunities for small and local businesses; maintaining existing and expanding new infrastructure and services, such as schools and recreational spaces, to serve a growing population of families in the area; and addressing the tensions that inevitably result from the area’s highly diverse mix of land uses and densities. 2100.9

2101 History 2101

- 2101.1 Near Northwest includes the oldest inhabited areas of the District. Georgetown, established in 1751 by the Maryland Assembly, was a tobacco port and independent municipality incorporated into Washington, DC in 1800. At the time, the settlement was just outside the boundaries of the federal city. Construction of Georgetown University began in 1788, three years before Pierre L'Enfant's Plan was prepared. 2101.1
- 2101.2 Prior to 1850, most of the area east of Georgetown was sparsely populated. Several businesses were located along the waterfront in Foggy Bottom at the mouth of the Chesapeake and Ohio Canal. In the area nearby, just west of the White House, some of the District's first grand homes were built. The Shaw and Mount Vernon Square neighborhoods also experienced modest residential development prior to the Civil War and were known as Northern Liberties. 2101.2
- 2101.3 The increase in population resulting from the Civil War facilitated residential development in Foggy Bottom, Shaw, and Mount Vernon Square. By the mid- to late- 19th century, these areas were home to a mix of professional and moderate-income residents. A number of alley dwellings were built in these areas, often housing Washington, DC's low-income residents. 2101.3
- 2101.4 The residential neighborhoods of Logan Circle, Dupont Circle, and Kalorama did not see significant development until the late 19th century. After the Civil War, Logan Circle became one of the most sought-after addresses in Washington, DC. The row houses in this area and along 14th Street NW were more substantial than those built before the Civil War. Small apartment buildings began to appear in the area as the population increased and building sites became more limited. The Dupont Circle area followed a similar trend, as Massachusetts Avenue NW and its intersections at Dupont and Sheridan Circles created sites ideal for large, stand-alone residences. Between 1870 and 1900, the avenue became the center of Washington, DC's most notable cultural gatherings. Kalorama, meanwhile, began to develop with townhomes and grand apartments, followed in the 1920s by large single-family homes. 2101.4
- 2101.5 By the late 19th century, horse-powered vehicles were replaced with independent streetcar routes that quickly became lined with commercial businesses. One line reinforced Wisconsin Avenue and M Street in Georgetown as a center of commercial activity, but residential districts on Connecticut Avenue and 14th

Street NW were transformed: the former into a high-end shopping district, and the latter as a center for automobile sales and maintenance. Streetcar lines on 7th and 11th Streets NW also attracted commercial businesses that served residents living in nearby areas, as well as those heading home to areas further north. 2101.5

2101.6 The ethnicity of residents living in Near Northwest has always been diverse. Until the 1930s, about one-third of Georgetown's population was Black. An active, free Black population also lived in the Dupont Circle area prior to the Civil War and led to some of the District's earliest education initiatives. During the mid- 20th century, parts of Logan Circle and the Strivers Section of Dupont Circle were home to prominent Blacks , and the Shaw neighborhood became a vibrant center of Black culture. 2101.6

2101.7 By the 1950s, the close-in residential neighborhoods of this Planning Area were considered to be less sought-after than the outlying suburbs, and many residents moved or redeveloped their properties. Some of the large homes in Dupont Circle were torn down to make way for commercial development or apartment buildings, and the Shaw School Urban Renewal Plan replaced many of the alley dwellings with modern housing projects. Working-class Georgetown evolved into one of the District's most notable residential and business addresses. By the 1990s, industrial uses along the waterfront had been replaced by offices, shops, and expensive residences. Similarly, the growth of GW in Foggy Bottom redefined much of that neighborhood. 2101.7

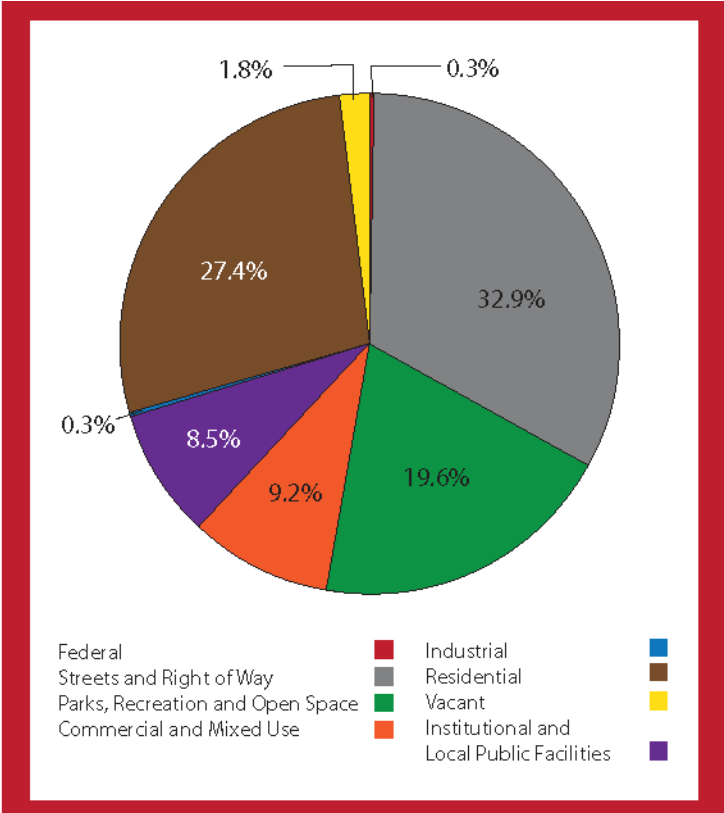
2101.8 Today, 15 historic districts preserve the character of the area's residential neighborhoods and help guide the integration of new development. Campus plans steer further development of Georgetown University and GW. The commercial parts of Georgetown and Dupont Circle are home to boutiques, galleries, and local and national retailers, and 14th Street NW is one of the District's most vibrant areas for dining, arts, and shopping. Development along the street continues at a rapid pace, with hundreds of new housing units added in recent years. Housing production is expected to continue as the demand for living in the neighborhood remains strong. The Walter E. Washington Convention Center anchors the Shaw and Mount Vernon Square neighborhoods. Completion of the convention center has spurred significant reinvestment in the neighborhood's housing, retail, and office spaces. 2101.8

2102 Land Use 2102

- 2102.1 Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 plan that were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not actual changes in land use. 2102.1 Land use statistics for Near Northwest appear in Figure 21.1. Near Northwest comprises about 2,501 acres, including 248 acres of water and about 2,253 acres of land. This represents about 5.7 percent of the District's land area. 2102.1
- 2102.2 Street rights-of-way occupy more land than any other use in the Planning Area, representing about one-third of the total acreage. This is slightly higher than in other parts of Washington, DC due to the fact that a rigorous street grid and the broad avenues of the L'Enfant Plan are predominant in this area, reserving a larger percentage of the land to street right-of-way compared to more suburban areas of the District, where winding roadways, cul-de-sacs, and larger lot sizes are more common. 2102.2
- 2102.3 Residential uses occupy 27.4 percent of the total land area. Of the residential acreage, about 30 percent consists of mid- to high-rise apartments, and about 55 percent consists of row houses. The remaining 15 percent consists of single-family detached or semi-detached homes. High-density housing is concentrated along the Connecticut Avenue, Massachusetts Avenue, and 16th Street corridors NW. 2102.3
- 2102.4 Recreation and open space make up 19.6 percent of the Planning Area, slightly below the citywide average. Most of the open space is associated with Rock Creek Park and Roosevelt Island. Other significant open spaces include the historic Dupont , Logan , Washington Circles, and the waterfront by Georgetown. There are three recreation centers: Georgetown Recreation Center, Stead Park in Dupont Circle, and Kennedy Recreation Center in Shaw. Other park areas have active recreation facilities, including athletic fields, swimming pools, and ball courts. Small playgrounds and triangle parks are located in all parts of the area. 2102.4

2102.5 Commercial and institutional uses represent a much larger share of the Planning Area than they do in Washington, DC as a whole. Collectively, they represent 17.7 percent of the Planning Area compared to 10 percent District-wide. The most significant retail areas are along linear corridors such as Wisconsin Avenue and M Street, Connecticut Avenue, and 14th Street NW. Institutional uses, including Georgetown University and GW, comprise 8.5 percent of the Planning Area. 2102.5

2102.6 Figure 21.1: Land Use Composition in Near Northwest 2102.6



2102.7 The Planning Area has very little federal land other than its parks and about 41.1 acres of local public facilities (primarily schools). Only about 42.2 acres of the Planning Area consist of vacant private land, and most of this land is committed to future development projects. Only 0.3 percent of the area is set aside as industrial land. 2102.7

2103 Demographics 2103

2103.1 Figure 21.2: Near Northwest at a Glance 2103.1

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	68,539	77,780	79,374	93,406	99,973	107,210
Households	35,121	38,410	37,551	44,337	46,170	48,551
Household Population	59,317	64,541	67,203	79,275	85,718	92,707
Persons Per Household	1.69	1.68	1.79	1.79	1.86	1.91
Jobs	95,570	83,642	90,512	93,683	97,224	101,257
Density (persons per sq mile)	19,039	21,606	22,048	25,946	27,770	29,781
Land Area (square miles)	3.6	3.6	3.6	3.6	3.6	3.6

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	6,137	9.0%	5,667	7.1%	17.6%
18-64	56,401	82.3%	66,300	83.5%	70.6%
18-34	33,822	49.3%	42,575	53.6%	34.6%
35-64	22,579	32.9%	23,725	29.9%	35.9%
65 and over	6,001	8.8%	7,407	9.3%	11.9%
Residents Below Poverty Level	12,968	19.0%	9,010	13.3%	17.4%
Racial Composition					
White	42,846	62.7%	55,046	69.4%	40.7%
Black	15,880	23.2%	10,907	13.7%	47.7%
Native American	380	0.6%	241	0.3%	0.3%
Asian/Pacific Islander	4,537	6.6%	6,915	8.7%	3.8%
Other	2,491	3.6%	3,168	4.0%	4.6%
Multi-Racial	2,190	3.2%	3,096	3.9%	2.9%
Hispanic Origin	6,783	9.9%	9,554	12.0%	10.7%
Foreign-Born Residents	13,499	8.5%	16,568	20.9%	14.0%
Tenure					
Owner Households	11,641	33.5%	13,890	37.0%	41.7%
Renter Households	23,100	66.5%	23,660	63.0%	58.3%

ENGROSSED ORIGINAL

Housing Occupancy					
Occupied Units	34,741	92.5%	37,551	88.8%	90.2%
Vacant Units	3,201	7.5%	4,731	11.2%	9.8%
Housing by Unit Type	I				
1-unit, detached	1,179	3.1%	1,169	2.8%	11.9%
1-unit, attached	6,809	17.9%	6,425	15.2%	25.1%
2-4 units	3,974	10.5%	4,309	10.2%	10.3%
5-9 units	2,181	5.7%	2,079	4.9%	6.8%
10-19 units	2,518	6.6%	2,628	6.2%	10.5%
20 or more	21,269	56.3%	25,644	60.6%	35.4%
Mobile/other	12	>0.1%	28	0.1%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

2103.2 With 54 percent of the population in Near Northwest between the ages of 18 and 34, young professionals make up a much higher percentage of the population in this area than they do in Washington, DC, where only 34.6 percent of the population falls in that age range. This difference is likely due to the presence of several university campuses in the area. The population under the age of 18 is significantly lower than the District-wide total of 17.5 percent. The population over 65 is also lower than the District-wide total. 2103.2

2103.3 Between 2000 and 2017, the ethnic demographics of the area shifted. The white population increased from 62.7 percent in 2000 to 69.4 percent in 2017. By contrast, the Black population decreased from 23.2 percent in 2000 to 13.7 percent in 2017. The absolute number of Black residents also decreased by close to 5,000 people, a decrease of approximately 31 percent. The Asian and Hispanic/Latino populations grew in the area, with both populations increasing in percentage and in the total number of residents. Compared to the rest of the District, Near Northwest has a higher percentage of whites, Asians, and Hispanics/Latinos, and a lower percentage of Black residents. About one in five of the area’s residents were born in another country, which is significantly higher than the District-wide total, and also increased from 2000. 2103.3

2103.4 In 2017, almost 15.3 percent of the area’s residents lived in group quarters. Much of this population was associated with dormitories on university campuses. Several dormitories have been built between since 2000 , and in 2017, an estimated 12,171 people in Near Northwest resided in group quarters. 2103.4

2104 Housing Characteristics 2104

2104.1 In 2017, 82 percent of the housing units in Near Northwest were in multi-unit buildings, mostly buildings of 20 units or more. The percentage of housing units in large apartment buildings of 20 units or more was greater than the District-wide total (60.6 percent for the area compared to 35.4 percent for the District). Near Northwest also had a large number of one-unit attached homes, but the percentage was lower than the District-wide total (15.2 percent compared to 25.1 percent District-wide). Only 2.8 percent of the area's housing units were single-family detached homes. The number of housing units in the Planning Area increased by about 4,300 units between 2000 and 2017, and the majority of this growth occurred in buildings with 20 or more units. 2104.1

2104.2 Near Northwest experienced an increase in the number of vacant units between 2000 and 2017. In 2000, 7.5 percent of the area's housing units were vacant. That figure increased to 11.2 percent in 2017, which was higher than the District-wide vacancy rate of 9.8 percent. 2104.2

2104.3 The 2000 Census reported that 33.5 percent of housing units in the area were owner-occupied, and 66.5 percent were renter-occupied. In 2017, the percentage of owner-occupied housing units increased slightly to 37 percent, and renter-occupied units decreased slightly to 63 percent. The percentage of renter-occupied units was higher in the Planning Area than in the District as a whole, which was 58.3 percent renter-occupied. 2104.3

2105 Income and Employment 2105

2105.1 The 2017 Census reported the area's median household income to be \$101,099, an increase from the 2000 median household income of \$48,852. Near Northwest's median household income in 2017 was 30.2 percent higher than the District-wide median of \$77,649. Nearly 13.3 percent of the area's population was below the federal poverty line in 2017—lower than the 17.4 percent poverty rate for the District. These statistics are somewhat misleading, however, as the high poverty rate in some census tracts correlates to the large student population in Near Northwest. 2105.1

2105.2 The 2015 US Census Longitudinal Employer-Household Dynamics (LEHD) Statistics dataset includes data on the commuting patterns of residents of Near Northwest, and those who lived elsewhere but commuted to jobs within this

Planning Area. Approximately 70.7 percent of the area's residents worked within the District and 29.3 percent commuted to the suburbs. Of those who worked within the District, 60 percent commuted downtown, 23 percent worked within Near Northwest, and 16.8 percent worked elsewhere in Washington, DC. For residents living in Near Northwest, the potential proximity to work can provide shorter commutes. Nearly 40 percent of the area's residents walked or bicycled to work in 2000, which far exceeded the District-wide total. 2105.2

2105.3 Data from the District Department of Employment Services (DOES) and the DC Office of Planning (OP) indicates that the Near Northwest has more jobs than any other Planning Area of the city except for Central Washington. Major employers include universities and their affiliated hospitals. There were 90,512 jobs in 2017, or 11 percent of Washington, DC's total. According to the census, about one-third of these jobs were filled by District residents. 2105.3

2106 Projections 2106

2106.1 Based on land availability, planning policies, and regional growth trends, Near Northwest is projected to continue adding households, population, and jobs through 2045. The Planning Area is expected to grow from 37,551 households in 2017 to 48,551 households in 2045. The population will also increase over this time from 79,374 in 2017 to 93,406 in 2025, to 99,973 in 2035, and to 107,210 in 2045. 2106.1

2106.2 Residential growth is expected to be concentrated on the eastern side of the Planning Area, particularly along corridors like , 7th, 9th, 11th, and 14th Streets NW. Additional job growth is also expected to take place in the Near Northwest Area, with an increase of over 8,000 jobs from 90,512 jobs in 2017 to 101,257 jobs in 2045 . 2106.2.

2107 Planning and Development Priorities 2107

2107.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new

community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 2107.1

2107.2 Comprehensive Plan workshops in Near Northwest during 2005-2006 provided an opportunity for residents to discuss both District-wide and neighborhood planning issues. Advisory Neighborhood Commissions (ANCs) were briefed on the Comprehensive Plan on several occasions, providing additional opportunities for input. There have also been other meetings in the community not directly connected to the Comprehensive Plan that focused on specific planning issues for different parts of the area. These include meetings relating to the Shaw/Convention Center Small Area Plan, the Great Streets Initiative, campus plans for the local universities, and a variety of transportation, historic preservation, and economic development initiatives across the area. 2107.2

2107.3 During these meetings the community delivered several key messages, summarized below:

- Improved public safety, a strong economy, and rising confidence in the real estate market have fueled demand for housing across the area. Home prices in Shaw rose 30 percent between 2004 and 2005 alone. As a result, there is growing anxiety about the effects of change, particularly east of 14th Street NW. On the one hand, the reduced number of abandoned units and extensive restoration of older homes are positive signs that should continue to be encouraged. On the other hand, renovation has led to increased rents and property tax assessments, along with the risk of displacement of older and lower-income residents, many who have lived in the community for generations. Economic diversity should be protected, and programs to retain and add affordable housing are urgently needed.
- Given the location of Near Northwest adjacent to Central Washington, the encroachment of offices, hotels, and other commercial uses has been an issue for many years. During the 1950s and 1960s, much of downtown's expansion occurred in the area just south of Dupont Circle. Today, zoning regulations and historic districts limit commercial encroachment into Near Northwest neighborhoods. However, the conversion of housing to non-residential uses continues to be an issue. In Sheridan-Kalorama, there continue to be concerns about homes being turned into foreign chanceries, with attendant impacts on parking, upkeep, and security. Foggy Bottom residents remain apprehensive about the impacts of university expansion on housing and neighborhood character. In Dupont and Logan Circles,

there are ongoing issues relating to the conversion of apartments to hotels, offices, and institutional uses. Concentration of community-based residential facilities is an issue in Logan Circle and in Shaw.

- Much of what makes Near Northwest sought-after is lies in the beauty of its tree-lined streets, its urbane and historic architecture, and the proportions of its buildings and public spaces. Maintaining the quality and scale of development continues to be a top priority for the community. Residents expressed the opinion that new infill development should avoid creating monotonous or repetitive building designs, and strive for a mix of building types and scales. View obstruction, insensitive design, and street and alley closings were all raised as issues. In the Shaw Area and the Mount Vernon Square North Area, additional designation of historic landmarks and establishment of historic districts may be needed. At the same time, downzoning is needed in parts of Dupont and Logan Circles, particularly where blocks of historic row houses are zoned for high-density apartments. Zoning in such locations has not kept up with their historic designations. There have also been ongoing debates about the definition of historic, particularly as preservationists seek to recognize the recent past.
- The process of creating, administering, and enforcing zoning regulations, including the granting of variances and zoning changes, needs to be refined and consistently applied. Several meeting participants singled out the granting of large numbers of Special Exceptions as an objectionable practice. Another issue raised was the excessive use of Planned Unit Developments (PUDs) and the resulting allowances for increased density. The community asked that future PUDs be rigorously reviewed and designed in a manner that minimizes their impacts on adjacent properties and provides ample community amenities. Other specific zoning issues identified included parking provisions and the regulation of institutional uses.
- The area's dense and historic development pattern results in many different uses adjacent to each other. This is part of what makes the area vibrant and interesting, but it inevitably leads to land use conflicts. There are continuing concerns about the impact of commercial development on the ambience of shopping districts and residential streets in Georgetown and Dupont Circle. Public safety and crowd control remains an issue in these areas. Certain kinds of commercial activities, such as fast food restaurants and liquor licensed establishments are a source of concern for neighbors. The proximity of commercial and residential uses also leads to

issues like the regulation of deliveries, trash removal, and sidewalk cafes. ANCs in the area play a particularly important role in addressing and resolving these issues.

- In some respects, those who live and work in Near Northwest enjoy some of the best transportation service in the city. The area's compact development pattern and proximity to downtown encourages walking, biking, and transit use, and for many owning a car is a choice rather than a necessity. But the area's location at the hub of the region's transportation system also produces adverse impacts. Arterials such as Wisconsin, Massachusetts, Connecticut, and Pennsylvania Avenues and 16th Street NW carry high volumes of car and truck traffic into the central Washington, DC from outlying District neighborhoods and from the suburbs, with accompanying noise, congestion, and safety hazards. The wide avenues are efficient for moving traffic, but the flow is complicated by the pattern of circles and squares. Moreover, the arterials move traffic in a radial direction in and out of downtown, but traveling from east to west across the area is difficult. Given this fact, long-range plans for the Whitehurst Freeway are a concern for many neighbors. Other transportation issues raised at Comprehensive Plan meetings in Near Northwest include the need for better access between Georgetown and the Metrorail system, the need to control cut-through traffic on residential side streets, and the need for improved pedestrian and bicycle safety.
- Parking continues to be an issue in almost all of the area's residential neighborhoods, particularly near the commercial districts and around major employment centers. Georgetown, Foggy Bottom, Logan Circle, and Dupont Circle, are affected by evening visitors to restaurants and bars. Foggy Bottom and Georgetown are also affected by student parking from George Washington and Georgetown Universities and other employers and businesses in the area. Many of the area's residences do not have off-street parking, leaving residents to compete with visitors and employees for a limited number of off-street spaces. Cars circling for parking contribute to traffic and congestion in the area. Measures such as residential permit parking and university shuttle services addresses the shortage to some degree, but additional programs are needed to reduce parking conflicts.
- Near Northwest is underserved by recreational facilities and open space. Despite proximity to Rock Creek Park, the ratio of park acres per resident is among the lowest in Washington, DC. Most of the neighborhood parks in the area are small and have limited or aging facilities. An analysis of

recreational needs performed as part of the 2006 Parks and Recreation Master Plan concluded that virtually all parts of Near Northwest were deficient in athletic fields and that the east side was deficient in swimming pools. The Foggy Bottom-West End area and Logan Circle were identified as needing new recreation centers. Given the shortage of parkland, it is not surprising that many participants in Comprehensive Plan workshops also expressed concerns about the loss of private open space. Particular concerns included the construction of additions and new buildings on lawns, patios, and parking lots, leading one workshop participant to the conclusion that “every inch of the area was being paved over.” Creating new parks will be difficult given the built out character of the area. Looking forward, it will be imperative to retain and enhance existing parks, make better use of street rights-of-way as open space, provide better connections to the area’s large parks, and set aside ample open space within new development. Landscaping, tree planting, and rooftop gardens should all be strongly encouraged.

- Retail conditions in Near Northwest are uneven. Neighborhoods on the east side of the planning area do not have adequate commercial and service establishments; 7th and 9th Streets NW, for example, still contend with shuttered storefronts and abandoned buildings. Retail districts on the west side of the planning area appear prosperous, but face other challenges. The unique quality of some of the area’s streets is disappearing, as lower-cost stores and services are replaced by national chain stores. There are worries about the area becoming too homogenous-with some suggesting that Georgetown’s M Street NW has effectively become a suburban mall in an urban setting. The changes along 14th Street NW are welcomed by some, but create tension between the old and the new. Despite the vastly different physical conditions on the east and west sides of the Planning Area, small businesses across the entire area face the stress of rising rents. Residents from Burleith to Shaw are concerned about the loss of the neighborhood businesses that define the character of their local shopping streets.
- Expansion of institutional uses and nonprofit organizations is an issue both for the community and the institutions themselves. The issue was most often raised in connection with George Washington University (GW), but was also brought up more broadly with regard to the effects of institutional expansion on the District’s tax base, traffic, parking, the loss of housing, and neighborhood character. Many residents believe that additional regulation and enforcement is needed to monitor university growth.

University representatives, on the other hand, note the constraints of operating within enrollment and employment caps, and point to the steps they have taken to buffer adjacent areas from objectionable effects. In general, workshop participants emphasized the need to assess institutional impacts on a cumulative, rather than incremental, basis. Campus plans guide the growth of universities, but there is no comparable mechanism to guide the expansion of institutions such as the World Bank, the IMF, and the Red Cross. One approach that warrants further consideration is to allow universities to build up on their properties, reducing the need for additional land for expansion. Of course, this raises other concerns, such as building height and mass. Another approach is to promote the development of satellite campuses and facilities. Careful balancing is needed to make sure the interests of all parties are considered, and to reach solutions where all can benefit. 2107.3

2108 NNW-1.1 Guiding Growth and Neighborhood Conservation 2018

2108.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Near Northwest. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 2108.1

2108.2 ***Policy NNW-1.1.1: Residential Neighborhoods***

Maintain and enhance the historic, architecturally distinctive mixed-density character of Near Northwest residential neighborhoods, including Burleith, Georgetown, Foggy Bottom, Dupont Circle, Sheridan-Kalorama, Logan Circle, Mount Vernon Square, and Shaw. Ensure that infill development within these areas is architecturally compatible with its surroundings and positively contributes to the identity and quality of each neighborhood, while providing new housing opportunities, especially affordable housing options. 2108.2

2108.3 ***Policy NNW-1.1.2: Enhancing Established Commercial Areas***

Sustain and enhance the neighborhood, community, and regional shopping areas of Near Northwest, including M, P, and U Streets, Wisconsin, Connecticut, and Florida Avenues NW, and , , 18th, 17th, and 14th Streets NW. Sustain these areas as diverse, unique, pedestrian-oriented shopping streets that meet the needs of District residents, workers, and visitors. 2108.3

- 2108.4 ***Policy NNW-1.1.3: Neighborhood Commercial Vibrancy***
Support the vibrancy of neighborhood shopping areas along 7th, , 9th, 11th, 23rd, and North Capitol Streets NW. The vibrancy of the established businesses on these streets should be strongly encouraged, and new businesses that provide needed goods and services to District residents should be attracted. 2108.4
- 2108.5 ***Policy NNW-1.1.4: Nonprofits and Private Service Organizations***
Work with private service and nonprofit organizations in the Near Northwest area to ensure that their locations and operations complement neighboring properties and enrich the surrounding communities . In particular, the campus plans of Georgetown University and GW should minimize negative impacts to surrounding residential areas and should aspire to improve such areas through improved landscaping, better lighting, safer pedestrian connections, cultural amenities, and enhanced community policing. 2108.5
- 2108.6 ***Policy NNW-1.1.5: Loss of Housing***
Strongly discourage the demolition of viable housing or the conversion of occupied housing units to non-residential uses, such as medical offices, hotels, and institutions. Maintain zoning regulations that limit the encroachment of non-residential uses into Near Northwest neighborhoods, particularly around the Convention Center, along the west side of Connecticut Avenue NW, and in Foggy Bottom. 2108.6
- 2108.7 ***Policy NNW-1.1.7: Student Housing***
Support and promote efforts by the District’s universities to develop and renovate on-campus housing for students in order to reduce pressure on housing in nearby neighborhoods. 2108.7
- 2108.8 ***Policy NNW-1.1.8: Affordable Housing***
Preserve the existing stock of affordable housing in the Near Northwest Planning Area. by bringing to bear new measures to preserve and produce affordable housing in a way that advances fair housing goals and minimizes displacement. 2108.8
- 2108.9 ***Policy NNW-1.1. 9: Parking Management***
Continue to develop and implement programs to improve parking management in the commercial districts along Wisconsin Avenue, M Street, Connecticut Avenue, P Street, and 17th, 14th, 9th, and 7th Streets NW. Using pricing, time limits, and

curbside regulations, encourage motorists to use public curbside parking for short-term needs and promote curbside turnover and utilization, while pushing longer-term parking needs to private, off-street parking facilities. In addition, efforts should be taken to encourage visitors to these commercial districts via non-motorized modes, public transit, and ridesharing services. 2108.9

- 2108.10 ***Policy NNW-1.1.10: Pedestrian and Bicycle Safety***
Improve safety for pedestrians and bicycles throughout the Near Northwest through the continued upgrading of high-priority sidewalks, intersections, and roadways, and by supporting the construction of more separated bike infrastructure. 2108.10
- 2108.11 ***Policy NNW-1.1.11: Pedestrian Connections***
Improve pedestrian connections through Near Northwest, especially along M Street between Connecticut Avenue NW and Georgetown ; between the Dupont/Logan Circle areas and downtown; and along (and to and from) the waterfronts in the Georgetown and Foggy Bottom areas. Create a continuous tree canopy along the area's streets to create more comfortable conditions for pedestrians and bicyclists. 2108.11
- 2108.12 ***Policy NNW-1.1.12: Managing Transportation Demand***
Strongly support buses, private shuttles, and other transit solutions that address travel needs within the Near Northwest area, including connections between Metro and the universities and the Georgetown commercial district, and connections between the Connecticut Avenue and Embassy Row hotels and the National Mall and downtown areas. 2108.12
- 2108.13 ***Policy NNW-1.1.13: Transit to Georgetown***
Improve transit connections to Georgetown by implementing a transit way on K Street downtown. 2108.13
- 2108.14 ***Action NNW-1.1.A: Managing and Balancing Entertainment Districts***
The Alcoholic Beverage Regulation Administration (ABRA), in conjunction with the Mayor's Office of Nightlife and Culture (MONC), should work together with local stakeholders to create retail, restaurant, and entertainment districts that have a balanced mix of uses and services that cater to both local residents and the larger District, so as to avoid an overconcentration of bars and night clubs. 2108.14

- 2108.15 ***Action NNW-1.1.B: Expanding Mass Transit***
Alleviate parking and traffic congestion by improving multimodal operations and by providing mass transit enhancements on K Street NW, including a dedicated transit way, as well as bus lanes on 14th and 16th Streets NW. . 2108.15
- 2109 NNW-1.2 Conserving and Enhancing Community Resources 2109**
- 2109.1 ***Policy NNW-1.2.1: Scenic Resource Protection***
Conserve and enhance the scenic visual resources of the Near Northwest Planning Area, including the Potomac waterfront, Rock Creek Park, the park circles of the L’Enfant Plan, and the historic architecture and streetscapes that define the area’s commercial and residential areas. 2109.1
- See the Urban Design Element for policies on preserving and enhancing architectural character.*
- 2109.2 ***Policy NNW-1.2.2: Heritage Tourism***
Promote the famous and the lesser-known cultural resources of Near Northwest neighborhoods, such as theaters, galleries, historic home museums, historic districts and landmarks, and colleges and universities. Encourage heritage trails, walking tours, historic markers, and other measures that create a greater awareness of these resources. 2109.2
- 2109.3 ***Policy NNW-1.2.3: Noise Reduction***
Continue efforts to reduce noise in Georgetown and Foggy Bottom associated with the air traffic in and out of Washington Reagan National Airport. 2109.3
- 2109.4 ***Policy NNW-1.2.4: Job Linkages***
Capitalize on the presence of hotels and universities within the Planning Area to create additional job opportunities for residents of Near Northwest and other parts of the District . Encourage partnerships with the area’s institutional and hospitality sector employers that help residents from across Washington, DC obtain a job and move up the employment ladder. 2109.4
- 2109.5 ***Policy NNW-1.2.5: Park Partnerships***
Encourage partnerships between the Department of Parks and Recreation (DPR) and the National Park Service (NPS) so that federal parkland, particularly Rock Creek Park and the L’Enfant park reservations, can better serve Near Northwest

residents. Such partnerships are particularly important given the shortage of athletic fields and other recreational facilities within Near Northwest, and the limited land available for new recreational facilities. 2109.5

2109.6 ***Policy NNW-1.2.6: Increasing Park Use and Acreage***
Identify opportunities for new pocket parks, plazas, and public spaces within the Near Northwest Planning Area, as well as opportunities to expand and take full advantage of existing parks. 2109.6

2109.7 ***Policy NNW-1.2.7: Shoreline Access***
Continue efforts to improve access along the full length of the Potomac River shoreline and to improve access between the shoreline and adjacent neighborhoods such as Georgetown and Foggy Bottom. 2109.7

2109.8 ***Policy NNW-1.2.8: Arts Districts***
Encourage existing and new arts activities along 7th and 14th Streets NW in an effort to link these corridors to the arts district along the U Street NW corridor in the adjacent Mid-City Planning Area. Theaters, galleries, studios, and other arts and cultural facilities and activities should be encouraged on these streets. 2109.8

2109.9 ***Policy NNW-1.2.9: Design Review***
Use the historic preservation design review process to promote high quality architecture and urban design in Near Northwest's designated historic districts, including Georgetown, Sheridan-Kalorama, Strivers Section, Dupont Circle, Foggy Bottom, Massachusetts Avenue NW, Mount Vernon Square, 14th Street NW, Logan Circle, Blagden Alley, and Shaw. 2109.9

2109.10 ***Action NNW-1.2.A: Add New Capacity to Recreational Infrastructure in Near Northwest***
The Parks and Recreation Master Plan has identified the Near Northwest Area as deficient in recreational infrastructure, particularly in the east-west stretch through Shaw, Logan Circle, Dupont Circle, and Foggy Bottom. Develop additional recreation centers or additional recreation space at existing facilities. Also work with DPR, DC Public Schools (DCPS), the Department of General Services (DGS), and existing private schools to make sure that the use of existing recreational facilities in and outside schools are open to the public after hours and that permitting for the use of public facilities is easy and streamlined. 2109.10

2109.11 **Action NNW-1.2.B: Historic Resource Recognition**
 Document places of potential historic significance within the Near Northwest.
 2109.11

2110 NNW-2 Policy Focus Areas 2110

2110.1 The Comprehensive Plan has identified five areas in Near Northwest 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 (see Map 21.1 and Figure 21.3). These areas are:

- Shaw/Convention Center Area
- Dupont Circle
- 14th Street NW/Logan Circle
- Lower Georgetown
- Foggy Bottom/West End. 2110.1

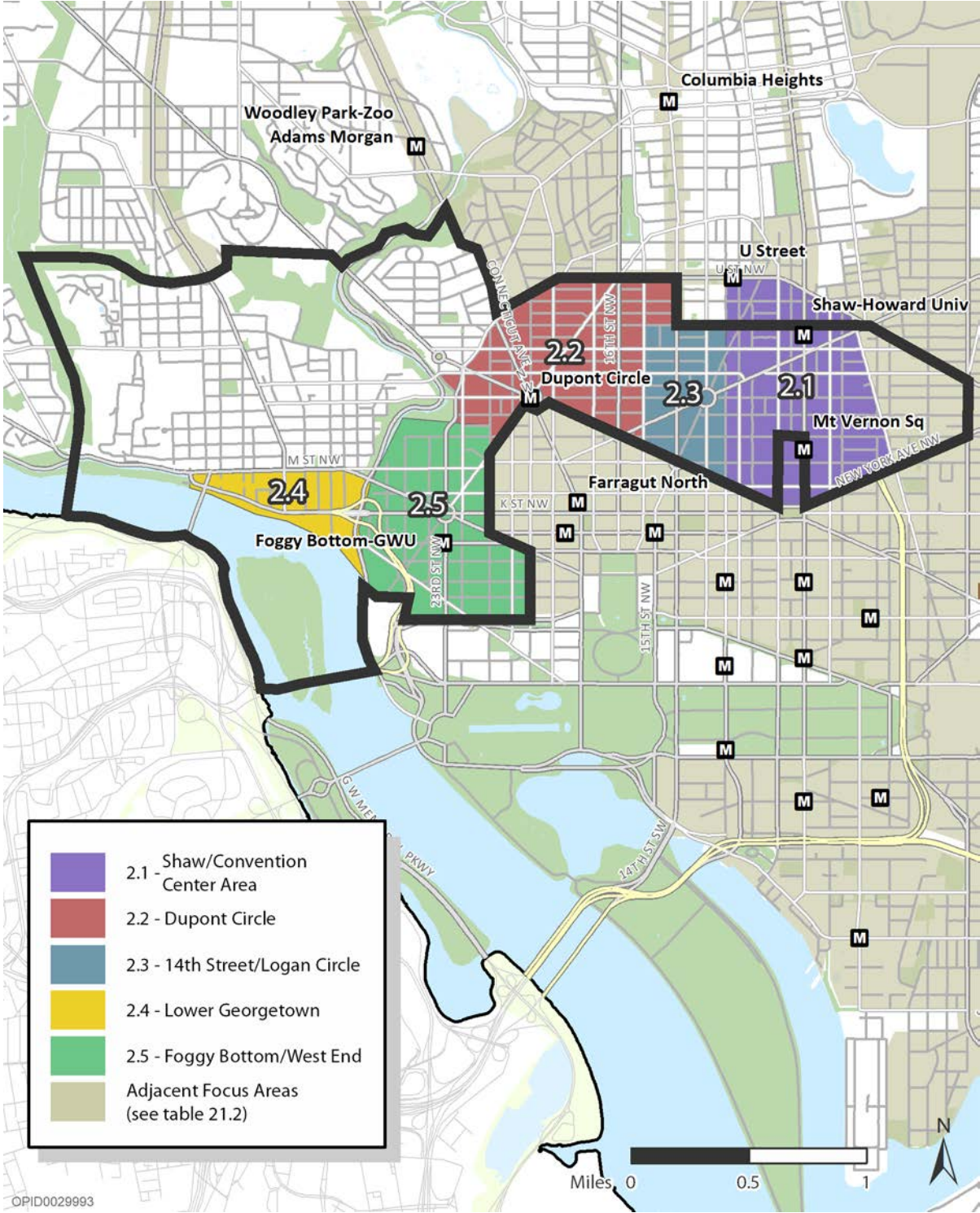
2110.2 Figure 21.3: Policy Focus Areas Within and Adjacent to Near Northwest 2110.2

Within Near Northwest	
2.1	Shaw/Convention Center area
2.2	Dupont Circle
2.3	14 th Street/Logan Circle
2.4	Lower Georgetown
2.5	Foggy Bottom/West End
Adjacent to Near Northwest	
1	Wisconsin Avenue corridor
2	Connecticut Avenue corridor
3	18 th Street/Columbia Road
4	U Street/Uptown

ENGROSSED ORIGINAL

5	North Capitol St/Florida Av/New York Av
6	NoMa/Northwest one
7	Mount Vernon District
8	Golden triangle/K Street

2110.3 Map 21.1: Near Northwest Policy Focus Areas 2110.3



2111 NNW-2.1 Shaw/Convention Center Area 2111

- 2111.1 The Shaw/Convention Center area is bounded by Massachusetts and New York Avenues NW on the south, 12th Street and Vermont Avenue NW on the west, U Street and Florida Avenue NW on the north, and New Jersey Avenue NW on the east. This area has a long history as an economically and ethnically diverse residential neighborhood. An urban renewal plan for the area was adopted in 1969 in response to the unrest in 1968 and deficient housing conditions in much of the area. The urban renewal plan took a more incremental approach than was taken in Southwest, selectively clearing alley dwellings and substandard housing rather than calling for wholesale clearance. As a result, the area contains a mix of affordable housing complexes from the 1970s and older row houses from the late 19th and early 20th centuries. 2111.1
- 2111.2 Recent market trends in the District, as well as the opening of the Washington Convention Center in 2004 and other notable real estate developments such as the O Street Market, have increased development pressure on the neighborhood. This has helped revitalize the underserved business districts along 7th, 9th, and 11th Streets NW but has also brought displacement pressures for long-time, low-income residents. Development and revitalization efforts have contributed to transforming the area alley system as well. Blagden Alley has experienced a renaissance, with many creative businesses moving in and the establishment of the DC Alley Museum through a grant from the DC Commission on the Arts and Humanities (DCCCHA) and support from the Blagden Alley Neighbors, which funds artists to create murals and public art in the alley. Two historic districts were created in the area in 1999 to manage growth, preserve places of architectural and cultural significance, and blend new buildings into the neighborhood. 2111.2
- 2111.3 In 2005, OP completed the Convention Center Area Strategic Development Plan to guide development, revitalization, and conservation in this area. The plan identified several issues, including the need to conserve affordable housing, generate new quality housing, revitalize local businesses, improve sidewalks and public spaces, upgrade parks and public facilities, provide stronger design controls, and expand the Shaw Historic District. In 2006, nearly one-fifth of the housing units in the study area received some form of public subsidy and were considered affordable. Based on 2017 estimates, the share of affordable housing units in the same area dropped to seven percent, making it a much less economically diverse real estate market and community. . 2111.3

- 2111.4 In 2014, the DC Council approved the Mid-City East Small Area Plan (SAP), which provides a strategic framework for revitalization of Bates/Truxton Circle, Bloomingdale, Eckington, Hanover, LeDroit Park, and Sursum Corda, as well as sections of Edgewood and Stronghold. The study area is predominately in Ward 5, with portions of Wards 1 and 6, and is traversed by five major corridors: North Capitol Street and New York, Rhode Island, New Jersey, and Florida Avenues. The vision for the Mid-City East SAP is to improve quality of life and enhance neighborhood amenities and character while supporting a community of culturally, economically, and generationally diverse residents. The Mid-City East SAP is a community-based plan guided by market-based solutions and a shared vision and principles. The plan builds from previous work and provides analysis and recommendations for land use, redevelopment of underutilized and/or underdeveloped sites, walkability, retail readiness along commercial corridors, and improvements to parks and open spaces. 2111.4
- 2111.5 ***Policy NNW-2.1.1: Affordable Housing***
Preserve existing affordable housing within the Shaw/Convention Center area and produce new affordable housing and market rate housing on underutilized and future development sites. Use a range of tools to retain and develop affordable housing in the Planning Area, including tenant organization and public education, inclusionary zoning, renewing project-based public housing contracts, tax abatements, public-private partnerships, and affordable housing when development on publicly- owned land includes a residential component. 2111.5
- 2111.6 ***Policy NNW-2.1.2: Reinforce Existing Development Patterns***
Stabilize and maintain existing moderate-density row house areas within the Shaw/Convention Center area. Locate multi-unit buildings in areas already zoned for greater density, including areas near the Mount Vernon Square and Shaw/Howard University Metro stations, and on publicly-owned land with the potential for housing. Ensure that development on infill sites scattered throughout the row house portions of the Shaw/Convention Center area is sensitive to and complements the neighborhood's character. 2111.6
- 2111.7 ***Policy NNW-2.1.3: Shaw/Howard University and Mount Vernon Square/7th Street NW-Convention Center Metro Stations***
Encourage mixed-income residential development with underground parking adjacent to the Shaw/Howard and Mount Vernon Square Metro stations, particularly on existing surface parking lots and Metro station entrances. 2111.7

- 2111.8 ***Policy NNW-2.1.4: Blagden Alley***
Encourage adaptive reuse and mixed-use infill development, with special consideration for cultural, creative, and art uses, along Blagden Alley, a residentially zoned block with historic structures such as carriage houses, garages, and warehouses. Appropriate measures should be taken to safeguard existing residential uses as such development takes place. 2111.8
- 2111.9 ***Policy NNW-2.1.5: 7th and 9th Street NW Street Corridors***
Support and sustain retail development within the Shaw/Convention Center area in a manner that best serves residents, creates the best environment for businesses to thrive, and uses land already zoned for commercial uses. Continuous ground floor retail uses should be encouraged along sections of 7th and 9th Streets NW as designated in the 2005 Strategic Development Plan to create a traditional pedestrian-oriented Main Street pattern and establish a unified identity for the community. These corridors should attract convention-goers, residents, and visitors, and should include both new and existing businesses. 2111.9
- 2111.10 ***Policy NNW-2.1.6: Public Realm***
Improve streets and open spaces throughout the Shaw/Convention Center area. Open space in the area should promote a sense of community, provide a high level of public safety, and address multiple needs. Connections between the area's parks and open spaces should be strengthened and opportunities for new recreational activities should be accommodated where feasible. 2111.10
- 2111.11 ***Policy NNW-2.1.7: Street Hierarchy***
Design the streetscapes in the Shaw/Convention Center area to clearly differentiate between residential streets and commercial streets, and to highlight the distinct role of avenues, retail streets, greenways, and primary and secondary residential streets. 2111.11
- 2111.12 ***Action NNW-2.1.A: New and Affordable Housing***
Support the development of mixed-income housing above retail space on 7th and 9th Streets NW, and encourage development of multi-family apartments and condominiums on parcels that are vacant or that contain buildings identified as non-contributing to the Shaw Historic District on 11th Street NW. 2111.12
- 2111.13 ***Action NNW-2.1.B: Redevelopment of Parcel 42***
The long-term vacant lots known as Parcel 42 at the intersection of Rhode Island Avenue and 7th and R Streets NW represent an opportunity to add new affordable

housing units in the Shaw neighborhood. The District and the Zoning Commission should support redevelopment of the vacant lots at Square 442 and Lots 106 and 803 with a mixed-use project of up to 110 feet in building height, to include ground floor retail uses with both destination and neighborhood-serving retail; a residential component that maximizes affordability beyond the requirements of the Inclusionary Zoning Program; and publicly accessible open space on Lot 803 as per public input shared during the community engagement process for the redevelopment of the site. 2111.13

2111.14 ***Action NNW-2.1.C: Street Hierarchy and Public Realm***

Undertake the following actions to improve the public realm in the Shaw/Convention Center area:

- Develop, maintain, and enforce standards for residential and commercial streets that address sidewalks, tree boxes, and public rights-of-way;
- Improve the appearance of gateway intersections at New Jersey and Rhode Island Avenues NW, New Jersey and New York Avenues NW, Mount Vernon Square, 11th Street, and Massachusetts Avenue NW; and
- Explore the designation of P Street NW as a greenway and identify opportunities for connecting open spaces along the street. 2111.14

2111.15 ***Action NNW-2.1.D: Expiring Public Housing Contracts***

Implement the DC Housing Preservation Strike Force recommendations for expiring project-based public housing contracts within the Shaw area and beyond, recognizing the vulnerability of these units to conversion to market rate housing. Consider the redevelopment of these sites with mixed-income projects that include, at a minimum, an equivalent number of affordable units, additional market rate units, and measures to avoid displacement of on-site residents. 2111.15

2111.16 ***Action NNW-2.1.E: Former Shaw High School Site***

Complete redevelopment of the former Shaw Junior High School site for the renovated Benjamin Banneker Academic High School in alignment with DCPS strategic planning and capital funding availability. Continue to conduct engagement and analysis to identify any additional facility needs and programs on the DCPS and DPR portions of the site. 2111.16

2111.17 ***Action NNW-2.1.F: Mid-City East SAP***

Implement recommendations provided in the Mid-City East SAP. 2111.17

- 2111.18 *Action NNW-2.1.G: Mid-City East Livability Study*
Implement recommendations provided in the Mid-City East Livability Study.
2111.18
- 2112 NNW-2.2 Dupont Circle 2112**
- 2112.1 The general pattern of land use in Dupont Circle is well established. Future development in the area is managed by the area’s designation as a historic district and the application of the Dupont Circle zoning . The area is a sought-after residential neighborhood due to its proximity to downtown, restaurants and shopping, pedestrian-friendly streets, historic architecture, and diverse housing stock. Commercial and residential infill development and renovation are anticipated to continue, creating economic opportunities and concerns about the displacement of local services by national chains and regional-serving retail uses. The healthy mix of commercial and residential uses necessitates careful management and balance of public safety, and commercial noise to maintain a high quality of life. 2112.1
- 2112.2 ***Policy NNW-2.2.1: Maintaining Dupont Circle’s Residential Character***
Discourage the expansion of commercial uses into residential areas, while maintaining the Dupont Circle neighborhood as a primarily residential area. For the purposes of this policy, Dupont Circle shall be defined as the area generally bounded by Rock Creek Park on the west, 15th Street NW on the east, Massachusetts Avenue NW (east of Connecticut Avenue NW) and N Street NW (west of Connecticut Avenue NW) on the south, and Florida Avenue and U Street NW on the north. This area is shown on Map 21.1. 2112.2
- 2112.3 ***Policy NNW-2.2.2: Dupont Circle Building Design***
Use the following standards in evaluating new buildings and alterations in the Dupont Circle area:
- Encourage a scale of development compatible with the nature and character of the Dupont Circle area in height and bulk;
 - Encourage a general compatibility in the scale of new buildings with older low-scale buildings by enacting sensitive design and appropriate transitions;
 - Preclude demolitions or partial demolitions that would lead to an increase in height and floor area ratios inappropriate to the area;

- Enhance the residential character of the area by maintaining existing residential uses and controlling the scale, location, and density of commercial and residential development; and
- Ensure compatibility of development with the Comprehensive Plan, including District-wide goals to address the affordable housing need, by promoting increased housing opportunities. 2112.3

- 2112.4 ***Policy NNW-2.2.3: Q Street NW Plaza***
Maintain the Dupont Circle Q Street Metro entrance as a civic plaza that is compatible with the adjacent mixed-use neighborhood. Encourage the restoration of storefronts as active retail uses along Connecticut Avenue from Q Street NW to the Circle. 2112.4
- 2112.5 ***Policy NNW-2.2.4: Encourage the Development of Dupont Circle as a Neighborhood for All Ages and Families***
Encourage the development of the neighborhood to be welcoming of all people of all ages and all family types by making sure that new developments are designed for all age and economic demographics and that parks and public spaces are designed for the needs of older adults and families, as well as for younger residents. 2112.5
- 2112.7 ***Policy NNW-2.2.5: LGBTQ Cultural Hub***
Celebrate existing and new LGBTQ arts, cultural experiences, and history within Dupont Circle with placemaking and sustained, active programming in parks and community areas in the neighborhood. Leverage opportunities presented by Dupont Circle and the Dupont Underground and the future Connecticut Avenue Streetscape and Deck-Over Project. 2112.7
- 2112.8 ***Action NNW-2.2.A: Dupont Circle Zoning Expansion***
Consider expansion of Dupont Circle zoning to include the east side of the 18th Street commercial area (between S and U Streets) and the south side of U Street between 15th and h 18th Streets NW. 2112.8
- 2112.9 ***Action NNW-2.2.B: Connecticut Avenue Streetscape and Deck-Over Project***
Complete study of the of the Connecticut Avenue Streetscape and Deck-Over project over the north Connecticut Avenue NW underpass between Dupont Circle and Q Street NW. The new park should be designed as a neighborhood gathering point with green features and public art, so it may support programming and host events like the weekly farmers market. 2112.9

- 2112.10 ***Action NNW-2.2.C: Dupont Underground***
In line with the DC Cultural Plan premise that all infrastructure is a stage, continue supporting the use of the long-vacant underground trolley infrastructure under Dupont Circle for arts and community development activities like the community-led Dupont Underground space. 2112.10
- 2112.11 ***Action NNW-2.2.D: Streetscape Improvements Along Connecticut and Massachusetts Avenues NW***
Create new streetscapes along Connecticut and Massachusetts Avenues NW that maximize green space and outdoor seating where possible. 2112.11
- 2112.12 ***Action NNW-2.2.E: Expanded Recreation Center at Stead Park***
Create an expanded recreation center at Stead Park, which should include modern facilities to accommodate the growing needs of community programming for residents of all ages. The expanded recreation center should strive to receive certification as a net zero energy building, if possible, or a high-level green certification. 2112.12
- 2112.13 ***Action NNW-2.2.F: Improve Neighborhood Bike Lane Infrastructure***
Study the possibility of creating additional protected bike lanes in Dupont Circle, including on 17th and 18th Streets NW and Massachusetts Avenue NW. 2112.13
- See the Central Washington Element for additional information about the Lower 16th Street Area.*
- 2113 NNW-2.3 14th Street NW/Logan Circle 2113**
- 2113.1 The 14th Street NW corridor extending from Massachusetts Avenue north to S Street NW, and the adjacent area between 12th and 15th Streets NW, includes a wide range of residential development, from large historic mansions and row houses to high-rise apartment buildings. The southern part of this area along Massachusetts Avenue is one of the most densely developed areas in Washington, DC. Low-rise and garden apartments, including subsidized housing, have also been built within this area. The Logan Circle neighborhood includes numerous churches as well. The area's only larger-scale parks and open spaces are Logan Circle, which are owned and maintained by NPS, and the playing fields at Garrison Elementary School. 2113.1

- 2113.2 Major building renovation has been taking place in the Logan Circle area for more than two decades. The development of a Whole Foods supermarket on P Street just west of 14th Street NW in 2001 was a catalyst for revitalization, sparking additional commercial development on P Street NW, as well as the development of many large-scale residential projects in the vicinity. Other catalytic projects, like the Studio and Woolly Mammoth Theaters (which has relocated to Penn Quarter in 2004), have helped transform 14th Street NW from its former life as Washington, DC's Auto Row into a lively arts, restaurant, and loft district. The designation of the corridor as an Arts Zone district that includes incentives for arts-oriented businesses was an important factor in the transformation of the corridor into a hub for art galleries, theaters, and music venues. However, today's strong market is attracting retail and restaurants that are replacing arts-oriented businesses. 2113.2
- 2113.3 Current trends in Logan Circle are expected to continue into the future, with 14th Street emerging as an even stronger center for entertainment over the next decade. Additional restaurants, theaters, lofts, and apartments are encouraged on the blocks between Thomas Circle and U Street, creating a dynamic street environment that epitomizes the best qualities of urban living. Development on the corridor should be designed to minimize impacts on adjacent residential areas, adaptively reuse important historic structures, and preserve long-time neighborhood institutions like churches. 2113.3
- 2113.4 ***Policy NNW-2.3.1: 14th Street NW Arts District***
Promote and encourage the presence of the arts along 14th Street NW between M Street and Florida Avenue NW, and preserve and enhance the area's entertainment, arts, and architectural history. 2113.4
- 2113.5 ***Policy NNW-2.3.2: 14th Street NW Mixed-Use Development***
Promote the development of art galleries, lofts, and business incubators for the arts along 14th Street, along with the establishment of cultural facilities and street-level retail and neighborhood service uses, such as restaurants and local-serving professional offices. 2113.5
- 2113.6 ***Policy NNW-2.3.3: Public Realm***
Address public safety, urban design, and public space issues along 14th Street NW to foster a safe, attractive environment conducive to the arts and arts-related businesses. 2113.6

- 2113.7 ***Policy NNW-2.3.4: Lot Consolidation***
Encourage lot consolidation to address the many narrow commercial sites that exist along 14th Street NW to encourage suitable scale and massing and to improve conditions for new development along the corridor. 2113.7
- 2113.8 ***Policy NNW-2.3.5: Arts Funding***
Encourage programs that support arts and cultural activities and facilities along 14th Street NW . 2113.8
- 2114 NNW-2.4 Lower Georgetown 2114**
- 2114.1 At one time, the Foggy Bottom and Georgetown waterfronts included industrial uses, such as gas works, glass companies, breweries, and warehouses. Most of these buildings were removed long ago to make way for office, retail, parks, and residential development. Some have been adapted for contemporary mixed-use development. The waterfront has emerged as a major activity center, with new parkland west of the Washington Harbour complex. 2114.1
- 2114.2 In recent years, the extension of the waterfront park from Washington Harbour to the Key Bridge has created a new, popular regional public attraction for Georgetown, revitalizing a long-neglected portion of the riverfront. . 2114.2
- 2114.3 ***Policy NNW-2.4.1: Georgetown and Foggy Bottom Waterfront***
Provide a continuous linear park connection along the Potomac River waterfront in Georgetown and Foggy Bottom, including paths for pedestrians and bicyclists, fountains, seating areas, landscaping and open space, lighting, public access to the water, new non-motorized boating facilities, and fishing areas. Focus on improving safe pedestrian access routes to and from the John F. Kennedy Center for the Performing Arts, the Watergate Complex, and to and from the larger Foggy Bottom neighborhood. A long-range plan in partnership with federal agencies to re-urbanize and improve connections over Route 66 will be needed in order to truly reconnect Foggy Bottom to its riverfront and better use land. The plan should also take into account the area's potential flood vulnerability caused by climate change and sea level rise. 2114.3
- 2114.4 ***Policy NNW-2.4.2: Upper Potomac Waterfront***
Partner with NPS and other federal agencies to conserve open space along the Potomac waterfront and preserve the wooded and scenic qualities of the Potomac

Palisades and adjacent islands and shoreline. Be sensitive to the risks posed by climate change that increase flood risk along the river. 2114.4

2114.5 ***Policy NNW-2.4.3: Chesapeake & (C&O) Ohio Canal***
Support efforts by NPS and partners to restore, reimagine, and revitalize the C&O Canal National Historic Park. 2114.5

2114.6 ***Policy NNW-2.4.4: High-Capacity Transit Connections***
Explore multimodal options to improve high-capacity transit from Rosslyn, Virginia to Georgetown and from Georgetown to other parts of the District. 2114.6

2114.7 ***Policy NNW-2.4.5: Erosion and Bank Stabilization***
Work with NPS to stabilize the Potomac River's banks, clean tidal flat areas, and reduce erosion along the Potomac shoreline and along Rock Creek. 2114.7

2114.8 ***Action NNW-2.4.A: West Heating Plant***
Support redevelopment of the West Heating Plant to include residential uses and a publicly accessible park with pedestrian and bicycle connections to Rock Creek Park and the C&O Canal National Historical Park. The connectivity should foster travel from those parks and trails to Georgetown and points south. Work with NPS to widen the bike/pedestrian path beside the Rock Creek Parkway to protect the safety of its many users. 2114.8

2115 NNW-2.5 Foggy Bottom/West End 2115

2115.1 Foggy Bottom is one of the District's oldest residential neighborhoods. It includes a mix of 19th century alley houses, small-scale townhouses, mid-rise apartments, and condominiums, as well as GW's campus and GW Hospital. Major federal uses, including the Department of State and the Kennedy Center, are located in the neighborhood, as well as major international institutions like the Pan American Health Organization. The neighborhood also includes Columbia Plaza and the Watergate, both mixed-use complexes that are predominantly residential. There are several hotels and office buildings in the area as well. 2115.1

2115.2 Starting with the planning and construction of the Whitehurst Freeway shortly after World War II, substantial parts of Foggy Bottom were lost to highway right-of-way. Highway construction followed the condemnation and demolition of large

areas of Foggy Bottom. This prompted the organizing of a grass-roots, anti-highway movement in Washington, DC and other US cities experiencing a similar level of urban demolition, which eventually helped end the highway building boom by the mid-1960s. The abrupt end to the building of urban highway systems left areas like Foggy Bottom with unfinished roads and ramps feeding into existing grids that were never designed to support highway-level traffic and with barriers bisecting the community and separating it from the Potomac River. 2115.2

2115.3 The neighborhood has a shortage of usable parkland. The Potomac Freeway along the area's western boundary restricts access between the neighborhood, adjacent parkland, the waterfront, and the Kennedy Center. George Washington Circle provides a large, centrally located open space, but vehicular traffic around the circle makes it difficult to access. Rock Creek Park itself is accessible from Virginia and Pennsylvania Avenues but is otherwise cut off from the area by the freeway. 2115.3

2115.4 The heart of the neighborhood, including the major concentration of 19th century townhouses, was designated a historic district in 1986. In 1992, the Foggy Bottom Overlay District (now the R-17 zone) was created to provide further conservation of the area and to maintain the residential development pattern. In 2014, the GW/Old West End historic district was established in the heart of the campus and some of the surrounding area, formerly known as West End. 2115.4

2115.5 The current West End, just north of Foggy Bottom, is a former industrial and residential area that has been undergoing major change since the late 1970s. The area was rezoned in 1975 to encourage mixed-use development. Since that time, there has been major office, hotel, residential, and creative mixed-use, public-private partnership development, including a new library with eight stories of residences above and a number of affordable units. Very few vacant sites remain. The opportunity remains to enhance the M Street NW corridor between Georgetown and Connecticut Avenue NW and to strengthen the Pennsylvania Avenue NW corridor, which currently defines the edge between Foggy Bottom and West End. 2115.5

2115.6 The expansion of GW has been an ongoing issue of significant concern in Foggy Bottom and West End, with neighbors expressing unease about the loss of housing stock and the changing character of the community. Continued commercial, hotel, and institutional expansion, coupled with increased regional

commuter traffic, has caused traffic, parking problems, and concerns about air quality and disruption of the quality of life. On the other hand, GW has also been an engine of economic, social, and cultural growth for the community by revitalizing the retail and food offerings in the area, and providing medical services. Pursuant to the 2007 Foggy Bottom Campus Plan, the university committed to develop its academic programs in the area within its boundaries and to discontinue off-campus undergraduate housing facilities. The objectives for land use decisions in the Foggy Bottom/West End area are to conserve and enhance the existing residential neighborhood, maintain and improve existing parkland and access to it, and balance the needs of local residents with the needs of the university to carry out its academic mission. Efforts should continue to retain the residential balance of the area, ensure adherence to the campus plan, and proactively address neighborhood and university concerns. 2115.6

2115.7 The area includes the Foggy Bottom/GW Metro station, one of the busiest stations in the Metrorail system, which has only one entrance/exit. A second entrance would be desirable and is encouraged in the future. 2115.7

2115.8 ***Policy NNW-2.5.1: GW/Foggy Bottom Coordination***
Encourage continued efforts to improve communication and coordination between GW and the Foggy Bottom and West End communities. Campus plans for the university must demonstrate how the university can manage its academic mission within applicable limits for both campus development and enrollment. These efforts should preserve the residential character of Foggy Bottom while contributing to the cultural and physical diversity of the community. 2115.8

2115.9 ***Policy NNW-2.5.2: Student Housing and Parking Issues***
Support continued efforts by GW to place students in residential facilities within the campus boundaries or at the Mount Vernon campus to alleviate pressure on the housing stock in Foggy Bottom/West End and to develop transportation demand management programs and facilities that reduce parking problems on residential streets in the campus area. 2115.9

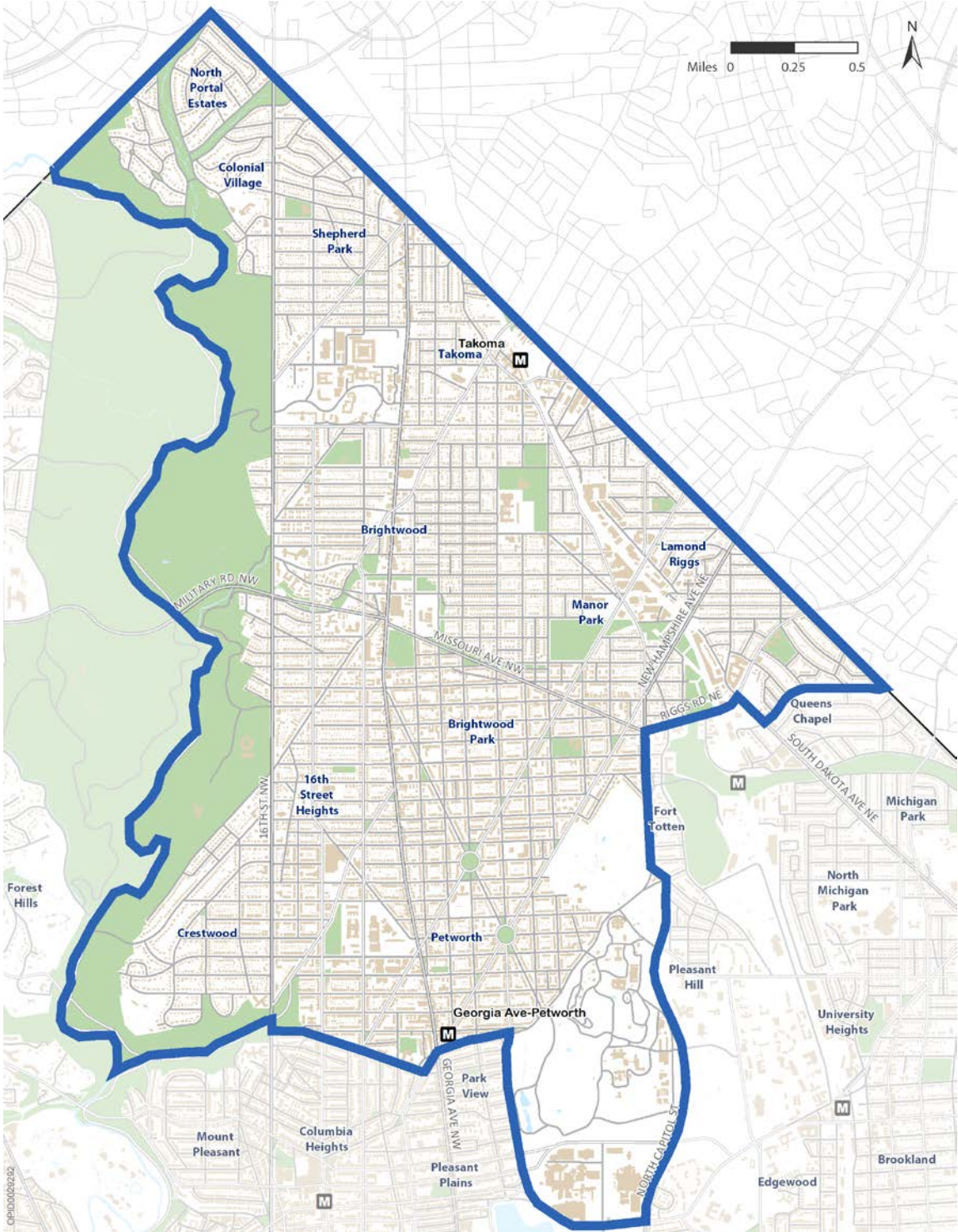
2115.10 ***Policy NNW-2.5.3: GW Building Intensity***
As approved in the 2007 Foggy Bottom Campus Plan, increase density on the existing GW campus to accommodate future space and facility needs (as measured by the enrollment, staff, and faculty limits set in the approved plan). Take steps to avoid sharp contrasts in height and bulk between the campus

and the surrounding community to mitigate the effects of increased traffic, parking, and other impacts. 2115.10

- 2115.11 ***Policy NNW-2.5.4: West End/Foggy Bottom Parkland***
Maximize the benefits of all parks and open spaces in this area, including George Washington Circle, Juarez Circle, and adjacent open space islands: Rock Creek Park, Rock Creek, and the Potomac Parkway. The publicly-owned land between M Street and Virginia Avenue NW and 26th and 29th Streets NW, which includes both federally and District-owned land, shall be part of a larger study on open space accessibility, transportation infrastructure reconfiguration, urban fabric reconnectedness for Foggy Bottom. 2115.11
- 2115.12 ***Policy NNW-2.5.5: Study Potential for Removing Highway Infrastructure in Foggy Bottom***
Study the feasibility of improving Foggy Bottom and West End's access to the Potomac River, including the E Street NW corridor and the connection to Whitehurst Freeway, and existing park land, and create new open space and new development parcels by reconfiguring existing transportation infrastructure. Reconnecting to the District grid is essential for improving neighborhood connectivity and to support desirable enhanced transportation, improved park accessibility, affordable housing, and neighborhood-oriented development. 2115.12
- 2115.13 ***Action NNW-2.5.A: Foggy Bottom/West End Transportation Improvements***
Conduct studies and implement appropriate changes to improve access and circulation between, through, and around the Foggy Bottom and West End neighborhoods, respecting the L'Enfant Plan street grid, conserving Juarez Circle and other parklands as open space and better incorporating the transportation needs of various institutions and uses into the fabric of surrounding neighborhoods. 2115.13
- 2115.14 ***Action NNW-2.5.B: Washington Circle***
Design and implement pedestrian access improvements to Washington Circle's open space, such as removing fences and architectural barriers to the lawns. 2115.14
- 2115.15 ***Action NNW-2.5.C: Foggy Bottom River, Park, and Cultural Access Study***
Study the feasibility of reconfiguring existing highway infrastructure in Foggy Bottom so as to maximize the benefits and accessibility of the open space and

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parkland and maintain overall park space, reconnect the gaps in the street grid and urban fabric, create opportunities for affordable housing production, improve pedestrian and bike connections to and from Georgetown, the Kennedy Center, President's Park, National Mall, national parkland, and other attractions, and create new memorials, linear parks, and civic spaces. 2115.15



2200 Overview 2200

- 2200.1 The Rock Creek East Planning Area encompasses the 7.4 square miles located east of Rock Creek Park, north of Spring Road NW, and west of North Capitol Street and Riggs Road NW. Its boundaries are shown in the map at left. Most of this area has historically been in Ward 4, although in past and present , parts have been included in Ward 5. 2200.1
- 2200.2 Rock Creek East is a sought-after residential community containing many low- and moderate-density neighborhoods. Single-family communities like North Portal Estates, Colonial Village, Crestwood, Crestwood North, Carter Barron East, Shepherd Park, 16th Street Heights, and Takoma are known for their park-like ambiance, sense of community, open spaces, and family atmosphere. These neighborhoods house persons across the full income spectrum. Row house and semi-detached neighborhoods such as Lamond-Riggs, Brightwood, Brightwood Park, Petworth, and Manor Park have similar qualities. The major planning objective throughout the community is to conserve these traits as the housing stock matures and infill development occurs. 2200.2
- 2200.3 Georgia Avenue NW is the commercial heart of this Planning Area, with local shops and regional retail anchors that serve the adjacent neighborhoods and beyond. There are also small shopping districts in Takoma, near 14th Street and Colorado Avenue NW, along Kennedy Street NW, along Upshur Street NW, and along 14th Street NW between Allison and Decatur Streets NW. Major employment centers in the area include the Washington Hospital Complex, consisting of the Veterans Affairs Hospital, Medstar Washington Hospital Center, Children’s National Hospital, and the Armed Forces Retirement Home (AFRH). The possible reuse of a portion of the AFRH during the next 20 years presents an opportunity to integrate the long-isolated site into its adjacent growing and vibrant neighborhoods while strengthening functional and perceptual connections to the District. The site of the former Walter Reed Army Medical Center, which closed in 2011, is redeveloping into a mixed-use neighborhood that will one day become a major commercial and institutional employment center in the area. 2200.3
- 2200.4 Rock Creek East is served by two major transit hubs: the Takoma and the Georgia Avenue/Petworth Metrorail stations. Residents also use transit stations in adjacent Planning Areas, including Fort Totten, Columbia Heights, Van Ness/UDC, and Cleveland Park, as well as the Silver Spring Transit Center in Montgomery County, Maryland. Historically, the major circulation routes through the planning

area have been the north-south arterials leading out of downtown, such as 16th Street NW, 14th Street NW, Georgia Avenue NW (7th Street), New Hampshire Avenue NW, and North Capitol Street NW. East-west circulation is more limited. Missouri Avenue/Military Road NW is the major east-west street and one of the few that connects the neighborhoods east of Rock Creek Park with those to the west. 2200.4

2200.5 The community includes many important open spaces and natural resources, the most significant of which is Rock Creek Park itself. The park is a massive green space that provides opportunities for both passive and active recreation. It includes amenities, such as a golf course, Carter Barron Amphitheater, and tennis facilities that host professional tennis players from across the United States. There are also a number of neighborhood parks, some serving the dual function of being school recreation areas. Recreation centers have recently been built in Brightwood, Lamond, Takoma, and Petworth. The Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, also cross the area, providing a series of green spaces from Rock Creek to Fort Totten and beyond. Rock Creek Cemetery, the oldest cemetery in Washington, DC is also located here. 2200.5

2200.6 Rock Creek East has a vibrant sense of community , due in part to a well-organized network of community associations, places of worship, and interest groups. Committed and established neighborhood groups and civic associations in Shepherd Park, Brightwood, South Manor Park, Crestwood, Lamond-Riggs, Carter Barron East, 14th Street, Sixteenth Street Heights, and Takoma have been bolstered in recent years by newly formed community organizations in Petworth and on Kennedy Street, founding events like Celebrate Petworth and the Kennedy Street Festival. Farmers markets are hosted in Petworth, Takoma, and 14th Street Heights. 2200.6

2200.7 The future of the Planning Area's evolution holds a number of land use and community development challenges and opportunities. Public schools are being renovated, while public charter schools are locating or expanding in Rock Creek East. Georgia Avenue NW continues to have high commercial vacancy rates, aesthetic issues, parking problems, and land use conflicts where commercial businesses abut low-density housing. While attracting new businesses to the avenue is a high priority, helping existing businesses thrive is also important. In Takoma, there are issues related to the impacts of infill development around the Metro station. The CSX rail corridor in Manor Park and Lamond-Riggs continues

to support industrial land uses, sometimes without sufficient buffering for adjacent residential areas. However, new zoning regulations passed in 2016 address additional buffers for industrial or production, distribution, and repair (PDR) uses. The ongoing redevelopment of the Walter Reed campus will bring new jobs, amenities, and residents, contributing to the growth of upper Georgia Avenue NW while responding to the needs of the surrounding community. As noted above, portions of the AFRH may be developed in the coming years, which presents the opportunity to improve multimodal crosstown mobility, open up publicly accessible green space, convert historic assets into new amenities, and provide new housing options to meet Washington, DC's growing demand. .
2200.7

2200.8 Rock Creek East also faces the challenge of retaining its economic and social diversity in the face of rising housing costs. Appreciation of single-family home prices in the Petworth and Brightwood neighborhoods was among the fastest in the District between 2006 and 2016 Many apartments in areas like Brightwood and Brightwood Park have been converted to condominiums. The increase in housing costs has made the area much less affordable for Rock Creek East's moderate-income families and for its large population of low- and moderate-income older adults. On the other hand, demographic changes are making the area more ethnically diverse than it used to be. The area's Hispanic/Latino population has continued to increase since 2000, accounting for over 20 percent of residents in 2015. 2200.8

2200.9 Looking to the future, residents seek to retain the residential character, appearance, and historic continuity of their neighborhoods. Sustaining these qualities has resulted in plans and development that are carefully and strategically directed to accommodate growth. At the same time, plans also seek to conserve neighborhoods, enhance environmental quality, provide an effective transportation network, improve health care and educational services, reduce crime, upgrade public facilities and infrastructure, and expand housing choices.
2200.9

2201 History 2201

2201.1 European settlement in the Rock Creek East Planning Area dates back to 1712, when St. Paul's Episcopal Church was sited in the area. Rock Creek Cemetery was established in 1719. The area initially developed as a result of the presence of

underground springs and the area's popularity for recreational horse racing in the early to mid-1800s. Brightwood Turnpike, later renamed Georgia Avenue, was built in 1819 and served as a major route for race patrons and agricultural commerce between Maryland and Downtown Washington, DC. During the Civil War, Fort Totten, Fort Slocum, and Fort Stevens were developed to defend the capital from attack. Fort Stevens was the site of Civil War combat in 1864, a battle that gained notoriety as the only military action in which a sitting U.S. president came under fire from an enemy force. All three of the forts are now part of the National Park Service's (NPS) Fort Circle Parks, and the Battleground National Cemetery on Georgia Avenue NW is listed in the DC Inventory of Historic Sites and National Register of Historic Places. 2201.1

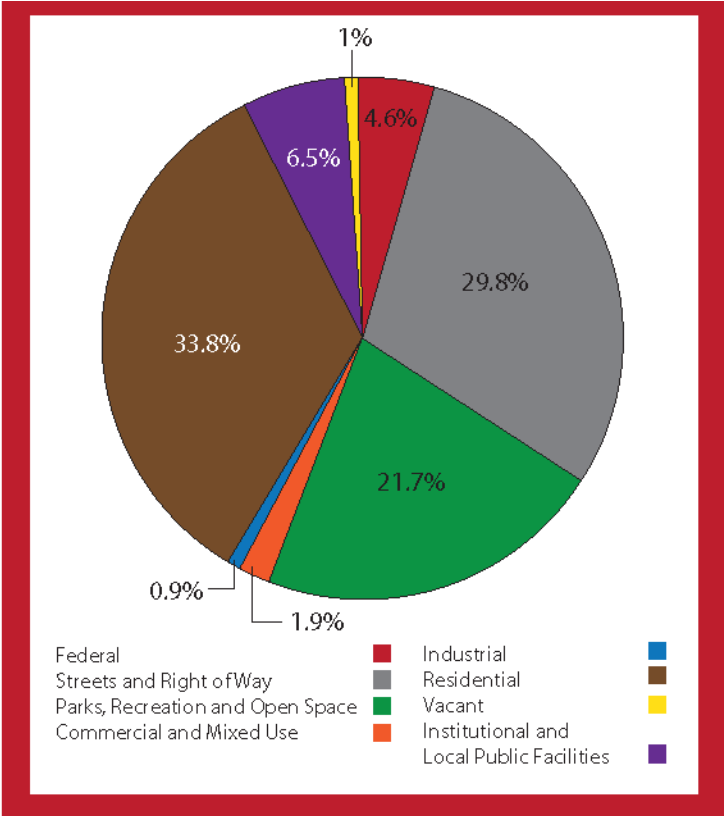
- 2201.2 Following the Civil War, development in the area increased, especially along Georgia Avenue and Military Road. Farms, estates, and summer homes were the first housing types to be developed. Toward the end of the 19th century, Brightwood became a suburban village where high-income families lived on large estates. As further development occurred, Brightwood was subdivided into the neighborhoods that we know today as Petworth, Brightwood Park, Brightwood, and Lamond. 2201.2
- 2201.3 On the northeast edge of Brightwood, Takoma Park was founded by Benjamin Gilbert in the early 1880s and developed around the Brightwood railroad station (later renamed Takoma Park station) near Fourth Street and Blair Road. Many of its spacious wood-frame bungalows and Victorian homes remain today, and much of the neighborhood is a designated historic district. 2201.3
- 2201.4 Federal facilities also shaped the growth of Rock Creek East. Chief among them were the AFRH, established in 1851 near Rock Creek Church Road, and Walter Reed Army Medical Center, built in 1909 on Georgia Avenue and now designated a historic district. Walter Reed's development sparked residential and commercial development in surrounding areas. For example, the Shepherd Estate north of Walter Reed was subdivided in 1911 and developed as Shepherd Park during the 1910s. Shepherd Park initially was developed with restrictive covenants that excluded Black and Jewish residents from the community. However, by the 1960s, the neighborhood was the heart of the District's Jewish community, and today it is one of the most racially diverse neighborhoods in Washington, DC. 2201.4

2201.5 The racial composition of Rock Creek East shifted during the 1950s and 1960s. The area was predominantly white prior to 1950, but by 1970 it was predominantly Black. The area became a desirable neighborhood for upper-middle and middle-income Black professional families, and the stately homes and subdivisions along 16th Street developed a cachet as Washington’s Gold Coast. Racial composition remained fairly constant during the 1970s and 1980s but became more diverse during the 1990s as the number of Hispanic/Latino residents increased, and the shares of white and Asian residents, respectively, nearly doubled between 2000 and 2015. 2201.5

2202 Land Use 2202

2202.1 Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not actual changes in land use. Land use statistics for this Planning Area appear in Figure 22.1. Rock Creek East comprises about 4,800 acres, or about 12 percent of the District’s land area. 2202.1

2202.2 Figure 22.1: Land Use Composition in Rock Creek East 2202.2



2202.3 The largest single land use in the Planning Area is residential, representing about 34 percent of the total area. Of the 2,126 acres of residential land in Rock Creek East, over 90 percent consists of single-family homes, row houses, and garden apartments. The lowest density areas are located west of 16th Street NW and in the Takoma and Shepherd Park areas. Concentrations of more dense housing exist in Brightwood, Brightwood Park, and Petworth. . 2202.3

2202.4 Commercial, mixed-use, and industrial uses make up under three percent of the Planning Area. Most of this land consists of retail and service businesses along Georgia Avenue and Kennedy Street NW, and in smaller commercial districts like Takoma and Central 14th Street NW . Accounting for less than one percent of the total area, industrial areas total less than 41 acres and are located along the Metrorail/CSX tracks, generally following Blair Road NW. There are also light industrial uses between Taylor and Upshur Streets NW on the northwest edge of Petworth. 2202.4

2202.5 Parks, recreation, and open space comprise about 22 percent of the Planning Area. Most of this acreage is associated with Rock Creek Park and its stream valleys. The vast majority of the open space in the Planning Area is owned and operated by the NPS. Non-park federal properties comprise about five percent of the Planning Area. Almost all of this acreage is associated with the former Walter Reed site and the AFRH. Public facilities and institutional uses each represent about three percent of the Planning Area. 2202.5

2202.6 One of the largest land uses in the Planning Area is streets. Transportation rights-of-way, including rail, roads, medians, alleys, traffic islands, and sidewalks, comprise 29 percent of Rock Creek East. There are only 47 acres of vacant land in the Planning Area, representing one percent of the total area. 2202.6

2203 Demographics 2203

2203.1 Basic demographic data for Rock Creek East is shown in Figure 22.2. In 2017, the area had a population of 77,017, or about 11 percent of the city's total. Since 2000, there was an increase in the population by nearly 10,000 people, mostly occurring between 2010 and 2017. 2203.1

2203.2 Approximately 59.3 percent of the Area's residents were Black in 2017, which is higher than the District-wide total of 47.7 percent but lower than the percentage of Black residents in Rock Creek East in 2000 (77.5 percent). During this time, the number of Black residents in the Area declined to 45,694 in 2017. The number of white residents more than doubled from 6,891 to 17,241 between 2000 and 2017, and by 2017 represented 22.4 percent of the Rock Creek East Planning Area. There was a large increase in the Hispanic/Latino population between 2000 and 2017; persons of Hispanic/Latino origin now represent 20.3 percent of the area's population, double the average for the District as a whole. The percentage of foreign-born residents is also much higher than the District-wide total at 23 percent, which also increased from 2000 to 2017. 2203.2

2203.3 Relative to the District as a whole, the Area has higher percentages of children and older adults. About 19.3 percent of the residents were under 18, compared to a District-wide total of 17.6 percent. About 14.3 percent were 65 and over, compared to the District-wide total of 11.9 percent. 2203.3

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2203.4 Figure 22.2: Rock Creek East at a Glance 2203.4

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	67,188	68,814	77,017	83,477	97,141	106,319
Households	26,252	26,968	28,008	30,671	35,656	37,638
Household Population	65,779	67,968	75,985	81,800	95,048	103,996
Persons Per Household	2.51	2.52	2.71	2.67	2.67	2.76
Jobs	23,129	33,871	35,371	37,577	42,005	44,924
Density (persons per sq mile)	9,079	9,299	10,408	11,281	13,127	14,367
Land Area (square miles)	7.4	7.4	7.4	7.4	7.4	7.4

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	13,953	20.8%	14,848	19.3%	17.6%
18-64	41,864	62.3%	51,161	66.4%	70.6%
18-34	14,609	21.7%	18,924	24.6%	34.6%
35-64	27,255	40.6%	32,237	41.9%	35.9%
65 and over	11,371	16.9%	11,008	14.3%	11.9%
Residents Below Poverty Level	8,645	13.0%	9,297	12.2%	17.4%
Racial Composition					
White	6,891	10.4%	17,241	22.4%	40.7%
Black	51,422	77.5%	45,694	59.3%	47.7%
Native American	245	0.4%	298	0.4%	0.3%
Asian/Pacific Islander	666	1.0%	1,757	2.3%	3.8%
Other	4,843	7.3%	9,912	12.9%	4.6%
Multi-Racial	2,280	3.4%	2,115	2.7%	2.9%
Hispanic Origin	8,850	13.3%	15,657	20.3%	10.7%
Foreign-Born Residents	12,174	18.3%	17,746	23.0%	14.0%
Tenure					
Owner Households	15,208	58.6%	15,735	56.2%	41.7%
Renter Households	10,746	41.4%	12,273	43.8%	58.3%
Housing Occupancy					
Occupied Units	25,954	93.1%	28,008	91.7%	90.2%
Vacant Units	1,922	6.9%	2,521	8.3%	9.8%

Housing by Unit Type					
1-unit, detached	6,613	23.7%	6,297	20.6%	11.9%
1-unit, attached	10,860	39.0%	11,439	37.5%	25.1%
2-4 units	2,060	7.4%	2,615	8.6%	10.3%
5-9 units	971	3.5%	893	2.9%	6.8%
10-19 units	2,199	7.9%	2,698	8.8%	10.5%
20 or more	5,149	18.4%	6,586	21.6%	35.4%
Mobile/other	24	0.1%	0	0.0%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

2204 Housing Characteristics 2204

2204.1 About 58 percent of the housing units in Rock Creek East are single-family homes, compared to 37 percent District-wide. In 2017, 20.6 percent of the area’s homes were single-family detached units and 37.5 percent were single-family attached units (row houses and townhouses). Only 21.6 percent of the area’s housing stock consists of multi-family buildings of 20 units or more, compared to 35.4 percent for the District as a whole. 2204.1

2204.2 The home ownership rate in Rock Creek East is higher than in the District as a whole. The 2017 Census reported that 56.2 percent of the households in the Planning Area were homeowners (compared to 41.7 percent in the District) and 43.8 percent were renters (compared to 58.3 percent in the District). 2204.2

2205 Income and Employment 2205

2205.1 Data from the District Department of Employment Services (DOES) and the Office of Planning (OP) indicates there were 35,141 jobs in Rock Creek East in 2015 , primarily in health care, local-serving businesses, public schools, and government. This represents four percent of the city’s job base. The largest employment centers are hospitals, including the Washington Hospital Center, the National Rehabilitation Hospital, Children’s National Medical Center, and the VA Medical Center. . 2205.1

2205.2 The Planning Area’s median household income was \$73,464 in 2017, which was slightly lower than the District-wide median of \$77,649. Approximately 12 percent of the area’s residents were below the federal poverty line. This is below the District-wide total of 17.4 percent. 2205.2

2206 Projections 2206

2206.1 Based on land availability, planning policies, and regional growth trends, Rock Creek East is projected to experience growth between 2017 and 2045. An increase of about 9,600 households is projected, with the Planning Area reaching 37,600 households by 2045. Population is projected to grow by 37.6 percent , reaching approximately 106,000 in 2045. The population forecasts presume the redevelopment of portions of the AFRH, accounting for more than one-third of the total for the Planning Area. Most of the remaining growth is projected to occur along Georgia Avenue NW, near the Metro stations in Takoma and Petworth, and at the former Walter Reed Army Medical Center (WRAMC) site, compatible with the adopted Small Area Plans for each location. 2206.1

2206.2 The number of jobs is expected to increase from about 35,141 in 2015 to 44,924 in 2045. Employment growth is anticipated throughout the area, with notable growth at the former WRAMC site, the Washington Hospital Complex, the AFRH redevelopment site, and other established business districts in the Planning Area. 2206.2

2207 Planning and Development Priorities 22072207.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 2207.1

2207.2 Three Comprehensive Plan workshops took place in Rock Creek East during the Comprehensive Plan revision. These meetings provided an opportunity for residents to discuss neighborhood planning issues, as well as District-wide issues. The Advisory Neighborhood Commissions (ANCs) and several civic associations were briefed on the Comprehensive Plan, providing additional input. There were also many meetings in the community not directly connected to the Comprehensive Plan, but addressing long-range planning issues. These include Small Area Plan meetings for Takoma and Georgia Avenue/Petworth, as well as meetings on the Great Streets program, the District's Parks and Recreation Master Plan, and various transportation studies. 2207.2

2207.3 The community delivered several key messages during these meetings, summarized below:

- Land use planning for Rock Creek East should preserve and enhance the established neighborhoods for which the area is known. Residents at Comprehensive Plan meetings described their neighborhoods as parklike due to their tree cover, low densities, and proximity to Rock Creek Park. Apart of what creates the park-like ambiance is the large federal and institutional properties in the community. This is particularly true for Walter Reed Hospital and the Armed Forces Retirement Home, both of which may be redeveloped during the next two decades. Plans for these sites should make every effort possible to retain the open space, mature trees, and visual buffers that make these sites welcome neighbors in the community today. Residents at Comprehensive Plan meetings were also clear that design guidelines and zoning standards for these sites, and for other areas addressed by Small Area Plans, must be followed and enforced once they are prepared.
- While preserving established neighborhoods is a priority, Rock Creek East also recognizes the need to provide a variety of housing choices. This community has always taken pride in the fact that it is economically integrated, with housing options for older adults, lower-income households, young professionals, moderate-income families, and persons with disabilities, as well as high-income households. Appropriate sites for infill housing have been identified along Georgia Avenue NW, around the Takoma Metro station, between Upshur and Taylor Streets NW near 14th Street NW, along Kennedy Street, NW and on a limited number of other properties in the community. Development on these sites should be in keeping with the scale of the surrounding community, provide ample green space, address parking and traffic issues, upgrade infrastructure where needed, and serve a variety of incomes. Existing housing should continue to be renovated and rehabilitated, with programs to assist older adults and low-income residents and avoid displacement.
- Neighborhood-serving commercial facilities need to be upgraded and expanded throughout the Planning Area. Some of the commercial areas have experienced decades of declining activity. Small Area Plans for Takoma and Georgia Avenue NW have focused on ways to improve the future viability of the local business districts in each area and attract investment that better meets the needs of residents, businesses, and property owners. Similar attention should be given to Kennedy Street NW, and to the Riggs Road Center in the

adjacent Upper Northeast Planning Area. Much of the area continues to be underserved by basic consumer services like banks, hardware stores, and sit-down restaurants. Rather than siting these uses in long auto-oriented strips, future development should emphasize pedestrian-oriented centers. The community also expressed a strong preference for neighborhood-serving, rather than regional commercial uses. Such uses should be complementary to the low scale of existing development, and should enhance neighborhood identity through façade improvements, landscaping, signage, and lighting. Urban design excellence should be a very high priority.

- As neighborhood commercial areas are upgraded, the potential for conflicts due to traffic, noise, litter, and other environmental impacts must be recognized and proactively addressed. In addition, conflicts caused by existing commercial and industrial uses in the community need to be addressed more effectively. This is particularly true in Petworth (along Georgia Avenue NW) and in Takoma and Lamond-Riggs near the CSX railroad tracks. For years, these neighborhoods have dealt with semi-industrial uses such as auto repair shops, bus storage, maintenance yards, and distribution centers, and in some cases immediately adjacent to single-family homes. These uses are important to the District and provide jobs and needed community services for Rock Creek East residents. But they also generate truck traffic, fumes, odors, noise, and vibration, often without buffering. Over the next 20 years, steps should be taken to reduce the land use conflicts and unappealing visual elements associated with industrial uses in such locations as Blair Road NW, Chillum Place NW, and Upshur Street NW. In a few cases, this may mean phasing out industrial and heavy commercial uses and replacing them with housing or mixed uses.
- Residents of Rock Creek East have expressed concerns about the growth of particular land uses, including group homes, places of worship, and related facilities such as day care centers and social service centers. The Planning Area's inventory of large homes, many located on major transit lines, has made it an appealing choice for social service providers and community-based residential facilities. Issues relating to safety, parking, and neighborhood character have been raised, particularly in areas where group homes are clustered. Residents seek a stronger role in decisions on the siting and management of such facilities, and desire increased coordination with group home operators. There are also issues connected to code enforcement, related not only to housing for persons with disabilities, but also to broader issues such as unpermitted construction and vacant or abandoned properties.

- Growth and development in neighboring jurisdictions particularly affects Rock Creek East. This is most apparent along Eastern Avenue NW in Shepherd Park, where tall condominiums in Silver Spring, Maryland face single-family homes in the District. The revitalization of Downtown Silver Spring has provided new shopping, entertainment, and dining options for area residents, but has also siphoned away some of the District's retail potential and brought traffic to Shepherd Park. Takoma Park, Maryland is experiencing more modest growth near its border with the District. Regardless of location, it is important to ensure that neither jurisdiction bears an undue share of the impacts of growth related to traffic congestion and parking needs. Coordination between the District and Maryland is essential to preserving community stability. Coordination should also emphasize improvement of gateways into the city at New Hampshire Avenue NW, Georgia Avenue NW, and 16th Street NW. These entries provide first impressions for residents on both sides of the border, and do not convey as positive of an image of Washington, DC as they could.
- The transportation system should be designed so that residents can easily travel between home, work, school, shopping, and public facilities. Right now, the network is designed to facilitate north-south circulation (between downtown and Maryland), but east-west circulation is problematic. Improvements are needed to reduce traffic congestion and address safety concerns, particularly on Blair Road NW in Takoma, Georgia Avenue NW and Missouri Avenue NW in Brightwood, and Riggs Road NW in Lamond-Riggs. Better transportation to the west side of Rock Creek Park is also needed, as many residents travel in this direction to access schools, shopping, and Metrorail. Parts of Rock Creek East are more than one mile from Metrorail stations and need better, more reliable bus and bicycle connections. On the other hand, it should also be recognized that auto ownership is higher in Rock Creek East than it is in most other parts of Washington, DC. Transit is not a practical option for everyone, and adequate parking should be provided as development occurs. This was a clear message provided by many Comprehensive Plan participants in the area. The safety of pedestrians and bicyclists is also an issue in many neighborhoods and at many intersections. New traffic management measures, including street design changes, should be explored to better regulate traffic volume and flow, particularly where major development is proposed. Such changes have already been made to 16th Street NW and will need to be explored along Georgia Avenue NW as plans for Bus Rapid Transit along the avenue move forward.

- A high priority should be placed on upgrading public services and facilities. The community has more recreation centers per capita than most parts of the District, but these facilities are not evenly distributed. Neighborhoods in the northern part of the Planning Area do not have a full-scale recreation center, while areas like Brightwood Park and Petworth are lacking facilities such as athletic fields and tennis courts. The new Takoma, Lamond, and Emery Recreation Centers are important additions, but maintenance of the parks themselves continues to be a concern. The Fourth District Police Headquarters is on Georgia Avenue NW, and there are fire stations in Petworth and Brightwood Park, but areas like North Portal and Colonial Village are several miles from the nearest station. Public libraries and schools in the community are in need of modernization. The community has the largest concentration of hospitals in the city, but they are clustered in the southern part of the Planning Area, with no facilities in the north. The new wellness center on Kennedy Street NW will provide a much-needed facility in a community where nearly one in five residents is over 65.
- Important historic resources in the Planning Area should be recognized and preserved. The Fort Circle Parks are a resource of national importance, yet their significance is unknown even to many District residents. Additional interpretive facilities are needed, and the integrity and historic context of the parks themselves should be protected. The Takoma Historic District helps conserve the homes known for their architecture, as well as the small-town architecture of Takoma; however, other older neighborhoods and structures are not similarly preserved under historic designations. Important architectural resources like the Wardman row houses of Brightwood, the older homes of 16th Street, and the legacy of early 20th century commercial buildings along Georgia Avenue NW remain vulnerable to demolition or unsympathetic alteration. Additional properties in the Planning Area may merit designation as historic landmarks or districts. Plans for neighborhood heritage trails in Brightwood and elsewhere will help preserve Rock Creek East's legacy in the future.
- The Georgia Avenue NW corridor remains a source of great interest and hope, as well as poses challenges for the community. In March 2005, the entire 5.6-mile corridor was designated as one of the District's six Great Streets to be targeted for reinvestment. Participants in Comprehensive Plan meetings noted some positive signs, while focused on the work yet to be done. One issue raised was the limited demand for the avenue's small, narrow storefront spaces (with no off-street parking), and the need to concentrate retail at key nodes rather than in a continuous strip. Additional programs and investments

are needed to assist businesses, attract the desired mix of retail, resolve traffic problems, address problematic land uses, and provide appropriately designed infill housing for older adults and others. Transit plans for the corridor were the subject of much discussion during the Comprehensive Plan process, with concerns expressed about impacts on parking and congestion. The link between plans for Upper Georgia Avenue NW and plans for Walter Reed Hospital also was raised. Regardless of what happens on the hospital site, change should be leveraged to achieve positive results for Georgia Avenue NW and the neighborhoods around it. 2207.3

2208 RCE-1.1 Guiding Growth and Neighborhood Conservation 2208

2208.1 The following general policies and actions should guide growth and neighborhood conservation decisions in the Rock Creek East Planning Area. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 2208.1

2208.2 ***Policy RCE-1.1.1: Strengthening Lower Density Neighborhoods***
Maintain and strengthen the neighborhoods of the Rock Creek East Planning Area while providing new housing opportunities for a range of incomes and household sizes. Any new development in the Planning Area should be attractively designed and should contribute to the community’s physical characteristics. 2208.2

2208.3 ***Policy RCE-1.1.2: Design Compatibility***
Ensure that renovations, additions, and new construction in the area’s low-density neighborhoods respect the scale and densities of adjacent properties, provide new housing opportunities, and preserve parklike qualities, such as dense tree cover and open space. 2208.3

See the Urban Design Element for additional policies on compatible building design and the Land Use Element for additional guidance on infill development.

2208.4 ***Policy RCE-1.1.3: Directing Growth***
Concentrate economic development activity, employment growth, and new housing, including affordable housing, in Rock Creek East around the Georgia Avenue-Petworth and Takoma Metro station areas, along the Georgia Avenue NW corridor, along Kennedy Street NW, at key nodes along 14th Street NW, at the former WRAMC site, and at the AFRH site. Provide improved pedestrian,

transit, and bicycle access to these areas, and improve their visual and urban design qualities to create a unique destination for the local community to enjoy. 2208.4

2208.5 ***Policy RCE-1.1.4: Neighborhood Shopping Areas***

Maintain and encourage the development of multi-use neighborhood shopping and services in those areas designated for commercial or mixed-uses . 2208.5

Please consult the Land Use Element for policies addressing commercial development impacts.

2208.6 ***Policy RCE-1.1.5: Housing Renovation***

Strongly encourage the rehabilitation and renovation of existing housing in Rock Creek East, taking steps to keep housing affordable for current and future residents with a range of ages and household sizes. 2208.6

2208.7 ***Policy RCE-1.1.6: Development of New Housing***

Encourage the retention of existing public housing units within the Rock Creek East Planning Area, along with other measures to increase housing choices and improve housing affordability for area residents. This should include the production of new housing for a mix of incomes and household sizes along Georgia Avenue NW, and the encouragement of mixed-income housing in the industrially zoned area west of Georgia Avenue between Upshur and Shepherd Streets NW, and on District-owned land along Spring Road near the Georgia Avenue-Petworth Metro station. A particular emphasis should be placed on providing affordable housing for older adults and families. 2208.7

2208.8 ***Policy RCE-1.1.7: Cross Jurisdictional Coordination***

Work closely with the Maryland National Capital Parks and Planning Commission (MNCPPC) and the City of Takoma Park to guide development, including retail, traffic management, and other planning issues along the Maryland/District line, especially at the gateway areas along Eastern Avenue at 16th Street NW and Georgia and New Hampshire Avenues NW. 2208.8

2208.9 ***Policy RCE-1.1.8: Industrial Zone Buffering***

Provide improved buffering and screening along the interface between residential areas and industrial areas, especially along Blair Road NW, Chillum Place NW, and the CSX/Metrorail corridor. To protect nearby neighborhoods from noise and

other industrial impacts, the expansion of industrial uses should be limited to areas designated for PDR. 2208.9

- 2208.10 ***Policy RCE-1.1.9: Traffic Management Strategies***
Establish traffic management strategies to keep through-traffic on major arterials, separate local traffic from commuter traffic, and keep trucks off residential streets. These strategies should include improvements to public transit, , bicycle lanes, and sidewalks, as well as measures to coordinate traffic signal timing and improve traffic flow. Particular focus should be given to Georgia Avenue, North Capitol Street, Blair Road, 14th Street, 16th Street, Missouri Avenue, New Hampshire Avenue, Kennedy Street, Chillum Place, and Piney Branch Road NW. 2208.10
- See also the Transportation Element for policies on transportation demand management, transit, bicycles, and pedestrians, including pedestrian safety.*
- 2208.11 ***Policy RCE-1.1.10: Parking For Neighborhood Retail Districts***
Discourage the use of retail business and municipal building parking lots for long-term commuter parking through more aggressive enforcement and the provision of other parking and transportation options. 2208.11
- 2208.12 ***Policy RCE-1.1.11: Transit Improvements***
Promote more efficient bus service in the Planning Area, with a particular emphasis on connecting residents and workers to the Metro stations, providing faster and more reliable service along Georgia Avenue NW, 14th Street NW, and 16th Street NW, and improving circulation between the east and west sides of Rock Creek Park. Explore ride-hailing services and micro-transit to supplement additional bus routes. 2208.12
- 2208.13 ***Policy RCE-1.1.12: Enforcement***
Mitigate traffic, parking, noise, and related safety problems that result from non-residential uses through strict enforcement of zoning, parking, and other municipal regulations. 2208.13
- 2208.14 ***Policy RCE-1.1.13: Vibrant Local Shopping Streets***
Encourage a vibrant mix of commercial businesses, including local retail options, to avoid excessive concentrations of liquor stores on local shopping streets. 2208.14

- 2208.15 ***Policy RCE-1.1.14: Livability in Rock Creek East***
Continue to evaluate transportation safety and comfort for all users of the street network and identify concrete actions to increase safe and accessible mobility options. 2208.15
- 2208.16 ***Policy RCE-1.1.15: Sustainable Development***
Integrate sustainability strategies at the site and project level in new developments in the Rock Creek East Planning Area. 2208.16
- 2208.17 ***Action RCE-1.1.A: Façade Improvements***
Implement urban design and façade improvements in the established commercial districts along Georgia Avenue NW, Kennedy Street NW, and 14th Street NW to enhance community identity. These improvements should be based on standards that can be enforced through city codes such as zoning and building regulations. 2208.17
- 2208.18 ***Action RCE-1.1.B: Improving Traffic Flow***
Improve traffic flow and safety through improved lighting, signage, pavement markings, traffic islands, truck route signs, and other transportation system management measures for Georgia Avenue NW, North Capitol Street NW, Missouri Avenue NW, the 4th/Blair Streets NW intersection, and New Hampshire Avenue NW. 2208.18
- 2209 RCE-1.2 Conserving and Enhancing Community Resources 2209**
- 2209.1 ***Policy RCE-1.2.1: Fort Stevens and Fort Slocum***
Maintain and improve the Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, especially Fort Stevens and Fort Slocum. The Fort Circle green spaces should be more effectively linked and commemorated, and conserved as an essential cultural, historical, recreational, aesthetic, and natural resource. 2209.1
- 2209.2 ***Policy RCE-1.2.2: Historic Resources***
Protect, preserve, and increase public awareness of buildings, facilities, and places of historic and archaeological significance in Rock Creek East, including Rock Creek Park, the Fort Circle Parks, the Lucinda Cady House, George Lightfoot House, Van View, Hampshire Gardens, Petworth Gardens, Rock Creek Parish Glebe, and the Takoma Park, Grant Circle, Walter Reed, AFRH, and Marjorie

Webster historic districts. Identify and increase awareness of other places of potential significance, and consider appropriate protections, incorporating the community's recommendations as part of the process. 2209.2

- 2209.3 ***Policy RCE-1.2.3: Rock Creek Park***
Improve multimodal access to Rock Creek Park by providing additional parking, public transit service, bicycle trails, wayfinding, and walking paths. Expand outdoor recreational activities at the park to better meet community needs. 2209.3
- 2209.4 ***Policy RCE-1.2.4: Erosion and Drainage***
Carefully assess the erosion and drainage impacts of existing and proposed development, particularly in the North Capitol/Rock Creek Church area, where flooding has been a problem . 2209.4
- 2209.5 ***Policy RCE-1.2.5: Small and Local Businesses***
Assist small and local businesses along Kennedy Street, Georgia Avenue, and other Rock Creek East commercial districts in providing neighborhood services and creating job opportunities for area residents. 2209.5
- 2209.6 ***Policy RCE-1.2.6: Multicultural Services***
Community services should be responsive to cultural changes in the Rock Creek East community, particularly the growing number of Latino residents in the Planning Area . 2209.6
- ~~2209.7 ***Policy RCE-1.2.7: Health Care Facilities for Special Needs Populations***
Provide additional facilities, services, and programs to meet the mental and physical health needs of Rock Creek East residents and to promote healthy aging.
2209.7~~
- 2209.~~7~~8 ***Policy RCE-1.2.8: Recreational Acreage***
Expand access to parkland in the southern part of the Planning Area (Petworth, Brightwood, and 16th Street Heights). The Parks and Recreation Master Plan identified these areas as being particularly deficient in parkland acreage. The opportunity for publicly accessible open space at the AFRH should be realized in the event the site is redeveloped. 2209.~~7~~8

- 2209.~~89~~ ***Policy RCE-1.2.9: Scenic Resource Protection***
Conserve and enhance the important scenic and visual resources of Rock Creek East, including the areas of the AFRH site and the Fort Circle Parks. Future development should be designed to highlight and respond to scenic assets.
2209.~~89~~
- 2209.~~940~~ ***Action RCE-1.2-A Rock Creek Park and Fort Circle Parks Coordination***
In collaboration with the NPS, explore the feasibility of developing additional community-serving recreational facilities at Rock Creek Park and within the Fort Circle Parks to increase recreational options, public safety, and community stewardship of these assets. All facilities should be consistent with the General Management Plans for these park areas. 2209.~~940~~
- 2209.~~1044~~ ***Action RCE-1.2.B: Historic Resource Recognition***
Document places of potential historic significance in the Rock Creek East Planning Area, with a priority on the Petworth, Brightwood, Crestwood, Crestwood North, 16th Street Heights, Shepherd Park, North Portal Estates, and Colonial Village areas. Identify appropriate preservation efforts for these places, using community recommendations and the Ward 4 Heritage Guide prepared by the DC Historic Preservation Office as part of the process. Consider expanding the Takoma Historic District to include appropriate structures and places. Identify significant historic anchors and architectural resources along the upper 16th Street corridor and evaluate properties meriting recognition through historic designation. Use other existing programs and mechanisms as needed to preserve and enhance neighborhood character. 2209.~~1044~~
- 2209.~~1142~~ ***Action RCE-1.2.C: Shepherd Park Recreation Center***
Determine the feasibility of developing a new recreation center that considers the needs of Shepherd Park, as well as the Walter Reed site and Colonial Village area. The Parks and Recreation Master Plan identified this area as needing additional recreation center space . 2209.~~1142~~
- 2209.~~1243~~ ***Action RCE-1.2.D: Metropolitan Branch Trail***
Complete the Metropolitan Branch Trail from Fort Totten to the Maryland border at Takoma, integrating it into planning for the broader neighborhood as a transportation asset and also for placemaking and economic development.
2209.~~1243~~

2209.13+4 **Action RCE-1.2.E: Gateway Thoroughfares**
 Enhance the defining characteristics of Georgia Avenue, 16th Street, and New Hampshire Avenue NW as gateway thoroughfares through Rock Creek East connecting with Maryland. The thoroughfares’ origins and purpose should define how public space and buildings along them enhance views toward important civic monuments and distant landmarks, create neighborhood-defining places, and complete Washington DC’s park and open space system. 2209.13+4

2210 RCE-2 Policy Focus Areas 2210

2210.1 The Comprehensive Plan has identified eight areas in Rock Creek East as Policy Focus Areas, indicating that they require a level of direction and guidance above that given in the prior section of this Area Element and in the Citywide Elements (see Map 22.1 and Figure 22.3). These eight areas are:

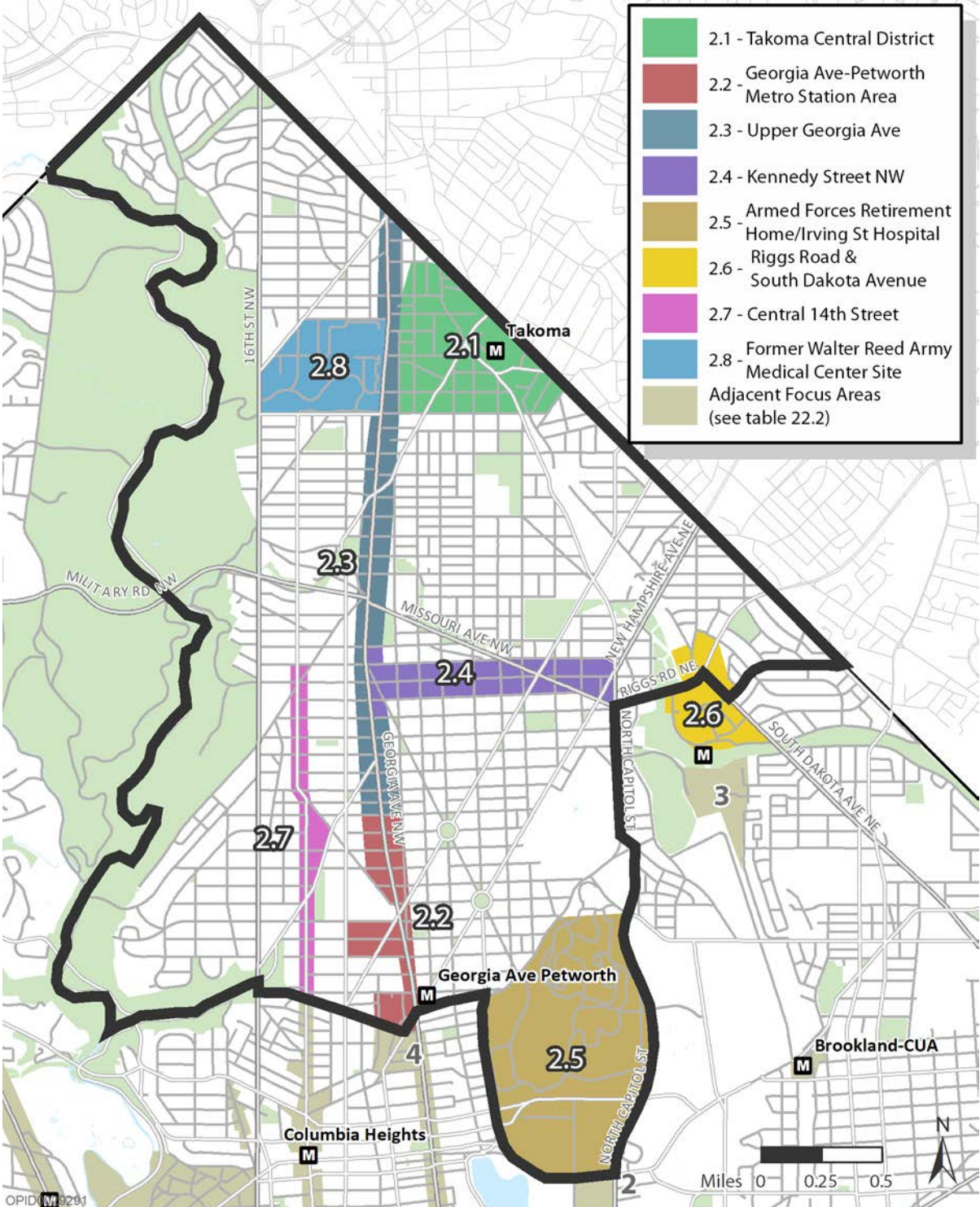
- Takoma Central District
- Georgia Avenue/Petworth Metro Station Area
- Upper Georgia Avenue/Walter Reed
- Kennedy Street NW
- Riggs Road and South Dakota Avenue
- Central 14th Street NW
- Walter Reed Army Medical Center Site
- Armed Forces Retirement Home/ Washington Hospital Complex 2210.1

2210.2 Figure 22.3: Policy Focus Areas Within and Adjacent to Rock Creek East 2210.2

Within Rock Creek East	
2.1	Takoma Central District
2.2	Georgia Avenue-Petworth Metro Station Area
2.3	Upper Georgia Avenue/Walter Reed
2.4	Kennedy Street NW
2.5	Riggs Road and South Dakota Avenue
2.6	Central 14 th Street NW
2.7	Walter Reed Army Medical Center Site

2.8	Armed Forces Retirement Home/ Washington Hospital Complex
Adjacent to Rock Creek East	
1	14 th Street/Columbia Heights
2	McMillan Sand Filtration Site
3	Fort Totten Metro Station
	Georgia Avenue Corridor

2210.3 Map 22.1: Rock Creek East Policy Focus Areas 2210.3



2211 RCE-2.1 Takoma Central District 2211

- 2211.1 Takoma is a unique community in Washington DC. It shares its history and its name with Takoma Park, Maryland. Both communities embody classic pedestrian-scale streets and a rich architectural legacy. The area's principal business district along Carroll Street NW links the District and Maryland portions of the community. The border across this bi-jurisdictional commercial center is seamless, and recent developments on the District side complement the streetscape, retail mix, and vitality on the Maryland side. 2211.1
- 2211.2 The Central District Plan (CDP) was developed through an intensive public process and was adopted by the DC Council as a Small Area Plan in 2002. It covered an area extending from Chestnut Street on the north, the Maryland/District border on the east, 4th and 5th Streets NW on the west, and Aspen and Laurel Streets NW on the south. The area includes the Metro station and the shopping districts along Carroll and 4th Streets NW, comprising a variety of neighborhood-serving businesses, a former theater, houses and apartments, parking lots, and vacant land. 2211.2
- 2211.3 The CDP seeks to improve neighborhood retail choices, restore vacant buildings and storefronts, accommodate compatible infill housing, address traffic and parking conditions, enhance open space, and improve the safety and quality of the pedestrian environment. Key principles from the CDP are captured in the policies and actions below; the CDP itself should be consulted for additional detail. The Comprehensive Plan describes a vision for Central Takoma as a Town Center, with Metro serving as a gateway to new mixed-use development, restored historic buildings, and pedestrian-friendly streets. It places a priority on preserving the small-town character that embodies historic Takoma , emphasizing development that is in keeping with the character and businesses that serve the local community. 2211.3
- 2211.4 Several specific sites were identified in the CDP as housing opportunities. Since 2002, numerous mixed-use and multi-family residential development projects have been completed on many sites. Multi-family residential development is proposed on the Metrorail site itself, including parking for Metro riders and a reimagined public green space . Improvements to Carroll Avenue and Blair Road NW are planned to maintain traffic flow and make the area safer for pedestrians. Future development in the Central Takoma Area should maximize Metro access

while taking care to provide appropriate buffers and transitions to adjacent uses.
2211.4

- 2211.5 ***Policy RCE-2.1.1: Historic Preservation in Takoma***
Recognize and respect Takoma’s rich heritage, architectural character and scale, and small-town ambiance in all redevelopment , urban design improvements, and marketing strategies and initiatives. 2211.5
- 2211.6 ***Policy RCE-2.1.2: Strategic Public and Private Investment in Takoma***
Target public investment in the Takoma Central District Area in ways that can be leveraged to improve private investment and create public benefits. This should include streetscape and building façade improvements, partnerships with neighborhood and business organizations, and the development of key public properties. 2211.6
- 2211.7 ***Policy RCE-2.1.3: Takoma Central District Housing Strategy***
Accommodate housing demand, including affordable housing, at the opportunity sites identified in the Takoma Central District Plan. Support the creation of a mixed-use, mixed-income neighborhood for a range of household sizes. 2211.7
- 2211.8 ***Policy RCE-2.1.4: Takoma Central District Retail Strategy***
Concentrate retail activities on key sites along Carroll and 4th Streets NW through requirements that mandate ground-floor retail space within the established business district. Continuous street walls and active ground-floor retail should be encouraged in these areas, consistent with the Small Area Plan. Inappropriate uses, such as storage yards, auto sales, and warehouses, should be strictly limited. 2211.8
- 2211.9 ***Policy RCE-2.1.5: Takoma Central District Transportation Strategy***
Place a priority on meeting transit needs at the Takoma Metro station and accommodate all Metro and Ride-On services on the station site itself. Incorporate Metropolitan Branch Trail options into all transportation improvements for the area. 2211.9
- 2211.10 ***Action RCE-2.1.A: Traffic Congestion and Parking***
Mitigate intersection and corridor congestion on Blair Road and Carroll Street NW. Improve parking for local businesses by encouraging better management of existing parking, including shared parking arrangements with Washington

Metropolitan Area Transit Authority (WMATA) and other landowners in locations that can better support the commercial district. 2211.10

- 2211.11 ***Action RCE-2.1.B: Pedestrian Safety and Connections***
Improve pedestrian safety in the Takoma Central District with a coordinated program of physical improvements, including new western entrances to the Metro station that better connect communities east and west of the tracks. 2211.11
- 2211.12 ***Action RCE-2.1.C: Takoma Metro Station Redevelopment***
~~Enforce the Takoma Central District Plan redevelopment guidelines for the Metro station~~Review the Takoma Central District redevelopment guidelines for the Metro Station in accordance with the updated Future Land Use Map designations for the site and the updated Rock Creek East Area Elements. 2211.12
- 2211.13 ***Action RCE-2.1.D: Takoma Central District Village Green***
Create a village green as the Central District's signature open space feature. 2211.13

2212 RCE-2.2 Georgia Avenue/Petworth Metro Station Area 2212

- 2212.1 The Georgia Avenue/Petworth Metro Station Focus Area extends from Decatur Street NW on the north to Euclid Street NW on the south. The text below addresses the area between Decatur Street and Spring Road NW, including the Metro station itself. 2212.1

See the Mid-City Area Element for detail on the area from Spring Road south to Euclid Street.

- 2212.2 The Rock Creek East portion of the Focus Area includes flats, apartments, the Petworth Library, several schools and recreation areas, and many small shops such as beauty salons, carry-outs, and liquor stores. The corridor also includes vacant buildings and underutilized sites with the potential for redevelopment. 2212.2

- 2212.3 A Corridor Plan and Revitalization Strategy was developed for Georgia Avenue - Petworth in 2005. It provides a framework to guide future development and to enhance the quality of life in neighborhoods along the corridor. The strategy recognizes the opportunity to re-energize Georgia Avenue NW as a thriving and

attractive street, building on historic assets like the area's building stock and relatively new assets like the Metro station. It includes strategies to strengthen existing businesses, restore abandoned storefronts, attract new mixed-income development, address parking issues, and draw new businesses through financial and regulatory incentives. Several blocks along the avenue are identified as new housing sites. Numerous parking, traffic flow, and pedestrian improvements are identified, such as more visible crosswalks, landscaped medians, and improved lighting. 2212.3

2212.4 Several mixed-use projects have been completed or are planned for the area, bringing new population and businesses to Georgia Avenue NW in Petworth. Completed in 2009, the Park Place project located at the Petworth Metro station site added over 150 new housing units, including affordable units. Ground-floor retail is a catalyst for other residential and mixed-use projects planned or underway on Georgia Avenue NW. Future projects should include a diversity of housing types and retail amenities oriented toward the needs of the surrounding community. 2212.4

2212.5 ***Policy RCE-2.2.1: Development Character***
Encourage development in the Georgia Avenue/Petworth area to respect the area's pedestrian-oriented, moderate- to medium-density character. A variety of project scales should be encouraged, ranging from small adaptive reuse and rehabilitation projects to mixed-use projects combining housing and commercial uses. Mixed-income housing with a variety of housing types is particularly encouraged. Design transitions between large-scale and small-scale development to ameliorate the appearance of overwhelming scale and to relate to context of the lower scale of surrounding neighborhoods. 2212.5

2212.6 ***Policy RCE-2.2.2: Strategic Public and Private Investment in Petworth***
Target capital improvements toward the locations that are best equipped to leverage new private development, particularly the 3600-4100 blocks of Georgia Avenue NW. These capital investments should include façade improvements, streetscape amenities, pedestrian safety measures, parking management improvements, and public art. 2212.6

2212.7 ***Policy RCE-2.2.3: Limiting Undesirable Uses in Petworth***
Discourage uses deemed unpopular along Georgia Avenue NW, such as liquor stores, used car lots, and automobile repair shops. Provide flexibility for businesses with desirable uses that would like to expand their services and

facilities. Such measures will help strengthen the economic vitality of the corridor, retain businesses, and serve the shopping needs of the surrounding neighborhoods. 2212.7

2212.8 ***Policy RCE-2.2.4: Upshur/Taylor Area***

Recognize the opportunities for new mixed income housing, loft, and live-work development in the area located between Georgia Avenue, Upshur, Shepherd, , and 13th Streets NW. 2212.8

2212.9 ***Action RCE-2.2.A: Site Acquisition***

Enforce the higher tax rates applicable to vacant properties, and especially to vacant and underutilized properties, to encourage their being put into productive use. Continue acquisition of underused or vacant land to facilitate public-private infill development that catalyzes the revitalization of Georgia Avenue NW and reinforces its role as the central business district of Petworth. 2212.9

2212.10 ***Action RCE-2.2.B: Petworth Co-Location Opportunities***

Explore opportunities to co-locate new and improved public facilities along Spring Road NW and at the Petworth Library. Consider other uses in the co-location development programs, such as a health care center, housing, and senior living. 2212.10

2213 RCE-2.3 Upper Georgia Avenue NW

2213.1 The Upper Georgia Avenue NW corridor extends more than 2.5 miles from Decatur Street north to Eastern Avenue. The corridor includes local and community-serving retail uses, gas stations, car dealerships, small offices, public and institutional buildings, and residential uses. The character of the corridor changes between Aspen and Fern Streets NW, where the Walter Reed Army Medical Center Historic District occupies the west side of the avenue, and row houses and low-rise apartments line the east side. 2213.1

2213.2 Portions of Upper Georgia Avenue NW lack retail diversity and streetscape amenities, an unsafe pedestrian environment, and an aesthetic quality that is not in keeping with the high-quality residential areas on its east and west. The corridor has the potential to attract significant redevelopment, potentially supporting new retail, housing, and mixed-use activity. It has many assets that are attractive to investors, including its historic building stock and proximity to a diverse

community with significant purchasing power and a wide range of retail interests.
2213.2

2313.3 Approved by the DC Council in 2008, the Upper Georgia Avenue Land Development Plan guides growth and development along the corridor to create an attractive destination for residents, business owners, and visitors. The plan builds upon efforts of the government, the community, and the private sector along Georgia Avenue NW to increase local neighborhood livability and create a new environment that stimulates private investment and neighborhood revitalization.
2313.3

2213.4 The Upper Georgia Avenue Land Development Plan emphasizes development along the corridor in five zones at key intersections, each highlighting different redevelopment opportunities . Zones should be clearly identified with streetscaping and other physical features that define their identities and create a clearer sense of place while providing a pedestrian-friendly public realm. The strategy of nodal zones on the corridor will support attraction of a variety of retail options, preserve and promote historic resources, stimulate mixed-income housing, and encourage multimodal transportation options while developing a clear northern gateway presence into the District at Eastern Avenue. . 2213.4

2213.5 Strategies for Upper Georgia Avenue NW should be coordinated with ongoing redevelopment of the WRAMC campus, which will buoy the corridor and expand the market for small businesses. 2213.5

2213.6 ***Policy RCE-2.3.1: Upper Georgia Avenue NW***
Develop upper Georgia Avenue NW (from Decatur Street to Eastern Avenue NW) as a walkable shopping street with five distinct and clearly identifiable activity centers along its course. Encourage development that reinforces this nodal pattern, with new retail or local-serving office development clustered at key locations and new housing or mixed-use development on underutilized commercial properties in between. Conserve existing housing along the corridor, supporting its maintenance and renovation, and encourage affordable housing options. 2213.6

2213.7 ***Policy RCE-2.3.2: Pedestrian and Transit Improvements to Upper Georgia Avenue NW***
The development of upper Georgia Avenue NW as one of Washington, DC’s prominent commercial gateways should encourage new retail and infill that is

pedestrian and transit oriented. Improve transit access along Georgia Avenue itself and support better connections with other parts of the city. Improvements to the public realm also should be made to make walking, biking, and transit use, including bus rapid transit, safe, comfortable, and convenient, including greening and landscaping in the public space and rights-of-way. 2213.7

2213.8

Policy RCE-2.3.3: Walter Reed Development

Work with federal officials in ongoing discussions on the Department of State's Foreign Missions Center at the Walter Reed site, Children's National Research and Innovation Campus, as well as the Parks at Walter Reed project to support economic development on upper Georgia Avenue NW. In addition, the District will seek outcomes that preserve the stability and quality of neighborhoods around the site, minimize the potential for future land use and transportation conflicts, preserve open space buffers between the site and its neighbors, provide community amenities wherever feasible, build new housing, including affordable housing for a range of incomes and household sizes, and create educational and employment opportunities that benefit District residents. 2213.8

2213.9

Policy RCE-2.3.4: Coordinated Business Community

Support existing business organizations that provide beautification and business assistance services along upper Georgia Avenue NW. Encourage efforts to coordinate business improvement strategies among the various Georgia Avenue business associations through the implementation of the Upper Georgia Avenue Land Development Plan. Assist businesses in adapting to changing markets and customer bases that shift with new uses and development on the corridor, particularly around the Walter Reed site. 2213.9

2213.10

Policy RCE-2.3.5: Upper Georgia Avenue NW Development

New development should provide ground-floor retail with either residential, office, or institutional uses above. Transitions in height can be designed to ameliorate the appearance of overwhelming scale and to relate to the lower scale of the surrounding neighborhood. Additional residential development, including affordable and moderate-income housing, can create more vibrant and inclusive destinations at the zones along the corridor. 2213.10

2213.11

Action RCE: Retail Strategies for Upper Georgia Avenue NW

Complete market studies of upper Georgia Avenue NW to assess unmet retail market demand, evaluate strategies for retaining local retailers, identify potential

locations for new neighborhood-serving retail, and develop strategies for attracting and retaining the appropriate mix of retail in each area. 2213.11

2214 RCE-2.4 Kennedy Street NW 2214

- 2214.1 Kennedy Street NW spans the Brightwood Park and South Manor Park neighborhoods. The street is mixed-use in character, with low-density storefront commercial uses as well as residential uses. Apartment buildings, row houses, and single-family detached homes line the streets immediately adjacent to the corridor and parts of Kennedy Street itself. The street also serves as one of the few east-west transit routes in the Rock Creek East Planning Area. 2214.1
- 2214.2 Approved by the DC Council in 2008, the Kennedy Street Revitalization Plan was the result of collaboration among community and government stakeholders. The plan includes broad recommendations and a community vision on how this neighborhood main street can be revitalized, detailed through urban design guidelines and illustrative concepts representing the community's vision of where new development opportunities should be explored. The plan comprises four overarching goals: ensure a clean and safe environment to live, work, and play; create a walkable, safe public realm with mobility connections; encourage new mixed-income, mixed-use development while providing opportunities for existing residents and businesses; and empower residents to support implementation of the plan. 2214.2
- 2214.3 During the last several years, the District has targeted resources to the area for crime prevention, community cleanup, public safety, short-term family housing support, streetscape improvements, and designation as a federal Opportunity Zone, while residents and business owners have come together to support the revitalization of Kennedy Street. This has generated interest in the area and attracted new residents, businesses, and activities. While the neighborhoods surrounding the corridor are quite relatively unchanged, demographic changes have altered the kinds of retail services that are needed. Typical businesses on the corridor have included convenience stores, beauty/barber shops and carry-outs. Kennedy Street is evolving into a more vibrant mixed-use area, with new local-serving businesses and restaurants. The success of existing businesses also should be encouraged as this revival occurs. 2214.3

- 2214.4 The diverse population in the Brightwood area, including those aged 60 and over, provides an opportunity to bolster the tenant mix and attract new mixed-use development. Existing services, such as the Hattie B. Holmes Senior Wellness Center, the Kennedy short-term family housing facility , and new mixed-use development, with street activated uses and mixed-income housing above, will catalyze revitalization along the corridor. 2214.4
- 2214.5 ***Policy RCE-2.4.1: Kennedy Street Improvement***
Improve Kennedy Street NW between Georgia Avenue and 1st Street NW as a locally oriented neighborhood shopping street. A distinct identity should be created for the street to boost the performance of existing businesses and attract new businesses to the vacant storefronts on the corridor. 2214.5
- 2214.6 ***Policy RCE-2.4.2: Housing Along Kennedy Street NW***
Encourage moderate-density, mixed-use projects along Kennedy Street NW, including public and mixed-income housing to serve all generations of residents in the neighborhood. 2214.6
- 2214.7 ***Policy RCE-2.4.3: Investment on Kennedy Street***
Target public investment along the Kennedy Street corridor in ways that will leverage private investment and create public benefits. This should include streetscape and building façade improvements, culture and public art, partnerships with neighborhood and business organizations, and the development of key public properties. 2214.7
- 2215 RCE-2.5 Armed Forces Retirement Home/Washington Hospital Complex
2215**
- 2215.1 The AFRH, formerly known as the U.S. Soldiers and Airmen’s Home, is a functioning home for almost 500 veterans of the U.S. military. It occupies a 272-acre site in the southeast part of the Planning Area. 2215.1
- 2215.2 The AFRH has been an institution of national importance for more than 160 years, and is a historic district listed in both the DC Inventory of Historic Sites and the National Register of Historic Places. The property has exceptional significance as a natural, cultural, historic, and scenic resource and is one of the largest contiguous properties in Washington, DC. President Abraham Lincoln maintained a cottage on the site and wrote parts of the Emancipation Proclamation

while residing there in 1862. The Federal Elements of the Comprehensive Plan acknowledge the significance of the AFRH as an important open space. 2215.2

2215.3 In 2001, the Secretary of Defense was authorized to sell, lease, or otherwise dispose of any AFRH property determined to be excess to the needs of the home. The AFRH developed a master plan for that purpose in 2008. Since 2008, the area context has changed as Washington, DC has grown, and additional planning has been completed, necessitating future amendments to the AFRH Master Plan. While the District has limited jurisdiction over AFRH as long as it remains in federal use, consultation between local and federal officials is necessary on many redevelopment issues. Private-use redevelopment presents the opportunity to integrate AFRH into its adjacent growing neighborhoods while strengthening the functional and perceptual connections to Washington, DC. The District government anticipates that the creation of a new neighborhood on the AFRH property can be successfully incorporated in the city and provide a model of 21st-century urban living that achieves a high standard of environmental sustainability, social equity, design excellence, and economic innovation. 2215.3

2215.4 In 2018, the General Services Administration (GSA) issued a Request for Proposals (RFP) on behalf of AFRH for private use redevelopment of the 80-acre AFRH Master Plan area. The prospect of redevelopment creates exciting opportunities but also has raised community concerns about the scale of development, provisions for open space, traffic and environmental impacts, effects on visual and historic resources, the addition of affordable housing, and the compatibility of the development with the surrounding neighborhoods. The District will work closely with the federal government over the coming years to promote changes on the site that benefit the community and to avoid land use conflicts, create community access and open space wherever feasible, and mitigate impacts on traffic and community character. As portions of the site are leased or sold to the private sector, they are subject to new Comprehensive Plan Map and zoning designations by the District. 2215.4

2215.5 To the south of the AFRH, the Washington Hospital Complex includes approximately 50 acres of health care-related uses located between Michigan Avenue NW, Irving Street NW, Park Place NW, and First Street NW. The hospital complex is a major employer; facilities include the Washington Hospital Center, Children's Hospital National Medical Center, the National Rehabilitation Hospital, and the Veterans Administration Medical Center . The Medstar

Washington Hospital Center, founded in 1958, is the largest private hospital in the District. 2215.5

2215.6 Expansion of hospital facilities may be necessary to maintain appropriate levels of care for a growing population and to support new medical care initiatives. This expansion may include ancillary uses such as medical office buildings, clinics, hotels, and conference facilities. 2215.6

2215.7 Planning for the future growth and redevelopment of the ARFH site and Washington Hospital Complex has continued. In 2009, District agencies and the National Capital Planning Commission (NCPC) collaborated on the North Capitol Street Cloverleaf Feasibility Study, which explored alternative intersection configurations for the cloverleaf intersection of North Capitol and Irving Streets. The District Department of Transportation's (DDOT) 2016 Crosstown Multimodal Transportation Study recommends capital and operational improvements for multimodal east-west travel through the District, further encouraging the removal or reconfiguration of the cloverleaf intersection. The study highlights capacity upgrades needed for current and future transit service across the District while identifying multimodal infrastructure improvements that can impact urban design considerations of the ARFH and Washington Hospital Complex sites as they expand and redevelop. Building on these initiatives, OP launched the North Capitol Crossroads project in 2019 to develop a broader planning framework for the North Capitol Street, Irving Street, and Michigan Avenue NW corridors. 2215.7

2215.8 ***Policy RCE-2.5.1: AFRH Redevelopment***
Future private-use redevelopment at AFRH should create a new, well-integrated mixed-use neighborhood that can contribute to the vibrancy of Washington, DC and help the District meet major priorities such as new housing opportunities for its growing population, including affordable housing; new commercial and retail spaces that generate new jobs; and supportive infrastructure for multimodal transportation. 2215.8

2215.9 ***Policy RCE-2.5.2: Reintegrating AFRH into the District***
Private-use redevelopment of AFRH should physically engage with the District and invite people into the site. Develop a neighborhood that is designed to prioritize transit, walking, and bicycling, compatible with recommendations in the Crosstown Multimodal Transportation Study. Internal street designs should reflect

current best practices and connect with the existing public street network to enhance access along and across Irving and North Capitol Streets NW. 2215.9

- 2215.10 ***Policy RCE-2.5.3: Housing and Community Opportunities***
Strongly support a variety of housing types, developed at a range of densities and serving a range of incomes, in the event the AFRH is developed. The opportunity to develop larger units suitable for families on the site should be recognized. Adequate servicing infrastructure and accommodation of necessary public facilities should be provided on-site to the extent feasible, including schools, parks, libraries, and emergency services to support a successful urban neighborhood. 2215.10
- 2215.11 ***Policy RCE-2.5.4: Resource Preservation***
To the extent possible, and compatible with its new uses, preserve panoramic views, historic landmarks, and important historic landscapes on the AFRH site. The historic links between this site and adjacent land at the McMillan Sand Filtration site and the 49-acre property acquired by Catholic University should be reflected in its design and planning. 2215.11
- 2215.12 ***Policy RCE-2.5.5: Sustainable and Resilient AFRH***
Ambitious energy efficiency goals should be set for private-use redevelopment, exploring the potential for on-site energy production and distribution. AFRH redevelopment should actively manage area flooding by maximizing stormwater retention on-site through low-impact development techniques. 2215.12
- 2215.13 ***Policy RCE-2.5.6: Open Space at AFRH***
Encourage the designation of a substantial portion of the AFRH as open space and public parkland as the site is made available for reuse, particularly on the western perimeter of the site where it abuts residential uses. Design and plan for open space at AFRH to be more accessible as a local and regional public amenity for its natural setting, historic and cultural importance, and recreational offerings. . 2215.13
- 2215.14 ***Policy RCE-2.5.7: Washington Hospital Complex Development***
Encourage continued development of the Washington Hospital Complex with hospitals and health care services. Promote land uses that are flexible enough to accommodate the future needs of the facilities while considering the impacts to the surrounding residential areas and the additional impacts to the District's roadway, infrastructure, and public service resources. 2215.14

- 2215.15 ***Action RCE-2.5.A: AFRH Master Plan Coordination***
Coordinate with the AFRH, NCPC, and GSA to amend the AFRH Master Plan with the goal of integrating new private-use development into adjacent neighborhoods and District systems, with a focus on servicing infrastructure, transportation connectivity and capacity, social services, employment opportunities, and new amenities. Site plan review should be carefully coordinated to address potential impacts in compliance with new land use and zoning designations for any private-use redevelopment in the creation of a successful new neighborhood. 2215.15
- 2215.16 ***Action RCE-2.5.B: North Capitol Crossroads Planning***
Coordinate with hospital operators on the Washington Hospital Complex, AFRH, Catholic University, adjacent neighborhoods, and other institutional, federal, and community stakeholders to ensure that necessary facility expansions and large site redevelopments contribute to a coordinated plan that leverages the opportunity to improve multimodal mobility, open up publicly accessible green space, convert historic assets into new amenities, and provide new housing options to meet Washington, DC's growing demand. 2215.16
- 2216 RCE-2.6 Riggs Road and South Dakota Avenue 2216**
- 2216.1 The area surrounding the Riggs Road and South Dakota Avenue NE intersection was historically part of the Civil War defense of Washington, DC, with nearby Fort Totten and Fort Slocum preserved as open spaces by the NPS. The broader area is characterized by residential neighborhoods with pockets of commercial and industrial land uses at the intersection and along the adjacent rail tracks. Despite ample parks, schools, proximity to the Fort Totten Metro station, and other public amenities, the area has had poor pedestrian facilities and circulation. 2216.1
- 2216.2 The Riggs Road and South Dakota Avenue Area Development Plan was initiated in 2006 to revitalize the commercial and residential properties within a quarter-mile radius of the intersection, many of which were underutilized and vacant. Approved by the DC Council in 2009, the plan recommends a transit-oriented development strategy with increased densities and heights for six opportunity sites, with corresponding design guidelines for each. Implementing the plan's

vision will expand housing, transportation, retail, and service choices in an amenity-rich, walkable neighborhood. 2216.2

- 2216.3 ***Policy RCE-2.6.1: Neighborhood Center***
Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue NE that enhances community character and reactivates the street. 2216.3
- 2216.4 ***Policy RCE-2.6.2: Development for an Inter-generational Community***
Attract development that leverages proximity to public transit, encourages pedestrian activity, and provides new mixed-income housing that serves all generations. 2216.4
- 2216.5 ***Policy RCE-2.6.3: Open Spaces***
Connect, activate, and create new open spaces and recreational opportunities in the Riggs Road and South Dakota Avenue Area through redevelopment while improving the safety, maintenance, and quality of existing parks. 2216.5
- 2216.6 ***Policy RCE-2.6.4: Access and Circulation***
Promote safe access and circulation throughout the Riggs Road and South Dakota Avenue NE neighborhood, especially to Fort Totten Metro Station, with a well-lit and connected sidewalk network. 2216.6
- 2216.7 ***Action RCE-2.6.A: Housing Opportunities***
Provide housing opportunities in the Riggs Road and South Dakota Avenue area for a mix of incomes, with an emphasis on older adults and home ownership. 2216.7
- 2216.8 ***Action RCE-2.6.B: Parking Coordination***
Engage WMATA, DDOT, and neighboring property owners in a discussion regarding innovative parking solutions for Riggs Road and South Dakota Avenue NE, including parking pilots, shared parking, and other tools. 2216.8
- 2216.9 ***Action RCE-2.6.C: First Place NE***
Develop First Place NE as a multimodal neighborhood-serving corridor with safe and accessible bicycle connections. 2216.9
- 2216.10 ***Action RCE-2.6.D: Parks and Open Space***
Provide publicly accessible pocket parks, active recreation, and/or green space in the Riggs Road and South Dakota Avenue Area where appropriate in new

development, with resident input. The sites on the west side of South Dakota Avenue NE should be targeted to include innovative green and open space amenities within any proposed development concept. 2216.10

2217 RCE-2.7 Central 14th Street NW 2217

2217.1 The segment of 14th Street NW from Spring Street to Longfellow Street NW has a 100-year history of planned settlement. The 14th Street streetcar extension in the early 20th century played a major role in the growth and development of the surrounding neighborhoods, whose physical legacy is reflected by the turn-around at Colorado Avenue NW and the car barn (now bus barn) at Decatur Street NW. The streetcar line supported early commercial buildings, which clustered into bustling nodes along the corridor by the mid-20th century. Population decreased from the 1970s, but the corridor has experienced a new transformation, with increased private interest and investment accompanying a rebound in population since 2000. 2217.1

2217.2 The Central 14th Street Vision Plan and Revitalization Strategy was approved by the DC Council in 2012 following a planning process that involved extensive community outreach, including input from both residents and merchants and the formation of an Advisory Committee. With three distinctive commercial nodes along the corridor, the Central 14th Street Plan sets forth a vision for a vibrant and eclectic mix of residential and commercial development that reflects the neighborhood's cultural heritage, offers unique shopping destinations, and is enriched with green public spaces. 2217.2

2217.3 ***Policy RCE-2.7.1: Central 14th Street NW Nodal Development***
Support the nodal redevelopment opportunities of 14th Street NW:

- Southernmost Node One (Spring to Shepherd Streets NW) can leverage the development activity and streetscape identity of neighboring Columbia Heights.
- Intermediary Node Two (Webster to Decatur Streets NW) can become a neighborhood-serving retail area with potential for additional uses in conjunction with the reconstruction of the existing bus barn.
- Northernmost Node Three (Jefferson to Longfellow Streets NW) can be repositioned to attract creative arts uses with an enhanced public space. 2217.3

- 2217.4 ***Policy RCE-2.7.2: Public Realm***
Improve the aesthetics of the Central 14th Street corridor, as well as pedestrian safety and connectivity. 2217.4
- 2217.5 ***Policy RCE-2.7.3: Mobility***
Improve multimodal options along the Central 14th Street corridor while increasing the efficiency of parking systems. 2217.5
- 2217.6 ***Policy RCE-2.7.4: Small Business Opportunities***
Strengthen opportunities for existing and new small businesses along the Central 14th Street corridor and enhance their marketing and advertising to increase neighborhood patronage. 2217.6
- 2217.7 ***Action RCE-2.7.A: Land Use Change***
Encourage moderate-density, mixed-use commercial uses for properties, where appropriate, along 14th Street NW and Arkansas Avenue NW between Webster and Decatur Streets NW to support mixed-use redevelopment of commercial properties. 2217.7
- 2217.8 ***Action RCE-2.7.B: Public Realm***
Enhance the Central 14th Street corridor with sustainable streetscape amenities, expanded tree canopy, interpretive signs at each of the commercial nodes reflecting the history and culture of 14th Street NW, and a reconfigured island park at the intersection of 14th Street, Colorado Avenue, and Kennedy Street NW. 2217.8
- 2217.9 ***Action RCE-2.7.C: Bus Transit***
Enhance WMATA bus service along 14th Street NW to address customer concerns and efficiency in scheduling, and determine future improvements to transit operations and management as necessary. 2217.9
- 2217.10 ***Action RCE-2.7.D: Parking***
Consider more efficient curbside management along the Central 14th Street corridor and explore shared parking opportunities in underutilized parking lots (e.g., the DSK Mariam Church) to increase foot traffic and activate sidewalks. 2217.10

2218 RCE-2.8 Former Walter Reed Army Medical Center Site 2218

2218.1 For over 100 years, WRAMC housed the main U.S. Army General Hospital that served wounded soldiers and veterans. In addition to establishing a strong legacy of service and medical innovation that achieved an international reputation, WRAMC was a major center of employment in the Rock Creek East area for several decades. The beautiful and architecturally significant 110-acre campus is bounded by Fern Street and Alaska Avenue NW to the north, 16th Street NW to the west, Aspen Street NW to the south, and Georgia Avenue NW to the west. 2218.1

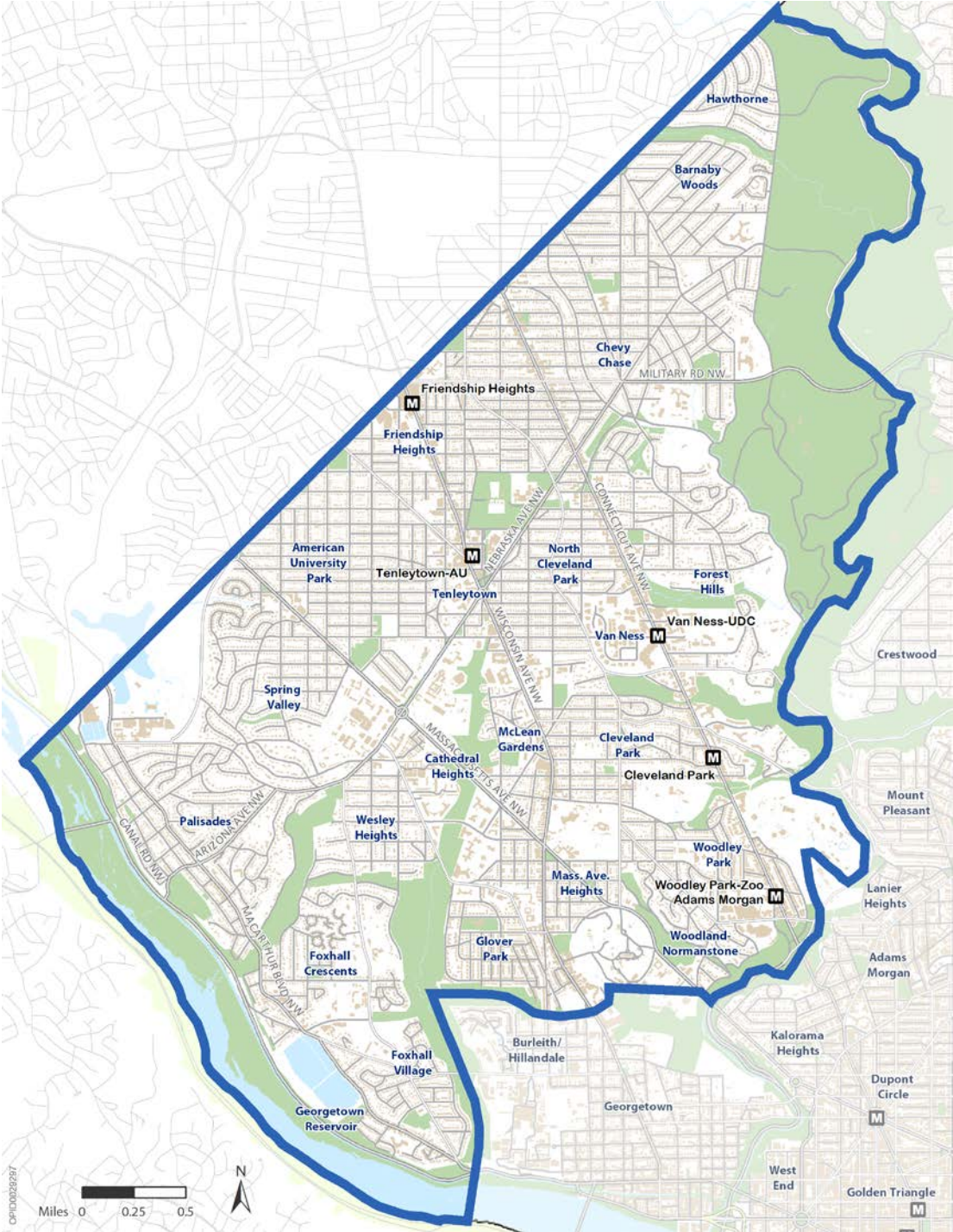
2218.2 In 2005, the site was identified for closure through the Base Realignment and Closure (BRAC) law, and all employees, services, and programs vacated the site and moved to other existing and/or planned facilities in 2011. In 2009, the federal government declared a 67.5-acre surplus at the former Army hospital, thereby making portions of it available to a Local Redevelopment Authority (LRA) for redevelopment. Since 2009, the redevelopment process, supported by significant community and stakeholder engagement, has progressed through several milestones that meet both federal and local requirements, as well as community needs. Stewarded by the LRA, along with critical community input, the planning process produced a Reuse Plan to comply with federal requirements. Concurrently, the Walter Reed Army Medical Center Small Area Plan, approved by the DC Council in 2012, was developed in conjunction with the community to satisfy local requirements for land use and zoning, including urban design guidelines that complement the vision laid out in the Reuse Plan. The District government selected a master developer team in 2013, and the U.S. Department of Housing and Urban Development (HUD) approved the Reuse Plan in 2014. In 2016, the U.S. Army transferred 66.57 acres of the site to Washington, DC, while the remaining 43 acres of the site are to be used by Children's National Research and Innovation Campus and for federal purposes, including by the Department of State (DOS) for foreign missions. 2218.2

2218.3 The Small Area Plan's vision to honor Walter Reed's legacy as a center for innovation and excellence is set forth through four goals: to integrate the site with the community; provide a mix of uses; create jobs and revenue for Washington, DC; and activate the site. The plan provides for 3.1 million square feet of development, accommodating 1,950 residential units, and 14 acres of open space. Seven site-wide urban design principles were established in the plan: maintain the site character; retain historic Building 1 as the core; enhance open space; preserve

historic elements; extend the street network; create vibrant, multimodal corridors; and integrate sustainable strategies. 2218.3

- 2218.4 ***Policy RCE-2.8.1: Walter Reed Site Character***
Maintain the existing Walter Reed site character of five identified east-west bands, each different in spatial and formal character. 2218.4
- 2218.5 ***Policy RCE-2.8.2: Walter Reed Building 1***
Retain the Walter Reed site's Building 1 as the core of the site, reinforced with open spaces along the north-south axis and views terminating at its historic façade up and down 13th Street NW. 2218.5
- 2218.6 ***Policy RCE-2.8.3: Walter Reed Open Space***
Preserve and enhance the Walter Reed site's historic green open spaces with healthy mature tree canopies to help integrate the site with surrounding neighborhoods. Incorporate naturalized stormwater management systems, urban agriculture, and recreation to showcase innovative sustainable development in Washington, DC. 2218.6
- 2218.7 ***Policy RCE-2.8.4: Historic Elements***
Celebrate Walter Reed's legacy through preservation and reuse of existing buildings and landscapes of historic significance on the former campus. 2218.7
- 2218.8 ***Policy RCE-2.8.5: Multimodal Street Network***
Re-integrate the Walter Reed site back into the District's transportation fabric by extending existing streets into the site to create new, multimodal, north-south and east-west connections. New access points to and through the Walter Reed site will provide visual and physical access to buildings and landscapes, helping to establish a sense of place on all streets in the network. 2218.8
- 2218.9 ***Policy RCE-2.8.6: Sustainability***
Incorporate strategies to achieve the sustainability goals in the Walter Reed Small Area Plan and Reuse Plan as part of the redevelopment of the former Walter Reed campus. Sustainability strategies should address sustainable energy systems, building design, transportation, waste management, storm and sewer infrastructure, and community outreach and education. 2218.9

- 2218.10 ***Action RCE-2.8.A: Land Use and Zoning***
Establish appropriate land uses for the Walter Reed site pursuant to the Proposed Comprehensive Plan Land Use Designations map in the Walter Reed Small Area Plan. 2218.10
- 2218.11 ***Action RCE-2.8.B: Interim Activation***
Implement interim uses to activate the former Walter Reed site in advance of major construction and rehabilitation projects. 2218.11
- 2218.12 ***Action RCE-2.8.C: Aspen Street NW***
Widen Aspen Street NW along the southern border of the former Walter Reed campus between 16th Street and Georgia Avenue NW to accommodate one travel lane, a dedicated five-foot bike lane in each direction, on-street parking, and the addition of sidewalks. 2218.12
- 2218.13 ***Action RCE-2.8.D: Transportation Demand Management***
Create a Transportation Demand Management (TDM) Plan and implement TDM measures for the former Walter Reed site, with a designated TDM coordinator to monitor the program and determine additional TDM measures on an annual basis. 2218.13



2300 Overview 2300

- 2300.1 The Rock Creek West Planning Area encompasses 13 square miles in the northwest quadrant of Washington, DC. The Planning Area is bounded by Rock Creek to the east, Maryland to the north/west, and the Potomac River and Whitehaven Parkway to the south. Its boundaries are shown in the map at left. Most of this area has historically been Ward 3, but in past and present times, some parts have been included in Wards 1, 2, and 4. 2300.1
- 2300.2 Rock Creek West’s most outstanding characteristic is its high-opportunity, attractive neighborhoods. These include predominantly single-family neighborhoods, such as Spring Valley, Forest Hills, American University Park, and Palisades; row house and garden apartment neighborhoods like Glover Park and McLean Gardens; and mixed-density neighborhoods such as Woodley Park, Chevy Chase, and Cleveland Park. . 2300.2
- 2300.3 Some of Washington, DC’s most important natural and cultural resources are located in Rock Creek West. These resources include Rock Creek Park, the National Zoo, Glover Archbold Park, Battery Kemble Park, and Fort Reno Park, as well as numerous smaller parks and playgrounds. Many of these areas serve as resources for the entire city. Cultural resources include the Washington National Cathedral, American University, the University of the District of Columbia, Howard Law School, and George Washington University’s Mt. Vernon Campus; numerous places of worship ; and several museums, including the Kreeger and Hillwood. The neighborhoods themselves are an important cultural resource, with many historic landmarks and several historic districts, such as Cleveland Park, Grant Road, and the Immaculate Seminary. Rock Creek West is also the location of the Naval Observatory and the home of the U.S. Vice President. 2300.3
- 2300.4 Despite its residential character, Rock Creek West is also home to a diversity of employment centers, including public and private educational and cultural institutions, local broadcasters, and a large number of foreign missions, including the International Chancery Complex on Van Ness Street. Several large hotels are located in the community, including the Omni Shoreham and Marriott Wardman Park near the Woodley Park Metro station. 2300.4
- 2300.5 Vibrant retail districts are located around the area’s Metro stations and along its major corridors. Special zones have been created in three of these areas, allowing a mix of retail uses and retaining a human scale and pedestrian character along

neighborhood shopping streets. Much of the commercial land use in the area is located along the Wisconsin and Connecticut Avenue NW corridors in shopping districts like Friendship Heights, Tenleytown, Van Ness, and Cleveland Park. With services and retail serving both the neighborhood and broader region, these mixed-use corridors are commuter thoroughfares that are often congested, minimizing pedestrian safety and comfort . 2300.5

2300.6 Since the early 2000s, as many neighborhoods across Washington, DC have seen reinvestment and population growth, commercial corridors in Rock Creek West have experienced competition for customers and for new restaurants and retailers. Although Rock Creek West’s commercial corridors can still rely on local assets, such as proximity to busy transit stations, high-opportunity neighborhoods, and well-travelled roadways, some of the Rock Creek West commercial corridors have faced challenges with retaining businesses and competing successfully with other rapidly growing and popular corridors both within Washington, DC and Montgomery County, Maryland. Some commercial strips experiencing challenges in attracting new retailers or customers have relied largely on restaurants to fill out storefronts. Recent mixed-use developments such as Park Van Ness and Cathedral Commons have helped to add new retail and restaurant choices as well as housing and new patrons for local businesses to major corridors such as Connecticut and Wisconsin Avenues NW. Main Street organizations in Cleveland Park, Glover Park, Tenleytown, Van Ness, and Woodley Park are working to help attract desired retailers and enliven and improve the public realm. 2300.6

2300.7 The Rock Creek West area has significant economic potential, leading to past and present concerns about the community impacts of development. The combination of a relatively high-income population, transportation options, high-opportunity and attractive neighborhoods, high-quality retail, and a limited supply of vacant land has led to very strong market demand. The desire to thoughtfully guide growth, while trying to preserve neighborhoods, remains a top priority throughout the community and is a major theme of this element. 2300.7

2300.8 The demand for housing remains consistently strong in Rock Creek West. During the 1980s and 1990s, when Washington, DC was losing residents, neighborhoods west of Rock Creek Park continued to add households. Growth has resulted from a combination of factors, including relatively low crime rates, numerous neighborhood amenities, accessible neighborhood retail, convenient Metrorail (Metro) access, active community organizations, relatively high-performing public schools with strong parental support, and numerous private schools. 2300.8

- 2300.9 These same factors have created a continuing affordable housing dilemma in the community. The 2016 median sale price for homes in zip codes west of Rock Creek Park exceeded \$975,000. Although there are opportunities for new housing development in the area, there continues to be a substantial unmet need for new affordable units and a need to preserve existing affordable and moderate-income options. Increasing the production of affordable and moderate-income units in Rock Creek West is a priority. 2300.9
- 2300.10 Washington, DC has a strong need to preserve and create affordable and moderate-income housing across all Planning Areas. Rock Creek West offers opportunities for creating low- to moderate-income housing units, particularly where available capacity exists under current zoning, such as near Metro stations. As an Area of High Economic Opportunity, as defined by the US Department of Housing and Urban Development (HUD), Rock Creek West has a role to play both in preserving its existing stock of affordable housing while providing new mixed-income housing to meet Washington, DC's fair housing goals. 2300.10
- 2300.11 The preservation and improvement of the natural environment is also a high priority in Rock Creek West. The community is fortunate to have one of the densest tree canopies in the District, several community gardens, the Capital Crescent Trail, and more park and open space acreage than any other Planning Area in the city. However, development on the fringes of the parks has caused erosion and diminished water quality and views in some places. The existing tree and slope protections in the zoning code need to be preserved for the foreseeable future. 2300.11
- 2300.12 The sense of community in Rock Creek West is reinforced by a particularly active network of neighborhood associations, Advisory Neighborhood Commissions (ANCs), and involved residents. Well-organized citizens associations serve many of the area's neighborhoods, including AU Park, Chevy Chase, Cleveland Park, Forest Hills, Foxhall, Glover Park, Palisades, Spring Valley, Wesley Heights, Tenleytown, and Woodley Park. A number of historical societies and interest groups are also actively involved in community affairs. Main Street organizations in Cleveland Park, Glover Park, Tenleytown, Van Ness, and Woodley Park are working to help attract desired retailers and enliven and improve the public realm. These groups shape local land use and development decisions, and provide guidance on a wide range of issues relating to transportation, community services, public safety, and other long-range planning concerns. 2300.12

2301 History 2301

- 2301.1 The first settlements in Rock Creek West developed along roads connecting the port of Georgetown to the countryside 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. Several large estates were developed in the area during the 1800s, including the estate of Colonel Joseph Belt (named Chevy Chase), Major John Adlum's 200-acre vineyard in what is now North Cleveland Park, and the Henry Foxhall estate in modern-day Foxhall. 2301.1
- 2301.2 The Chesapeake & Ohio (C&O) Canal was completed in 1843, and a parallel road (now MacArthur Boulevard) was constructed to Washington, DC's water intake facilities at Great Falls. The canal prompted industrial development along the Potomac River and in the Palisades, including a foundry and several slaughterhouses along Canal and Foxhall Roads. The Rock Creek West area developed strategic military importance during the Civil War, when Fort Reno, Fort DeRussy, Fort Bayard, Battery Kemble, and other fortifications were developed. 2301.2
- 2301.3 The area remained rural after the Civil War. The Potomac Palisades became popular as a summer retreat for high-earning Washingtonians. Land adjacent to Fort Reno, meanwhile, was occupied by people who had been enslaved and came north in search of homes and land. Their community, dubbed Reno City, remained until the 1930s when the District developed Deal and Wilson schools, and the National Park Service (NPS) developed Fort Reno Reservoir. Another community of persons freed from slavery developed along Chain Bridge Road in the Palisades. 2301.3
- 2301.4 Development in the Rock Creek West area began in earnest around 1890. In that year, Senators William Stewart and Francis Newlands founded the Chevy Chase Land Company. The company was responsible for the extension of Connecticut Avenue into Maryland, construction of a trolley line, and the development of the residential community of Chevy Chase. Also in 1890, Congress dedicated 1,700 acres along the Rock Creek Valley as Rock Creek Park, which defined development, transportation, and demographic patterns that would shape the District during the century to come. Other defining moments of the era included

the groundbreaking for American University in 1893 and the start of construction on the National Cathedral in 1907. 2301.4

2301.5 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 and through the Palisades to Glen Echo. Many of the large estates were subdivided during the 1890s and early 1900s. The country estate of President Grover Cleveland, for example, was developed as the Cleveland Park neighborhood, and much of the land owned by the Methodist church was developed as American University Park. Row house neighborhoods like Woodley Park, Glover Park, and Foxhall Village were also developed during this period. By the 1920s and 1930s, apartment construction was occurring up and down Connecticut Avenue NW, with structures like Cathedral Mansions (built in 1924) and the Kennedy-Warren (built in 1931) defining the avenue's image as a desirable residential address. 2301.5

2301.6 During World War II, the federal government razed the country estate of John R. McLean to build wartime housing in what would become McLean Gardens. Specifically, the Defense Home Corporation built a mix of apartment buildings and dormitories for military personnel. After the war, the units were converted to private apartments, and the dormitories were later torn down. The 30-building complex was converted to condominiums in 1980 and houses more than 1,000 residents today. 2301.6

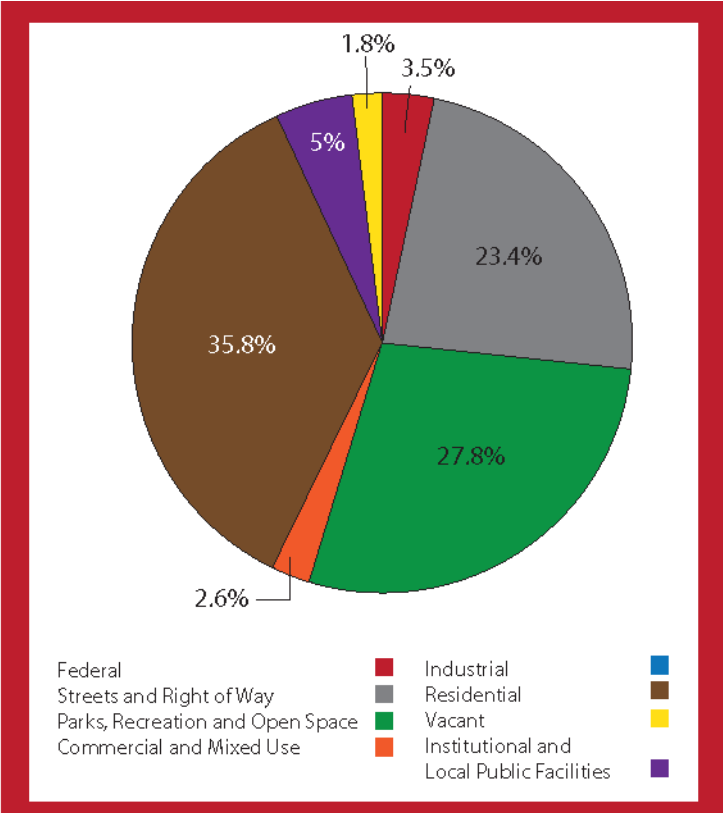
2301.7 By the 1960s, the land use pattern was well established. Connecticut Avenue NW had apartment buildings interspersed with retail shopping areas. Wisconsin Avenue NW still had expanses of single-family residences, but mid-rise apartment and office buildings were being constructed on some blocks. The development of Metro led to additional development in the 1970s, including the University of the District of Columbia and Mazza Gallerie in Friendship Heights. By the late 1990s, almost all privately owned land in the community had been developed. In spite of this fact, much of Rock Creek West retains a small-town character today. The area's attractive and architecturally appealing and well-maintained housing stock, tree-lined streets, neighborhood-oriented shopping districts, and well-used parks and public facilities make this one of a highly sought-after part of Washington, DC. 2301.7

2302 Land Use 2302

- 2302.1 Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not actual changes in land use. Land use statistics for the Rock Creek West Planning Area appear in Figure 23.1. The Planning Area comprises about 8,300 acres, or roughly 19 percent of the District. This total includes 7,961 acres of land and 340 acres of water. 2302.1
- 2302.2 Residential uses represent the largest single land use in the Planning Area, accounting for about 36 percent of the total. Of the residential acreage, 77 percent is developed with single-family detached homes. About 13 percent is developed with semi-detached homes, row houses, and other attached single-family housing. The remaining 10 percent is developed with multi-family apartments and condominiums. Higher density housing is concentrated along the Connecticut Avenue corridor, along Massachusetts Avenue NW between Ward Circle and Idaho Avenue NW, and along Lower Wisconsin Avenue NW. Densities in most of the area are well below the District-wide total, although individual blocks along the avenues contain some of the densest housing in Washington, DC. 2302.2
- 2302.3 Commercial land uses occupy just two percent of the area. Major commercial centers are located around the five Metro stations, in walkable shopping districts along the avenues, and in neighborhood shopping centers like Spring Valley. Institutional uses make up about four percent of the land area. These uses include American University, Sibley Hospital, and the campuses of numerous private schools and religious institutions. There are no industrial uses in Rock Creek West. 2302.3
- 2302.4 Parks, recreation, and open space comprise 28 percent of the Planning Area. The majority of this acreage is owned by NPS, including Rock Creek Park, the national parklands along the Potomac River, and Glover Archbold Park. Transportation rights-of-way represent about 23 percent of the Planning Area, which is somewhat lower than the District-wide total. Federal government facilities comprise about 3.5 percent of the land area. A majority of this acreage is

contained within federal complexes such as the Naval Security Center and the Naval Observatory. Only 1.8 percent of the Planning Area consists of private, undeveloped land. 2302.4

2302.5 Figure 23.1: Land Use Composition in Rock Creek West 2302.5



2303 Demographics 2303

2303.1 Basic demographic data for the Rock Creek West Planning Area is shown in Figure 23.2. Compared to other areas in the District, Rock Creek West experienced only a modest population growth of nearly 8,500 people between 2000 and 2017. The 2017 population was estimated at 92,399 , or about 14 percent of the District’s total. 2303.1

2303.2 Compared to other areas of the District, Rock Creek West is less racially diverse and has an older population. Approximately 80.6 percent of the area's residents are white, which is significantly higher than the District-wide total of 40.7 percent. Only 6.9 percent of the area's residents are Black, and only 11.2 percent are of Hispanic/Latino origin. The area has a higher percentage of Asian residents than the District as a whole (6.4 percent compared to 3.8 percent). Nearly 19 percent of the residents are foreign born, which is substantially higher than the District-wide total of 14 percent. The area also has a lower percentage of children and a higher percentage of older adults relative to the District as a whole. While 17 percent of the residents are under 18, this was an increase from 12.8 percent in 2000, compared to a District-wide total of 17.5 percent, which has decreased. About 17.2 percent are over 65, compared to 11.9 percent District-wide. The percentage of older adults has increased since 2000 , when it was 15.1 percent.

2303.2

2303.3 Figure 23.2: Rock Creek West at a Glance 2303.3

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	83,940	86,816	92,399	99,786	106,261	113,151
Households	41,085	41,610	41,061	45,251	46,807	48,814
Household Population	77,337	82,042	87,811	94,538	100,994	107,855
Persons Per Household	1.88	1.97	2.14	2.09	2.16	2.21
Jobs	47,899	45,909	49,211	51,712	53,769	55,444
Density (persons per sq mile)	6,715	6,945	7,392	7,983	8,501	9,052
Land Area (square miles)	12.5	12.5	12.5	12.5	12.5	12.5

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	10,724	12.8%	15,747	17.0%	17.6%
18-64	60,558	72.1%	60,730	65.7%	70.6%
18-34	27,053	32.2%	26,131	28.3%	34.6%
35-64	33,505	39.9%	34,599	37.4%	35.9%
Residents Below Poverty Level	5,829	6.9%	7,320	8.3%	17.4%
Racial Composition					
White	70,132	83.4%	74,435	80.6%	40.7%
Black	5,401	6.4%	6,407	6.9%	47.7%
Native American	197	0.2%	184	0.2%	0.3%
Asian/Pacific Islander	4,398	5.2%	5,931	6.4%	3.8%
Other	1,746	2.1%	1,747	1.9%	4.6%
Multi-Racial					2.9%
Hispanic Origin	5,397	6.4%	10,380	11.2%	10.7%
Foreign-Born Residents	15,804	18.8%	17,498	18.9%	14.0%
Tenure					
Owner Households	21,488				41.7%
Renter Households	19,784	52.1%	23,148	56.4%	58.3%
Housing Occupancy					
Occupied Units	25,954	93.1%	41,061	93.1%	90.2%
Vacant Units	1,922	6.9%	3,052	6.9%	9.8%

Housing by Unit Type						
1-unit, detached	12,866	30.3%	12,917	29.3%	11.9%	
1-unit, attached	4,511	10.5%	4,956	11.2%	25.1%	
2-4 units	1,238	2.9%	916	2.1%	10.3%	
5-9 units	1,631	3.8%	1,314	3.5%	6.8%	
10-19 units	21,306	3.1%	22,441	3.0%	10.5%	
20 or more	20	49.6%	14	50.9%	35.4%	
Mobile/other						

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

2304 Housing Characteristics 2304

2304.1 In 2017, 29.3 percent of the housing units in Rock Creek West were single-family detached homes, and 11.2 percent were single-family (one-unit) attached homes (row houses, semi-detached homes, and townhouses). The percent of single-family detached housing is more than twice the District-wide percentage, but the percent of one-unit attached housing is less than half of what it is District-wide (which is 25.1 percent) . At the same time, the Planning Area also contains a significantly higher percentage of units in large multi-family buildings compared to the District as a whole. A slim majority, 50.9 percent, of the housing units in Rock Creek West are contained in multi-family buildings of 20 units of more, compared to 35.4 percent District-wide. 2304.1

2304.2 In 2017, 56.4 percent of the households in the Planning Area were homeowners and 43.6 percent were renters. This compares to District-wide figures of 41.7 percent and 58.3 percent, respectively. The percentage of homeowners in the Planning Area has been increasing, whereas renters have been decreasing since 2000. The percentage of vacant housing units in the Planning Area was 6.9 percent in 2017 compared to a District-wide total of 9.8 percent. 2304.2

2305 Income and Employment 2305

2305.1 Data from the District Department of Employment Services (DOES) and the Office of Planning (OP) indicates that there were 48,684 jobs in Rock Creek West in 2015 , primarily in professional offices, international organizations, local-serving businesses, public schools, universities, and government. This represents approximately 6.1 percent of the District’s job base, with nearly no net increase in employment in the Planning Area. 2305.1

2305.2 The Rock Creek West Planning Area has the highest median income of any Planning Area in Washington, DC. In 2017, the median was \$131,394, compared to a District-wide median of \$76,649. The area's high median incomes benefit the District by significantly contributing to the tax base while requiring a lower level of publicly subsidized services. Nonetheless, 8.3 percent of the area's residents lived below the federal poverty level in 2017, well below the District-wide total of 17.4 percent. Many of the residents below the poverty level were older adults with special housing and transportation needs. 2305.2

2306 Projections 2306

2306.1 Given its largely built-out land area, Rock Creek West is projected to be among the slowest growing areas of Washington, DC over the next 30 years. About 7,000 additional households are forecast for the 2017-2045 period, increasing from 41,061 to approximately 48,100 in 2045. The population of the area is expected to increase from 92,399 in 2017 to 113,151 by 2045. Most of the growth is expected to consist of multi-family housing in mixed-use projects along the avenues. 2306.1

2306.2 The number of jobs is expected to increase from about 48,684 in 2015 to 55,444 in 2045. Most of this increase is likely to take place near Metro stations as additional retail and local-serving office development occurs. 2306.2

2307 Planning and Development Priorities 23072307.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 2307.1

2307.2 Three large Comprehensive Plan workshops took place in Rock Creek West during 2005 and 2006. These meetings provided a chance for residents and local

businesses to discuss both District-wide and neighborhood planning issues. Many smaller meetings on the Comprehensive Plan also took place in the community, including briefings and workshops with Advisory Neighborhood Commissions (ANCs) and neighborhood organizations. 2307.2

2307.3 There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focused on related long-range planning issues. These meetings have covered topics such as the future development of Upper Wisconsin Avenue NW, streetscape improvements along the Glover Park commercial corridor, and proposals for individual properties. 2307.3

2307.4 The community delivered several key messages during these meetings, summarized below:

- Residents of the Rock Creek West Planning Area remain deeply concerned about growth. While there is support for development on underutilized sites along the major corridors, issues of height, scale, character, and density remain a source of concern, as well as a source of debate within the community. The relatively low-density commercial zoning on most of the corridors has not provided the predictability that many residents seek. The reliance on planned unit developments (PUDs) has brought neighborhood amenities but has also resulted in density bonuses that are beyond what many residents find acceptable. The potential impact of density increases on schools, emergency response and safety, infrastructure, traffic, parking, environmental health, and neighborhood character led residents to conclude that the only acceptable growth rate is one that matches infrastructure capacity.
- Rock Creek West has the unique characteristic of containing some of Washington, DC's most dense and least dense neighborhoods, some of which are located next to each other. Along parts of Connecticut and Wisconsin Avenues NW, multi-story apartment buildings abut single-family homes along rear lot lines. These uses successfully coexist in part because of the significant buffering effects of open space, parking lots, alleys, mature trees and shrubbery, changes in topography, and other screening and site planning measures. Neighborhoods seek assurances that existing buffers will be maintained and that additional buffers, setbacks, and a stepping down in building heights will be provided, if and when, infill development occurs along the corridors.
- Like the rest of the District, Rock Creek West is facing a lack of affordable housing. Home prices here are the highest in Washington, DC and many

residents could not afford the homes they live in now if they were first-time buyers today. The conversion of formerly modest apartments to upscale condominiums has created a burden for low- and moderate-income renters, older adults, and workers just entering the job market. On the other hand, these conversions have provided a more affordable alternative to individuals and families who would otherwise have been priced out of the community entirely. There is broad support for requirements to include affordable or moderate-income housing units within new market-rate projects, but the prospect of density bonuses and other zoning flexibility in exchange for these units continues to raise objections. While there is support for development on underutilized sites along the major corridors, issues of height, scale, character, and density remain a source of concern as well, as a source of debate within the community.

- A wider variety of retail choices is needed in some parts of the Planning Area. It was acknowledged that the area does not need public action or the involvement of nonprofit community development corporations to attract retail in the same way that other parts of the District do. However, some neighborhoods still lack the range of goods and services needed to support the basic needs of local residents. High costs have had a negative effect on some of the area's small businesses, leading to a loss of small businesses and family-owned neighborhood institutions. The community continues to favor neighborhood-serving retail rather than office space along the corridors, both to meet community needs and to avoid uses that would generate commuter traffic.
- Some of the Planning Area's commercial streets lack the vibrancy of other pedestrian-oriented neighborhood shopping streets. Recent efforts to renovate existing commercial buildings in Friendship Heights have generally been well-received and created a more vibrant pedestrian environment. There is support for development that emphasizes walkability over auto-orientation, provided that height, scale, parking, infrastructure capacity, and other issues can be reconciled.
- Traffic congestion and pedestrian safety are also problematic. The radial street pattern results in very high volumes along major corridors, particularly Connecticut, Wisconsin, Massachusetts, and Western Avenues NW, MacArthur Boulevard NW, and Military , River , and Canal Roads NW. Local trips combined with commuter traffic to and from the Maryland suburbs and I-495, push many intersections beyond their capacities. As is the case in many parts of the District, major arterials are at Level of Service D or E during peak hours, with stop and go traffic. The prior Ward Plan for this area suggested

that traffic be restored to Level of Service B or C ,yet such conditions cannot be attained without massive road reconstruction and removal of major trip generators. This is neither a realistic nor desirable solution. Consequently, more integrated solutions to traffic control, including bus improvements, bicycle improvements, transportation demand management programs for new development, and more efficient use of existing roadways (such as synchronized traffic signals), are needed.

- Parking is also an issue. On-street parking has been removed in some locations to facilitate traffic flow, which has exacerbated parking needs on side streets. Residential permit parking has helped, but additional parking management measures are needed. Some residents have suggested municipal parking garages. Others have called for limits on development as a way to control parking demand. Still others have suggested that developers build more parking spaces than are required by law, or that the District limit the issuance of residential parking permits. There are pros and cons to these options. One downside of building more parking garages is that they may attract more non-local traffic to the area, particularly near Metro stations.
- The community's public facilities are experiencing the strains of age and increased demand. While enrollment has fallen at DC Public Schools (DCPS) in other parts of Washington, DC, many of the schools in Rock Creek West are over capacity. Some of these schools are experiencing physical deterioration and are in need of modernization. There continue to be concerns about fire and rescue services, and the difficulties associated with renovating historic fire stations to modern standards. The projected addition of nearly 3,000 households in Rock Creek West by 2025 will likely mean that additional fire and emergency management services may be needed, and that library services may need to be expanded. Some of the recreation centers in the area are lacking the amenities found in other parts of the District or are insufficient. The planned new recreation center at Stoddert will provide a much needed facility not only for the community, but for children at Stoddert Elementary.
- The character of new development is an issue, particularly as more smaller homes are expanded or torn down and replaced with larger homes. While many decry tear downs and mansionization, others believe the District should not overly restrict the scale or design of new homes. Communities like the Palisades expressed interest in the conservation district concept to preserve neighborhood identity without regulating each detailed aspect of architectural design. Related issues confront the older apartment buildings along Connecticut Avenue and some of the historic estates in the community. These

properties may have the capacity for additional development under zoning, but such development could reduce the integrity of the sites or structures and compromise the features that allow them to coexist so well with adjoining single-family homes.

- The preservation of the natural environment and improvement of environmental health remain top priorities. Like the rest of the District, Rock Creek West includes areas where storm sewers and sanitary sewers are combined, leading to sewage overflow problems during heavy rains. Tree removal and development on steep slopes in areas such as the Palisades and Forest Hills causes erosion, despite tree and slope protections in the zoning regulations. Spring Valley continues to contend with the effects of discarded chemicals and munitions from World War I-era weapons testing. Residents in the westernmost part of the Planning Area are concerned about proposed dewatering facilities at Dalecarlia Reservoir, while those in Tenleytown are concerned about the health effects of communication antennas. Residents in Friendship Heights continue to be concerned about emissions and ground pollutants from the Washington Metropolitan Transit Authority (WMATA) Western Bus Garage. Along major corridors throughout the Planning Area, residents contend with air and noise pollution due to cut-through traffic and idling vehicles.
- Esthetic improvements are needed along some of the area's roadways to become the gracious gateways to the nation's capital they were intended to be. In other areas, aesthetic qualities already exist, and should be preserved from future degradation. This is true on roads traversing national parklands such as Canal Road NW, Dalecarlia Parkway, and Rock Creek Parkway.
- There are far fewer community-based residential facilities (CBRFs) in Rock Creek West than other parts of Washington, DC. There is support in the community for scattering small-scale shelters for persons experiencing homelessness (especially in places of worship), providing social service facilities on the commercial corridors, and accepting small community residence facilities within single-family neighborhoods.
- Institutional uses, including private schools, nonprofits, large nursing homes, colleges, hospitals, and religious establishments, are part of the fabric of the Rock Creek West community. In fact, they comprise almost 660 acres in the Planning Area, almost one-third of the District-wide total. Local institutions provide resources for local families, and include some of the most architecturally distinctive buildings in the community. Many of these facilities have structures that do not conform to the underlying zoning. In some instances, tensions have arisen between institutions and surrounding neighbors

due to noise, parking, traffic, and other issues. Pursuant to the District's zoning regulations, the compatibility of these uses should be maintained, their expansion carefully controlled, and conversion to other non-conforming uses avoided. Solutions to traffic, parking, and other issues should continue to be developed so that the quality of life in surrounding neighborhoods is not diminished. 2307.4

2308 RCW-1.1 Guiding Growth and Neighborhood Conservation

2308.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Rock Creek West. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 2308.1

2308.2 ***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

2308.3 ***Policy RCW-1.1.2: Economic Development***

Given the strength of the private market within Rock Creek West, carefully consider public-private partnerships that provide public space and community amenities and support additional mixed-use development in the area. 2308.3

2308.4 ***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

- 2308.5 ***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 ANCs, residents, and community organizations to encourage mixed-use projects that combine housing, including affordable housing, neighborhood-serving retail, and commercial uses. s. 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
- 2308.6 ***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 bigbox 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
- 2308.7 ***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
- 2308.8 ***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
- 2308.9 ***Policy RCW-1.1.8: Managing Institutional Land Uses***
Institutional land uses in the Rock Creek West Planning Area should be harmonious with surrounding uses, and potential adverse effects on neighboring properties should be minimized when institutions seek expansion. Redevelopment

of institutional land should be compatible with the physical character of the community, the changing nature of the District, and not inconsistent with provisions of the Comprehensive Plan and the underlying zoning rules and regulations. Densities and intensities of any future development on such sites should reflect input from the local community, accommodating student housing on campuses and future infrastructure needs. 2308.9

See the Land Use Element for policies on the expansion of institutional uses and the neighborhood impacts of private schools and other institutional uses.

- 2308.10 ***Policy RCW-1.1.9: Conserving Common Open Space***
Conserve the large areas of green space and interior open spaces that are common in and around the community's institutional uses and its older apartment buildings. Where these open spaces are recognized to contribute to the integrity of the site or structure, consideration should be given to reconcile infill with these open spaces . 2308.10
- 2308.11 ***Policy RCW-1.1.10: Conservation of Historic Estates***
Conserve the historic estates in the neighborhoods west of Rock Creek Park, including those that are formally landmarked and those that may be eligible for landmark status. Encourage the future use of these sites to be compatible with their landmark status and protect the integrity of their architectural and landscape design. As development and repurposing of these sites does occur, it should be sensitive to surrounding natural areas and not harm historic resources on the site. The use of conservation easements to conserve open spaces on these properties should be considered. 2308.11
- 2308.12 ***Policy RCW-1.1.11: Managing Transportation Demand***
Support the implementation of transportation demand management programs and other measures to more efficiently use the area's road network by reducing the volume of vehicle trips generated by new developments. Encourage new developments to provide multimodal transportation options and implement traffic calming to reduce development impacts on surrounding neighborhoods. . 2308.12
- 2308.13 ***Policy RCW-1.1.12: Reduce Single Occupancy Vehicle Trips***
Encourage land use decisions that support multimodal transportation options including walking, biking, and transit use in areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations to reduce single occupancy vehicle trips. When planned unit developments (PUDs) are proposed

in these areas, site design and mitigation measures should prioritize non-automobile modes. Pedestrian and bicycle facilities, enhanced transit stops, and carsharing services should be integrated into site designs , in addition to measures addressing passenger, delivery, and service vehicles. 2308.13

Please consult the Transportation Element of the Comprehensive Plan for policies on traffic levels of service and transportation demand management programs.

2308.14 ***Policy RCW-1.1.13: Parking***

Support parking management strategies to encourage multimodal options for accessing the area’s residential and commercial districts. 2308.14

2308.15 ***Policy RCW-1.1.14: Bicycle Facilities***

Implement moveDC and livability studies to improve facilities for bicyclists, including adding bike lanes and bikeshare stations, where feasible, , along Connecticut, Wisconsin, and Massachusetts Avenues, along MacArthur Boulevard, along Calvert and Abermarle Streets, Broad Branch Road NW (to Rock Creek Park), and at each of the Metro stations. 2308.15

2308.16 ***Policy RCW-1.1.15: Metrorail Access***

Prioritize pedestrian, bicycle, and bus access to the five Metro station areas, and improve their visual and urban design qualities. Space for carshare and rideshare vehicles should be provided near the stations where feasible to reduce parking congestion in neighborhoods and to encourage alternatives to vehicle ownership. 2308.16

2308.17 ***Action RCW-1.1.A: Commercial Zoning Assessment***

Conduct an evaluation of commercial zoning designations throughout the Rock Creek West Planning Area. Consider the creation of additional neighborhood commercial zones at the Van Ness-UDC, Tenleytown, and Friendship Heights Metro stations, and at neighborhood commercial centers and Main Streets throughout the area. Such zones should promote pedestrian-oriented development and be responsive to community concerns about building height, buffers, and transitions between uses, while promoting locally-owned businesses and mixed-use development. 2308.17

2308.18 ***Action RCW-1.1.B: Traffic Flow Improvements***

Conduct and implement transportation and livability studies for the area’s major corridors to identify possible traffic flow and safety improvements. These studies should also identify improvements to diminish cut-through traffic, reduce

speeding, and promote pedestrian and bicycle safety on local streets, especially in residential areas adjacent to Wisconsin Avenue, Connecticut Avenue, Western Avenue, River Road and Military Road NW. 2308.18

2309 RCW-1.2 Conserving and Enhancing Community Resources 2309

2309.1 Policy RCW-1.2.1: Urban Design Focus

Focus urban design efforts in the Rock Creek West Planning Area on its commercial centers and major avenues, historic landmarks, historic districts, and areas with significant environmental and topographical features. 2309.1

See the Urban Design Element for policies on preserving and enhancing architectural character, including guidelines for height, scale, massing, setbacks, and materials.

2309.2 Policy RCW-1.2.2: Scenic Resource Conservation

Conserve the important scenic and visual resources of Rock Creek West, including:

- Views from Fort Reno National Park, which is the highest point of land in the city and a place of historic significance;
- The Potomac Palisades, which should be preserved as a low-density, wooded area above the Potomac River and C&O Canal, with future improvements along the river limited to passive open space, trails, and natural parkland;
- Dalecarlia Reservoir, which is environmentally important because of its large land area and proximity to the Potomac River;
- The US Naval Observatory Grounds, which contain abundant woodlands, are proximate to parkland, and are vulnerable to light and heat pollution;
- Stream valleys, including Battery Kemble Park, Rock Creek Park and its tributaries, and Glover Archbold Park;
- Neighborhoods developed on hilly terrain on or near stream valleys, such as Chain Bridge Road/University Terrace, Barnaby Woods, Forest Hills, Hawthorne, Spring Valley, and Woodland-Normanstone; and
- The Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, including Battery Kemble Park, Fort Bayard Park, and Whitehaven Parkway. 2309.2

- 2309.3 Any future development adjacent to these areas should be designed to respect and maintain their park-like settings and conserve their environmental quality. 2309.3
- 2309.4 ***Policy RCW-1.2.3: NPS Areas***
Conserve and improve the more than 2,000 acres of natural open space in the forested neighborhoods that lie between the Potomac River and Rock Creek Park, including Battery Kemble Park, Glover Archbold Park, the Potomac National Heritage Scenic Area, and the Fort Circle Parks. Support efforts to restore water quality and improve natural habitat, along with capital improvements to enhance trails and provide appropriate recreational features. 2309.4
- 2309.5 ***Policy RCW-1.2.4: Cultural and Visitor Attractions***
Preserve and enhance the cultural and visitor attractions west of Rock Creek Park, including the National Cathedral, the C&O Canal, the Capital Crescent Trail, Peirce Mill, the Hillwood Estate, and the National Zoo. Encourage broader recognition of other attractions in the area, such as the Naval Observatory and the Fort Circle Parks. Ensure that visitor activity can blend positively with quality of life for nearby residents. Implement and maintain traffic routing, transportation and parking management plans, and reasonable visitation hours. 2309.5
- 2309.6 ***Policy RCW-1.2.5: Historic Resources***
Conserve the important historic resources of the neighborhoods west of Rock Creek that are identified in the DC Inventory of Historic Sites, the sites of significance inventoried in the Historic Resources Survey conducted by the DC Historic Preservation Office, the Tenleytown Historical Society, and NPS. Where more intense development is proposed in the vicinity of historic properties, adverse effects should be mitigated through careful siting, massing, and design to respect the character of the historic property and to provide appropriate transitions between the historic property and surrounding areas. 2309.6
- 2309.7 ***Policy RCW-1.2.6: Naval Observatory***
Planning decisions in the vicinity of the Naval Observatory should consider the possible effects of light pollution and take appropriate steps to avoid adverse impacts. 2309.7
- 2309.8 ***Policy RCW-1.2.7: Fire and EMS Services***
Renovate and enlarge fire stations while remaining sensitive to their historic architectural qualities. The number of fire stations should be sufficient to serve the needs of area residents and businesses. 2309.8

- 2309.9 ***Policy RCW-1.2.8: Schools and Libraries***
Place a very high priority on the expansion, renovation, and improvement of schools and libraries. The fact that a majority of the schools in this Planning Area are operating at or above capacity should be considered in DC Public Schools (DCPS) facility planning. Changes to school service boundaries, the expansion of existing school facilities, and/or development of additional school facilities should be aggressively pursued so that school overcrowding is proactively addressed. 2309.9
- 2309.10 ***Policy RCW-1.2.9: Active Outdoor Recreation for All Ages and Abilities***
Expand recreation grounds where and when feasible, with a particular emphasis on athletic fields for activities such as soccer, softball, and regulation baseball. A skate park, playgrounds, and other outdoor spaces for children and youth of all abilities are needed. 2309.10
- 2309.11 ***Policy RCW-1.2.10: Community-based Residential Facilities***
Encourage the development of small-scale, community-based residential facilities on scattered sites within the Planning Area, and social service counseling and referral facilities on the commercial corridors. Additional group homes and community-based residential facilities should be accommodated. Local religious institutions should be encouraged to host small shelters to provide for persons experiencing homelessness, , and to provide other needed social services or housing facilities, taking into consideration issues of liability, security, and adequacy of facilities. 2309.11
- See the Environmental Protection Element for additional policies on stream valley parks, limits on impervious surface coverage, expansion of the tree and slope protections in the zoning code , urban forestry, air quality, aircraft noise, and development adjacent to parkland. See the Urban Design Element for policies on conserving natural landform and topography. See the Parks, Recreation, and Open Space Element for policies discouraging the placement of buildings on parkland.*
- 2309.12 ***Action RCW-1.2.A: Combined Sewer Separation***
Continue efforts to separate storm and sanitary sewers consistent with Consent Decree requirements, and continue to rehabilitate sewers within the area's stream valleys, with a priority on rehabilitating the combined sewer in Glover Archbold Park . 2309.12

See the Infrastructure Element and Environmental Protection Element for more information on combined sewers.

2309.13 **Action RCW-1.2.B: Palisades Open Space Conservation**
Conserve the historic linear open space that once supported the Palisades/Glen Echo trolley line, with its unique scenic vistas that it provides for public benefit. Consider rehabilitating the trestle bridges to accommodate a walk/bike trail.
2309.13

2309.14 **Action RCW-1.2.C: Wellness Center Development**
Develop a wellness center in the Rock Creek West Planning Area, partnering with existing facilities that serve all ages and community groups to provide decentralized programming, activities, and services to the area’s large population of older adults . 2309.14

2309.15 **Action RCW-1.2.D: Façade Improvements**
Encourage urban design and façade improvements in the established commercial districts along Wisconsin Avenue and Connecticut Avenue NW. 2309.15

2310 RCW-2 Policy Focus Areas 2310

2310.1 The Comprehensive 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 23.2. The policy focus areas include:

- Connecticut Avenue corridor
- Wisconsin Avenue corridor
- Van Ness Commercial District

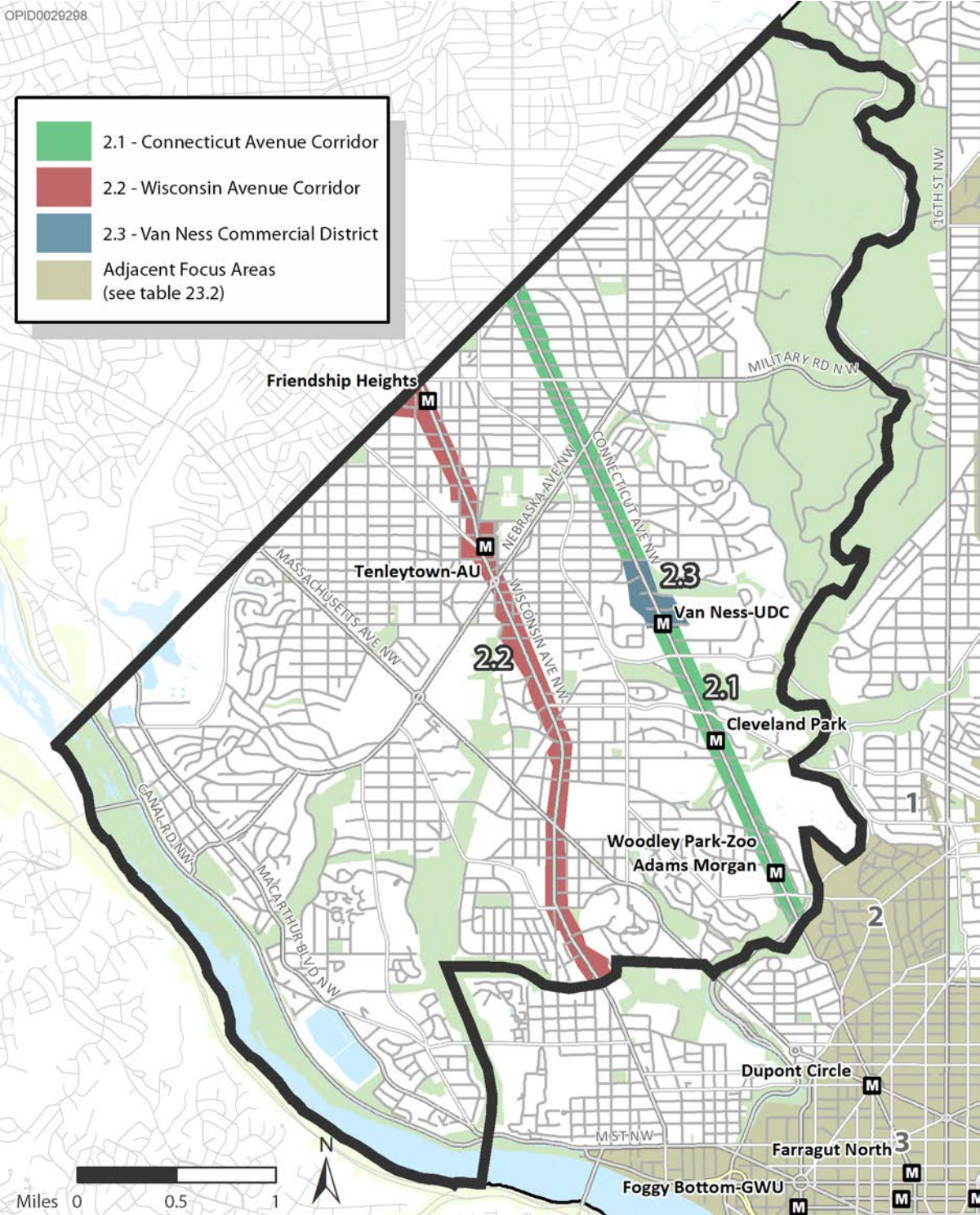
Each Policy Focus Area is addressed below. 2310.1

2310.2 Figure 23.3: Policy Focus Areas Within and Adjacent to Rock Creek West 2310.2

Within Rock Creek West	
2.1	Connecticut Avenue Corridor
2.2	Wisconsin Avenue Corridor

2.3	Van Ness Commercial District
Adjacent to Rock Creek West	
1	Mount Pleasant Street
2	18 th and Columbia Road
3	Dupont Circle

2310.3 Map 23.1 Rock Creek West Policy Focus Areas 2310.3



2310.4 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

2311 RCW-2.1 Connecticut Avenue Corridor 2311

2311.1 From the Taft Bridge across Rock Creek, Connecticut Avenue NW extends 3.5 miles northwest to the Maryland state line. Along the way, the avenue passes through the Woodley Park, Cleveland Park, and Van Ness/UDC commercial districts (with Metro stations of the same name at each location), as well as the Chevy Chase commercial district at its northern end. The avenue is a broad, attractive boulevard for most of its length, handling over 30,000 vehicles on an average day. The areas between the commercial districts are generally developed with mid- to high-rise apartments and condominiums, although there are pockets of less dense development as well. 2311.1

2311.2 Land use issues vary from one segment of the corridor to the next. The Woodley Park and Cleveland Park segments are historic districts and contain almost no undeveloped land. In Woodley Park, two large hotels contribute to ongoing parking and traffic issues. Cleveland Park's historically vibrant cluster of neighborhood-serving retail spaces and services. This area has experienced challenges in recent years from limited nearby population growth and competition from other growing and revitalized commercial destinations. In 2016, the Commercial Market Analysis and Enhancement Strategy for Cleveland Park identified four opportunities to help Cleveland Park businesses adapt to the changing competitive context and attract additional customers:

- Grow and strengthen the Cleveland Park Business Association;
- Retain and expand Cleveland Park's customer base in its primary market area;
- Capture a larger share of existing vehicular and transit commuters along Connecticut Avenue; and
- Attract more visitors from other neighborhoods in Washington, DC and Maryland, and National Zoo visitors. 2311.2

2311.3 Since the completion of the Commercial Market Analysis and Enhancement Strategy for Cleveland Park, community resources and business efforts have

shifted toward the Cleveland Park Main Street organization. Additionally, a larger emphasis has been placed on capturing existing transit and multimodal commuters along Connecticut Avenue NW. 2311.3

2311.4 While the corridor is largely built out, there remain opportunities for redevelopment and renovation to support the future vitality of commercial districts and to create much needed affordable and moderate-income housing. Retail strips along Connecticut Avenue NW could benefit from well-designed infill redevelopment or renovation and improved retail and service amenities. 2311.4

2311.5 ***Policy RCW-2.1.1: Connecticut Avenue NW Corridor***
Sustain the high quality of the Connecticut Avenue NW corridor. The positive qualities of the corridor, particularly its architecturally appealing, older apartment buildings; green spaces; trees; and walkable neighborhood shopping districts, should be conserved and enhanced. Continued efforts to improve traffic flow and parking should be pursued, especially in the commercial districts. 2311.5

2311.6 ***Policy RCW-2.1.2: Infill Development***
Recognize the opportunity for additional housing, including new affordable and moderate-income units, with some retail and limited office space along the Connecticut Avenue NW corridor. 2311.6

2311.7 ***Policy RCW-2.1.3: Cleveland Park Retail Enhancement***
Support retail enhancement strategies for Cleveland Park to grow and strengthen the local business association, continue to attract and serve local residents, capture a larger share of Connecticut Avenue commuters as business patrons, and attract more visitors from outside neighborhoods. 2311.7

2311.8 ***Action RCW-2.1.A: Large Hotel Sites***
Future development and operational proposals for the Omni-Shoreham hotel and Marriott Wardman Park hotels should include analyses ~~analysis~~ of impacts on adjacent residential and commercial areas and appropriate mitigating measures, prepared by the property owners. . Proactively address ongoing issues at the hotels, such as a motor coach and visitor parking. The redevelopment of the Wardman Park hotel site should be studied and included in neighborhood planning efforts. 2311.8

2312 RCW-2.2 Wisconsin Avenue Corridor 2312

- 2312.1 Wisconsin Avenue extends 4.5 miles north from the Georgetown waterfront to the District border, where it continues beyond the state line into Bethesda, Maryland. The road pre-dates the 1791 L'Enfant Plan. At one time, it was one of the main commercial routes connecting the Port of Georgetown with communities farther north and was lined with houses and estates, some of which remain today. Today, Wisconsin Avenue serves as the primary commercial and civic corridor for several District neighborhoods, including Glover Park, Cathedral Heights, Tenleytown, and Friendship Heights. 2312.1
- 2312.2 The mix of uses along the avenue is varied. Its lower portions include pedestrian-oriented shopping, mid- and high-rise apartment buildings, and prominent institutional uses such as the Russian Embassy and the National Cathedral. Farther north, the avenue passes through lower density neighborhoods, with a mix of retail uses, mid-rise office buildings, places of worship, private schools, and other institutional uses. For several blocks on either side of the Maryland line, the avenue passes through a regional commercial center at Friendship Heights. The regional center includes large department stores, office buildings, and hotels on both the Maryland and District sides. 2312.2
- 2312.3 After years of planning and review, new mixed-use development has been completed on Wisconsin Avenue NW in recent years, including Cathedral Commons near McLean Gardens and a few residential buildings in Tenleytown. Along the corridor, smaller infill projects are adding new residents. Large tract projects at the old Fannie Mae building and neighboring 4000 Wisconsin Avenue NW are approved to bring several hundred new homes and commercial space, and the private schools on the corridor are also expanding. While the Friendship Heights Metro area has urbanized rapidly north of Western Avenue NW, there have been few changes on the District side. With changes underway and growth extending up Wisconsin Avenue, directed and coordinated planning is needed around both Tenleytown and Friendship Heights Metro station areas. 2312.3
- 2312.4 The Tenleytown and Friendship Heights Metro stations are important multimodal transit hubs that serve as termini for crosstown bus lines, as well as private institutional shuttles. Both station areas offer opportunities for transit-oriented

redevelopment to improve streetscapes, create convivial public spaces, diversify the shopping experience, and create new housing, including affordable housing. Friendship Heights is a regional center, and Tenleytown is a multi-neighborhood center, each with opportunities for new retail and residential uses. Given the high land values in the neighborhoods along Wisconsin Avenue NW, redevelopment projects are an opportunity to increase the limited number of affordable and moderate-income housing units in the Rock Creek West Planning Area. 2312.4

2312.5 Friendship Heights and Tenleytown are transit-accessible neighborhoods that will contribute to the sustainable and equitable growth of Washington, DC as new development arrives along Wisconsin Avenue NW. Thus, several core issues must be addressed as plans for any of the sites around the Metro stations or along the corridor move forward. Any redevelopment along the corridor should promote walkability and create a more attractive street environment. The impact of new development on traffic, parking, infrastructure, and public services should be mitigated to the greatest extent feasible. The scale and height of new development on the corridor should transition appropriately to nearby single-family homes, while the design of new buildings should reflect their urban transit-oriented context. 2312.5

2312.6 Urban design improvements can make the Tenleytown Metro station area a more attractive and better connected community hub in the future. With busy public schools, parks, a library, commercial uses, and new residential projects, the pedestrian, bicycle, and vehicular connectivity throughout the Tenleytown Metro station area remains an urban design challenge. In 2014, the Washington Metropolitan Area Transit Authority and District Department of Transportation completed a joint study of pedestrian access to the Tenleytown Metro station and recommended physical changes to address safety and access at this busy multimodal area. Amenities, such as public art, more attractive facades, and street trees, should be encouraged. Attention should also be paid to reducing pedestrian-vehicle conflicts, both across streets and within sites, and to ensuring safe pedestrian access to both Metro station entrances. 2312.6

2312.7 ***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

- 2312.8 ***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. 2312.8
- 2312.9 ***Policy RCW-2.2.3: National Cathedral***
Any development adjacent to the National Cathedral should complement its setting and mitigate direct traffic impacts on the Cathedral’s operations. At the same time, the Cathedral’s traffic, parking, and activity impacts should not diminish the quality of life in the surrounding neighborhoods. 2312.9
- 2312.10 ***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
- 2312.11 ***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

2312.12 ***Policy RCW-2.2.6: Livability in Rock Creek West***
Continue to evaluate transportation safety and quality of life issues for all users of the street network and identify concrete actions to increase transportation options and safety. 2312.12

2312.13 ***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

2312.14 ***Action RCW-2.2.B: Livability***
Implement the recommendations in the Rock Creek West II Livability Study completed in 2011 and subsequent completed livability studies. 2312.14

2312.15 ***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

2313 RCW-2.3 Van Ness Commercial District 2313

2313.1 At the Van Ness Metro station on the Connecticut Avenue corridor, the commercial district is a multi-neighborhood center with a shopping district, institutional and office buildings, and several mid- to high-rise residential buildings. The area includes the 20-acre campus of the UDC, which has an

enrollment of more than 5,000 students, as well as the International Chancery Complex. 2313.1

2313.2 Recent improvements to the Van Ness commercial district include the new UDC Student Center, the Park Van Ness redevelopment, and the creation of the Van Ness Main Street organization. However, this section of the corridor experiences a challenging street environment that is not welcoming to pedestrians, with an excess of hardscaped surfaces and noted parking problems. A lack of distinctive facades and storefronts offers a limited range of retail goods and services. Meanwhile, ground-floor retail space has been lost to institutional and school uses. Opportunities exist for greater synergy between UDC and nearby shopping areas along Connecticut Avenue NW. 2313.2

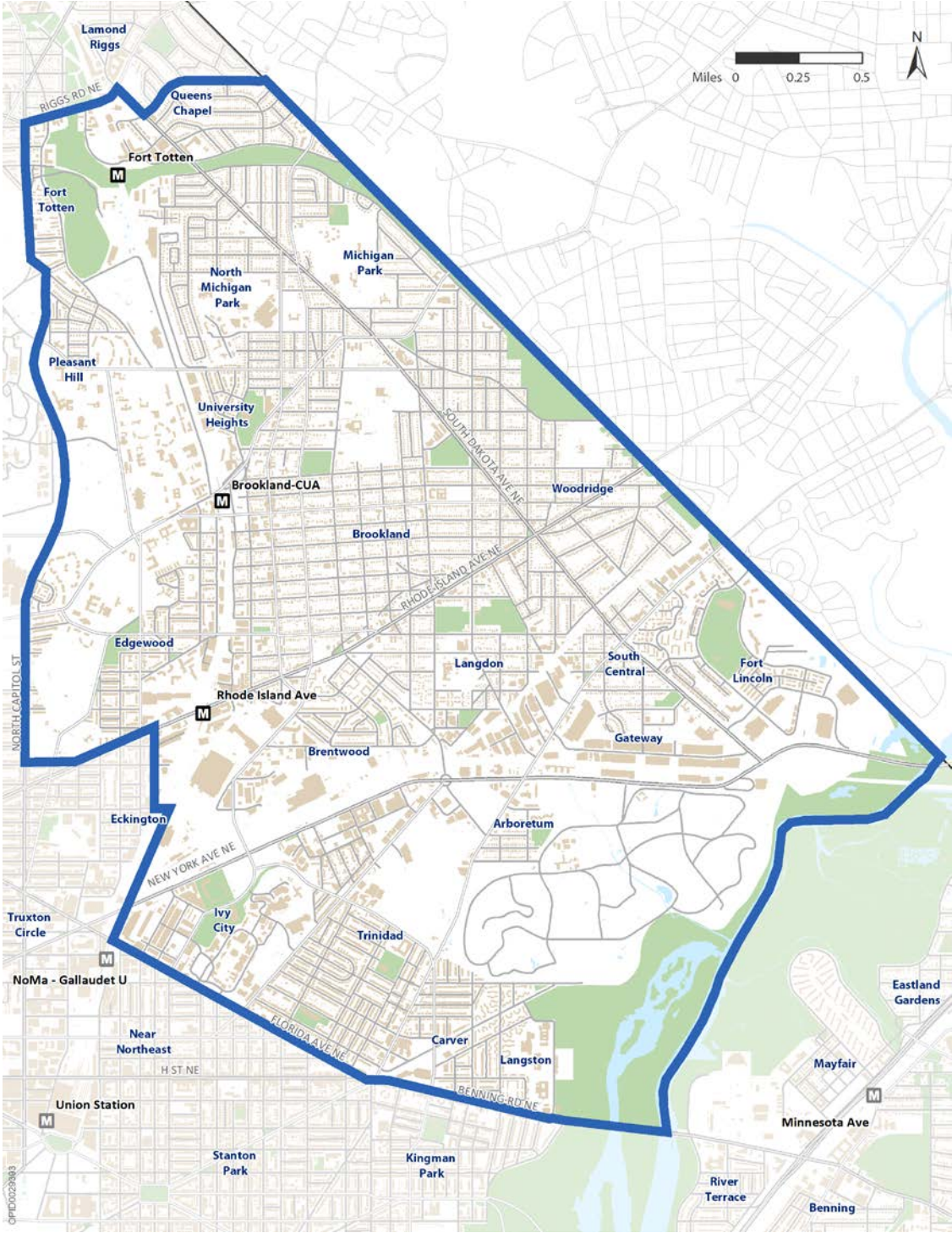
2313.3 A Campus Plan for UDC was completed in 2011 to guide campus growth and development at Van Ness through 2020 at its flagship location. The Campus Plan recommends optimizing the university's facilities, providing an environment for cultural exchange, enlivening the surrounding community, and greening the campus. As the Campus Plan is implemented, efforts should be made to improve the public space around the Metro station and make future facility development compatible with the surrounding neighborhood. 2313.3

2313.4 In 2016, OP in partnership with community members and UDC, completed the Van Ness Commercial District Action Strategy to improve the corridor, with a focus on public space, retail, sustainability, and commercial opportunities. The Action Strategy includes new streetscape and façade improvement recommendations. 2313.4

2313.5 ***Policy RCW-2.3.1: Public Space in Van Ness***
Enhance the linear public space on both sides of Connecticut Avenue NW with larger landscaped areas and increased café seating where appropriate. Create focal points with public art and activate plazas with temporary placemaking and other programming. 2313.5

2313.6 ***Policy RCW-2.3.2: Retail in Van Ness***
Support Van Ness Main Street and the ANC in efforts to develop a more cohesive and vibrant retail environment, focusing on creating top quality retail space near the Metro station and developing a coordinated marketing approach for Van Ness. 2313.6

- 2313.7 ***Policy RCW-2.3.3: Sustainability in Van Ness***
Support stakeholder collaboration in Van Ness to enhance sustainability in the Van Ness commercial district. Incorporate green infrastructure into the landscape amenity zone as part of any major streetscape work by the District or a private property owner. 2313.7
- 2313.8 ***Policy RCW-2.3.4: Commercial Opportunities in Van Ness***
New building construction and major renovation projects should produce high-quality retail space that engages with the sidewalk and increases housing near the Metro station where possible. 2313.8
- 2313.9 ***Policy RCW-2.3.5: UDC and Van Ness Community***
Continue to enhance coordination and communication between UDC officials, Van Ness Main Street, and the surrounding Van Ness community on issues such as parking, traffic, property maintenance, and facility development. UDC and community stakeholders should collaborate to leverage the university's cultural resources and promote activities that can enliven the street and serve the community. 2313.9
- 2313.10 ***Action RCW-2.3.A: Van Ness Streetscape Improvements***
Improve the streetscape on Connecticut Avenue in Van Ness to support commercial revitalization of ground-floor retail, enhance public life on the street, and reduce impervious area between building face and curb. 2313.10



2400 Overview 2400

- 2400.1 The Upper Northeast Planning Area encompasses 8.7 square miles and includes about two-thirds of the District’s northeastern quadrant. The Planning Area’s western boundary is formed by North Capitol Street (north of Rhode Island Avenue) and the CSX railroad tracks (south of Rhode Island Avenue), and its southern boundary is formed by Florida Avenue, Benning Road, and the Anacostia waterfront area. The northern/eastern border is Eastern Avenue at the District of Columbia line. These boundaries are shown in the map at left. Historically, most of Upper Northeast has been in Ward 5. 2400.1
- 2400.2 Northeast is principally known as a residential community, with single-family neighborhoods, including Arboretum, Woodridge, Queens Chapel, and Michigan Park. It also includes row house neighborhoods, such as Stronghold and Trinidad, and apartments and higher-density housing in communities, such as Fort Lincoln, Edgewood, and Carver Terrace. Some communities—Brookland, Ivy City, Fort Totten, and Riggs Park, for example—offer a traditional base of single-family housing and an emerging cluster of transit-oriented development around Metrorail (Metro) stations. 2400.2
- 2400.3 The mix of uses in Upper Northeast is particularly diverse compared to other parts of Washington, DC. The Planning Area contains the largest concentration of industrial land uses in the District , following the CSX rail lines north and east from Union Station. It includes three major institutions of higher education—the Catholic University of America (CUA), Trinity University, and Gallaudet University—and numerous other institutions serving other missions. For many years, the CUA planned to repurpose land along Michigan Avenue once occupied by residence halls. In 2014, approximately 11 acres were transformed into Monroe Street Market, a cluster of residences, restaurants, and shops located next to the Brookland/CUA Metro Station. Upper Northeast includes one hospital—the Hospital for Sick Children. It also includes several large federal properties, including the Brentwood Postal Facility and the U.S. National Arboretum, a Federal Express distribution center and the now- revived Hecht’s Warehouse site. 2400.3
- 2400.4 Upper Northeast is also home to the historic Union Market located within the Florida Avenue Market, which is the District’s fresh produce district, as well as dozens of small shops and local businesses along neighborhood commercial

streets, such as 12th Street, 18th Street, and Rhode Island Avenue. At one time, Upper Northeast had many more neighborhood shopping districts like these, but the number of shopping districts has been reduced, or in some cases disappeared entirely due to competition from larger auto-oriented and suburban-style shopping centers, including shopping centers in the District . 2400.4

2400.5 The Planning Area is especially well known for its large concentration of religious institutions, including the Basilica of the National Shrine of the Immaculate Conception and the Pope John Paul II Cultural Center. It contains numerous seminaries and ministries, some occupying park-like settings with rolling lawns and impressive buildings. The Franciscan Monastery and the homes of the Josephites, the Carmelites, and many other religious orders are located here. Most of these properties meet the qualifications for historic designations, but few are officially recognized. In addition to these historic institutions, the Planning Area also includes portions of several important public landscapes, all of which are historic: multiple Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, Langston Golf Course, and the National Arboretum. 2400.5

2400.6 Several major arterial streets, including New York Avenue, Rhode Island Avenue, South Dakota Avenue, Bladensburg Road, Michigan Avenue, and Riggs Road, cross the Planning Area. The area also includes the Fort Totten, Brookland/CUA, and Rhode Island Avenue-Brentwood Metro stations, as well as NoMa-Gallaudet U Metro station, which is on the border with the Central Washington and Capitol Hill Area Elements. All four of these stations are served by Metro's Red Line. The Metropolitan Branch Trail is being developed through this area, linking Upper Northeast neighborhoods to Downtown Washington, DC. 2400.6

2400.7 Upper Northeast has experienced significant growth along the Red Line over the past 10 years. This growth is anticipated to continue as underused land, such as surface parking lots and underperforming strip malls near the Metro stations and along the neighboring corridors, redevelop. 2400.7

2400.8 Upper Northeast neighborhoods are home to many lifelong Washingtonians and have a history of strong civic . Civic associations, Advisory Neighborhood Commissions (ANCs), churches, and community organizations are actively involved in discussions about the community's future. Nonprofit organizations, such as the North Capitol and Brookland-Edgewood Family Support

Collaboratives and the United Planning Organization, also play an important role in community life. 2400.8

2400.9 Upper Northeast shares some of the same challenges facing other parts of the District. The area's poverty and unemployment rates are all above the District average. . Many parts of the area lack access to open space, parks, and retail services. The area has a large population of older adults, many with special transportation, housing, and health care needs. The Planning Area also faces the challenge of an increasingly unaffordable housing market. A new generation of homeowners has invested in Upper Northeast, which has led to increased prices and housing demand. The greatest future challenge will be to respond to change in a way that keeps Upper Northeast a socially, culturally, and economically diverse community. 2400.9

2401 History 2401

2401.1 Upper Northeast began as a series of land grants made by British King Charles I to George Calvert, the first Lord Baltimore. During the 1700s and early 1800s, early settlers enjoyed meadows, woodlands, farms, and open countryside. Tracks for the Baltimore and Ohio (B&O) Railroad were laid out in the 1830s, but the area remained sparsely populated until the turn of the 20th century. In the 1840s, Colonel Brooks, a veteran of the War of 1812, built the Greek Revival mansion that still stands today at 901 Newton Street. Several Civil War strongholds were developed in the area during the 1860s, including Fort Bunker Hill, Fort Slemmer, Fort Totten, and Fort Lincoln. 2401.1

2401.2 One of the first settlements in the area was Ivy City, developed around 1872 along the B&O Railroad tracks. Ivy City later became a brick manufacturing center and was home to the National Fair Grounds in the late 1800s. In 1879, the B&O Railroad developed additional rail lines through Upper Northeast, connecting Washington to Pittsburgh, Chicago, and points west. Industrial uses followed the railroads, locating along the sidings. Trolley lines were extended out Rhode Island Avenue in 1897, beginning the area's residential growth, as well as the growth of nearby communities in Maryland. 2401.2

2401.3 Beginning in the late 1880s, the Brooks estate was subdivided, and the Brookland neighborhood was born. The deep lots and spacious porches created the ambiance of small-town living just a few miles from central Washington, DC. The houses

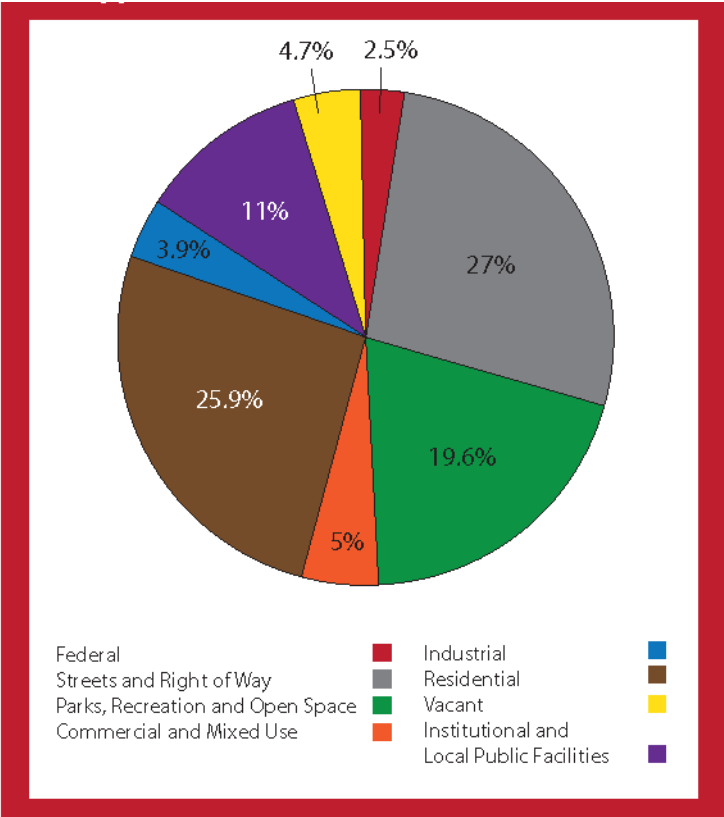
were affordable for moderate-income residents. By 1900, the neighborhood boasted plank sidewalks and a streetcar line. Much of the neighborhood's architectural heritage, including Victorians, bungalows, and colonial homes, remains intact today and is part of the neighborhood's appeal. 2401.3

- 2401.4 CUA was established in the area in 1887. Several other religious organizations settled nearby. The Sisters of Notre Dame de Namur founded Trinity University in 1901, and the Dominicans built their House of Studies the same year. The Paulists, the Marists, and Holy Cross Fathers soon followed. By the 1920s, the area had gained the nickname Little Rome. By this time, Gallaudet University was already well established for half a century on a campus near Ivy City, quickly becoming the nation's premier college for deaf and hard-of-hearing students after opening in the 1860s. 2401.4
- 2401.5 Much of Upper Northeast was developed between 1920 and 1950. Major industrial and commercial development occurred during this period, and the rail corridors became a well-established regional distribution center. New York Avenue became the major route into Washington from the northeast, attracting hotels, motels, and visitor services. Large-scale housing construction took place during the 1920s in Ivy City and Trinidad, and the 1930s saw construction of historic Langston Dwellings, one of the nation's first public housing complexes, and one of the District's first examples of modern architecture. Housing developments like Brentwood Village and Riggs Park were constructed during the 1930s and '40s, and smaller-scale development took place during the 1950s in the Lamond-Riggs and Fort Totten areas. 2401.5
- 2401.6 By the 1960s, most of the area was fully developed. Fort Lincoln, the last remaining large tract of vacant land, was conceived as a New Town as part of the Johnson Administration's Great Society Program. The 360-acre site was intended to be an innovative experiment in participatory democracy and racial and economic integration, with residents involved in the community's development and profits. A private company was selected to build the project, which initially included 550 condominiums, 666 apartments for older adults, and 157 garden apartments. During the 1970s, the National Park Service (NPS) built a playground and park area, and the District built an elementary school and indoor swimming pool. Only about half of the original plan was actually carried out, however. In the early 2000s, the next phases of Fort Lincoln New Town were developed. They include townhomes and retail, such as Costco, Lowe's Home Improvement, and Dick's Sporting Goods. 2401.6

2402 Land Use 2402

2402.1 Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, District and federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart, not actual changes in land use. Upper Northeast is made up of approximately 5,739 acres, or about 13 percent of the District’s land area. The composition of uses is shown in Figure 24.1. The area’s land use mix is among the most diverse in Washington, DC. 2402.1

2402.2 Figure 24.1: Land Use Composition in Upper Northeast. 2402.2



- 2402.3 Residential development is the single largest land use, representing about 26 percent of the total area. Of the residential land area, about 44 percent is developed with single-family detached homes and about 41 percent with row houses and two-family houses. Apartments make up only about 15 percent of the residential land area. Denser housing is located at Carver Terrace, Montana Terrace, Langston Terrace, Edgewood, Fort Lincoln, and Brentwood. 2402.3
- 2402.4 Commercial and industrial uses make up about nine percent of Upper Northeast's land area. Upper Northeast contains almost two-thirds of the District's industrial acreage. Much of the space consists of warehouse and distribution facilities, light manufacturing, automotive services, and service businesses, such as construction suppliers and printers. These uses are concentrated along New York Avenue, Bladensburg Road, Brentwood Road, Florida Avenue, V Street, and West Virginia Avenue, as well as in the area between the Rhode Island and Fort Totten Metro stations, and elsewhere along the heavy rail/Metro corridor. Commercial uses include neighborhood-oriented shopping districts and larger shopping centers like the Rhode Island Place Shopping Center on Brentwood Road and Hechinger Mall. 2402.4
- 2402.5 Institutional and local public facilities land make up 11 percent of the Planning Area. Most of this total is associated with colleges, universities, and religious institutions. The area also contains more than 1,106 acres of parks, recreation, and open space, representing 19.6 percent of its total area. However, much of the open space is Mount Olivet and Glenwood Cemeteries, or is located on the far eastern edge of the area within the confines of the National Arboretum. Large parks are generally associated with the Fort Circle chain parks and are located on the area's northern and eastern perimeter. 2402.5

2403 Demographics 2403

- 2403.1 The Upper Northeast area has grown at a moderate pace since 2000. Currently, the population is 70,613 residents, an increase of more than 10,000 people in 17 years. The population is expected to grow over the next several decades to a population exceeding 112,000 by 2045. Figure 24.2 presents a snapshot of the Upper Northeast area and change since 2000. 2403.1
- 2403.2 As indicated in Figure 24.2, approximately 70 percent of the area's residents are Black, which is higher than the District-wide total of 48 percent. Since 2000, the

Black population has decreased from 51,705 residents to 49,614 residents. Approximately ten percent of the area’s residents are of Hispanic/Latino origin, which is an increase compared to three percent in 2000. The area has also experienced an increase in the foreign-born population, increasing from five percent in 2000 to 12 percent in 2017. The foreign-born population is lower than the District-wide total of 14 percent. 2403.2

2403.3 Relative to the District , the area has a higher percentage of seniors. Almost one in seven residents of Upper Northeast is 65 and over, and the percentage is higher in neighborhoods like North Michigan Park and Woodridge. The percentage of older adults has decreased since 2000 by almost three percent, and the percentage of residents under the age of 18 has decreased slightly since 2000 but is higher than the District-wide total (19 percent compared to 18 percent District-wide). . 2403.3

2403.5 Figure 24.2: Upper Northeast at a Glance. 2403.5

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	58,684	60,682	70,613	83,263	98,198	112,756
Households	23,513	24,762	27,000	35,780	43,253	50,501
Household Population	53,990	55,168	64,897	76,144	90,697	104,849
Persons Per Household	2.30	2.23	2.40	2.13	2.10	2.08
Jobs	45,769	27,155	30,731	36,715	46,443	52,846
Density (persons per sq mile)	6,669	6,896	8,024	9,462	11,159	12,813
Land Area (square miles)	8.8	8.8	8.8	8.8	8.8	8.8

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	12,353	21.1%	13,143	18.6%	17.6%
18-64	35,901	61.2%	46,818	66.3%	70.6%
18-34	13,728	23.4%	20,769	29.4%	34.6%
35-64	22,173	37.8%	26,050	36.9%	35.9%
65 and over	10,430	17.8%	10,651	15.1%	11.9%
Residents Below Poverty Level	11,564	19.5%	12,133	18.3%	17.4%

ENGROSSED ORIGINAL

Racial Composition					
White	5,316	9.0%	11,045	19.9%	40.7%
Black	51,705	87.1%	49,614	70.3%	47.7%
Native American	202	0.3%	470	0.7%	0.3%
Asian/Pacific Islander	496	0.8%	1,430	2.0%	3.8%
Other	845	1.4%	3,217	4.6%	4.6%
Multi-Racial	830	1.4%	1,837	2.6%	2.9%
Hispanic Origin	1,769	3.0%	7,012	9.9%	10.7%
Foreign-Born Residents	2,998	5.0%	8,414	11.9%	14.0%
Tenure					
Owner Households	11,501	48.4%	12,333	45.7%	41.7%
Renter Households	12,240	51.6%	14,666	54.3%	58.3%
Housing Occupancy					
Occupied Units	23,741	88.4%	27,000	91.1%	90.2%
Vacant Units	3,111	11.6%	2,625	8.9%	9.8%
Housing by Unit Type					
1-unit, detached	5,506	20.5%	5,684	19.2%	11.9%
1-unit, attached	8,483	31.6%	9,118	30.8%	25.1%
2-4 units	4,845	18.0%	4,840	16.3%	10.3%
5-9 units	1,902	7.1%	1,846	6.2%	6.8%
10-19 units	3,001	11.2%	3,247	11.0%	10.5%
20 or more	3,090	11.5%	4,874	16.5%	35.4%
Mobile/other	25	0.1%	16	0.1%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

2404 Housing Characteristics 2404

2404.1 Half the housing units in Upper Northeast are single-family homes. According to the 2017 Census, about 19 percent of the units were single-family detached homes, and 31 percent were row houses and townhomes. Both of these figures exceed the District-wide total. Duplexes, triplexes, and fourplexes made up about 16 percent, which is higher than the District-wide total. Seventeen percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to 35 percent in the District as a whole. 2404.1

2404.2 The 2017 Census also reported that the number of renter households was slightly higher than the number of owner households in Upper Northeast (54 percent and 46 percent, respectively). The percent of renter households has increased by about three percent since 2000. 2404.2

2405 Income and Employment 2405

- 2405.1 According to the 2017 Census, median household income in Upper Northeast was \$62,605 compared to a District-wide median of \$77,649. Approximately 18 percent of the area’s residents lived below the federal poverty level. This is slightly higher than the poverty level District-wide, at 17 percent. 2405.1
- 2405.2 Data from the District Department of Employment Services and the Office of Planning indicate that Upper Northeast had 30,731 jobs in 2017, primarily in institutional uses and in the production, distribution, and repair sector. This represents four percent of the city’s job base. The Planning Area has about 1.1 jobs per household. 2405.2

2406 Projections 2406

- 2406.1 Based on an analysis of approved development, available land, regional growth trends, and local planning policies, the population decline experienced in Upper Northeast from the 1950s to the early 2000s has come to an end. In fact, the Planning Area is projected to add approximately 22,565 households by 2045, and its population is projected to rise about 60 percent to 112,756 residents. The primary areas of population growth are around the Metro stations at Fort Totten, Brookland, NoMa-Gallaudet U, and Rhode Island Avenue; along major corridors like New York Avenue, Rhode Island Avenue, and North Capitol Street; at Fort Lincoln; and in the vicinity of Hechinger Mall/Benning Road. 2406.1
- 2406.2 More than half of the additional households are associated with specific sites that are in various stages of planning and development. These include the remaining vacant parcels at the Fort Lincoln New Town, Washington Metropolitan Area Transit Authority (WMATA)-owned land at three Metro stations, and private development projects, such as the approximately 257-unit Arboretum Place built north of Hechinger Mall, Union Market, Brookland Manor, and CUA. 2406.2
- 2406.3 The number of jobs is expected to increase from 29,395 in 2015 to 52,846, an increase of about 78 percent over the next 30 years. Most of the increase is associated with redevelopment of key parcels along the New York Avenue and Bladensburg corridors, and mixed-use development around the Metro stations. Expansion of industrially zoned acreage in the area is not expected. In fact, most

of the employment growth will be the result of the planned conversion of former industrial land to new uses, especially near Metro stations, as identified in Small Area Plans such as the Brookland/CUA Small Area Plan and Florida Avenue Market Small Area Plan. 2406.3

2407 Planning and Development Priorities 24072407.1 This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. 2407.1

2407.2 Workshops over the course of the Comprehensive Plan Revision provided an opportunity for residents of Upper Northeast to share their views on important planning issues. Input from these workshops was supplemented with feedback from Advisory Neighborhood Commissioners (ANCs), community groups, and individual residents. Many other meetings were held on long-range planning issues in the Upper Northeast Planning area, including workshops for the Northeast Gateway Small Area Plan; Ward 5 summits on transportation and economic development; transportation meetings on the Rhode Island Avenue, New York Avenue, and South Dakota Avenue corridors; and meetings on specific development proposals. 2407.2

2407.3 Several important messages and priorities were expressed at these meetings:

- Upper Northeast neighborhoods take pride as middle-income, family-oriented communities. Although the community's population declined by 20 percent during the 1980s and 1990s, there is still a strong sense of identity and civic pride in places like Arboretum, North Michigan Park, and Woodridge. Conservation of the existing housing stock is a high priority although there are differences of opinion on the best way to achieve this. Neighborhoods such as Brookland, where about two-thirds of the homes pre-date World War II, have debated the possibility of historic district designation, but have yet to reach a consensus on the best way to preserve the historic character of the community.
- Residents of Upper Northeast are feeling the pressure of escalating

housing costs. Displacement is a concern in neighborhoods like Ivy City and Trinidad, where one-quarter of the residents live below the poverty line and home prices have tripled in the last five years. Upper Northeast includes many lower-income households, residents on public assistance, and hard working people trapped in low wage jobs. There is anxiety about expiring federal housing subsidies, and the future of large public housing complexes like Langston Dwellings. Residents want assurance that they will not be dislocated if and when these complexes are renovated or replaced. The recent redevelopment of Montana Terrace provides a good example of meeting affordable housing needs while creating opportunities for home ownership for existing residents.

- Residents are concerned that they are the location of choice for unwanted municipal land uses, such as trash transfer stations, bus garages, youth detention centers, vehicle maintenance facilities, and halfway houses. While there is an appreciation for the importance of these uses to the District, there are concerns about their continued concentration in Upper Northeast simply because the area has a large supply of industrially zoned land.
- Upper Northeast neighborhoods have lived with the heavy truck traffic, noise, and unappealing views that comes with industrial land uses for decades. This is particularly true in Ivy City, Langdon, Brentwood, and the 7th-8th Street NE area southwest of the Brookland Metro station. Residents are especially concerned about large trucks, vibration, dust, air pollution, and the transport of hazardous materials on the railroads. There is also a desire to clean up brownfield sites in the community and return them to productive use. These sites provide an opportunity to apply green development principles, turning environmental liabilities into environmental assets.
- Retail choices in Upper Northeast need to be expanded. For 20 years, Hechinger Mall was the only large shopping center in the area. Options have improved with the opening of Home Depot/Giant, and will get better still with a planned new shopping center at Fort Lincoln, but these centers are auto-oriented and are not convenient to everyone in the community. Many of the commercial areas in Upper Northeast are dominated by used car lots, carry-outs, liquor stores, automotive uses, and other activities

that are not conducive to neighborhood shopping. More retail districts like Brookland's 12th Street are desired to meet the day-to-day needs of residents. Rhode Island Avenue, Benning Road, Florida Avenue, Bladensburg Road, and the areas around the Metro stations have the potential to become pedestrian-oriented shopping districts. The Florida Market also has the potential to become a more vital shopping district, serving not only as a wholesale venue but also as a retail center for Ivy City, Trinidad, Eckington, and nearby neighborhoods.

- Although seminaries, cemeteries, and institutions provide much greenery, and the community is ringed by the National Arboretum, the Anacostia River, and the Fort Circle Parks, much of Upper Northeast is starved for public parkland. More active recreational areas, playgrounds, athletic fields, and traditional neighborhood parks are needed. Better connections to the Arboretum and Anacostia River are needed. There are also concerns that the large institutional open spaces—particularly the great lawns and wooded glades of the area's religious orders—may someday be lost to development. These properties are important to the health of the community and should be considered as opportunities for new neighborhood and community parks (as well as housing) if they become available. They are the lungs of the neighborhood.
- The area's major thoroughfares need to be improved. New York Avenue is the gateway to the nation's capital for over 100,000 vehicles a day and provides the first impression of Upper Northeast (and the District) for many residents, commuters, and visitors. Its motels and fast food joints, used car lots, chop shops, strip clubs, salvage yards, and warehouses do not project a positive image. Moreover, the street is often clogged with traffic, especially around its interchanges with South Dakota Avenue and Florida Avenue. The same is true of Bladensburg Road, and some of the other arterial streets in the area. The community wishes to see these corridors upgraded, without diverting traffic to other thoroughfares and residential streets nearby.
- Upper Northeast did not experience the kind of large-scale development experienced elsewhere in Washington, DC between 2000 and 2005, but that is likely to change in the next few years. Proposals to redevelop the Capital City Market as a "new town" are being discussed, and a large mixed-use development is also under

consideration at the Bladensburg/New York Avenue intersection. Residents are also very interested in proposals for the McMillan Reservoir Sand Filtration Site and the Armed Forces Retirement Home, as development on these sites would challenge the roads, infrastructure, and public services in Upper Northeast. Growth and development should be carefully managed to avoid negative impacts, and should be leveraged to provide benefits for the community.

- There is general—though not universal—agreement that the Rhode Island Avenue, Brookland/CUA, and Fort Totten Metrorail stations are logical locations for future development. The stations are currently adjoined by parking lots and industrial uses that do not take advantage of their proximity to Metro. These areas may provide opportunities for apartments, condominiums, townhomes, and other types of moderate and medium-density housing, provided that measures are taken to buffer adjacent lower-density neighborhoods, address parking and traffic issues, and mitigate other community concerns. There are differences of opinion as to the appropriate density of development and the precise mix of uses at each station. Small Area Plans are needed for each area to continue the community dialogue on their future.
- More should be done to connect Upper Northeast residents with jobs in the Planning Area. Right now, only 10 percent of those who live in Upper Northeast actually work in Upper Northeast. With 40,000 jobs in the community, that figure should be much higher. The area's nine percent unemployment rate is high. Trade schools, vocational schools, and apprenticeship programs are needed to strengthen labor force skills and provide more pathways to employment for local residents.
- Schools and other public facilities in Upper Northeast should be retained in public ownership, even if they are closed due to underenrollment. Residents attending Comprehensive Plan meetings felt strongly that these facilities should not be sold for development, but should be kept in public ownership and used for the delivery of other community services, such as health care and care for older adults. The need for services for older adults is particularly high, given the high percentage of older adults (over 25 percent of the population in neighborhoods like Woodridge and North Michigan Park). Many of the schools, libraries, recreation

centers, and other public facilities in the area are in need of modernization. Crummell School is an example. The modernization of Noyes Elementary and Luke Moore Academy are promising, but there is much more to accomplish. 2407.3

2408 UNE-1.1 Guiding Growth and Neighborhood Conservation 2408

2408.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Upper Northeast. These policies and actions should be considered in tandem with those in the Citywide Elements of the Comprehensive Plan. 2408.1

2408.2 ***Policy UNE-1.1.1: Neighborhood Conservation***

Encourage growth while enhancing the neighborhoods of Upper Northeast, such as Michigan Park, North Michigan Park, University Heights, Woodridge, Brookland, Queens Chapel, South Central, Lamond-Riggs, and Arboretum. The residential character of these areas should be preserved while allowing new housing opportunities for all incomes. Places of historic significance, gateways, parks, and important cultural and social places should likewise be preserved and enhanced. 2408.2

2408.3 ***Policy UNE-1.1.2: Compatible Infill***

Encourage compatible residential infill development throughout Upper Northeast neighborhoods, especially in Brentwood, Ivy City, and Trinidad, where numerous scattered vacant residentially- zoned properties exist. New and rehabilitated housing in these areas should meet the needs of a diverse community that includes renters and owners; seniors, young adults, and families; and persons of low and very low-income, as well as those of moderate and higher incomes. 2408.3

2408.4 ***Policy UNE-1.1.3: Metro Station Development***

Capitalize on the presence of the Metro stations at Rhode Island Avenue, Brookland-CUA, and Fort Totten, to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. Locating higher-density housing near Metro stations minimizes the impact of cars and traffic that would be expected if the residents lived farther from high-capacity transit. The District will coordinate with WMATA to make the design, density, and type of housing or other

proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; and serves a variety of household incomes. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, such as existing production, distribution, and repair (PDR) uses. Development shall also comply with other Comprehensive Plan guidance regarding the provision of appropriate open space, management of mobility, and public services. 2408.4

- 2408.5 ***Policy UNE-1.1.4: Reinvestment in Public Housing***
Continue to reinvest in Upper Northeast’s public housing stock. As public housing complexes are modernized or reconstructed, actions should be taken to minimize displacement and to create homeownership opportunities for current residents. 2408.5
- 2408.6 ***Policy UNE-1.1.5: Vacant and Abandoned Structures***
Reduce the number of vacant, abandoned, and boarded up structures in Upper Northeast, particularly in the Ivy City and Trinidad areas. 2408.6
- 2408.7 ***Policy UNE-1.1.6: Neighborhood Shopping***
Improve neighborhood shopping areas throughout Upper Northeast. Continue to enhance 12th Street NE in Brookland as a walkable neighborhood shopping street and encourage similar pedestrian-oriented retail development along Rhode Island Avenue, Bladensburg Road, South Dakota Avenue, West Virginia Avenue, Florida Avenue, and Benning Road. New pedestrian-oriented retail activity should also be encouraged around the area’s Metro stations. 2408.7
- 2408.8 ***Policy UNE-1.1.7: Larger-Scale Retail Development***
Encourage additional community-serving retail development at the existing Brentwood Shopping Center (Home Depot-Giant), the Rhode Island Avenue Shopping Center (4th and Rhode Island NE), and Hechinger Mall. Encourage new large-scale retail development at Fort Lincoln. Design such development to complement, rather than compete with, the neighborhood-oriented business districts in the area. 2408.8
- 2408.9 ***Policy UNE-1.1.8: Untapped Economic Development Potential***
Recognize the significant potential of the area’s commercially and industrially zoned lands, particularly along the New York Avenue corridor, V Street NE, West Virginia Avenue, and Bladensburg Road, and around the Florida Avenue Market, to generate jobs, provide new shopping opportunities, enhance existing

businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. The uses, height, and bulk permitted under the existing PDR zones are expected to remain for the foreseeable future. 2408.9

2408.10 ***Policy UNE-1.1.9: Production, Distribution, and Repair Uses***
Encourage existing PDR uses in Upper Northeast to incorporate higher design standards, landscaping, and improved screening and buffering. Emphasize a mixture of new uses to be co-located with the PDR uses, including retail and office space, that create jobs for Upper Northeast area residents, and that minimize off-site impacts on the surrounding residential areas. 2408.10

2408.11 ***Policy UNE-1.1.10: High-Impact Industrial Uses***
Strongly discourage the further proliferation of junkyards, scrap yards, and other high-impact industrial uses within the area, since these activities do not enhance the quality of life for residents of the District. Take appropriate action to reduce the potential for these uses to encroach into established residential and commercial areas within Upper Northeast, and to address environmental health and safety issues for those who live or work nearby. 2408.11

2408.12 ***Policy UNE-1.1.11: Buffering***
Improve the interface between residential neighborhoods, industrial/commercial areas, and the railroad and Metro rail lines. Buffer neighborhoods such as Gateway, South Central, Ivy City, North Michigan Park, Riggs Park, and Brentwood from noise, truck traffic, commuter traffic, odor, and compromised infrastructure, and take steps to reduce the damaging effects of excessive noise and vibration from Metro and commercial train traffic for homes along the CSX and Metro lines in Brookland, Queens Chapel, North Michigan Park, Brentwood, and Gateway. 2408.12

2408.13 ***Policy UNE-1.1.12: Truck Traffic***
Continue to work with the community and area businesses to reduce heavy truck traffic on residential streets, particularly along W Street, West Virginia Avenue, Taylor Street NE, and 8th Street NE. Assess the circulation needs of businesses in these areas to determine if there are alternate means of access that would reduce impacts on adjacent neighborhoods. 2408.13

2408.14 ***Action UNE-1.1.A: Industrial/Residential Buffers***
Develop additional solutions to buffer residential and industrial areas from one another, such as the recommendations in the 2014 Ward 5 Works Industrial Land Transformation Study and design guidelines. 2408.14

2408.15 ***Action UNE-1.1.B: Industrial Land Transformation Study***
Implement the recommendations of the 2014 Ward 5 Works Industrial Land Transformation Study. 2408.15

See the Land Use and Economic Development Elements for a description of this study.

2408.16 ***Action UNE-1.1.C: Traffic Safety Improvements***
Improve traffic safety throughout the Upper Northeast area, particularly along Eastern Avenue, Franklin Street, Monroe Street, Brentwood Road, Bladensburg Road, Rhode Island Avenue, South Dakota Avenue, and New York Avenue. 2408.16

2409 UNE-1.2 Conserving and Enhancing Community Resources 2409

2409.1 ***Policy UNE-1.2.1: Streetscape Improvements***
Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, New York Avenue, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, West Virginia Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways. 2409.1

2409.2 ***Policy UNE-1.2.2: Preserving Local Historic Resources***
Preserve historic resources in Upper Northeast, including Gallaudet University, the Brooks Mansion, Crummell School, the homes of Ralph Bunche and Samuel Gompers, the Franciscan Monastery, Langston Terrace housing development, Langston Golf Course, Union Market Terminal, the Hospital for Sick Children, Glenwood Cemetery, and the Fort Circle Parks. 2409.2

2409.3 ***Policy UNE-1.2.3: Highlighting Local Cultural Resources***
Develop new means to highlight the historic and cultural resources in Upper Northeast, such as improved signage and trails connecting the Fort Circle Parks,

organized tours of the area's religious landmarks, and tours of historic homes in Brookland and other parts of the community. 2409.3

- 2409.4 ***Policy UNE-1.2.4: Linking Residents to Jobs***
Improve linkages between residents and jobs within Upper Northeast so that more of the area's working-age adults fill the jobs located within the Planning Area. Achieve this linkage by developing additional vocational and trade schools within Upper Northeast, such as the streetcar maintenance facility, encouraging apprenticeships and internships, and creating new partnerships between the area's major employers, the District, the public and charter schools, local churches, and major institutions. 2409.4
- 2409.5 ***Policy UNE-1.2.5: Increasing Economic Opportunity***
Create new opportunities for small, local, and minority businesses within the Planning Area, and additional community equity investment opportunities as development takes place along New York Avenue, Bladensburg Road, Benning Road, West Virginia Avenue, and around the Metro stations. 2409.5
- 2409.6 ***Policy UNE-1.2.6: Connecting to the River***
Recognize the Anacostia River and the land along its banks as an essential and integral part of the Upper Northeast community. Improve the connections between Upper Northeast neighborhoods and the Anacostia River through trail, path, transit, and road improvements, linking the Gallaudet University campus as an institutional open space with the adjacent open spaces to the east, including the Mt. Olivet Cemetery and the National Arboretum, and extending to the Anacostia River and Riverwalk. Provide amenities and facilities in the planned waterfront parks that meet the needs and promote the resilience of Upper Northeast residents. 2409.6
- 2409.7 ***Policy UNE-1.2.7: Institutional Open Space***
Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland, Woodridge, and Gallaudet University/Trinidad. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine, which lead to Union Station and the National Mall. . In the event that large institutional uses are redeveloped in the future, pursue opportunities to dedicate substantial areas as new neighborhood parks and open spaces. Connections between Upper Northeast open

spaces and the network of open space between McMillan Reservoir and Fort Totten should also be pursued. 2409.7

2409.8 ***Policy UNE-1.2.8: Woodridge Open Space***

Encourage the preservation and improvement of existing green space in the Woodridge community and identify opportunities to coordinate with the National Park Service to enhance neighborhood access to green space. 2409.8

See also Land Use Element and the Park and Open Space Element for policies on institutional uses.

2409.9 ***Policy UNE-1.2.9: Environmental Quality***

Improve environmental quality in Upper Northeast, with particular attention given to the reduction of emissions and particulates from trucks and industrial uses in the area. Increase the tree canopy in Ivy City and other areas where tree cover is limited. 2409.9

2409.10 ***Action UNE-1.2.A: Parkland Acquisition***

Address the shortage of parkland in the Planning Area, placing a priority on the areas with the most severe deficiencies. According to the Parks and Recreation Master Plan, these areas include Edgewood, Ivy City, the Carver/Langston area, and the southwest part of Brookland. 2409.10

2409.11 ***Action UNE-1.2.B: Hazardous Materials Transport***

Continue to advocate for safeguards and restrictions on the transport of hazardous cargo through the Upper Northeast Planning Area, particularly on the rail lines that abut the community's residential neighborhoods. 2409.11

2409.12 ***Action UNE-1.2.C: Main Streets/Great Streets***

Consider the designation of additional commercial areas as DC Main Streets, including portions of Bladensburg Road. 2409.12

2409.13 ***Action UNE-1.2.D: Arboretum Bridge***

Continue to work with NPS on the development of the Arboretum Bridge and Trail Project that will create a pedestrian connection between the Arboretum and Kenilworth Park North on the east side of the Anacostia River. 2409.13

2410 UNE-2 Policy Focus Areas 2410

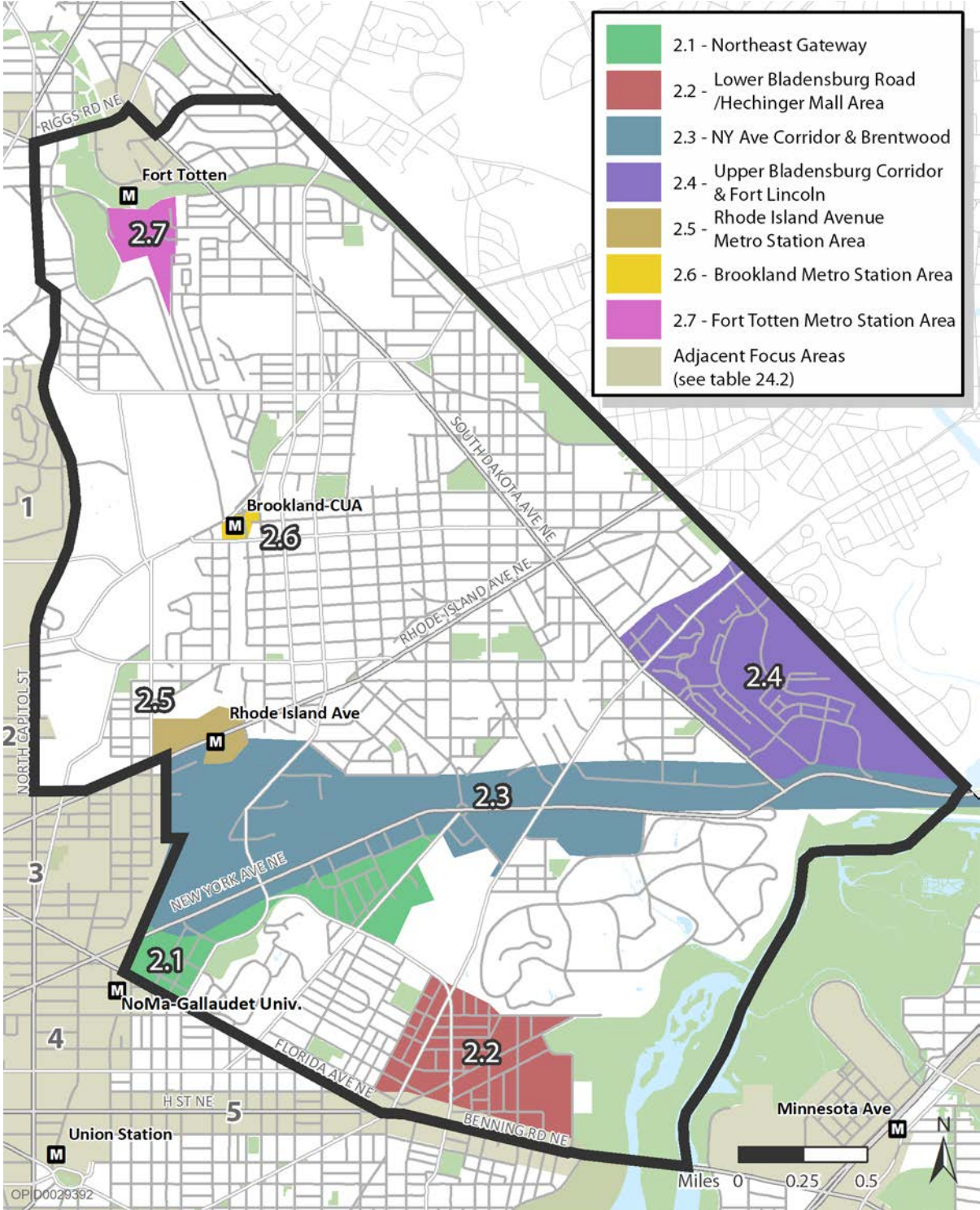
2410.1 This Area Element includes more detailed policy direction for seven specific areas (see Map 24.1 and Figure 24.3). Each area requires direction and guidance beyond that provided by the Citywide Elements and the earlier part of this Area Element. These areas include:

- Northeast Gateway Lower Bladensburg Road/Hechinger Mall
- New York Avenue Corridor and Brentwood
- Upper Bladensburg Road /Fort Lincoln
- Rhode Island Avenue Metro
- Brookland Metro Station Area
- Fort Totten Metro Station Area. 2410.1

2410.2 Figure 24.3: Policy Focus Areas Within and Adjacent to Upper Northeast. 2410.2

Within Upper Northeast	
2.1	Northeast Gateway
2.2	Lower Bladensburg Road/Hechinger Mall
2.3	New York Avenue Corridor and Brentwood
2.4	Upper Bladensburg Road/Fort Lincoln
2.5	Rhode Island Ave Metro Station
2.6	Brookland Metro Station Area
2.7	Fort Totten Metro Station Area
Adjacent to Upper Northeast	
1	Armed Forces Retirement Home/Irving Street Hospital Campus
2	McMillan Sand Filtration Site
3	Mid-City East (North Capitol St/Florida Ave/New York Ave)
4	NoMa/Northwest One
5	H Street/Benning Road (Capitol Hill)

2410.3 Map 24.1: Upper Northeast Policy Focus Areas. 2410.3



2411 UNE-2.1 Northeast Gateway 2411

2411.1 Northeast Gateway includes the neighborhoods of Ivy City and Trinidad, as well as the Florida Avenue Market, Gallaudet University, and the West Virginia Avenue Public Works Campus (Carver Terrace, Langston Terrace, Arboretum, and Hechinger Mall are also in the Northeast Gateway area but are addressed in Section UNE-2.2). 2411.1

2411.2 The residents of Northeast Gateway benefit from proximity to amenities like the Langston Golf Course, the National Arboretum, and the NoMa-Gallaudet U Metro station. However, the community also significantly impacted by the effects of concentrated poverty, community service needs, and affordability concerns underscored by surrounding large-scale development. Trinidad has one of the highest numbers of returning citizens in the District. Residents old and new seek the same quality public services and facilities that other residents of the District receive. 2411.2

2411.3 The Florida Avenue Market (also known as the Union Terminal Market or the Union Market) is one of the most well-known features of the Northeast Gateway area. The market was initially constructed to house businesses displaced from downtown by construction of the Federal Triangle. Today, it continues to offer one-stop shopping for wholesalers and restaurant suppliers, selling goods ranging from produce, meats, seeds, and seafood to ethnic specialty foods. While the Market is a one-of-a-kind institution, it has been experiencing rapid redevelopment and is transforming from a traditional industrial distribution center into a mixed-use neighborhood. This change has put some current businesses at risk for displacement, particularly wholesalers and restaurant suppliers, even as new businesses spring up. Conversely, changes in Northeast Gateway are also advancing other elements of the Comprehensive Plan, as well as the DC Cultural Plan, by enlivening the area through outdoor movie showings and other cultural gatherings. 2411.3

2411.4 A Master Plan for the West Virginia Avenue Public Works Campus, located on the eastern edge of this area, was completed in 2016. The plan focuses on a 19.4-acre District-owned site bordered on the east by Mount Olivet Cemetery and on the northwest by West Virginia Avenue. The site is currently used for a variety of

public works activities, including fleet operations, solid waste management, parking enforcement, a tire shop and car wash, and equipment storage. The District intends to consolidate operations from scattered sites to this property, while modernizing the entire complex to be a state-of-the-art public works campus. Nearly 300,000 square feet of new floor space is planned, including 123,000 square feet of new offices and a 165,000-square-foot maintenance facility. 2411.4

2411.5 One of the major themes of the West Virginia Avenue Public Works Campus Master Plan is to improve connections between the campus and surrounding neighborhoods, including streetscape investments, pedestrian and bicycle safety improvements, and a more welcoming street presence along West Virginia Avenue. New amenities such as a park, plaza, and local-serving retail space are planned, providing essential assets to a community that presently lacks public gathering space and parkland. The West Virginia Avenue campus is envisioned as a showcase for sustainability, with renewable energy, water conservation, zero waste, and green building measures used to reduce its environmental footprint. 2411.5

2411.6 ***Policy UNE-2.1.1: Ivy City Infill Development***
Prepare a small area plan or other appropriate planning studies for Ivy City, with community engagement, to consider the reuse of Crummel School, community facilities, green space, and housing among other items. Support the development of additional infill housing in Ivy City, including loft-style and live-work housing that blends with the industrial character of the neighborhood. Support a range of housing designs that fosters affordability and accommodates a mix of household types, including families. Rehabilitation and renovation of the existing housing stock should also be strongly encouraged. 2411.6

2411.7 ***Policy UNE-2.1.2: Florida Avenue Market***
Redevelop the Florida Avenue Market into a regional destination that may include residential, dining, entertainment, office, hotel, maker, and wholesale food uses. The wholesale market and the adjacent DC Farmers Market are historic amenities that should be preserved, upgraded, and more effectively marketed. 2411.7

2411.8 ***Policy UNE-2.1.3: Consolidating District Government Operations***

Make more efficient use of the District government-owned properties in the Northeast Gateway area and undertake improvements that make these properties a more attractive, integral, and positive part of adjacent neighborhoods . 2411.8

- 2411.9 ***Policy UNE-2.1.4: Northeast Gateway Urban Design Improvements***
Improve the image and appearance of the Northeast Gateway area by creating landscaped gateways into the community, creating new parks and open spaces, upgrading key streets, and improving conditions for pedestrians along Florida Avenue and other neighborhood streets. 2411.9
- 2411.10 ***Policy UNE-2.1.5 Green Spaces in Ivy City***
Encourage the preservation and improvement of existing green space in the Ivy City community and identify opportunities to coordinate between public and private landowners to enhance neighborhood access to green space. 2411.10
- 2411.11 ***Action UNE-2.1.A: Florida Avenue Market***
Implement recommendations in the Florida Avenue Market Small Area Plan for the revitalization and development of the Florida Avenue Market into a mixed-use residential, commercial, and wholesale industrial destination, centered around a low-rise core of historic buildings. Implementation of redevelopment plans for the site shall be achieved through a collaborative process that involves the landowners and tenants, the project developers, the District government, and the community. 2411.11
- 2411.12 ***Action UNE-2.1.B: Northeast Gateway Open Space***
Develop additional and interconnected public open spaces in the Ivy City and Trinidad areas, including a public plaza and park on the West Virginia Avenue Public Works Campus, and improved open space at the Trinidad Recreation Center, Lewis Crowe Park and the Crummell School and its grounds. 2411.12
- 2411.13 ***Action UNE-2.1.C: Crummell School Reuse***
A high priority should be given to the rehabilitation of the historic Crummell School as a community or recreation center, with a mix of uses for community benefit, such as affordable and moderate-income housing, jobs training, or meeting space. Crummell School was built in 1911 and educated Black children from that time until 1972. The structure, which is a designated historic landmark, has been vacant for more than 40 years. 2411.13

2411.14 ***Action UNE-2.1.D: Transformation of West Virginia Avenue Public Works Campus***
Encourage the advancement of the recommendations of the 2014 Ward 5 Works Industrial Land Transformation Study related to the 2015 Department of Public Works Campus Master Plan to transform the District government operations and properties at West Virginia Avenue and Okie Street into a world-class, mixed-use campus that includes public open space, public amenities, and maker/production space. The campus should be a model of sustainable design and public works operations and a catalyst for local community development.
2411.14

2412 UNE-2.2 Lower Bladensburg Road/Hechinger Mall 2412

2412.1 Bladensburg Road extends from the starburst intersection at H Street and Benning Road approximately 2.7 miles northeast to the District/Maryland border. The road is an important community gateway, providing access to the National Arboretum and residential neighborhoods in Upper Northeast, as well as a commuter route for suburban communities in Prince Georges County. The road contains two distinct segments: the lower portion (addressed here) is south of New York Avenue. The upper portion (addressed in Section 2.4) is north of New York Avenue and is part of the South Central/Gateway and Fort Lincoln neighborhoods. 2412.1

2412.2 Hechinger Mall anchors the lower end of the Bladensburg corridor. The mall was developed in 1982, in part to help bring retail back to Northeast Washington, DC following the period of economic hardship of H Street NE after the unrest in 1968 . At one time, the 190,000-square-foot mall had one of the largest stores in the Hechinger chain, but today it serves as a community shopping center anchored by a supermarket, a pharmacy, and several national discount retailers. The adjacent Benning Road NE and Bladensburg Road NE are part of the H Street Main Street service area 2412.2

2412.3 The area immediately to the east includes the Langston Terrace and Carver Terrace public housing developments, historic Langston Golf Course, and the Schools on the Hill campus comprised of the former Spingarn Senior High School, Brown Junior High School, and Charles Young Elementary. The area has played an important role in the history of the District's Black community. Langston Terrace Dwellings was the District's first public housing complex

and was designed by renowned Black architect Hilyard Robinson. When it opened in 1938, prospective residents had to be gainfully employed Black residents with children. The federally-owned Langston Golf Course shares a similar history : when it opened in 1939, it was the only golf course in the city open to Black residents. The nearby 42-acre Schools on the Hill campus offers a scenic academic environment above the Anacostia River and is one of the largest complexes of public school buildings in Washington, DC. 2412.3

2412.4 The Hechinger Mall and Benning Road corridor is experiencing significant change , driven in part by the revival of northeast Capitol Hill, the H Street corridor, and the Anacostia waterfront area. Approximately 257 units of housing were delivered at Arboretum Place just north of Hechinger Mall. The mall itself offers long-term opportunities for redevelopment as a more pedestrian-friendly and urban mixed-use center, with additional square footage and possibly new uses, such as housing. Pedestrian-oriented retail storefronts along Bladensburg Road hold the potential for revival and restoration. The historic 42-acre Schools on the Hill campus has also been considered as the showpiece for a dedicated academic environment, with new educational facilities, mixed-use development, and services that are integrated with the adjacent neighborhood. The H Street/Benning Road NE streetcar line started passenger service in 2016. The Spingarn streetcar and training facility was also completed at that time and includes space for light vehicle maintenance and a community room. 2412.4

2412.5 ***Policy UNE-2.2.1: Mixed-Use Development Along Benning and Bladensburg***
Improve the overall appearance of Benning and Bladensburg Roads in the vicinity of Hechinger Mall. Pursue opportunities for additional pedestrian-oriented, mixed-use development fronting on these streets, including ground-floor retail uses and upper-floor housing. Housing opportunities should accommodate a mix of incomes, families, and other household units. Such development should be linked to transportation investments along these streets, including the streetcar along H Street/Benning Road NE. 2412.5

2412.6 ***Policy UNE-2.2.2: Hechinger Mall***
Promote continued reinvestment in Hechinger Mall as a community shopping center. Support additional development on the Hechinger site, creating a more urban and safer pedestrian-oriented streetscape and adding new uses, such as housing. Housing opportunities should accommodate a mix of incomes, families, and other household units. 2412.6

- 2412.7 ***Policy UNE-2.2.3: Arboretum Gateway***
Improve the visual quality of Bladensburg Road and enhance its function as a gateway to the National Arboretum. 2412.7
- 2412.8 ***Policy UNE-2.2.4: Langston and Carver Terrace***
Sustain the Langston Terrace and Carver Terrace developments as essential housing resources for lower-income families. Historic Langston Terrace should be preserved. 2412.8
- 2412.9 ***Policy UNE-2.2.5: Schools on the Hill Campus***
Improve the integration of the Schools on the Hill Campus (former Spingarn, Brown, Phelps, and Young Schools) with the adjacent Carver/Langston neighborhood. 2412.9
- 2412.10 ***Policy UNE-2.2.6: Extension of H Street NE Arts District***
Work with area stakeholders to develop a strategy for promoting development of an arts district along the eastern end of Florida Avenue NE by considering linkages with the H Street NE arts and entertainment district and planned development on lower Bladensburg Road. Support additional development and visual improvements on the corridor. 2412.10
- 2412.11 ***Action UNE-2.2.A: Crime Prevention***
Implement the Crime Prevention Through Environmental Design (CPTED) plans outlined in the Benning Road Corridor Redevelopment Framework. 2412.11
- 2412.12 ***Action UNE-2.2.B: Bladensburg Road Corridor***
Explore a tailored planning effort for the Bladensburg Road corridor that provides analysis and guidance for land use and urban design. 2412.12
- 2412.13 ***Action UNE-2.2.C: Langston Golf Course***
Continue to work with the federal government to transform the Langston Golf Course into an appealing amenity for the surrounding neighborhoods. 2412.13
- 2412.14 ***Action UNE-2.2.D: Connectivity***
Leverage the existing streetcar and continue to explore transit options to improve connectivity to RFK Stadium to the south and the Anacostia River to the east. 2412.14

See the Capitol Hill Area Element for additional information.

2413 UNE-2.3 New York Avenue Corridor and Brentwood 2413

- 2413.1 The New York Avenue corridor/Brentwood area includes the expansive industrial and commercial area on both sides of New York Avenue between Florida Avenue and the Maryland state line. On the north, the corridor abuts the Brentwood and Langdon communities. On the south, it abuts Ivy City and the National Arboretum. Brentwood is home to the 633,000-square-foot U.S. Postal facility. Other large uses in the area include a Metro maintenance facility, the Ivy City railyards, the WMATA Bladensburg Bus Division, and the historic art deco Hecht's warehouse, now converted to apartments. New York Avenue itself is lined by strip commercial uses, such as hotels, fast food restaurants, and gas stations. 2413.1
- 2413.2 The corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered underused by today's market standards and are being considered for additional uses, such as retail development. The physical environment along the New York Avenue corridor is indicative of auto-oriented uses, with tall pole-mounted signs and complex intersection configurations. New York Avenue itself is a major commuter corridor and truck route poised for a multimodal transformation . In August 2013, the Gateway Wings sculpture was integrated into the New York Avenue Bridge, just east of Florida Avenue. The 50-foot high steel structure, which is illuminated at night, signifies this important entrance to the center of the District. 2413.2
- 2413.3 In 2014 the District's Department of Transportation completed moveDC, the District's multimodal long-range transportation plan, which includes multiple recommendations for New York Avenue. The plan recognizes the significant transportation pressures New York Avenue faces from daily commuters and as a primary freight corridor. It recommends improvements to New York Avenue to help meet these needs, including managed lanes from I-395 to the District line, as well as freight capacity improvements. The plan also recognizes that safety enhancements are needed along the corridor at major intersections with North Capitol Street, Florida Avenue, 4th Street, and Bladensburg Road. In addition, the plan suggests building a trail and associated streetscape improvements along New York Avenue from Mt. Vernon Square connecting to the Arboretum, Fort Lincoln, and the Anacostia River. 2413.3

- 2413.4 Additional land use recommendations for the New York Avenue industrial area are contained in the 2014 Ward 5 Works Industrial Land Transformation Study. These recommendations include strengthening and enhancing light industrial PDR activities along the north side of the avenue between Montana and South Dakota Avenues, retaining the area’s municipal-industrial functions (bus garages, road maintenance facilities, etc.), and considering the addition of other uses (such as retail) on strategic sites. 2413.4
- 2413.5 ***Policy UNE-2.3.1: New York Avenue Corridor***
Improve the appearance of New York Avenue as a gateway to Washington, DC. Support road design changes and streetscape improvements, that improve traffic flow and enhance the road’s operation as a multimodal corridor that meets both regional and local needs. 2413.5
- 2413.6 ***Policy UNE-2.3.2: Production, Distribution, and Repair Land Uses***
Retain the concentration of PDR land uses in the New York Avenue corridor. While some industrial land was converted to other uses on select sites, such as the Bladensburg/Montana/New York triangle, these changes should not diminish the area’s ability to function as an industrial district meeting the needs of government and District businesses and residents. Mixed-use redevelopment should complement PDR uses within the building envelope as a primary use when PDR zoned. 2413.6
- 2413.7 ***Policy UNE-2.3.3: Infill Development***
Support infill development and redevelopment on underused commercial sites along New York Avenue. Particularly encourage retail development that would provide better access to goods and services for residents, and sales tax dollars for the District. 2413.7
- 2413.8 ***Policy UNE-2.3.4: Consolidate and Formalize Auto-Related Uses***
Use zoning, enforcement, and other regulatory mechanisms to address nuisance and operational issues of some existing auto-related businesses on Bladensburg Road. Create a more pedestrian friendly environment along Bladensburg Road, possibly placing the dealerships within an enclosed showroom. 2413.8
- 2413.9 ***Action UNE-2.3.A: Business Improvement District***
Consider the creation of a Business Improvement District (BID) serving the New York Avenue corridor. 2413.9

2414 UNE-2.4 Upper Bladensburg Road/Fort Lincoln 2414

2414.1 The Upper Bladensburg corridor has experienced disinvestment for many years. While still dominated by automotive repair shops, auto parts shops, car lots, and vacant businesses, there has been some retail activity in recent years, including one of the first craft breweries to open in Upper Northeast. 2414.1

2414.2 The opportunity to improve Upper Bladensburg Road is tied to plans for Fort Lincoln, which is located northeast of the Bladensburg/South Dakota Avenue intersection. Plans to build out the remaining vacant land at Fort Lincoln are now approved and under construction, with more than two phases of construction completed. Additional townhomes, a shopping center, and offices or distribution facilities should follow in the coming years. The increased population presents an opportunity to revitalize the adjacent Bladensburg corridor, and bring back some of the neighborhood-oriented shopping that disappeared from the corridor years ago. 2414.2

2414.3 ***Policy UNE-2.4.1: Fort Lincoln New Town***

Support the continued development of Fort Lincoln New Town compatible with approved plans for the site. Fort Lincoln should be recognized as an important opportunity for family-oriented, owner-occupied housing, large-scale retail development, and additional employment. 2414.3

2414.4 ***Policy UNE-2.4.2: Upper Bladensburg Corridor***

Support additional neighborhood-serving retail uses along the Upper Bladensburg Road corridor (from South Dakota Avenue to Eastern Avenue). Encourage the gradual transformation of this area from an auto-oriented industrial strip to a more pedestrian-oriented mixed-use area, providing services to the adjacent Woodridge, South Central, and Fort Lincoln neighborhoods, while retaining PDR uses. 2414.4

2414.5 ***Action UNE-2.4.A: Streetscape and Façade Improvements***

Develop programs to improve the streetscape and commercial facades along Bladensburg Road from Eastern Avenue to South Dakota Avenue. 2414.5

2415 UNE-2.5 Rhode Island Avenue Metro Station 2415

2415.1 This focus area includes the Metro station vicinity and the 2.7-mile corridor extending from North Capitol Street east to the Maryland line. The Rhode Island

Avenue-Brentwood Metro station opened in 1976 and was one of the first stations in the system. Despite the fact that the station is just one mile from Downtown Washington, DC, its current configuration has a suburban design. The station is adjoined by one of the largest surface parking lots in the District on its southeast and by an aging shopping center on the northwest. Other uses in the vicinity include the big box retail center on Brentwood Road, light industrial uses, and strip commercial uses on Rhode Island Avenue. 2415.1

- 2415.2 Land around the Rhode Island Avenue Metro station is underused, but there are development plans and infrastructure investments to create a community focal point . The WMATA parking lot was redeveloped into Rhode Island Row, a mixed-use development at the foot of the Metro station, east of the tracks. Over time, additional properties may transition to new uses. Medium- to high-density housing is strongly encouraged in this area, and traffic improvements are recommended to make the station more accessible for pedestrians, bicyclists, and transit users. Improvements to the Metropolitan Branch Trail have been made through this area, including a pedestrian bridge over the railroad, and there are opportunities for trail-oriented development at the Rhode Island Shopping Center west of the tracks. The Rhode Island Shopping Center offers another opportunity for improved pedestrian connectivity and transit-oriented development. 2415.2
- 2415.3 Extending east from the station, Rhode Island Avenue is a wide tree-lined street with maintained homes and apartments, scattered commercial businesses and churches, and public uses like fire stations and parks. A walkable shopping district between 20th and 24th Streets NE serves as the retail heart of the Woodridge community and the home of the Rhode Island Avenue Main Street. 2415.3
- 2415.4 The general character of the avenue is expected to change as infill development occurs near the Metro station and in several locations along the corridor. Filling in gaps in the street wall would be desirable in the commercial areas, creating a more pedestrian-friendly environment. While most of the street is zoned for commercial uses, development that includes ground-floor retail uses or maker spaces, including space for artists and creatives, and upper-story housing would be desirable. The surrounding area is underserved by retail uses and would benefit from new restaurants, local-serving stores, and other services. 2415.4

- 2415.5 ***Policy UNE-2.5.1: Brookland's 12th Street Corridor***
In consultation with property owners, community groups, and residents, use zoning, incentives, and other tools to facilitate mixed-use projects . Create productive synergies between 12th Street and planned adjacent economic development projects, assist with connectivity and parking policies, encourage quality project designs, and encourage voluntary preservation of buildings on 12th Street, which is most emblematic of Brookland's history and character. 2415.5
- 2415.6 ***Policy UNE-2.5.2: Rhode Island Avenue-Brentwood Metro Station***
Encourage the development of additional medium- to high-density mixed-use, pedestrian and multimodal-friendly development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. Review the Rhode Island properties west of and proximate to the Rhode Island Avenue Metro station for transit connections and appropriate land use recommendations. 2415.6
- 2415.7 ***Policy UNE-2.5.3: Redevelopment of Older Commercial and Industrial Sites***
Encourage the long-term reuse of older commercial and industrial sites in the Rhode Island Avenue Metro station vicinity with mixed uses, including housing and PDR uses. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.7
- 2415.8 ***Policy UNE-2.5.4: Pedestrian Improvements***
Enhance pedestrian connections between the neighborhoods around the Rhode Island Avenue Metro station and the station itself. This should include improvements to the public realm along Rhode Island Avenue, with safer pedestrian crossings, street trees, and other amenities that make the street more attractive. 2415.8
- 2415.9 ***Policy UNE-2.5.5: Rhode Island Avenue Corridor***
Strengthen the Rhode Island Avenue corridor from 13th to 24th Street NE as a pedestrian-oriented mixed-use district that better meets the needs of residents in the Brentwood, Brookland, Woodridge, and South Central neighborhoods. Infill development that combines ground-floor retail and upper-story office and/or housing should be encouraged, along with retention of historic significant structures and the Main Street character. 2415.9

2415.10 ***Action UNE-2.5.A: Rhode Island Avenue Station Area Planning***
Work with WMATA, the local ANC, local businesses, and the community to encourage plans for the Rhode Island Avenue Metro area to enhance the surrounding neighborhoods and address issues such as traffic, parking, and station access. Acknowledge the site's former use and history as the Colombian Harmony Cemetery in the station area design through art, displays, or other features.
2415.10

2415.11 ***Action UNE-2.5.B: Further Density Requests at Brookland Manor***
Requests for increased zoning and/or density that create residential units and result from the higher FLUM designation at the area bounded by Rhode Island Avenue, Montana Avenue and Saratoga Streets NE (Brookland Manor) shall include the following: a minimum of 30 percent of all units created through this additional increase in density must be affordable, with all of these units available to households earning no more than 60 percent of the regional MFI and available for vouchers with rent caps. In addition, at least 20 percent of all affordable units shall be family sized units with a mix of three, four and five bedrooms. 2415.11

2416 UNE-2.6 Brookland Metro Station Area 2416

2416.1 The Brookland-CUA Metro station is located between the Brookland commercial district (12th Street NE) on the east and the CUA/Trinity University campuses on the west. The station is abutted by low-density residential uses on the east and a mix of light industrial, commercial, and institutional uses on the north, south, and west. Despite the presence of the Metro station, much of the vacant land in the station vicinity is zoned for industrial uses and is currently underused. Major property owners include WMATA and CUA. 2416.1

2416.2 The DC Council approved the Brookland-CUA Metro Station Small Area Plan in 2009. The plan assessed land use and zoning, the retail environment, transit/traffic safety, urban design, cultural tourism, and heritage development. The goal was to guide future development in the station vicinity in a manner that respects the nearby residential area (particularly the area along 10th Street NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. The plan also laid the groundwork for the vibrant, transit-oriented town center on the west side of the metro station abutting the CUA campus. 2416.2

- 2416.3 ***Policy UNE-2.6.1: Brookland/CUA Metro Station Area***
Encourage mixed-use development on vacant and underused property in the vicinity of the Brookland-CUA Metro station, including the parking lot east of the station. Special care should be taken to preserve the existing low-scale residential uses along and east of 10th Street NE, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity. 2416.3
- 2416.4 ***Policy UNE-2.6.2: Pedestrian and Bicyclist Access***
Improve pedestrian and bicyclist safety and access to the Metropolitan Branch Trail and the Brookland-CUA Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to CUA). 2416.4
- 2416.5 ***Policy UNE-2.6.3: Long-Term Land Use Changes***
Support long-term land use changes on industrially zoned land in the station vicinity, particularly in the area immediately north of Michigan Avenue and in the area to the southwest along 8th Street, consistent with the recommendations in the Brookland-CUA Metro Station Small Area Plan. Consistent with the 2014 Ward 5 Works Industrial Land Transformation Study, the industrially zoned areas within a quarter of a mile of the Metro station may be considered appropriate for long-term transition to more intense uses, including housing, live-work lofts, artists' studios, and similar uses. 2416.5
- 2416.6 ***Action UNE-2.6.A: Brookland-CUA Metro Small Area Plan***
Implement the recommendations of the Brookland/CUA Metro Small Area Plan. 2416.6
- 2416.7 ***Action UNE-2.6.B: Parking Strategy***
Develop a strategy for shared parking and carsharing programs in new development so that it addresses the area's transit and pedestrian orientation, the need for adequate parking to serve area businesses and residents, and to prevent spillover into the surrounding neighborhoods. 2416.7
- 2417 UNE 2.7 Fort Totten Metro Station Area 2417**
- 2417.1 The Fort Totten Station is served by the Metro's Yellow, Green, and Red lines. As the transfer point between two intersecting lines, the station area has strategic

importance in plans for the District's growth. Presently, Fort Totten is adjoined by large surface parking lots, industrial uses, and garden apartments. New residential development is taking place east of the station, and several development projects are in different phases of review or construction. The station itself sits within the boundary of the Fort Circle Parks. Fort Totten Park, immediately west of the station, is an important District historic site and contains the remnants of one of the most important Civil War fortifications in the Fort Circle chain. 2417.1

2417.2 The large parcels owned by WMATA, located on the east and west sides of the station, present an opportunity for transit-oriented, mixed-use development. A strong emphasis should be placed on housing and local-serving retail uses on these sites, with an orientation to the station and connecting bus lines. 2417.2

2417.3 The intersection of Riggs Road and South Dakota Avenue is located about a quarter of a mile northeast of the station. The District Department of Transportation (DDOT) has reconstructed the intersection to improve safety conditions for pedestrians and vehicles, and made more efficient use of the very large right-of-way. The reconfigured intersection has facilitated the redevelopment of adjacent commercial and residential uses along Riggs Road, including the Walmart Supercenter between 3rd Street NE and Chillum Place. 2417.3

2417.4 ***Policy UNE-2.7.1: Fort Totten Metro Station***
Encourage the reuse of WMATA-owned land and other underused property in the immediate vicinity of the Fort Totten Metro station, focusing on the area bounded by the Fort Circle Parks on the west and south, Riggs Road on the north, and South Dakota Avenue on the east. This area is envisioned as a transit village, combining housing, ground-floor retail, local-serving office space, new parkland and civic uses, and structured parking. Redevelopment should occur in a way that conserves the lower density residences in the nearby Manor South, Michigan Park, and Queens Chapel neighborhoods, and addresses traffic congestion and other development impacts. 2417.4

2417.5 ***Policy UNE-2.7.2: Traffic Patterns and Pedestrian Safety***
Improve pedestrian access to the Fort Totten Metro station, with a particular emphasis on pedestrian and vehicle safety improvements at the South Dakota/Riggs intersection. 2417.5

2417.6 ***Policy UNE-2.7.3: Municipal/Industrial Uses***

Retain the established municipal/industrial land uses located to the south of the Fort Totten station (including the Trash Transfer Station on the west side of the tracks and salt dome on the east side). Guide future development in the vicinity of these activities in a way that does not impede their ability to function. 2417.6

2417.7 ***Action UNE-2.7.A: Riggs Road and South Dakota Avenue Area Final Development Plan***

Implement the recommendations of the Riggs Road and South Dakota Avenue Area Final Development Plan. 2417.7

See the Rock Creek East Area Element for additional information.

2500 Overview 2500

2500.1 The Implementation Element describes how the policies and actions in the Comprehensive Plan should be carried out. The element provides recommendations on improving the long-range planning process, enhancing links between the Comprehensive Plan and the Capital Improvement Plan (CIP), reporting on Comprehensive Plan progress, and updating and amending the Comprehensive Plan in the future. It also identifies recommended Comprehensive Plan actions, with links to zoning regulations to facilitate making zoning “not inconsistent with the Comprehensive Plan”, as required by District Code. 2500.1

2500.2 This element is divided into three sections:

- Administration of the Planning Process;
- Strengthening Linkages to Capital Programming and Zoning; and
- Monitoring, Evaluating, and Updating the Comprehensive Plan. 2500.2

2500.3 The Implementation Element also includes an “Action Plan” (Table 25.1, or the Implementation Table) summarizing all actions in the Comprehensive Plan. All of the actions listed in Table 25.1 are excerpted from Chapters 1-24 of the Comprehensive Plan; the reader is advised to consult the relevant chapter for more information and additional context for each action listed. 2500.3

2501 IM-1 Administration of the Planning Process 2501

2501.1 This section of the Implementation Element addresses the manner in which land use planning policies are interpreted and applied on a day-to-day basis. This includes the development review, small area planning, zoning, long-range planning, and community involvement activities used to carry out Comprehensive Plan policies. These policies effectively define “standard operating procedures” (SOPs) for planning administration in Washington, DC. 2501.1

2501.2 An equitable District is one in which all residents have the same opportunities to thrive and prosper, where health outcomes are improved for all racial and ethnic groups, and environmental benefits are shared by everyone. Equity is critically important to achieving positive outcomes within the District’s communities. The goal of equity must go beyond closing the gap between different populations to establish conditions of well-being for all groups of people. 2501.2

2501.3 The Office of Planning (OP) will synthesize and align policies throughout the Comprehensive Plan that explicitly focus on advancing equity and present these in the form of an Equity Crosswalk. The crosswalk will highlight those occurrences where equity (both directly and indirectly) appears within each chapter to better understand existing Comprehensive Plan policies through a stronger equity focus and determine what is missing or needs to be strengthened.

2501.4 Throughout the Comprehensive Plan elements, the term “racial equity lens” is used for activities ranging from preparing small area plans to evaluating development decisions. The intent is for District agencies to develop processes and tools tailored to various programs, activities, and decisions, that center and account for the needs of residents of color, to achieve these outcomes:

- Identify and consider past and current systemic racial inequities;
- Identify who benefits or is burdened from a decision;
- Disaggregate data by race, and analyze data considering different impacts and outcomes by race; and
- Evaluate the program, activity or decisions to identify measures, such as policies, plans, or requirements, that reduce systemic racial inequities, eliminate race as a predictor of results, and promote equitable development outcomes.

2501.54 The Comprehensive Plan and specifically the Implementation Element includes various strategies that will be used by the District to incorporate equity, and particularly racial equity, considerations to prioritize and target public

investments, policies, and programs, and make decisions that create measurable improvements in the lives of District residents, particularly those who have been most marginalized by systemic racism and structural inequity. A racial equity lens should be applied in these efforts that is explicit in naming and considering each representative community of color in the District, including African Americans, Hawaiian/Pacific Islanders, Asians, Indigenous populations, or members of the Latinx community. Further, implementation strategies should be targeted in proportion to the historical trauma and disproportionate outcomes experienced by those communities. This can best be accomplished by disaggregating data to track and analyze specific outcomes for each racial and ethnic group. 2501.54

2501.65 Along with consideration of the defining language on equity and racial equity in the Framework Element, guidance in the Citywide Elements on District-wide equity objectives, and the Area Elements should be used as a tool to help guide the equity interests and needs of different areas of the District. 2501.65

2501.76 ***Action IM-1.1.A: Equity Crosswalk***
Prepare and maintain an Equity Crosswalk document that compiles, analyzes, and presents text, policies and actions that advance equity in the Comprehensive Plan as an accessible, publicly available document. Prepare other topical crosswalk documents as appropriate. 2501.76

2501.87 ***Action: IM-1.1.B Equity Tools for District Agencies, including the Zoning Commission***
Prepare and implement tools, including training, to assist District agencies in evaluating and implementing the Comprehensive Plan's policies and actions through an equity, particularly a racial equity lens. This includes tools to use as part of the development review process, preparation of plans, zoning code updates, and preparation of the capital improvement program, that considers how to apply an equity analysis in these processes, including any information needed. This shall specifically include a process for the Zoning Commission to evaluate all actions through a racial equity lens as part of its Comprehensive Plan consistency analysis. 2501.87

2501.98 ***Action IM-1.1.C: Equity and Resilience Training***
Provide regular training on equity, racial equity and resilience to development review decision makers and related staff, including the Zoning Commission,

Board of Zoning Adjustment, and the Historic Preservation Review Board.
2501.98

2502 IM-1.1 Development Review 2502

2502.1 The development review process provides one of the most effective means of carrying out Comprehensive Plan policies. Projects requiring review by the Office of Planning or Zoning staff, the Board of Zoning Adjustment, and the Zoning Commission may be tied to findings of consistency with the Comprehensive Plan, or at least to evaluations that consider relevant Comprehensive Plan policies. Reviews by other agencies of development proposals also provides a means of evaluating the impacts of major projects on public services and the natural environment, consistency with policies related to achieving resilience and equity, including racial equity, and assessing the compatibility of proposed design with adjacent uses and neighborhood character. The latter assessment is particularly important in historic districts, where review by the Historic Preservation Review Board (HPRB) also may be required. In their areas of expertise, the views and recommendations of District agencies should be carefully considered, and, where called for by law or regulation, given great weight. As specified in DC code, the issues and concerns of ANCs should also be given great weight by the appropriate decision-making bodies. 2502.1

2502.2 Not all projects are subject to review prior to filing an application for a building permit. Much of Washington, DC's development is permitted as a matter-of-right under existing zoning, affording few opportunities for OP to review it for Comprehensive Plan consistency. In the future, increased scrutiny of matter-of-right projects will be needed, particularly with respect to urban design, environmental impacts, racial equity, and affordability. This could be included through adjustments to the thresholds for projects requiring Large Tract Review, implementation of a Site Plan Review process, changes to the District's Environmental Impact Screening Forms, and additional standards to ensure that new development addresses broader civic issues, including the District's commitments to housing and affordable housing, equity, and resilience, as well as open space, the transportation network, arts and culture, parking, infrastructure, the natural environment, public service needs, and affordability. 2502.2

2502.3 A variety of tools, which could include regulatory measures, incentives, or more efficient processes, should be explored and implemented to attract and encourage

developers and property owners to provide development consistent with Comprehensive Plan goals that offer benefits to address District-wide and neighborhood needs. Recent zoning regulation proposals to expand inclusionary zoning - IZ Plus – are an example of carefully crafted regulations that expand applicability while offering incentives to provide more affordable housing. As public policy choices expand development potential, the benefits of development should be widely shared. At the same time, these tools should reflect the interest in keeping the District an attractive, competitive location for development and to conduct business. 2502.3

2502.4 Planned Unit Developments (PUDs) were originally conceived as a way to develop large tracts of land more creatively than was allowed by matter-of-right zoning. Creative design has been further incentivized through the granting of additional building height and density by the Zoning Commission in exchange for public benefits, such as affordable housing and open space. The zoning regulations establish minimum lot area standards for PUDs, ranging from two acres in low- and moderate-density residential districts to 10,000 square feet in high-density and mixed-use zoning districts, with provisions for a smaller area under certain circumstances. Public benefits are generally provided on-site but may sometimes be provided in the surrounding area, subject to specific provisions set forth by zoning. 2502.4

2502.5 While the PUD process allows for significant public input, and often results in superior design, benefits, and amenities, concerns are sometimes expressed about the location and extent of the benefit and amenities, the level of additional density that may be granted, and a perceived lack of predictability. Evaluation of the PUD thresholds, standards, and waiver conditions were considered as part of the review and update to the zoning regulations in 2016. 2502.5

2502.6 ***Policy IM-1.1.1: Development Impacts***
To the greatest extent feasible, use the development review process to ensure that potential positive impacts are maximized and potential negative impacts on neighborhoods, the transportation network, parking, environmental quality, and other issues, including construction impacts, are assessed and adequately mitigated, consistent with the guidance in the Comprehensive Plan and applicable requirements. 2502.6

2502.7 ***Policy IM-1.1.2: Review of Development in Surrounding Communities***

Increase the District's participation in the review of development projects located in neighboring jurisdictions along the District's boundaries to promote land use compatibility, improve access to services and amenities, promote coordinated transportation systems, and more effectively address transportation and parking issues. 2502.7

- 2502.8 ***Policy IM-1.1.3: Relating Development to Infrastructure Capacity***
Align development with infrastructure capacity, with the intent of not exceeding capacity. Land use decisions should balance the need to accommodate growth and development with available transportation capacity, including transit, and other travel modes and the availability of water, sewer, drainage, solid waste, and other public services. 2502.8
- 2502.9 ***Policy IM-1.1.4: Incentives for Achieving Goals and Policies***
Use zoning incentives, such as increased height and density, in appropriate locations to achieve Comprehensive Plan goals and policies, including advancing equitable development and meaningful racial equity outcomes and increased housing and affordable housing supply. A variety of tools, which could include regulatory measures, incentives, or more efficient processes, should be explored and implemented as appropriate to encourage development consistent with Comprehensive Plan goals that offer benefits to address District-wide and neighborhood needs. These could include flexibility with zoning requirements, entitlement and regulatory relief, permissive design review, reduction of parking requirements, expedited entitlement review, waivers of various fees, and other financing tools. 2502.9
- 2502.10 ***Policy IM-1.1.5: Development Approvals and the Comprehensive Plan***
Consider the goals and policies of the District and Citywide Elements, where applicable, in the approval of PUDs, variances, campus plans, special exceptions large tract reviews, and other projects requiring review. 2502.10
- 2502.11 ***Policy IM-1.1.6: Studies Informing Zoning Case Approvals***
To the extent the following factors are relevant for consideration, ensure that zoning case reviews on matters such as PUDs are informed by: (1) transportation and infrastructure studies and recommended conditions of approval to mitigate potential impacts; (2) agreements for financing any necessary improvements, including public and private responsibilities; ~~and~~ (3) agreements to comply with

District employment and hiring requirements and other regulations that provide public benefits to District residents; and (4) racial equity reviews, as identified in IM-1.1.B. 2502.11

- 2502.12 ***Policy IM-1.1.7: Housing as a PUD Amenity***
Consider the provision of on-site housing for low-income households, older adults, persons with disabilities, and larger family-sized units to serve growing and multigenerational families as an important, high-priority amenity in PUDs, particularly in areas of high land value, where the provision of affordable housing is otherwise difficult to achieve. In areas where affordable housing goals are achieved, PUD amenities may focus on other identified community needs, such as access to employment, education, health services, and other services and amenities. 2502.12
- 2502.13 ***Policy IM-1.1.8: Location of PUD Amenities***
A substantial part of the amenities proposed in PUDs shall accrue to the community in which the PUD could have an impact. 2502.13
- 2502.14 ***Policy IM-1.1.9: Monitor Development Requirements, Benefits, Amenities, and Other Commitments***
Monitor and ensure commitments made through the development review process are implemented, including development requirements, benefits, amenities, or actions offered for incentives. 2502.14
- 2503.1 IM-1.2 Small Area Planning 2503**
- 2503.1 Small Area Plans cover defined geographic areas that require more focused direction than can be provided by the Comprehensive Plan. The intent of such plans is to guide long-range development, improve neighborhoods, achieve District-wide goals, and attain economic and community benefits. The Comprehensive Plan Area Elements identify recommended locations for Small Area Plans, with an emphasis on the Land Use Change Areas, Enhancement Areas, and business districts shown on the Comprehensive Plan’s Generalized Policy Map. A Small Area Plan provides supplemental guidance to the Comprehensive Plan, unless incorporated into the Comprehensive Plan by a DC Council act. In exceptional cases, it may be appropriate to prepare a Small Area Plan for an area not called for in the Comprehensive Plan. Advisory

Neighborhood Commissions (ANCs) and public involvement in the development of Small Area Plans is desired and expected. 2503.1

2503.2 Further, the Generalized Policy Map identifies Future Planning Analysis Areas and describes them as follows: “Areas of large tracts or corridors where future analysis is anticipated to ensure adequate planning for ~~appropriate~~, equitable development. Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future planning analyses process for each area. Planning analyses generally establish guiding documents, ~~including, but not limited to, Small Area Plans, development frameworks, technical studies, design guidelines, or Planned Unit Developments if accompanied by robust planning, or master plans already approved by the National Capital Planning Commission.~~ Such analyses shall precede any zoning changes in this area. The planning process should evaluate current infrastructure and utility capacity against full build out 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 Pplanning 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.” 2503.2

2503.3 Notwithstanding 2503.2, Re-zoning proposals received prior to planning studies in these Future Planning Analysis Areas that would have been inconsistent with the Future Land Use Map adopted in December 2012 shall be discouraged and will be considered inconsistent with the Comprehensive Plan may be considered if the following occur or have occurred: a Small Area Plan, development framework, technical study, design guidelines, Planned Unit Development, master plan already approved by the National Capital Planning Commission, or the re-zoning proposal would have been consistent with the 2012 Future Land Use Map. The intent is that both steps of the two-step process must occur: planning analyses and then appropriate rezoning, although in the case of a Planned Unit Development the planning analyses and rezoning may be combined. To advance deeply affordable housing production, proposals that reserve at least 25 percent of housing units as affordable to very-low- and extremely-low-income households for the life of the building in Future Planning Analysis Areas with high housing

costs and few affordable housing options may proceed in advance of planning analyses. 2503.3

2503.4 ***Policy IM-1.2.1: Small Area Plans***

Prepare Small Area Plans and other planning studies for parts of Washington, DC where detailed direction or standards are needed to guide land use, transportation, housing, urban design, equitable development and other future physical planning decisions. These plans ~~should~~must be conducted using a racial equity lens and consider use of a racial equity impact analysis or similar tools. The focus should be on areas that offer opportunities for new residential, commercial, and mixed-use development, or areas with challenges or characteristics requiring place-specific planning actions. 2503.4

2503.5 ***Policy IM-1.2.2: Prioritizing Small Area Plans and Other Planning Studies***

Use the Comprehensive Plan Area Elements, the Generalized Policy Map and land use monitoring activities to identify areas where Small Area Plans or other appropriate planning studies should be conducted. Prioritize planning study resources and efforts in locations specified in the Area Elements, within the Future Planning Analysis Areas and Resilience Areas, Land Use Change areas, Enhancement areas, or business areas downtown. A Small Area Plan or other planning study may also be appropriate in response to community requests that demonstrate a clear purpose and need and aligns with these priorities to the greatest extent possible. In exceptional cases, it may be appropriate to prepare a Small Area Plan for an area not called for in the Comprehensive Plan. 2503.5

2503.6 ***Policy IM-1.2.3: Protocol for Small Area Plans***

Ensure that Small Area Plans and other studies take a form appropriate to the needs of both the community and the District, reflecting community and District-wide needs, District-wide and neighborhood economic development policies and priorities, market conditions, and implementation requirements. As with any other commitment of public resources, Small Area Plan work should consider competing demands, available staffing and time, and available funding. Such plans ~~should~~must be shaped using a racial equity lens and address topics such as neighborhood revitalization and conservation needs and strategies, achieving housing and affordable housing targets, addressing displacement, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques necessary to achieve plan objectives. Small Area Plans are typically

approved by resolution of the DC Council, and information from these plans may be subsequently incorporated into the Comprehensive Plan Elements. If approved by DC Council resolution, the Small Area Plans should be used as supplemental guidance by the Zoning Commission where not in conflict with the Comprehensive Plan. A Small Area Plan can be incorporated into, and given the same force as, the Comprehensive Plan by DC Council act. 2503.6

2503.7 ***Action IM-1.2.A: Implementation of Small Area Plans***

As needed, amend the Comprehensive Plan to reflect Small Area Plan policies that are inconsistent with or not appropriately specified in the Comprehensive Plan. 2503.7

2503.8 ***Action IM-1.2.B Small Area Plan Activities***

Provide a list of completed, in-progress, and proposed Small Area Plans and other planning studies through the Comprehensive Plan Progress Reports, as discussed in Action IM-3.1.A. 2503.8

2504 IM-1.3 Zoning Regulations and Consistency 2504

2504.1 The importance of zoning as a tool for implementing the Comprehensive Plan, particularly the Future Land Use Map, is discussed in several places in the Comprehensive Plan. The Home Rule Charter requires that zoning “shall not be inconsistent” with the Comprehensive Plan. Consequently, revisions to the Comprehensive Plan should be followed by revisions to the Zone Map or text, with an emphasis on eliminating clear inconsistencies. 2504.1

2504.2 However, the zoning impact of the District Elements of the Comprehensive Plan is broad and is not limited to areas of conflict between the Comprehensive Plan and Zone Map. Additional zoning map amendments may be needed to achieve neighborhood revitalization or conservation goals, greater housing availability, and access to public transit. A major revision to the zoning regulations was completed in 2016. Action items throughout the Comprehensive Plan were considered during this effort, eventually enabling zoning to work more effectively as a Comprehensive Plan implementation tool. Table 25.1 highlights all zoning-related actions that are included in the Comprehensive Plan. 2504.2

2504.3 ***Policy IM-1.3.1: Updating Land Use Controls***

Regularly review and update the District’s land use controls and building codes to eliminate obsolete regulations and develop new regulations that address emerging issues, land uses, building types, and technologies. 2504.3

2504.4 ***Policy IM-1.3.2: Zone Map Consistency***

Consistent with the Home Rule Charter, ensure that the Zone Map is “not inconsistent” with the Comprehensive Plan, including the text and the Future Land Use Map. Make appropriate revisions to the Zone Map or zoning text to improve its alignment with the Comprehensive Plan text and the Future Land Use Map and to eliminate clear inconsistencies. 2504.4

2504.5 ***Policy IM-1.3.3: Consultation of Comprehensive Plan in Zoning Decisions***

The Board of Zoning Adjustment, the Zoning Commission, , and other District agencies or decision-making bodies regulating land use, shall, when required by law or regulation, look to the District Elements of the Comprehensive Plan and its accompanying maps. Decisions on requests for rezoning shall be guided by the Future Land Use and Policy Maps read in conjunction with the text of the Comprehensive Plan (Citywide and Area Elements), as well as Small Area Plans pertaining to the area proposed for rezoning. 2504.5

2504.6 ***Policy IM-1.3.4: Interpretation of the District Elements***

Recognize the overlapping nature of the Comprehensive Plan Elements as they are interpreted and applied. An element may be tempered by one or more of the other elements. As noted in Section 300.3, because the Land Use Element integrates the policies of all other District Elements, it should be given greater weight than the other elements. 2504.6

2504.7 ***Policy IM-1.3.5: District Government Compliance***

Improve and ensure continued compliance by the District government with the provisions and standards of its building and zoning regulations in all parts of Washington, DC. 2504.7

2504.8 ***Action IM-1.3.A: Monitor and Review New Zoning Regulations***

Regularly monitor and review the zoning regulations to verify that they are working to achieve their purpose and submit corrections, changes, and amendments as necessary. 2504.8

2504.9 ***Action IM-1.3.D: Adoption of Future Land Use Map and Policy Map***
Adopt the Future Land Use Map and Policy Map by Act. Any inconsistencies in land use map designations between the illustration on the map and the textual description of the map designation that is contained in the adopted Comprehensive Plan legislation shall be resolved in favor of the text. 2504.9

2505 IM-1.4 Long-Range Planning 2505

2505.1 A long-range planning program is essential to implementing and maintaining the Comprehensive Plan, monitoring its effectiveness, and collecting and analyzing data to guide land use decisions. Other sections of the Comprehensive Plan speak to the importance of using long-range planning to guide the capital improvement process, public facilities plans, and transportation, housing, arts and culture, and economic development efforts. Good plans require good data that is disaggregated by race; their success should be measurable through quantifiable benchmarks. Part of the function of long-range planning is to verify that such benchmarks are realistic and based on accurate sources, research, and analysis. 2505.1

2505.2 A robust long-range planning program is also critical to advocate for the District's goals at the regional level. Successful implementation of the Comprehensive Plan will require additional regional planning initiatives and significant collaboration with adjacent state, county, and city governments. The District should lead the way in discussions about regional housing, transportation, social, and environmental issues. It should advocate for greater equity and racial equity at the regional level, stronger measures to balance jobs and housing across the region, and transit improvements to enhance regional mobility, improve environmental quality, and reduce urban sprawl. 2505.2

2505.3 Continued collaboration with federal agencies to advance a shared long-range planning program for Washington, DC is critical to meet District and federal interests. Areas for specific coordination are identified throughout the Comprehensive Plan and should aim to address shared stewardship responsibilities and seamless planning across federal and non-federal properties. As proposals for statehood are advanced, seek to identify and address planning and land development issues. 2505.3

2505.3 ***Policy IM-1.4.1: Long-Range Planning Program***

Using the recommendations of this Comprehensive Plan, including in Section IM-3 (entitled, Monitoring, Evaluating, and Amending the Comprehensive Plan), continue an ongoing planning process that provides for updating and amending the Comprehensive Plan, periodic progress reports, and collection and dissemination of long-range planning data. 2505.3

2505.4 ***Policy IM-1.4.2: Monitoring Neighborhood Trends***
Monitor social, economic, community, and real estate trends that might require land use actions or policy modifications. Incorporate current, reliable data in Washington, DC's land use planning efforts, and use that data consistently across District agencies. This data ~~should~~must be disaggregated by race ~~where possible~~. 2505.4

2505.5 ***Policy IM-1.4.3: Regional Planning***
Actively participate in regional planning initiatives and recognize the link between these initiatives and broader District goals relating to housing, transportation, economic growth, equity and racial equity, and environmental quality. Encourage jurisdictions across the region to do their part to meet regional housing demand for residents at all income levels, accommodate the needs of persons with disabilities, contribute to transportation improvements, and make equitable and sustainable land use and transportation decisions. 2505.5

2505.6 ***Action IM-1.4.B: Policy Development***
Use data collection and progress monitoring to actively review and formulate new policies that respond to the changes affecting Washington, DC to further the goal of an inclusive District. 2505.6

2506 IM-1.5 Public Input 2506

2506.1 Washington, DC is committed to public involvement in local government affairs, particularly those relating to land use decisions. The District has one of the most extensive networks of resident and civic organizations, neighborhood organizations, advocacy groups, and special interest groups in the country. Its 40 ANCs provide a unique forum for seeking local input and expressing priorities on a range of land use issues. The Zoning Commission, Board of Zoning Adjustment, and the DC Council itself provide formalized opportunities for public discourse on land use matters. The internet, e-mail, social media, and other technologies have made information instantly accessible to thousands of residents,

enabling unprecedented levels of participation in community meetings, summits, and forums. 2506.1

- 2506.2 ***Policy IM-1.5.1 Equitable Public Participation***
Throughout the Comprehensive Plan, policies and actions describe various planning activities. District-led planning activities shall provide meaningful, accessible, and equitable opportunities for public participation early and throughout these planning activities. Planning activities led by other federal, regional, non-profit, or private entities will be encouraged to follow this policy guidance. Public outreach and engagement tools and practices should be developed appropriate to the needs of the communities included in the study, reflecting the geographic area, scale, and type of planning study. Partner with and involve the community in developing plans and studies, including the comprehensive plan, small area plans, and other District-sponsored plans. Use virtual public engagement options to expand public participation opportunities. To promote full, transparent, and equitable participation, public engagement must be undertaken that enables low-income households, communities of color, older adults, and individuals with disabilities to participate fully and equitably, recognizing potential disparities in access to information and technology, availability of time and resources, and other issues. 2506.2
- 2506.3 ***Policy IM-1.5.2: ANC Involvement***
Include ANCs and area residents in the review of development to assist the District in responding to resident concerns. Consistent with requirements of District Code, ANC issues and concerns, as embodied in resolutions, should be given great weight as land use decisions are made. 2507.3
- 2506.4 ***Policy IM-1.5.3: Promoting Community Involvement***
Encourage the community to take a more proactive role in planning and development review, and to be involved in Comprehensive Plan development, amendment, and implementation. A Use a variety of means should be used to secure community input, including advisory and technical committees, community workshops, review of draft texts, public forums and hearings, and other means of discussion and communication. 2506.4
- 2506.5 ***Policy IM-1.5.4: Faith-Based Institutions***
Recognize the importance of faith-based institutions to neighborhood life in Washington, DC, including their role as neighborhood centers, social service providers, and community anchors. Work collaboratively with local faith-based

institutions in neighborhood planning and development initiatives to address community needs, and to reach residents who might not otherwise participate in local planning initiatives. Encourage partnerships with faith-based institutions to develop affordable housing and community services. 2506.5

2506.6 ***Policy IM-1.5.5: Transparency in Decision-Making***
Strongly encourage transparent decision-making in all land use and development matters, making information available and accessible to residents, and maintaining open lines of communication with the public as plans are developed. 2506.6

2506.7 ***Policy IM-1.5.6: Electronic Media***
Enhance communication between residents, organizations, and the District government by providing access to information through electronic media and other methods. 2506.7

2506.8 ***Policy: IM-1.5.7: Language Access***
Consistent with the District's Language Access Act, provide equal access and participatory opportunities for District residents who cannot (or have limited capacity to) speak, read, or write English in planning processes and initiatives. 2506.8

2506.9 ***Action IM-1.5.A: Planning Publications***
Continue the development of easy-to-understand written and electronic guides to help residents navigate the planning and building processes, comprehend land use planning and zoning regulations, and follow the standards, procedures, and expectations used in local planning activities. 2506.9

2507 IM-2.1 Link to Capital Improvement Planning 2508

2507.1 This section addresses the need to strengthen the links between the Comprehensive Plan and the capital improvement and zoning processes. The CIP is a multi-year plan identifying capital projects to be funded during the planning period. Capital improvement planning provides one of the most important means to establish the Comprehensive Plan as the guiding document for future public investments. The CIP provides government with a process for the planning and budgeting of capital needs. It answers questions such as what and when to buy, build, or repair. The basic function of a CIP is to provide a formal mechanism for

decision-making, a link to the Comprehensive Plan, and a financial management tool for setting priorities for capital projects. 2507.1

2507.2 The CIP identifies each proposed capital project to be undertaken, the year the improvements or assets will be acquired, or the project will be started, the amount of funds to be expended each year, and the way the expenditure will be funded. The CIP is not a static document; it is reviewed and updated on a regular basis to reflect changing priorities, unexpected events, and new opportunities. The CIP includes investments in the repair and rehabilitation of existing infrastructure and facilities, as well as the construction of new infrastructure and facilities. It can include capital items, such as buildings, utility systems, roadways, bridges, and parks, and other large investments, such as land. 2507.2

2507.3 All capital budget requests should be reviewed and considered for their consistency with the recommendations of the Comprehensive Plan. Since 2006, the District government has strengthened the links between the Comprehensive Plan and the CIP. OP established a Capital Planning Unit to support coordinated capital planning across agencies, and the administrative budget process has incorporated criteria relating to the Comprehensive Plan. Budget forums are held each spring to share direction and afford opportunities for feedback. In line with these accomplishments, the District government produces publications that help enhance the way the District allocates capital dollars (e.g., transportation, education, moderate-income housing). The development of a multi-year CIP that is consistent with the Comprehensive Plan's policies, actions, and priorities will generally allow the District to make investments where they are needed most and provide a more logical allocation of funds. The CIP must use a racial equity lens to evaluate how the District's major capital projects advance or detract from the goal of advancing equitable development District-wide. 2507.3

2507.4 ***Policy IM-2.1.1: Capital Improvement Linkages***
Link the District's CIP to the Comprehensive Plan. Comprehensive Plan priorities should be embedded within the CIP to promote the efficient and effective expenditure of public funds. 2507.4

2507.5 ***Action IM-2.1.B: Enhanced CIP Process***
Develop an enhanced CIP process that:

- Uses the Comprehensive Plan as the key guide to capital investments;
- Includes a Public Facilities Master Plan, including an ongoing Master Public Facilities coordination program that assesses facility needs and

- coordinates the public improvement plans of multiple District agencies;
- Encourages use of the same data sources for efficiency and effectiveness across agencies.
- Develops criteria for the review of capital projects for inclusion in the CIP that allows for an objective and transparent evaluation process;
- Establishes and uses tools that provide an equity and racial equity lens to evaluate projects;
- Includes an itemized allocation in the capital budget for implementation priorities that are specifically called for in the Comprehensive Plan;
- Clarifies the role of OP in the CIP process;
- Is adequately staffed and available to support the CIP process;
- Reflects the data and direction of a school Master Facility Plan, as approved by the DC Council; and
- Develops and maintains a multi-year capital improvements planning process based on the Comprehensive Plan. 2507.5

2508 IM-2.2 Recommended Changes to Zoning Regulations 2508

2508.1 As noted in Section IM-1.3, zoning regulations are a primary vehicle for implementing the Comprehensive Plan. The responsibility for zoning in Washington, DC rests with the Zoning Commission. The Commission must give great weight to OP’s recommendations and to the issues and concerns raised by the ANCs on zoning cases. The Commission has its own staff support in the Office of Zoning. 2508.1

2509 IM-3 Monitoring, Evaluating, and Amending the Comprehensive Plan 2509

2509.1 This section describes how and when monitoring and evaluation of the Comprehensive Plan should occur and how regular reporting can foster more accountability and openness in the Comprehensive Planning process. It also makes recommendations on the process and schedule for updating and amending the Comprehensive Plan in the future. 2510.1

2510 IM-3.1 Monitoring and Evaluating Comprehensive Plan Implementation 2510

2510.1 The District needs to be able to measure successes and challenges in Comprehensive Plan implementation. Working with the Office of Budget and Performance Management (OBPM), OP should make available to the public, on a regular basis, the status of all Comprehensive Plan actions and shall submit a progress report to the DC Council every four years per District Code requirements. OP shall publicize the report through all applicable communication channels. This is a vital part of keeping the planning process open, transparent, and responsive. 2510.1

2510.2 ***Action IM-3.1.A Progress Reports***
Every four years, prepare a Comprehensive Plan Progress Report to submit to the Council that documents the progress being made on the implementation of the District Elements. The progress report will include monitoring data, activity and impact information that is disaggregated by age, gender, race, and income levels to assess whether goals around inclusivity, racial equity, and resilience are met, and whether commitments in the Framework Element are fulfilled. The Progress Report should include appropriate metrics to evaluate progress towards equity, racial equity and resilience goals. It should include information regarding existing and emerging trends shaping land use and other selected comprehensive plan topics. The next progress report should discuss the impacts of the global pandemic and concurrent economic downturn, and efforts to address systemic inequality. The progress report should include a list of current and proposed planning studies, including Small Area Plans. 2510.2

2511 IM-3.2 Updating and Amending the Comprehensive Plan 2511

2511.1 District law calls for the Comprehensive Plan to be amended not less frequently than once every four years. That target has not consistently been achieved. In addition, when the amendment process did occur, it has taken years—even for small, incremental amendments. 2511.1

2511.2 The amendment process should be used to evaluate, and as appropriate incorporate, amendments to the plan text and maps proposed by the public. Other District agencies may also submit proposed amendments, which could reflect emerging issues, outdated actions, or map changes. This should include amendments based on new Small Area Plans and other planning studies, and to incorporate information and policies from initiatives by District agencies and

other regional entities (for example, a new District-wide transportation plan). If a significant number of amendments are submitted or multiple, major policy updates are proposed, it may be appropriate to pivot to a plan rewrite. 2511.2

- 2511.3 A typical amendment process includes the following steps. OP provides broad public outreach and public comment opportunities, including to other District agencies, to solicit amendments. Each party submitting an amendment should provide information explaining the proposed change and its purpose. OP screens amendments to ensure they are appropriate for the Comprehensive Plan (e.g. not a budget or legislative request.) OP also prepares its own proposed amendments. OP then prepares a report identifying amendments it recommends for inclusion. OP distributes this report for ANC and public review and comment for a minimum of 60 days, after which OP revises the report. 2511.3
- 2511.4 The Mayor prepares a final draft of the amendments and submits this to the Council of the District of Columbia as a bill. The Council conducts hearings, marks up the bill, and takes action. These amendments are forwarded to NCPC for a 60-day federal interest review, which could result in additional revisions. The Mayor takes action to approve or veto the legislation. The District-approved amendments are forwarded to Congress for a 30-day review. 2511.4
- 2511.5 A major revision and a full rewrite should be treated as similar undertakings that require earlier, extensive, and iterative public participation; evaluation of overarching goals and principles; and comprehensive data collection and analysis. This results in an extensively redrafted document. A public participation strategy should be identified at the start of the process. Formal public comment periods should be used to solicit early input, review, and comment on the draft document prepared by OP. Once OP prepares a revised document, the Mayor submits the major revision or rewrite to the Council as a bill. A similar process as described above occurs. 2511.5
- 2511.6 The public participation process for a major revision, full rewrite or an amendment should use a broad array of tools and practices and provide meaningful engagement and opportunities for participation for ANCs and the public. 2511.6
- 2511.7 Planning and implementation are iterative processes. Amending the Comprehensive Plan is necessary to have a plan that reflects changing conditions, policies, and priorities. The basic Comprehensive Plan amendment process,

including public submittal and review of proposed amendments, and the mayor's preparation and Council's approval of an amendment, is governed by District law. This process should be concise, transparent, and grounded in the analysis of the need for, or impact of, amendments. Given the scope and complexity of the Comprehensive Plan amendment process, it may be beneficial to consider whether changes to the process would help the District best achieve its planning goals. 2511.7

2512 IM-3.2.1 The Amendment Timeline 2512

2512.1 It is recommended that the Comprehensive Plan be amended at least every four years and that a major revision or update of the Comprehensive Plan be completed every 12 years. The review of the practices of other major cities completed as part of the 2003 Comprehensive Plan Assessment suggests that a 10- to 15-year cycle for major revisions to the Comprehensive Plan is appropriate. The major revision would reassess all Comprehensive Plan policies, including Citywide and Area Element policies. It would not necessarily include a total rewrite of each element but would focus instead on deleting outdated or irrelevant policies and actions, and editing or adding policies and actions to reflect emerging issues. The current provision that the mayor can also submit amendments at other times should be retained. 2512.1

2512.2 When considering the opportunities for amending or fully rewriting the Comprehensive Plan, the following timeline is an example for an amendment cycle and major revision or rewrite:

- Year 0: Plan Adoption
- Years 3-4: Progress Report and Plan Amendment
- Years 7-8: Progress Report and Plan Amendment
- Years 11-12: Progress Report and Major Plan Revision/Rewrite
- Year 14: Plan Adoption (repeat cycle) 2512.2

2512.3 The following is intended to guide subsequent amendments and rewrites to the Comprehensive Plan. The Mayor shall commence public outreach and an engagement process for a Comprehensive Plan rewrite proposal at least 12 months in advance of submitting a rewrite proposal to the Council, and no later than nine months in advance of submitting an amendment proposal to the Council. Amendments or rewrites to the District Elements of the Comprehensive

Plan submitted to the Council by the Mayor shall contain all proposed amendments for simultaneous approval. 2512.3

2512.4 The Mayor shall begin the process for a full rewrite of the District Elements of the Comprehensive Plan no later than ~~January 5, 2026~~January 7, 2025 for submission to Council by ~~June 5, 2028~~June 6, 2027. The rewrite shall address the following issues:

- The District Elements should be informed by the 2020 Census and analysis of the impacts of the global pandemic to Washington, DC.
- The District Elements should be clear, concise, accessible, and usable, significantly reduced in length, redundancy, and detail from the current version.
- The Future Land Use Map and Generalized Policy Map should be evaluated for effectiveness in achieving District goals, appropriateness of categories, clarity, and ease of use. The granularity of the maps should be evaluated to distinguish them from zoning maps.
- The rewrite shall be centered around equity, particularly racial equity, resilience, and affordability.
- The rewrite should evaluate and as needed, set new regional and District housing production targets.

Prior to starting the rewrite, the Mayor shall provide to the Council and make available to the public a short paper describing the proposed rewrite process and timeline, including how it will evaluate the issues identified above. The public participation and comment process shall be clearly identified at the start of the rewrite, and consistent with policies in Section IM-1.5 Public Input of this element. 2512.4

2513 IM-3.3 Action Planning 2513

2513.1 This section rolls up all the actions included in the text of the Comprehensive Plan into an overall Action Plan (Table 25.1). The Action Plan includes:

- The District agencies or other bodies that have the responsibilities for carrying out each Comprehensive Plan action (a list of agencies and abbreviations can be found in the glossary);
- The recommended implementation time frame (see further explanation below); and
- Those actions that will require capital funds for implementation. 2513.1

- 2513.2 The recommended implementation time frame classifies actions as follows:
- Ongoing actions are continuous activities that should be occurring now and on a regular basis into the future;
 - Immediate actions are actions that are about to commence;
 - Short-term actions are actions that should be initiated by the first or second year after adoption (Some short-term actions may take several years to complete.);
 - Mid-term actions should be initiated by the third or fourth year after adoption (Some mid-term actions may begin sooner, depending on funding and available staff resources.); and
 - Long-term actions include actions that may take many years to implement, and actions that may not begin until the fourth year after adoption due to funding and staff constraints or other factors. 2513.2

2513.3 It is recognized that, when this Comprehensive Plan is adopted, there may not be complete agreement between the time frames set here and the District’s approved CIP. Over time, a stronger link should be established so that the two documents are synchronized and eventually are in full agreement. Similarly, it should also be recognized that the actions listed in the Implementation Table (Table 25.1) should not be interpreted as budgetary mandates. The intent is to convey a roster of priorities that should guide the mayor and DC Council as they develop, approve, and execute annual operating and capital budgets. 2513.3

2513.4 As noted, Table 25.1 is a rollup of all the actions contained in the elements of this Comprehensive Plan. 2513.4

2514 IM-3.4 Commercial Linkage 2514

2514.1 The housing linkage objective requires applicants who obtain an increase of non-residential square footage -- as a result of providing habitable non-residential penthouse space, of obtaining a discretionary street or alley closing, or of obtaining a discretionary zoning density increase--to produce housing or contribute funds to the HPTF. The amount based on a formula tied to the amount or value of the additional square footage obtained. 2514.1

2514.2a Text Box: The District’s Commercial Linkage Requirement

In 1994, the District adopted zoning provisions that linked the granting of bonus density in commercial development projects to requirements for affordable housing. The linkage recognized that the demand for housing in Washington, DC was driven in part by new commercial development and rising land values. The linkage provisions are currently triggered by:

- The approval of a discretionary and otherwise appropriate street or alley closing, which results in the provision of additional non-residential square footage by the DC Council;
- The provision of habitable, non-residential penthouse space; or
- The approval of a discretionary and otherwise appropriate zoning density increase, which results in the provision of additional non-residential square footage by the Zoning Commission or the Board of Zoning Adjustment.

2514.2a

2514.2b In such cases, applicants are required to construct or rehabilitate housing that remains affordable to low-income households for at least 40 years, or pay into the District's HPTF. If the applicant agrees to construct or rehabilitate affordable housing, the square footage of housing that must be built varies from 25 to 50 percent of the density increase being granted, depending on if the housing is provided on-site, off-site, or in a high housing cost area. Applicants can use any of a number of tools to build the housing, such as partnerships and joint ventures. If the applicant agrees to pay into the HPTF, the payment must equal at least half of the assessed value of the square footage of the density increase being granted, plus the square footage of any preexisting housing demolished as a result of the non-residential development. Additional provisions relating to the timing and valuation of the improvements apply. 2514.2b

2514.2c The linkage requirements include several exemptions, such as projects that are already subject to housing, retail, arts, or historic preservation requirements; projects approved prior to 1994; and projects located in enhanced/new neighborhood or enhanced/new multi-neighborhood centers. The Zoning Commission also has the authority to grant exemptions from this requirement based on certain findings relating to Comprehensive Plan consistency. 2514.2c

2514.3 In establishing the housing linkage objective, the District sets forth the following purposes:

- Encourage the construction and rehabilitation of housing that is affordable to low-income households throughout Washington, DC;

- Reduce a shortage of affordable housing in the District and mitigate the impact of increased demand for affordable housing from employees of new non-residential development who compete with current residents over scarce, available affordable housing, and by high land values that raise the cost of housing and are partly a function of the demand for additional non-residential square footage in Washington, DC; and
- Increase the income tax base and labor force in the District by providing a mechanism to stimulate the development and expansion of housing for people working in the District who cannot afford to reside in Washington, DC. 2514.3

2514.4 Except as provided in 2514.12 of this section, whenever the DC Council approves a discretionary and otherwise appropriate street or alley closing that results in the provision of additional non-residential square footage, or whenever the Zoning Commission or Board of Zoning Adjustment approves a discretionary, and otherwise appropriate zoning density increase, that results in the provision of additional non-residential square footage, the applicant who obtains the additional square footage shall be required to comply with the following housing requirement:

- a. The applicant shall construct or rehabilitate housing that is affordable to low-income households. The minimum amount shall be calculated by the formula set forth in 2514.7 of this section and shall be dedicated as affordable housing for no fewer than 40 years. It shall also be developed in accordance with the schedule set forth in 2514.13 of this section; or
- b. The applicant shall contribute funds to the HPTF, the minimum amount shall be calculated by the formula set forth in 2514.8 of this section and shall be in accordance with the schedule set forth in 2514.14 of this section. 2514.4

2514.5 The requirement to build affordable housing or contribute to the HPTF shall be based on the amount of increase in non-residential square footage achieved, plus the total square footage of any pre-existing housing on the site that was removed within one year prior to the filing of the application for a street or alley closing or a discretionary increase in square footage. 2514.5

2514.6 If the applicant agrees to construct or rehabilitate affordable housing pursuant to 2514.4a, the applicant may satisfy this agreement in any manner chosen by the

applicant, including but not limited to, a joint venture, partnership, contract, or arrangement with another party to develop the required housing. 2514.6

- 2514.7 If the applicant agrees to construct or rehabilitate the affordable housing, then the total square footage of the affordable housing that the applicant shall be required to construct or rehabilitate shall be as follows:
- a. Not less than one-fourth of the total square footage, as established by 2514.5, if the required affordable housing is located on or adjacent to the site of the additional commercial office space;
 - b. Not less than one-third of the total square footage, as established by 2515.4, if the required housing is located off or not adjacent to the site of the additional non-residential space, but is located within the same ANC, or is within an area designated by DHCD as a high-cost/high-opportunity area; or
 - c. Not less than one-half of the total square footage, as established by 2514.5, if the required affordable housing is located in any other area of the District. 2514.7
- 2514.8 If an applicant agrees to contribute funds to the HPTF, the total funds shall equal one-half of the assessed value of the land for the non-residential square footage development at the time of issuance of a Certificate of Occupancy (COO); divided by the maximum permitted gross square feet of non-residential development to determine a value per square foot; and then multiplied by the total square footage requirement as established by 2514.5. 2514.8
- 2514.9 Nothing in this section shall supplant any requirement of the Zoning Regulations or require the Zoning Commission or the Board of Zoning Adjustment to grant or deny an application for a zoning density increase. 2514.9
- 2514.10 Nothing in this section shall obviate the requirement that zoning shall not be inconsistent with the Comprehensive Plan. However, the Zoning Commission, or Board of Zoning Adjustment, and the OP each shall consider an applicant's compliance with the requirements of this section as supportive of the Comprehensive Plan and as providing required mitigation of the impacts on the demand for affordable housing associated with an applicant's project and the increase in square footage. 2514.10
- 2514.11 The provisions of this section shall not apply to the following street or alley closing. Zoning Commission, or Board of Zoning Adjustment applicants:

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- a. An applicant who obtains a street or alley closing or a zoning density increase for a development that includes, on or adjacent to the site of the development, an amount of housing that is equal to the amount that would be calculated pursuant to the formula set forth in 2514.5;
- b. An applicant whose development obtains no additional non-residential square footage as a result of obtaining a street or alley closing or a zoning density increase;
- c. An applicant for a street or alley closing or a zoning density increase who represents a federal government agency or the Pennsylvania Avenue Development Corporation;
- d. An applicant for a street or alley closing or a zoning density increase who represents the Washington Metropolitan Area Transit Authority constructing a building for its own use;
- e. An applicant whose approved street or alley closing was decided by the DC Council, or whose approved zoning density increase was decided by the Zoning Commission, prior to October 6, 1994;
- f. An applicant who obtains a zoning density increase for a development that already is subject to a housing, retail, arts, or historic preservation requirement pursuant to the zoning regulations set forth in the Downtown Development District; or
- g. An applicant who obtains a street or alley closing or a zoning density increase for a development about which the DC Council, in its legislation that approves of the street or alley closing, or the Zoning Commission or Board of Zoning Adjustment, in its order that approves of the zoning density increase, makes all of the following findings after a public hearing, for which prior notice of a request for this exemption was provided to each affected ANC and in the District of Columbia Register, and during which the burden of proof is upon the applicant to justify granting this exemption:
 1. The development associated with the street or alley closing or zoning density increase is located within an enhanced/new neighborhood or enhanced/new multi-neighborhood center; and
 2. Imposition of no housing requirement or a housing requirement that is less stringent than the requirement imposed by this section is necessary to implement objectives and policies set forth in this Comprehensive Plan for that designated area, which otherwise would likely not be achieved. 2514.11

- 2514.12 An applicant who obtains a street or alley closing or a zoning density increase who is required to construct or rehabilitate affordable housing pursuant to this section shall not be issued a building permit for the applicant's non-residential development until the applicant certifies to the District that either a building permit has been issued for the required amount of affordable housing and an appropriate covenant documenting the affordability requirements has been executed for the benefit of the District and recorded in the Land Records of the District, or that the applicant has contributed sufficient funds no less than the amount determined in 2514.8 as applied to the square footage determined by 2514.5 to a housing provider to construct or rehabilitate the required amount of affordable housing. 2514.12
- 2514.13 An applicant who contributes funds to the HPTF pursuant to this section shall proceed in accordance with the following schedule:
- a. Prior to the issuance of a building permit for the non-residential development, not less than one-half of the required total contribution shall be made based on an estimate using the assessed value of the land at the time of the building permit application; and
 - b. The remaining balance of the required total contribution as determined by 2514.8 based on the assessment at the time of issuance of the COO shall be made prior to the issuance of a COO for any of the non-residential development. 2514.13
- 2514.14 Prior to the issuance of a building permit or COO for the non-residential development (whichever is applicable) the applicant shall certify to the District that the provisions of this section have been satisfied. 2514.14
- 2514.15 The Zoning Commission and all other agencies that have authority to adopt regulations to implement the housing linkage policies shall adopt regulations to implement the provisions of this section. 2514.15

Action	Responsible Agency(ies)	Timeframe Immediate Ongoing Short-term Mid-term Long-term Completed Obsolete	Capital Funds Needed (Y/N)
Land Use Element			
LU-1.1 Supporting Growth			
<i>Action LU-1.1.A: Resilience Equity and Land Use</i> Develop projects that decrease the vulnerability of people and places to climate risks and public health emergencies, as well as promote future resilience. Use an equity lens to consider and address the disproportionate impacts of climate change on low income and vulnerable residents and communities of color. 304.9	DDOT, DOEE	Long-Term	Y
LU-1.2 Strengthening the Core			
<i>Action LU-1.2.A: CEA Boundary</i> Work with the National Capital Planning Commission (NCPC) to ensure the boundary of the CEA depicted in the Federal Elements matches the boundary shown in the District Elements of the Comprehensive Plan. 305.18	DMPED, OP	Short-Term	N
<i>Action LU 1.2.B Explore Alternative CEA Approaches</i> Considering Washington, DC’s unique role as the seat of federal government and nation’s capital, work with NCPC, GSA, and other stakeholders to consider other approaches to the CEA, including non-contiguous sites, to designate locations for future federal facilities and uses that reflects the diverse missions of federal agencies, security, transportation, and the economic development considerations, existing development constraints, and goals of the District. 305.19	OP, DMPED, GSA, NCPC	Long-Term	N
<i>Action LU-1.2.C: Center City Action Agenda</i> Update the 2008 Center City Action Agenda to reflect changing conditions, priorities, and projections (the agenda is Center City’s strategic plan for future growth, improvement, and conservation). The revised agenda should define Center City more broadly to include the multiple business districts that comprise the CEA.	OP	Mid-Term	N

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305.20			
<p><i>Action LU-1.2.D: Development of Air Rights</i> Analyze the unique characteristics of the air rights development sites within Washington, DC. Development sites should address the growing need for housing, and especially affordable housing, reconnect the L’Enfant grid, and enhance mobility. 305.21</p>	OP, DHCD	Mid-Term	N
<p><i>Action LU-1.2.E: Development on Former Federal Sites</i> When sites in the CEA shift from federal to private or local use, employ planning and zoning approaches that provide for the integration of the sites into the surrounding fabric. Replace the monumental scale needed for major federal buildings with a scale suitable to the local context by reconstructing historic rights-of-way, dividing superblocks into smaller parcels, and encouraging vibrant contemporary architectural expression. Encourage mixed-use, mixed-income, development with residential, retail, and cultural uses visible from the street and open outside of core business hours, as well as offices, to help support a living downtown. 305.22</p>	OP	Long-Term	N
<p><i>Action LU-1.2.F Reuse of Existing Buildings</i> Evaluate opportunities to encourage appropriate use repositioning of existing buildings (for example, from office to mixed housing and retail) to provide varied office and retail space, more housing and especially affordable housing, and a mix of uses that support District goals. 305.23</p>	OP	Long-term	N
LU-1.3 Large Sites and the District Fabric			
<p><i>Action LU-1.3.A: Federal Land Transfer</i> Continue to work with the federal government to transfer federally owned sites to local control, long-term leases, or ownership to capitalize more fully on unrealized development and parkland opportunities. 306.15</p>	DMPED, OP	Long-Term	N
<p><i>Action LU-1.3.B: Encouraging Livability of Former Federal Lands</i> When land is identified to shift from federal to private or local use, develop planning and zoning approaches that provide for, as appropriate, the reconstruction of historic rights-of-way and reservations, integration of the sites into the adjoining neighborhoods, and the enhancement of special characteristics or opportunities of</p>	DMPED, OP	Long-Term	N

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<p>the sites. Foster uses that create jobs. Encourage cultural, residential, open space, recreational, and retail uses to advance mixed-use, and as appropriate, mixed income neighborhoods, even if the site is designated as high-density commercial on the District of Columbia Comprehensive Plan Future Land Use Map. Coordinate with the NCPC as appropriate. 306.16</p>			
<p>LU-1.4 Transit-Oriented and Corridor Development</p>			
<p><i>Action LU-1.4.A: Station Area and Corridor Planning</i> Conduct detailed station area and corridor plans and studies collaboratively with the Washington Metropolitan Area Transit Authority (WMATA) and local communities that include detailed surveys of parcel characteristics (including lot depths and widths), existing land uses, structures, street widths, potential for buffering, and possible development impacts on surrounding areas. Plans should also address joint public-private development opportunities, urban design improvements, transportation demand and parking management strategies, integrated bus service and required service facilities, capital improvements, neighborhood conservation and enhancement, and recommended land use and zoning changes throughout the District. Conduct studies District-wide but prioritize stations and corridors in Future Planning Analysis Areas. 307.19</p>	<p>OP, DDOT, WMATA</p>	<p>Long-Term</p>	<p>N</p>
<p><i>Action LU-1.4.B: Zoning Around Transit</i> With public input, develop and use zoning incentives to facilitate new and mixed-use development, and particularly the provision of new housing, and new affordable housing in high opportunity areas to address more equitable distribution, 307.20</p>	<p>OP, DDOT, WMATA</p>	<p>Long-Term</p>	<p>N</p>
<p><i>Action LU-1.4.C: Metro Station and Inclusionary Zoning</i> Encourage developments in and around Metro station areas to exceed the affordable units required by the Inclusionary Zoning Program, with appropriate bonus density and height allowances. 307.21</p>	<p>OP, WMATA</p>	<p>Long-Term</p>	<p>N</p>
<p><i>Action LU-1.4.D: Co-Location Opportunity Evaluation</i> District-wide, encourage the co-location of new development, such as housing or retail, as part of public facilities' modernization, expansion, and new construction.</p>	<p>OP, OP3</p>	<p>Long-Term</p>	<p>N</p>

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307.22			
LU-2.1 A District of Neighborhoods			
<p><i>Action LU-2.1.A: Residential Rezoning</i> Provide a better match between zoning and existing land uses in residential areas, with a particular focus on:</p> <ul style="list-style-type: none"> • Blocks of well-established, single-family and semi-detached homes that are zoned R-3 or higher; • Blocks that consist primarily of row houses that are zoned R-5-B or higher; and • Historic districts where the zoning does not match the predominant contributing properties on the block face. <p>In all three of these instances, consider rezoning to appropriate densities to protect the predominant architectural character and scale of the neighborhood. 310.21</p>	OP	Ongoing	N
<p><i>Action LU-2.1.B: Study of Neighborhood Indicators</i> Conduct an ongoing review with periodic publication of social and economic neighborhood indicators for the purpose of targeting neighborhood investments, particularly for the purposes of achieving neighborhood diversity, equitable development, and fair housing. 310.22</p>	OP	Short-Term	N
<p><i>Action LU-2.1.C Study of Land Use Inequalities</i> Additional study, public engagement, and consideration of the District’s history of systemic racism, distinct land use and housing patterns, and understanding of best practices to address land use inequalities are needed to address housing affordability, meet equitable development objectives, and address past land use practices that segregated areas by race and income.310.23</p>	DDOT	Short-Term	N
LU-2.2 Maintaining Community Standards			
<p><i>Action LU-2.2.A: Vacant Building Inventories</i> Maintain and continuously update data on vacant and abandoned buildings, follow up on public reports of vacant buildings, and regularly assess the potential for such</p>	DCRA, OTR	Ongoing	N

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buildings to support new uses and activities. This should include periodic assessment of vacant building monitoring and taxation programs and exploring creative ways to deal with vacant properties and long-term vacant sites. Strategically purchase such properties at tax delinquency sales when such properties could be put to use for affordable housing. 311.9			
<i>Action LU-2.2.B: Education and Outreach on Public Space Maintenance</i> Develop a public outreach campaign on the District’s public space regulations (including the use of such space for announcements, campaign signs, and advertising) and resident/District responsibilities for maintenance of public space, including streets, planting strips, sidewalks, and front yards. 311.10	DPR	Ongoing	N
LU-2.3 Residential Land Use Compatibility			
<i>Action LU-2.3.A: Analysis of Nonconforming Uses</i> Complete an analysis of nonconforming commercial, industrial, and institutional uses in residential areas. Use the findings to identify the need for appropriate actions, such as zoning text or map amendments and relocation assistance for problem uses. 312.15	OZ, OP, DCRA, ANC	Mid-Term	N
<i>Action LU-2.3.B Short-Term Rental Studies</i> Conduct periodic studies of short-term rental locations and numbers and examine their impact on neighborhood livability and affordable housing. 312.16	OP, DCRA, OZ	Long term	N
LU-3.2 Taking a Hard Look at the District’s Industrial Lands			
<i>Action LU-3.2.A: Industrial Zoning Use Changes</i> Provide a new zoning framework for industrial land, including: <ul style="list-style-type: none"> ● Prohibiting high-impact heavy industries in low intensity PDR zones to reduce the possibility of land use conflicts; ● Prohibiting certain civic uses that detract from the industrial character of exclusively PDR areas and that could ultimately interfere with business operations; ● Requiring special exceptions for potentially incompatible large retail uses in the PDR zones to provide more control over such uses without reducing height and bulk standards. Avoid displacing existing PDR uses or foreclosing opportunities for future PDR uses. Where appropriate, encourage retail or commercial uses that are accessory to PDR uses as a way to activate ground floors; 	OP, OZ, ZC, BZA	Mid-Term	N

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<ul style="list-style-type: none"> ● Limiting non-industrial uses in high-intensity PDR areas to avoid encroachment by uses that could impair existing industrial and public works activities (such as trash transfer); and ● Creating a mixed-use district where residential, commercial, and lesser-impact PDR uses are permitted, thereby accommodating live-work space, artisans and studios, and more intensive commercial uses. 			
<p align="center"><i>Action LU-3.2.B: Joint Facility Development</i></p> <p>Actively pursue intergovernmental agreements to develop joint facilities for District and federal agencies (such as the Department of Parks and Recreation (DPR) and National Park Service (NPS)), District and transit agencies (DPW and WMATA), multiple public utilities, and multiple District agencies performing different public works functions.</p>	DPR, DPW, WMATA	Long-Term	N
<p><i>Action LU-3.2.C: Inventory of Housing in Industrial Areas</i></p> <p>Compile an inventory of existing housing units within industrially zoned areas to identify pockets of residential development that should be rezoned (to mixed-use or residential) to preserve the housing stock.</p>	OP, DHCD	Ongoing	N
<p><i>Action LU-3.2.D: DPW Co-location and Campus</i></p> <p>Actively pursue funding resources or allocation for the implementation of the West Virginia Avenue DPW Campus Master Plan study that was conducted by District agencies in 2015.</p>	DPW	Ongoing	Y
<p><i>Action LU-3.2.E: Ward 5 Works Industrial Land Transformation Study</i></p> <p>Implement the recommendations provided in the Ward 5 Works Industrial Land Transformation Study released in 2014.</p>	OP, DPW, DDOT, DOEE, DMPED, OCA	Ongoing	Y
<p><i>Action: LU-3.2.F PDR Land Use Retention Study</i></p> <p>Prepare a study for submittal to the Council on the following: (1) identification of the amount, location, and characteristics of land sufficient to meet the District’s current and future needs for PDR land; (2) quantifiable targets for PDR land retention; and (3) identification of strategies to retain existing and accommodate future PDR uses, particularly for high impact uses. Further, the study will address the Council’s concern that mixing other uses, particularly residential, with PDR uses will create economic conditions and land use conflicts that will reduce areas available for PDR uses.</p>	OP, DPW, DDOT, DMPED	Short Term	N

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LU-3.4 Foreign Missions			
<i>Action LU-3.4.A: Foreign Mission Mapping Improvements</i> On an ongoing basis, accurately inventory foreign mission locations, distinguishing, chanceries, ambassador’s residences, and institutional land uses.	OP, NCPC	Ongoing	N
Transportation Element			
T-1.1 Land Use: Transportation Coordination			
<i>Action T-1.1.A: Transportation Measures of Effectiveness</i> Implement moveDC performance measures and the District Mobility Project to quantify transportation service and assess land use impacts on the transportation system. Priority performance measures include mode share, access to transportation options, person-carrying capacity or throughput, travel time reliability, and accessibility and equity for potentially vulnerable populations.	DDOT	Short-Term	N
<i>Action T-1.1.B: Transportation Improvements</i> Require TDM measures and transportation support facilities—such as crosswalks, bus shelters, transit resource and information kiosks, Capital Bikeshare stations, and bicycle facilities—with large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) process. Consider improvements to transit stations—such as additional stairs, escalators, and in some cases new entrances—with large developments	DDOT, OP	Short-Term	N
<i>Action T-1.1.C: Create Regional Network of Transportation Support Facilities</i> Work with WMATA and regional jurisdictions and partners to strategically locate new transportation infrastructure support facilities for the greater Washington metropolitan area where they best serve the transportation network and complement nearby land uses.	DDOT, WMATA, OP	Ongoing	
<i>Action T-1.1.D: Land Use—Transportation Coordination</i> Establish regular meetings with neighboring jurisdictions to discuss planned transportation projects and transportation needs. Encourage all jurisdictions to engage in planning and project coordination so that projects that occur near borders are considered by all those impacted			
<i>Action T-1.1.E Update Zoning Regulations Regarding Mass Transit</i> Include Metrobus service and its support facilities (i.e., parking, refueling, routine cleaning and maintenance, cosmetic repairs, employee breakrooms and lockers, offices and training facilities) in the definition of “mass transit facilities” in the			

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Zoning Regulations to ensure that bus service is recognized as a critical component of the District’s public transportation system			
T-1.2 Transforming Corridors			
<i>Action T-1.2.A: Crosstown Corridors</i> Implement the recommendations of the Crosstown Multimodal Transportation Study and the Florida Avenue Multimodal Transportation Study to improve mobility across town for all users of those corridors.	DDOT	Short-Term	N
T-1.3 Regional Smart Growth Solutions			
<i>Action T-1.3.A: Regional Jobs/Housing Balance</i> Continue the efforts to promote infill, mixed-use, housing, particularly affordable housing, and transit-oriented development at the regional level, design transportation systems that connect District residents to local jobs, and provide opportunities for non-resident workers to also live in Washington, DC.	OP, CC, EOM, MWCOG	Ongoing	N
<i>Action T-1.3.B: Regional Transportation Infrastructure Study</i> Actively participate in efforts by MWCOG and other regional organizations that address long-term transportation infrastructure needs in greater Washington, DC. in—Participate in the preparation of the 30-year Regional Long-Range Transportation Plan, which takes a broad-based look at these needs, taking into account expected growth patterns and emerging technologies.	OP, DDOT, MWCOG	Ongoing	N
T-1.4 Placemaking in Public Space			
<i>Action T-1.4.A: Develop a Placemaking in Public Space Program</i> Develop a placemaking in public space program within DDOT. DDOT should encourage and actively promote opportunities for enhancement in ineffective and under-used spaces District-wide. Any enhancements within the public realm should prioritize the safety and functionality of the space and carefully consider the impacts of the change to the space prior to any modifications being made.	OP, DDOT	Mid-Term	N
<i>Action T-1.4.B: Tree Planting and Removal</i> Develop further guidance on tree planting and removal.	DDOT, DOEE	Mid-Term	N
T-2.1 Transit Accessibility			
<i>Action T-2.1.A: New High-Capacity Transit Corridors</i> Develop transportation and land use plans to construct a network of new premium transit infrastructure, including priority bus corridors to provide travel options,	DDOT, WMATA	Ongoing	Y

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<p>better connect the District, improve surface-level public transportation, and stimulate economic development. As needed, replace existing travel and parking lanes along select major corridors with new transit services—such as limited-stop bus service, dedicated bus lanes, and transit signal priority—to improve mobility within Washington, DC.</p>			
<p><i>Action T-2.1.B: Eight-Car Trains</i> Increase Metrorail train lengths from six cars to eight cars when justified by demand to meet service guidelines and passenger levels.</p>	WMATA	Ongoing	N
<p><i>Action T-2.1.C: Circulator Buses</i> In addition to the current DC Circulator bus routes, consider implementing Circulator routes in other areas of the District that will support all-day, high-frequency transit service. Modified, expanded, or new routes should be designed in collaboration with WMATA to strengthen the District's bus network and provide appropriate levels of service to meet the demands of each corridor. The Circulator will continue to connect residents, workers, and visitors to commercial centers and visitor attractions.</p>	DDOT, WMATA	Ongoing	Y
<p><i>Action T-2.1.D: Bus Stop Improvements</i> Improve key bus stop locations through such actions as:</p> <ul style="list-style-type: none"> • Extending bus stop curbs to facilitate reentry into the traffic stream; • Moving bus stops to the far side of signalized or signed intersections where feasible; • Adding bus stop amenities, such as user-friendly, real-time transit schedule information, benches, shade, and shelters; • Improving access to bus stops via well-lit, accessible sidewalks and street crossings; and <p>Using global positioning system (GPS) and other technologies to inform bus riders who are waiting for buses when the next bus will arrive.</p>	DDOT, WMATA	Ongoing	Y
<p><i>Action T-2.1.E: College Student Metro Passes</i> Continue to explore potential partnerships between WMATA and local colleges and universities, similar to the University Pass partnership with American University, to provide Metro passes to college students. As part of this program,</p>	DDOT, WMATA	Short-Term	N

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improve connections between campuses and Metrorail stations during both on- and off-peak hours.			
<i>Action T-2.1.F: Transit Amenities</i> Seek opportunities to dedicate space in the right-of-way for surface transit amenities, such as bus stops, signage, shelters, passenger information, and off-board fare collection. Follow best practices in bus-stop siting (most often on the far side of an intersection) yet evaluate each case separately. Consider opportunities for enhanced stops and amenities with large-scale developments and redevelopments.	DDOT, WMATA	Ongoing	N
<i>Action T-2.1.G: Performance Measures</i> Develop, apply, and report on transit performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs.	DDOT, WMATA	Ongoing	Y
T-2.2 Making Multimodal Connections			
<i>Action T-2.2.A: Intermodal Centers</i> Support the role of Washington Union Station as an intermodal hub with regional importance. Identify other locations with the potential to serve as intermodal hubs within the District.	DDOT, DPMED, EOM, OP, WMATA	Ongoing	N
<i>Action T-2.2.B: Pedestrian Connections</i> Work in concert with WMATA to undertake pedestrian capacity and connection improvements at transit stations and stops and at major transfer facilities to enhance efficiency, operations, and pedestrian safety, comfort, and flow.	DDOT, WMATA	Ongoing	Y
<i>Action T-2.2.C: Bicycle and Carpool Parking</i> Increase investment in bicycle parking and provide more visible parking for carsharing operations at Metrorail stations, key transit stops, and future streetcar stations.	DDOT, WMATA	Ongoing	Y
<i>Action T-2.2.C: Bicycle and Carpool Parking</i> Increase investment in bicycle parking and provide more visible parking for carsharing operations at Metrorail stations, key transit stops, and future streetcar stations.	DDOT, WMATA	Ongoing	Y
<i>Action T-2.2.D: Commuter Rail and Bus Connections</i> Support the projects and initiatives identified in the State Rail Plan developed by DDOT, which calls for increased investment in the District’s rail network. This	DDOT, WMATA, VDRPT, MTA	Mid-Term	Y

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will include investments at both Union Station and L'Enfant Plaza station to increase capacity for passengers and trains and improve circulation. This investment will accommodate growth for intercity rail and commuter rail traffic and could accommodate future through-running rail service by MARC or VRE. Exploration of an additional infill rail station could further leverage the District's rail system. In addition, support continued investment in commuter bus service and in Metrorail feeder bus service throughout the region.			
<i>Action T-2.2.E: Transit Connections</i> Promote crosstown transit services and new transit routes that connect neighborhoods to one another and to transit stations and stops.	DDOT, WMATA	Ongoing	Y
T-2.3 Bicycle Access, Facilities, and Safety			
<i>Action T-2.3.A: Capital Bikeshare Community Partners</i> Continue investment in the Community Partners Program to reach unemployed persons, underemployed persons, and persons experiencing homelessness with subsidized Capital Bikeshare memberships to increase access to transportation.	DDOT, MWCOG, OP	On-going	Y
<i>Action T-2.3.B: Bicycle Facilities</i> Wherever feasible, require large, new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. Residential buildings with eight or more units shall comply with regulations that require secure bicycle parking spaces.	DDOT, DPR, NCPC, DCRA	Ongoing	N
<i>Action T-2.3.C: moveDC Bicycle Element</i> Implement the recommendations of the Vision Zero DC Action Plan and the Bicycle Element of moveDC to: <ul style="list-style-type: none"> • Build more and better bicycle facilities; • Enact more bicycle-friendly policies; and • Provide more bicycle-related education, promotion, and enforcement. 	DDOT, DPR	Ongoing	Y
<i>Action T-2.3.D: Performance Measures</i> Develop, apply, and report on walking and bicycle transportation performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs.	DDOT	Mid-Term	N

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<p><i>Action T-2.3.E: Dockless Sharing Programs</i> Monitor dockless programs closely so that public benefits outweigh any negative impacts to the public right-of-way, equity of service, or the ability of the Capital Bikeshare system to provide cost-effective and equitable service. Work with providers to promote equitable access to the increased mobility options these dockless programs provide.</p>	DDOT	Ongoing	N
<p>T-2.4 Pedestrian Access, Facilities, and Safety</p>			
<p><i>Action T-2.4.A: Pedestrian Signal Timings</i> Review timing on pedestrian signals to ensure that adequate time is provided for crossing, in particular for locations with a large older adult population</p>	DDOT	Ongoing	N
<p><i>Action T-2.4.B: Sidewalks</i> Install sidewalks on streets throughout the District to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with Advisory Neighborhood Commissions (ANCs) and community organizations as plans for sidewalk construction are developed. Coordinate with the National Park Service (NPS) to complete local sidewalk networks that overlap with NPS land. All sidewalks shall be constructed in conformance with the Americans with Disabilities Act (ADA) Accessibility Guidelines.</p>	DDOT, ANC, NPS	Ongoing	N
<p><i>Action T-2.4.C: Innovative Technologies for Pedestrian Movement</i> Explore the use of innovative technology to improve pedestrian movement and safety for all users, such as personal transportation systems and enhanced sidewalk materials.</p>	DDOT	Ongoing	N
<p><i>Action T-2.4.D: Pedestrian Access on Bridges and Underpasses</i> Ensure that the redesign and/or reconstruction of bridges, particularly those crossing the Anacostia River, includes improved provisions for pedestrians, including wider sidewalks, adequate separation between vehicle traffic and sidewalks, guardrails, pedestrian-scaled lighting, and easy grade transitions. Maintain sidewalk segments under and over rail tracks and provide adequate lighting in these locations.</p>	DDOT	Ongoing	N
<p><i>Action T-2.4.E: Pedestrian Master Plan</i> Implement the recommendations of the Pedestrian Master Plan, the Vision Zero Action Plan, and moveDC Pedestrian Element to improve accessibility, connectivity, and safety for pedestrians throughout the District.</p>	DDOT	Ongoing	Y

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<i>Action T-2.4.F: Pedestrian and Bike Events</i> Support events in public spaces and streets that encourage bicycling and walking.	DDOT, OP	Ongoing	N
T-2.5 Roadway System and Auto Movement			
<i>Action T-2.5.A: Maintenance Funds</i> Provide sufficient funding sources to maintain and repair the District’s system of sidewalks, streets, and alleys, including its street lights and traffic control systems, bridges, street trees, and other streetscape improvements.	DDOT, CC, OCFO	Ongoing	N
<i>Action T-2.5.A: Maintenance Funds</i> Provide sufficient funding sources to maintain and repair the District’s system of sidewalks, streets, and alleys, including its street lights and traffic control systems, bridges, street trees, and other streetscape improvements.	DDOT	Ongoing	N
<i>Action T-2.5.C: Update the Functional Classification System</i> Continue to update the Functional Classification System on a two-year cycle. The Functional Classification System is a tool developed by the Federal Highway Administration (FHWA) and used by DDOT to help describe and generally assign the vehicular transportation purpose of a street within the street network.	DDOT	Ongoing	N
T-2.6 Addressing Accessibility for All Residents			
<i>Action T-2.6.A: Public Improvements</i> Invest in public improvements, such as curb inclines, aimed at increasing pedestrian mobility, particularly for older adults and persons with disabilities.	DDOT	Ongoing	Y
<i>Action T-2.6.B: Shuttle Services</i> Through public services, private services, or public-private partnerships, supplement basic public transit services with shuttle and minibuses to provide service for transit-dependent groups, including older adults, people with disabilities, school-age children, and residents in areas that cannot viably be served by conventional buses.	DDOT, WMATA	Ongoing	N
<i>Action T-2.6.C: Transportation Access and Service</i> Conduct an analysis of the impacts transportation access and service has on underserved and low-income communities.	DDOT	Ongoing	N
T-3.1 Transportation Demand Management			
<i>Action T-3.1.A: TDM Strategies</i> Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, and transit use where consistent with maintaining workplace	DDOT	Ongoing	N

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<p>productivity, to reduce vehicular trips particularly during peak travel periods. Identify TDM measures and plans as vital conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in motor vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday, where appropriate, to reduce congestion, and implement TDM initiatives through a pilot program that focuses on the District government and public schools. Assist employers in the District with implementation of TDM programs at their worksites, to reduce drive-alone commute trips. Through outreach and education, inform developers and District residents of available transportation alternatives and the benefits these opportunities provide.</p>			
<p><i>Action T-3.1.B: Roadway Pricing and Management</i> The recommendations in moveDC should be explored and implemented, where feasible, in three phases:</p> <ul style="list-style-type: none"> • Phase 1: Continuously monitor direct and external roadway costs to gain a more accurate estimate of the true cost of driving for motorists; • Phase 2: Develop a system to identify those who drive entirely through the District without stopping (i.e., those who are not living in, working in, or visiting Washington, DC), as well as a mechanism to charge these motorists for the external costs that they are imposing on the District’s transportation system; and <p>Phase 3: Continuously monitor state-of-the-art roadway pricing techniques and technologies, and work with neighboring jurisdictions to implement roadway pricing programs that better transfer the full costs of driving to motorists. This could include higher costs for heavier and higher-emission vehicles.</p>	<p>DDOT, EOM, OCA, CC</p>	<p>Mid-Term</p>	<p>N</p>
<p><i>Action T-3.1.C: Private Shuttle Services</i> Develop a database of private shuttle services and coordinate with shuttle operators to help reduce the number of single-occupant trips. Encourage shuttle operators to provide real-time transit data, and create a layer in goDCgo’s interactive map to show all shuttles. Motivate companies to implement a shuttle service.</p>	<p>DDOT</p>	<p>Mid-Term</p>	<p>N</p>
<p><i>Action T-3.1.D: Transit Ridership Programs</i></p>	<p>DDOT</p>	<p>Ongoing</p>	<p>N</p>

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Support employers in implementing the DC Commuter Benefits Law. Continue to support employer-sponsored transit ridership programs, such as those under the federal Transit Benefits Program, which stipulates that, pursuant to federal legislation, public and private employers may subsidize employee travel by mass transit each month. Continue to support employer-sponsored bicycle commuter benefit programs for public and private employers.			
<i>Action T-4.1.E: Implement the TDM Strategic Plan</i> Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. Smart-city technologies promise to enhance and transform TDM as more data becomes available. TDM practitioners such as goDCgo should determine platforms for delivering practical travel and routing information to improve mobility.	DDOT	Ongoing	N
<i>Action T-4.1.F: Analytic Tools to Measure Performance</i> Plan and implement the development of advanced analytic tools to measure the performance of the transportation network in support of the District Mobility Project.	DDOT	Short-Term	N
T-3.2 Curbside Management and Parking			
<i>Action T-3.2.A: Short-Term Parking</i> Continue to work with existing private parking facilities to encourage and provide incentives to convert a portion of the spaces now designated for all-day commuter parking to shorter-term parking to meet the demand for retail, entertainment, and mid-day parking.	DDOT, BIDs	Ongoing	N
<i>Action T-3.2.B: Carshare Parking</i> Continue to provide strategically placed and well-defined curbside parking for carshare vehicles, particularly near Metrorail stations, major transit nodes, and major employment destinations, and in medium- and high-density neighborhoods.	DDOT, WMATA	Ongoing	N
<i>Action T-3.2.C: Curbside Management Techniques</i> Revise curbside management and on-street parking policies to: <ul style="list-style-type: none"> • Adjust parking pricing to reflect the demand for, and value of, curb space; • Adjust the boundaries for residential parking zones; • Establish parking policies that respond to the different parking 	DDOT	Ongoing	N

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<p>needs of different types of areas;</p> <ul style="list-style-type: none"> • Expand the times and days for meter parking enforcement in commercial areas; • Promote management of parking facilities that serve multiple uses (e.g., commuters, shoppers, recreation, entertainment, churches, special events); • Improve the flexibility and management of parking through mid-block meters, provided that such meters are reasonably spaced and located to accommodate persons with disabilities; • Preserve, manage, and increase alley space or similar off-street loading space; • Increase enforcement of parking limits, double-parking, bike lane obstruction, and other curbside violations, including graduated fines for repeat offenses and towing for violations on key designated arterials; and • Explore increasing curbside access for EV supply equipment. 			
<p><i>Action T-3.2.D: Unbundle Parking Cost</i> Find ways to unbundle the cost of parking. For residential units, this means allowing those purchasing or renting property to opt out of buying or renting parking spaces. Unbundling should be required for District-owned or subsidized development and encouraged for other developments. Employers should provide a parking cash-out option, allowing employees who are offered subsidized parking the choice of taking the cash equivalent if they use other travel modes. Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued. These efforts should be coupled with programs to better manage residential street parking in neighborhoods of high parking demand, including adjustments to the costs of residential parking permits.</p>	<p>OP, DDOT</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action T-3.2.E: Manage Off-Street Parking Supply</i> Continue to waive or reduce parking requirements in the vicinity of Metrorail stations and along major transit corridors, as implemented during the recent revision of the zoning regulations. Explore further reductions in requirements as</p>	<p>OP, DDOT</p>	<p>Short-Term</p>	<p>N</p>

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the demand for parking is reduced through changes in market preferences, technological innovation, and the provision of alternatives to car ownership. Update the Mayor’s Parking Taskforce Report with more recent parking data, and monitor parking supply on an ongoing basis.			
<i>Action T-3.2.F: Encourage Shared-Use Parking</i> Collaborate with private, off-street parking facilities to encourage shared-use parking arrangements with nearby adjacent uses to maximize the use of off-street parking facilities.	DDOT, BIDs	Ongoing	N
T-3.3 Goods Movement			
<i>Action T-3.3.A: Enhance the Loading Zone Program</i> Enhance the loading zone program with policies and programs including automated and more targeted enforcement, complete user data collection, data evaluation to inform enforcement and future program decisions, and dynamic loading zone pricing. Provide freight zones on streets in office districts, and expanded curbside space available for loading.	DDOT	Short-Term	N
<i>Action T-3.3.B: Freight Trip Generation Study</i> Complete the freight trip generation study and develop an off-peak delivery program.	DDOT	Mid-Term	N
<i>Action T-3.3.C: Implement Last-Mile Delivery/Pickup</i> Develop a strategy to allow for the implementation of last-mile delivery/pickup using bikes and other small mobility devices.	DDOT	Short-Term	N
<i>Action T-3.3.D: Improve Truck Safety</i> Implement a truck safety campaign aimed at pedestrian, cyclists, and truck drivers that focuses on the need to share the road and identifies potential truck conflict locations with bike lanes, transit stops, and streetcars.	DDOT	Short-Term	N
<i>Action T-3.3.E: Address Personal Goods Delivery Devices</i> Develop policies to address small goods delivery through autonomous devices on sidewalks to promote the safety of pedestrians on sidewalks as these services are deployed.	DDOT	Mid-Term	N
<i>Action T-3.3.F: Freight Advisory Committee</i> Establish a freight advisory committee to provide advice on policies related to the movement of goods in the District. This group could help communicate truck information to elected officials and the public.	DDOT	Mid-Term	N

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T-3.4 Traveler Information			
<i>Action T-3.4.B: Regional Efforts</i> Through a regionally coordinated effort, continue to explore and implement travel information options, from the provision of printed and electronic maps and internet-based information to motor coach operators, travel agents, and trucking companies.	WMATA, DDOT	Mid-Term	N
<i>Action T-3.4.B: Regional Efforts</i> Through a regionally coordinated effort, continue to explore and implement travel information options, from the provision of printed and electronic maps and internet-based information to motor coach operators, travel agents, and trucking companies.	DDOT, WMATA, MWCOG	Ongoing	N
T-3.8 Intercity Bus Operations			
<i>Action T-3.8.1.A: Motor Coach Management Initiative</i> Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with motor coach parking, roaming, and idling around the District's major visitor attractions.	DDOT, NCPC	Short-Term	Y
<i>Action T-3.8.B: Manage Layover and Staging Zones</i> Maximize the efficiency of existing layover and staging zones. Coordinate with WMATA and District agencies to identify areas of shared use for on-street and off-street layover and staging zones.	DDOT, WMATA	Short-Term	N
<i>Action T-3.8.C: Shuttle and Sightseeing Bus Staging</i> Develop carefully planned staging zones for shuttle and sightseeing buses to prevent them from double-parking or circling the block, which adds to congestion. Enforce and apply fines and penalties when sightseeing and shuttle bus permit regulations are violated.	DDOT, WMATA, NPS	Mid-Term	N
<i>Action T-3.8.D: Motor Coach Off-Street Parking Initiative</i> Coordinate with District and federal agencies and stakeholders to create a plan to build an off-street bus parking facility for short-term, long-term, and staging needs of all motor coaches.	DDOT, NPS, NCPC	Mid-Term	N
<i>Action T-3.8.E: Consolidate Intercity Buses at Union Station</i> Coordinate with the Federal Transit Administration (FTA), Federal Railway Administration (FRA), Amtrak and the Union Station Redevelopment Corporation to promote the inclusion of intercity buses in the transportation hub expansion	DDOT, DMPED, OP	Mid-Term	N

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plan.			
4.1 Emergency Preparedness, Transportation, and Security			
<i>Action T-4.1.A: Pennsylvania Avenue Closure</i> Work with federal agency partners to implement the Presidents Park South project along E Street NW near the White House to provide an excellent public space as well as a key east-west bicycle and pedestrian connection. Use the security requirements for closing the street to vehicles to create a space for bicycles and pedestrians.	DDOT, EOM, CC, NCPC, NPS	Ongoing	N
<i>Action T-4.1.B: Coordination with the Federal Government</i> Continue to work with the federal government to assess the impacts of security measures on the quality of life of District residents and businesses.	DDOT, OP, EOM, NCPC	Ongoing	N
<i>Action T-4.1.C: Emergency Evacuation Plan</i> Continue to refine an emergency evacuation plan that not only describes evacuation procedures and routes, but also defines the modes of transportation to use in the event that certain modes, such as the Metrorail system, become unavailable. Increase public education and awareness of local emergency management plans, and make information on evacuation routes and procedures more accessible and understandable to residents, employees, and visitors.	DDOT, FEMS, DCEMA	Ongoing	N
T-4.2 Safety for All Travelers			
<i>Action T-4.2.A: Vision Zero Action Plan</i> Implement the strategies recommended in the District’s Vision Zero Action Plan.	DDOT, DPW, OP, DFHV	Ongoing	Y
T-4.4 Climate Resiliency			
<i>Action T-4.4.A: Climate Adaptation Guidelines for Transportation Projects</i> Develop and implement climate adaptation guidelines while designing transportation projects. The guidelines may include evaluating the effectiveness of stormwater management, urban heat island mitigation, and other technical components to better buffer transportation infrastructure from the impacts of climate change.	DDOT, DOEE	Short-Term	N
<i>Action T-4.4.B: Research Resilient Transportation Design Best Practices</i> Research and leverage existing best practices from other metropolitan transportation departments as DDOT continues to make future adjustments to its design parameters that incorporate hazard mitigation and climate change adaptation. Consider updating design standards to account for projected extreme	DDOT	Mid-Term	N

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temperatures and precipitation.			
<i>Action T-4.4.C: Climate-Ready Evacuation Routes</i> Identify alternate evacuation routes for roads and bridges identified as vulnerable to flooding and/or sea level rise.	DDOT	Mid-Term	N
T-5.1 Autonomous Vehicles			
<i>Action T-5.1.A: AV Working Group</i> The Autonomous Vehicle Working Group—an interagency working group comprised of agencies focused on transportation, rights of persons with disabilities, environmental issues, and public safety—should continue to meet and monitor AVs and their impact on the District. The group should work to develop policy and regulatory guidance to ensure AVs enhance the District by improving safety, efficiency, equity, and sustainability while minimizing negative impacts on residents, workers, and visitors.	DDOT, DMPED, OP, DFHV	Mid-Term	N
<i>Action T-5.1.B: Continued Research</i> Examine and monitor the latest research on AVs to inform policy development. Review publications from universities, think tanks, foundations, and other jurisdictions to better understand the potential implications in the District. Research should be comprehensive and focus on direct impacts on the transportation network and the indirect impacts on land use, as well as economic and job market disruption, public revenue, environmental sustainability, and social and racial equity.	DDOT, OP, DMPED	Mid-Term	N
<i>Action T-5.1.C: Data Sharing</i> Encourage AV manufacturers and operators to share data to support responsive research efforts and inform public policy making. Data sharing will need to have a level of accuracy and detail for specific research needs and respect the privacy of individuals.	DDOT, OCTO, DFHV	Mid-Term	N
<i>Action T-5.1.D: Enhance Access to Transit</i> Explore strategies to make autonomous vehicles complement rather than replace existing transit service, such as through dedicated curbside access, transit alternatives for seniors and people with disabilities, and shared mobility solutions to provide first-mile/last-mile connections	DDOT, WMATA	Mid-Term	N
<i>Action T-5.1.E: Parking and Curbside Access</i> Monitor the shifts that AVs will create in the use of parking facilities and curbside lanes. Explore regulatory and technological tools for dynamically adapting to these	DDOT, DFHV	Mid-Term	N

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shifts in usage, to allow for and incentivize more efficient and productive uses of these urban spaces.			
T-5.2 Electric Vehicles			
<i>Action T-5.2.A: Expand Charging Infrastructure</i> Install publicly accessible electric charging stations throughout the District to expand EV infrastructure and lead the market, in keeping with demand for and encouraging the conversion to EVs.	DDOT, DPW	Mid-Term	Y
<i>Action T-5.2.B: EV Supply Equipment</i> Encourage the siting of EV supply equipment in curbside public space, multi-dwelling unit garages, commercial facilities and residential areas, where appropriate.	DDOT, DPW	Ongoing	N
Housing Element			
H-1.1 Expanding Housing Supply			
<i>Action H-1.1.B: Annual Housing Reports and Monitoring Efforts</i> Develop an annual State of the District Housing Report, which improves the quality of information on which to make housing policy decisions. Include information on current conditions, trends and needs, such as the availability and affordability of units by income, tenure, building type, number of bedrooms, and production patterns and capacity by Planning Area and other characteristics. Include information on the demand for, housing for low, very low and extremely low-income households. Assess the availability of housing for Black communities and other communities of color, seniors, families, people with disabilities, and vulnerable communities. The report should also include a framework for evaluating progress toward measurable goals. Create a Housing Oversight Board composed of residents representing different incomes and household types, and for profit and nonprofit developers, that would review this report and provide an assessment each year on the effectiveness and outcomes of the District’s housing programs.	DMPED, DHCD, OP	Ongoing	N
<i>Action H.1.1.C: Regional Planning for Expanding the Supply of Housing</i> Pursue intergovernmental agreements and initiatives with the jurisdictions of the metropolitan region that expand the housing supply and broaden affordability throughout the region, and that do not leave the responsibility solely to any one jurisdiction.	OP, DHCD, DMPED	Ongoing	N

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<p><i>Action H-1.1.D: Research New Ways to Expand Housing</i> Continue research to expand market rate and affordable housing opportunities in Washington, DC, such as expanding existing zoning tools and requirements. Consider a broad range of options to address housing constraints, which could include updating the Height Act of 1910 (a federal law) outside of the L'Enfant Plan area, if it can promote housing production.</p>	OP, DHCD, DMPED	Ongoing	N
<p><i>Action H-1.4.E: Analysis of Impediments to Fair Housing Choice</i> Complete the Analysis of Impediments to Fair Housing to advance fair housing, more equitably distribute housing, and take steps to address identified impediments and remedy residential exclusion, described in more detail in Section 514.</p>	OP, DMPED, DHCD	Ongoing	N
H-1.2 Ensuring Housing Affordability			
<p><i>Action H-1.2.A: Commercial Linkage Assessment</i> Review the District's existing commercial linkage requirements to improve the effectiveness of this program and assess its impacts, advantages, and disadvantages, such as how and when linkage fees are paid. Based on findings, adjust the linkage requirements as needed.</p>	OP, DMPED	Short-Term	N
<p><i>Action H-1.2.B: New Revenue Sources</i> Continue to identify and tap new sources of revenue for programs such as the HPTF to produce affordable housing and keep rental and owned housing affordable. These new sources should add to the portion of the deed and recordation taxes dedicated to the HPTF, such as the feasibility of earmarking a portion of residential property tax revenue increases for the fund.</p>	OCFO, CC, OCA, DHCD, DMPED	Short-Term	N
<p><i>Action H-1.2.C: Property Acquisition and Disposition Division Program</i> Continue the District's Property Acquisition and Disposition Division (PADD) Program, which acquires property and provides for long-term leaseback or low-cost terms to private developers that produce affordable homeownership and rental housing.</p>	DHCD	Ongoing	Y
<p><i>Action H-1.2.D: Low-Income Housing Tax Credits</i> Expand for-profit builders' use of Low-Income Housing Tax Credits as one tool to provide new or rehabilitated affordable housing in the District.</p>	DHCD, HFA, DMPED	Short-Term	N
<p><i>Action H-1.2.E: Leveraging Inclusionary Zoning</i> Review and consider expansion of the Inclusionary Zoning program as needed to encourage additional affordable housing production throughout the District. Examine and propose greater IZ requirements when zoning actions permit greater</p>	OP	Short-Term	N

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<p>density or change in use. Factors supporting a greater requirement may include high-cost areas, proximity to transit stations or high-capacity surface transit corridors, and when increases in density or use changes from production, distribution, and repair (PDR) to residential or mixed-use. Consider requirements that potentially leverage financial subsidies, such as tax-exempt bonds.</p>			
<p><i>Action H-1.2.F: Establish Affordability Goals by Area Element</i> Establish measurable housing production goals by Planning Area through an analysis of best practices, housing conditions, impediments, unit and building typology, and forecasts of need. Include a minimum share of 15 percent affordable housing by 2050, along with recommendations for incentives and financing tools to create affordable housing opportunities to meet fair housing requirements, particularly in high housing cost areas.</p>	OP, DHCD, DMPED	Short-Term	N
<p><i>Action H-1.2.G: Continuum of Housing</i> Conduct a periodic review, at least every four years, of private development and federal and local housing programs in conjunction with a needs assessment to ensure that programs target the applicable gaps in the supply of housing by unit and building type, location, and affordability and include racial equity evaluations.</p>	DHCD	Ongoing	N
<p><i>Action H-1.2.H: Priority of Affordable Housing Goals</i> Prioritize public investment in the new construction of, or conversion to, affordable housing in Planning Areas with high housing costs and few affordable housing options. Consider land use, zoning, and financial incentives where the supply of affordable units is below a minimum of 15 percent of all units within each area.</p>	OP, DHCD, DMPED	Short-Term	N
<p><i>Action H-1.2.I: Land Trusts</i> Support community land trusts (CLTs) in their ongoing efforts to produce, secure, and steward rental and ownership housing and commercial spaces that would remain affordable in perpetuity. Preventing the displacement of current and future low- and moderate-income District residents and businesses should be the focus of CLTs.</p>			
<p><i>Action H-1.2.J Affordable Housing and Nonprofit and Faith-Based Institutions</i> District agencies should work collaboratively with nonprofits and the faith community to investigate zoning options to reduce procedural burdens and facilitate the development of affordable housing and community services on properties under their control, particularly sites in lower density neighborhoods.</p>			

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H-1.3 Diversity of Housing Types			
<p><i>Action H-1.3.A: Create Tools for the Production and Retention of Larger Family-Sized Units in Multi-Family Housing</i> Research land use tools and techniques, including development standards, to encourage the development of residential units that meet the needs of larger families, with a focus on financing affordable units in high-cost areas.</p>	OP, DHCD	Mid-Term	N
<p><i>Action H-1.3.B: Technical Assistance for Condominiums and Cooperatives</i> Develop technical assistance and innovative management models to assist in the long-term maintenance and sustainability of condominiums and cooperatives.</p>	DHCD	Mid-Term	N
H-1.4 Housing and Neighborhood Revitalization			
<p><i>Action H-1.4.A: Renovation and Rehabilitation of Public Affordable Housing</i> Continue federal and local programs to rehabilitate and rebuild the District’s affordable housing units, including the Choice Neighborhood program, Rental Assistance Demonstration (RAD) Program, capital and modernization programs, the CDBG Program, and the District-sponsored NCI.</p>	DCHA, HFA, DHCD	Ongoing	Y
<p><i>Action H-1.4.B: Home Again Initiative/PADD</i> Continue support for PADD as a strategy for reducing neighborhood vacancies, restoring an important part of the District’s historic fabric, and providing mixed-income housing in neighborhoods with a significant presence of vacant or abandoned residential properties.</p>	DHCD	Short-Term	N
<p><i>Action H-1.4.C: DCHA Improvements</i> Continue improving the District’s existing public housing and Housing Choice Voucher and Local Rent Supplement Programs, including the use of submarket rents to increase use of vouchers in high-cost neighborhoods, the RAD Program. To build skills, encourage effective training of affordable housing residents in home maintenance. In addition, residents should be involved in management and maintenance and the effective renovation, inspection, and re-occupancy of vacant units.</p>	DCHA	Ongoing	N
<p><i>Action H-1.4.D: Tax Abatement</i> Consider geographically targeted tax abatements and other financial incentives to encourage market rate housing with affordable housing that exceeds minimum IZ standards in areas where housing must compete with office space for land, similar to the former Downtown Tax Abatement Program. Abatements should consider the potential created by the conversion of existing office space to residential. The</p>	DCHA, DMPED, OCFO	Short-Term	N

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potential costs and benefits of tax abatements must be thoroughly analyzed as such programs are considered.			
<i>Action H-1.4.E: Additional Public Housing</i> Support DCHA’s planning goals for its public housing units by developing strategies to meet the needs of existing units and create additional units. Use subsidies from HUD under the public housing Annual Contributions Contract (ACC), RAD, and other sources.	DCHA, DMPED, DHCD	Short-Term	N
<i>Action H-1.4.F: Non-Housing Investment in Areas of Concentrated Poverty</i> Make non-housing neighborhood economic and community development investments and preserve existing subsidized affordable housing in R/ECAP (as defined by HUD) to improve neighborhood amenities and attract private sector investment to expand housing supply.	DHCD, DMPED	Mid-Term	Y
<i>Action H-1.4.G: Co-Location of Housing with Public Facilities</i> As part of Facility Master Plans and the Capital Improvement Program, conduct a review of and maximize any opportunities to co-locate mixed-income, multi-family housing, emphasizing affordable housing, when there is a proposal for a new or substantially upgraded local public facility, particularly in high-cost areas.	DMPED, DGS, OP	Mid-Term	Y
H-1.5 Reducing Barriers to Production			
<i>Action H-1.5.A: Smart Housing Codes</i> Update and modernize the District Housing Code to reflect the current trend toward smart housing codes, which are structured to encourage building rehabilitation and reuse of housing units built before modern building codes were enacted.	OP, DCRA	Short-Term	N
<i>Action H-1.5.B: Data Management</i> Maintain electronic inventories of existing housing and potential development sites for the benefit of residents, developers, and policy makers. This information should be used to track housing development and promote better-informed choices regarding public investment and affordable housing development.	OP, OCTO, DMPED, DHCD	Short-Term	N
<i>Action H-1.5.D: Support of Accessory Dwelling Units</i> Study whether recent zoning changes are sufficient to facilitate the creation of accessory dwelling units, or whether barriers to their creation still exist, and remove unnecessary obstacles to their creation. Incorporate racial equity considerations into the study. Investigate the benefits of financially supporting accessory dwelling units and design a pilot program to increase the number of	DHCD, HFA	Short-Term	N

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affordable housing units through accessory dwelling units.			
<i>Action H-1.5.E: Remove Regulatory Obstacles</i> Continue to identify and review regulatory impediments to the production of market rate and affordable housing. Remove unnecessary and burdensome regulations and propose more efficient and effective alternatives for achieving important policy and regulatory goals.	DCRA, OP, DMPED, DHCD	Short-Term	Y
H-2.1 Preservation of Affordable Housing			
<i>Action H-1.6.A: Monitoring and Updating Data to Support Recovery from 2020 Health Emergency</i> Monitor and update appropriate data to support 2020 public health emergency response and recovery efforts. Such data will include a wide range of housing factors and drivers, such as jobs, population, housing supply and demand. Collect data to support racial equity analyses and responses.	DMPED, DHCD, OP	Short-Term	N
H-2.1 Preservation of Affordable Housing			
<i>Action H-2.1.A: Rehabilitation Grants</i> Maintain a rehabilitation grant program for owners of small apartment buildings, linking the grants to income limits for future tenants. Such programs have been successful in preserving housing affordability.	DMPED, DHCD, HFA	Short-Term	N
<i>Action H-2.1.B: Local Rent Supplement</i> Expand the Local Rent Supplement Program for both tenant and new project-based support targeted toward public and privately held extremely low-income housing and housing for formerly homeless individuals and families.	DMPED, OCFO, OCA, DCHA	Short-Term	N
<i>Action H-2.1.C: Purchase of Expiring Subsidized Housing and Naturally Occurring Affordable Housing</i> Implement and use DOPA to acquire, preserve, and dedicate new affordable housing through a process that will maintain the properties with long-term affordability requirements	DMEPD, HFA, CC, DCHA	Ongoing	Y
<i>Action H-2.1.D: Affordable Set-Asides in Condo Conversions</i> In a condo conversion, 20 percent of the units should be earmarked for qualifying low- and moderate-income households. In addition, condominium maintenance fees should be set proportionally to the unit price so that otherwise affordable units do not become out-of-reach because of high fees.	DCRA, CC, DMPED, OAG	Short-Term	N
<i>Action H-2.1.E: Housing Registry</i>	DHCD, DMPED,	Short-Term	N

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Maintain a registry of affordable or accessible housing units in the District and a program to match these units with qualifying low-income households.	DCHA		
<i>Action H-2.1.F: Affordable Housing Preservation Unit</i> Establish and maintain a division within District government to systematically and proactively work with tenants, owners of affordable housing, investors, their representatives, and others associated with real estate and housing advocacy in Washington, DC to establish relationships and gather intelligence to preserve affordable housing and expand future opportunities by converting naturally affordable unassisted units to long-term dedicated affordable housing.	DHCD	Short-Term	N
<i>Action H-2.1.G: Expand Acquisition Funding for Preservation</i> Continue funding for public-private partnerships to facilitate acquisition and early investments to leverage greater amounts of private capital for the preservation of affordable housing.	DHCD, CC	Short-Term	N
<i>Action H-2.1.H: Improve Tenant Opportunity to Purchase Program</i> Improve the preservation of affordable housing through TOPA and TOPA exemptions by providing financial incentives to TOPA transactions, including predevelopment work, legal services, third-party reports, and acquisition bridge financing. The effort should include tracking mechanisms to collect accurate program data and evaluate outcomes for further improvement in the program.	DHCD, DMPED	Short-Term	N
<i>Action H-2.1.I: Tracking Displacement</i> Track neighborhood change, development, and housing costs to identify areas of Washington, DC that are experiencing, or likely to experience, displacement pressures. Disaggregate data to consider income and racial characteristics and conduct racial equity analyses. Use the information to improve program performance and target resources to minimize displacement and help residents stay in their neighborhoods.	OP, DHCD	Short-Term	N
H-2.2 Housing Conservation and Maintenance			
<i>Action H-2.2.A: Housing Code Enforcement</i> Improve the enforcement of housing codes to prevent deteriorated, unsafe, and unhealthy housing conditions, especially in areas of Washington, DC with persistent code enforcement problems. Ensure that tenants are provided information on tenant rights, such as how to obtain inspections, contest petitions for substantial rehabilitation, purchase multi-family buildings, and vote in conversion elections.	DCRA	On-going	N

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<p><i>Action H-2.2.B: Sale of Persistent Problem Properties</i> Address persistent tax and housing code violations through negotiated sales of title sale of properties by putting properties in receivership, foreclosing on tax-delinquent properties, enforcing higher tax rates on vacant and underused property, and through tenants' rights education, including use of TOPA. Whenever possible, identify alternative housing resources for persons who are displaced by major code enforcement activities.</p>	DMPED, DHCD, DCRA	On-going	N
<p><i>Action H-2.2.C: Tax Relief</i> Review existing tax relief programs for District homeowners and consider changes to unify and simplify programs to help low- and moderate-income households address rising property assessments. Consider using the MFI as a standard for establishing need and eligibility.</p>	OCFO, OTR	Short-Term	N
<p><i>Action H-2.2.D: Program Assistance for Low- and Moderate-Income Owners</i> Continue to offer comprehensive home maintenance and repair programs for low- and moderate-income owners and renters of single-family homes. These programs should include counseling and technical assistance, as well as zero interest and deferred interest loans and direct financial assistance.</p>	DHCD, DCRA	Ongoing	N
H-3.1 Encouraging Homeownership			
<p><i>Action H-3.1.A: HPAP Program</i> Maintain and expand the District's HPAP by periodically reviewing and establishing appropriate amounts of assistance to continue advancing affordable homeownership for low-income households.</p>	DHCD, DMPED	Ongoing	N
<p><i>Action H-3.1.B: District Employer Assisted Housing Program</i> Strengthen the District government's existing Employer Assisted Housing (EAH) Program by increasing the amount of EAH awards and removing limitations on applicants seeking to combine EAH assistance with HPAP funds.</p>	DHCD, DMPED	Short-Term	N
<p><i>Action H-3.1.C: New EAH Programs</i> Encourage major employers in Washington, DC to develop EAH programs for moderate- and middle-income housing, including:</p> <ul style="list-style-type: none"> • Private sector employee benefit packages that include grants, forgivable loans, and on-site homeownership seminars for first-time buyers; • Federal programs that would assist income-eligible federal workers who currently rent in the District; 	DHCD, DMPED, OP	Ongoing	N

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<ul style="list-style-type: none"> • Programs designed to encourage employees to live close to their work to reduce travel time and cost and increase their quality of life; and • Linking EAH efforts with performance-based incentives for attracting new employers. 			
<p><i>Action H-3.1.D: Individual Development Accounts</i> Invest in programs that support Individual Development Accounts that assist low-income persons to save for first-time home purchases.</p>	DMPED, HFA, DHCD	Ongoing	N
<p><i>Action H-3.1.E: Neighborhood Housing Finance</i> Expand housing finance and counseling services for very low-, low-, and moderate-income homeowners, and improve the oversight and management of these services.</p>	FHA, DHCD	Ongoing	N
<p><i>Action H-3.1.F: Foreclosure Prevention</i> Develop public-private partnerships to raise awareness of foreclosure prevention efforts and to offer assistance to households facing foreclosure.</p>	DHCD, DMPED, OP	Mid-Term	N
<p><i>Action H-3.1.G: Protect Homeowner Equity</i> Research, identify, and implement as appropriate tools to protect the equity of homeowners and help lower-income and older adult homeowners recover from volatile market forces and adverse events that threaten their equity and status as homeowners.</p>	DMPED, DHCD	Mid-Term	N
H-3.2 Housing Access			
<p><i>Action H-3.2.A: Cultural Sensitivity</i> Require all District agencies that deal with housing and housing services to be culturally and linguistically competent.</p>	OHR	Ongoing	N
<p><i>Action H-3.2.B: Fair Housing Education</i> Undertake a Fair Housing Act education program for all relevant staff persons and public officials so they are familiar with the Act and their responsibilities in its enforcement. Maintain programs that raise the public’s awareness of fair housing rights and responsibilities, including educational events, compliance training, affirmative marketing training, and other outreach efforts that further fair housing and eliminate discrimination.</p>	DHCD	Ongoing	N
<p><i>Action H-3.2.C: Lending Practices</i> Continue to monitor private sector lending practices for their impact on the</p>	DHCD, DMPED, OP, DISB	Mid-Term	N

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stability of neighborhoods, and develop responses if instability is identified.			
<i>Action H-3.2.D: Overcoming Impediments to Fair Housing</i> Develop strategies to overcome impediments and obstacles to the delivery of affordable housing in high-cost areas, such as rapid site acquisition, risk reduction, and expedited project selection and processing.	DHCD, OP	Short-Term	N
H-4.2 Ending Homelessness			
<i>Action H-4.2.A: Homeward DC</i> Implement the recommendations outlined in Homeward DC: 2015-2020, which updates and expands on the Homeward DC: Strategic Plan 2015-2020 and continues the District's efforts to make homelessness in the District rare, brief, and non-recurring. Homeward DC recommended strategies to expand homelessness prevention strategies, improve the quality of the District's emergency shelter facilities, and increase the number of permanent supportive housing units and tenant-based rental subsidies available for populations experiencing or at risk of homelessness. Homeward DC 2.0 builds on the recommendations outlined in Homeward DC and highlights additional strategies to advance these efforts	DHCD, DCHA, DHS, DMH, DMCFYE	Short-Term	N
<i>Action H-4.2.B: Emergency Assistance</i> Expand the emergency assistance program for rent, security deposit, mortgage, or utility expenses for very low-income families with children, older adults, and persons with disabilities to prevent homelessness.	DHCD, DCHA, DHS, DMCFYE	Short-Term	N
<i>Action H-4.2.C: Ending Youth Homelessness</i> Implement Solid Foundations DC: The Strategic Plan to Prevent and End Youth Homelessness. The plan includes strategies for youth homelessness prevention, expanded outreach and reunification, additional youth shelter capacity, improved support services, continuing education, and capacity building programs for organizations that support the emotional, physical, and social well-being of at-risk youth.	DCHA, DHS, DHCD, ICH	Short-Term	N
<i>Action H-4.2.D: Discharge Coordination</i> Maintain discharge programs from the foster care, health care, and the criminal justice systems that prevent homelessness and provide a safe transition to independent living.	DCHA, DHS, DHCD, ICH	Short-Term	N
<i>Action H-4.2.E: Landlord Recruitment</i> Develop and test pilot programs designed to incentivize landlords to house individuals and families exiting homelessness. Evaluate strategies and make	DCHA, DHS, DHCD, ICH	Short-Term	N

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recommendations on maintaining and improving an ongoing program.			
H-4.3 Meeting the Needs of Specific Groups			
<i>Action H- 4.3.A: Incentives for Accessible Units</i> Create financial incentives or provide appropriate flexibility in zoning rules and public space regulations for homeowners and landlords to retrofit units to make them accessible to older adults and persons with disabilities. Encourage the production of units that are visitable, ADA-accessible, or universally designed in new housing construction.	DMPED, DHCD, OCFO	Mid-Term	N
<i>Action H- 4.3.B: Incentives for Older Adult Housing</i> Remove barriers and explore incentives, such as density bonuses, tax credits, and special financing, to stimulate the development of assisted living and care facilities for older adults that serve a mix of incomes, particularly in areas of high need and on sites well served by public transportation.	DHCD, OP, OCFO, DCOA	Mid-Term	N
<i>Action H-4.3.C: University Partnerships and Older Adults</i> Explore partnerships with local universities to develop intergenerational student living arrangements with older adults living near campus.	OP, DCOA	Mid-Term	N
<i>Action H-4.3.D: Aging in Community</i> Establish programs to facilitate low-income older renters aging in place. Examples include tenant-based vouchers or other rental assistance to older adults on fixed incomes or funds for renovation of multi-unit buildings, individual apartments, and single-family homes to create appropriate housing options for older adults to age in community.	DCHA, DCOA, DHCD,	Mid-Term	N
Environmental Protection Element			
E-1 Adapting to and Mitigating Climate Change			
<i>Action E-1.1.A: Update Regulations for Resilience</i> Continue to monitor and update Washington, DC’s regulations to promote flood risk reduction, heat island mitigation, stormwater management, renewable energy, and energy resilience, among other practices, where appropriate.	DOEE, OP	Mid-Term	N
<i>Action E-1.1.B: Development in Floodplains</i> Evaluate expanding restrictions and/or require adaptive design for development in areas that will be at increased risk of flooding due to climate change. Analyses should weigh the requirement to account for climate risks with the needs of a growing District.	OP, DOEE, HSEMA, DCRA, DMPED	Short-Term	N

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<p><i>Action E-1.1.C: Waterfront Setbacks</i> Ensure that waterfront setbacks and buffers account for future sea level rise, changes in precipitation patterns, and greater use of nature-based and adaptive flood defenses.</p>	<p>OP, DOEE, HSEMA, DCRA</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action E-1.1.D: Covenant for Climate and Energy</i> Implement policies recommended by Clean Energy DC and Climate Ready DC to achieve Washington, DC’s goal of reducing GHG emissions by 50 percent below 2006 levels by 2032, and achieving carbon neutrality by 2050 while preparing for the impacts of climate change. Maintain compliance with the Global Covenant of Mayors for Climate & Energy, signed by Washington, DC in 2015, which commits Washington, DC to measure and reduce GHG emissions and address climate risks.</p>	<p>DOEE</p>	<p>Long-Term</p>	<p>Y</p>
<p><i>Action E-1.1.E: Update Floodplain Regulations</i> Update flood hazard rules to reflect the increased risk of flooding due to climate-related sea level rise, increasingly frequent and severe precipitation events, and coastal storms.</p>	<p>DOEE, HSEMA, DCRA</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action E-1.1.F: Comprehensive and Integrated Flood Modeling</i> Develop, and regularly update, Washington, DC’s floodplain models, maps, and other tools to account for climate change, including projections for increased precipitation and sea level rise, to ensure any future building in the floodplain is done sustainably. Integrate existing, and develop new, floodplain models to better understand the interplay between coastal, riverine, and interior flooding and potential climate impacts. Consider revising the regulatory flood hazard areas for Washington, DC’s Flood Hazard Rules.</p>	<p>DOEE, HSEMA, OCTO, OP, DGS</p>	<p>On-going</p>	<p>N</p>
<p><i>Action E-1.1.G: Design Guidelines for Resilience</i> Develop guidelines for new development and substantial land improvements that consider the threat of naturally occurring stressors and hazards (e.g., flooding, extreme heat, and wind), determine potential impacts to assets over the expected life cycle of the asset, and identify cost-effective risk-reduction options. Use updated and integrated flood risk models to determine potential flood extents and depths for riparian, coastal, and interior flood events and to inform design flood elevations for a development in flood hazard areas.</p>	<p>DOEE, HSEMA, OP</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action E-1.1.H: Update Climate Vulnerability and Risk Assessment</i> Update the vulnerability and risk assessment completed for Climate Ready DC as new data on potential climate impacts becomes available. Regularly assess the</p>	<p>DOEE, DDOT, HSEMA, DC Water, DOH</p>	<p>Short-Term</p>	<p>N</p>

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vulnerability of infrastructure, critical facilities (including hospitals and emergency shelters), and large developments to climate-related hazards.			
<i>Action: E-1.1.I: Resiliency Evaluation</i> Review projects including Washington, DC capital projects and large scale developments, for potential climate risks and adaptation strategies.	OCA, OP, DOEE, HSEMA	Short-Term	N
<i>Action: E-1.1.J: Resiliency Incentives</i> Expand existing incentives and regulations to include thermal safety and urban heat island mitigation measures, such as green and cool roofs, solar shading, shade trees, alternatives to concrete, and other innovative building design strategies.	DOEE, OP, DCRA	On-going	N
<i>Action: E-1.1.K: Interagency Temperature Management Strategy</i> Develop an interagency heat management strategy to minimize the adverse health impacts associated with extreme cold and heat temperature days. The District government will work to ensure that residents can prepare for these events by more broadly communicating extreme heat and cold response plans that clearly define specific roles and responsibilities of government and nongovernmental organizations before and during these events. Plans should identify local populations at high risk for extreme temperature-related illness and death, and determine the strategies that will be used to support such individuals during emergencies, particularly in underserved communities. Furthermore, explore strategies, including the use of technology, to help build communities' adaptive capacity before, during, and after extreme temperature days.	DOEE, HSEMA, DOH, OP, DDOT, DPR	On-going	N
E-2.1 Conserving and Expanding Washington, DC's Urban Forests			
<i>Action E-2.1.A: Tree Replacement Program</i> Continue working toward a goal of planting 10,500 trees on public and private open space each year.	DDOT, other	On-going	Y
<i>Action E-2.1.B: Street Tree Standards</i> Continue to formalize the planting, pruning, removal, and construction guidelines in use by the District's Urban Forestry Division These standards provide further direction for tree selection based on such factors as traffic volumes, street width, shade and sunlight conditions, soil conditions, disease and drought resistance, and the space available for tree wells. They also include provisions to increase the size of tree boxes to improve tree health and longevity, and standards for soils and planting, as well improve upon existing tree boxes through impervious surface removal, increasing soil volumes, undergrounding power lines, and installing bio-	DDOT, DOEE, OP	Mid-Term	N

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retention tree boxes.			
<p><i>Action E-2.1.C: Tree Inventories</i> Continue partnership agreements with the federal government, Casey Trees, and other groups to maintain the live, publicly available database and management system for Washington, DC’s trees using Geographic Information System (GIS) mapping. Efforts should be made to inventory trees on all District lands outside the right-of-ways, as well as along its streets.</p>	DDOT, DPR, other	On-going	N
<p><i>Action E-2.1.D: Operating Procedures for Utility and Roadwork</i> Develop standard operating procedures to minimize tree damage by public utility and road crews. All activities that involve invasive work around street trees should be reviewed by Urban Forestry Administration personnel. . Promote the expansion of the urban tree canopy, while planting the right tree in the right place in consideration with overhead utility lines.</p>	DDOT	Mid-Term	N
<p><i>Action E-2.1.E: Urban Forest Management</i> Consistent with Washington, DC’s 2002 and 2016 Tree Bills, continue to protect, maintain, and restore trees and native woodlands across Washington, DC. Use the mayor’s UFAC and new and existing District agency partnerships to coordinate urban forest management activities on all public lands managed by the District (e.g., street trees, parks, public school grounds). These partnerships and initiatives should also promote coordination with federal agencies and other large landowners and include comprehensive strategies to manage insects and diseases.</p>	DOEE, DDOT, NPS	Short-Term	N
E-2.2 Conservation of Rivers, Wetlands, and Riparian Areas			
<p><i>Action E-2.2.A: Potomac and Anacostia River Habitat Improvements</i> Work collaboratively with federal agencies, upstream jurisdictions, and environmental advocacy groups to implement conservation measures for Washington, DC’s waterways by:</p> <ul style="list-style-type: none"> ● Restoring tidal wetlands while maintaining access along the Anacostia River and infilled areas that were historically tidal wetlands, consistent with the 2015 District of Columbia Wildlife Action Plan; ● Installing stormwater management best practices upland of tributary streams; ● Creating new stormwater wetlands along tributary streams; 	USEPA, USFWS, NPS, DOEE, AWC, other	On-going	N

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<ul style="list-style-type: none"> ● Restoring degraded streams in Washington, DC and, where possible, daylighting streams by removing them from pipes to let them flow uncovered; ● Removing bulkheads and seawalls and replacing them with natural shoreline and fringe wetlands, where possible, to provide protection from flooding and erosion; ● Restoring degraded gullies downstream of stormwater outfalls; ● Preventing litter and trash from entering waterways and removing it when it is present; ● Encouraging natural buffers compatible with the recommendations of the AWI Framework Plan; and ● Preventing the net loss of parkland and improving access to the waterfront and river trails. 			
<p><i>Action E-2.2.B: Wetland Setback Standards</i> Establish clear regulations to conserve and preserve wetlands, streams, and their buffers during development and ensure compliance with these regulations during plan review, permitting, and inspections.</p>	DOEE, DCRA	Short-Term	N
<p><i>Action E-2.2.C: Wetland Planting and Maintenance</i> Plant and maintain wetlands to achieve the objective of no net loss and eventual net gain of wetlands. Focus efforts in areas of the District that offer the best opportunity and potential for conservation, as identified in Washington, DC’s 2015 Wildlife Action Plan.</p>	DOEE, NPS	Short-Term	N
<p><i>Action E-2.2.D: Anacostia River Sedimentation Project</i> Develop and implement an Anacostia River remediation work plan that restores fish and wildlife habitats while improving public access to the river.</p>	DOEE, USACE, NPS	Ongoing	N
E-2.4 Preserving Steep Slopes and Stream Valleys			
<p><i>Action E-2.4.A: Expand Tree and Slope Protection</i> Work with neighborhood and community groups, homeowners and other landowners, and Advisory Neighborhood Commissions (ANCs) to identify additional areas where the Tree and Slope Protection (TSP) areas should be mapped. Such areas should generally abut streams or public open spaces and should have steep slopes, significant natural tree cover, and some potential for</p>	OP, DOEE, OZ	Mid-Term	N

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future development. Particular attention should be given to mapping the TSP areas on lands in Wards 7 and 8.			
E-2.5 Sustaining Wildlife			
<i>Action E-2.5.A: Implementation of the Wildlife Action Plan</i> Implement the 2015 Wildlife Management Plan , including programs to increase meadow habitats in the District, restore tidal wetlands, propagate native plants, and create vernal pools, artificial nesting structures, wildlife crossings and corridors, and resident science projects.	DOEE	On-going	N
<i>Action E-2.5.B: Data Improvements</i> Improve the collection and monitoring of data on plant and animal life within Washington, DC , particularly data on rare, endangered, threatened, and candidate species, and species of greatest conservation need.	DOEE	On-going	N
<i>Action E-2.5.C: Pollinator Pathways</i> Create pollinator pathways and other contiguous habitat paths that allow the migration of species into natural habitats and that support the goals of the Wildlife Action Plan. Incorporate biodiversity and the use of native plants in GI along roads and sidewalks.	DOEE, DDOT, DPR, NPS	Mid-Term	N
<i>Action E-2.5.D: Landscape Practices</i> Encourage the use of landscape practices compatible with industry best practices and certifications, including water-efficient landscape design using native species and GI. Incorporate biophilic design elements to enhance health and well-being by providing a connection between people and nature.	DOEE, DGS, DDOT	Short-Term	N
E-3.1 Conserving Water			
<i>Action E-3.1.A: Leak Detection and Repair Program</i> Continue DC Water’s efforts to reduce water loss from leaking mains, including reducing the backlog of deferred maintenance, using audits and monitoring equipment to identify leaks, performing expeditious repairs of leaks, and instructing customers on procedures for detecting and reporting leaks. Incorporate smart infrastructure that provides automatic feedback to identify irregularities in the system, leading to greater leak detection and swifter repair	DC Water	On-going	N
<i>Action E-3.1.B: Building Code Review</i> Support efforts by the Construction Code Coordinating Board and the Green Building Advisory Council (GBAC) to strengthen building, plumbing, and	DCRA, DOEE	On-going	N

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landscaping standards and codes in order to identify possible new water conservation measures.			
<i>Action E-3.1.C: Water Conservation Education</i> Work collaboratively with DC Water and other partners to launch a large-scale marketing and educational campaign, bringing greater awareness to the need for water conservation and to the savings achievable through conservation and use of efficient technology, and to achieve a reduction in the daily per capita consumption of water resources. This per capita reduction is needed to maintain Washington, DC’s total water consumption level as the District grows. Special efforts should be made to reach low-income customers and institutional users. .	DC Water, DOEE	On-going	N
<i>Action E-3.1.D: Water Conservation Financial Incentive Program</i> Explore mechanisms to create a water conservation financial incentive program. Similar to energy efficiency and renewable energy incentives, consider a program that creates stronger incentives for residents, small businesses, and private development to use less water in daily operations. The program should include both landscaping and building efficiency.	DC Water	Mid-Term	N
<i>Action E-3.1.E: Distributed Rainwater Harvesting and Greywater Recycling</i> Explore the use of distributed rainwater harvesting and greywater recycling to reduce demand on potable water systems during shortages or disruptions.	DC Water, DOEE	Mid-Term	N
E-3.2 Conserving Energy and Reducing GHG Emissions			
<i>Action E-3.2.A: Energy Conservation Measures</i> Pursuant to the District’s Clean Energy DC Plan, implement energy conservation programs for the residential, commercial, and institutional sectors. These programs include financial incentives, technical assistance, building and site design standards, public outreach, and other measures to reduce energy consumption and improve efficiency.	DOEE	On-going	N
<i>Action E-3.2.B: Assistance Programs for Lower-Income Households</i> Implement Clean Energy DC Plan programs to reduce energy costs for lower-income households, including the Low Income Home Energy Assistance Program (LIHEAP) and additional measures to reduce monthly energy.	DOEE, OCA, OCFO	Short-Term	N
<i>Action E-3.2.C: Consumer Education on Energy</i> Increase education and public awareness around energy issues, including school curricula, awards programs, demonstration projects, websites, and multimedia production.	DOEE	On-going	N

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<p><i>Action E-3.2.D: Energy Regulatory Reforms</i> Enact legislative and regulatory reforms, including but not limited to building and zoning codes as well as utility regulations aimed at improving energy efficiency and expanded clean, distributed energy generation in Washington, DC to reduce energy costs and improve reliability and resilience. Permitting agencies should have technological expertise in clean energy solutions. Permitting times and costs should conduce toward rapid adaptation of clean energy solutions.</p>	OAG, DOEE, DCPSC	Short-Term	N
<p><i>Action E-3.2.E: Energy Assurance Plan</i> Regularly amend the District’s Energy Assurance Plan and collaborate with regional partners such as MWCOG and the National Association of State Energy Officials (NASEO). Regularly scheduled training for energy emergencies should be provided to appropriate District personnel.</p>	DOEE, HCEMA, DCPAS, MWCOG	Short-Term	N
<p><i>Action E-3.2.F: Energy Conservation Area</i> Explore the establishment of neighborhood-based energy conservation areas or districts to incentivize energy efficiency, distributed generation, storage, and demand response. This is an opportunity for consumers to play a significant role in the operation of the electric grid by reducing or shifting their electricity usage during peak periods in response to time-based rates or other forms of financial incentives, which will contribute to and achieve the District-wide energy performance outcomes as defined by Clean Energy DC.</p>	DOEE, OP, DCRA	Short-Term	N
<p><i>Action E-3.2.G: Energy Supply</i> Explore and adopt policies that allow for every District resident to have a cost-competitive option for the purchase of a 100 percent clean and renewable energy supply.</p>	DOEE	Short-Term	N
<p><i>Action E-3.2.H: Solar Easements</i> Continue to review and modify, as needed, zoning regulations and other relevant District regulations.</p>	OP, DOEE, ZC, OZ, DCRA	Short-Term	N
<p><i>Action E-3.2.I Building Energy Performance Standard</i> Develop and implement a BEPS, as described in Clean Energy DC, which would establish regular energy check-ups of buildings and require the owners of poorly performing buildings to improve the energy efficiency of their buildings.</p>	DOEE, DCRA	Medium-Term	N
<p><i>Action 3.3.K: Organics Processing Facility</i> Explore creating a new organics processing facility (composting, anaerobic digestion, or co-digestion preprocessing) in the District to capture food and other</p>	DPW, DOEE, OP, DGS	On-going	N

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organic waste.			
<i>Action 3.3.L: Reduce Residential Construction and Demolition Waste</i> Create an accessible recycling and product reuse pathway for residential construction and demolition waste, including construction waste management requirements, contractor education, and a market for recycled and salvaged construction materials. Assess existing regulatory barriers to reusing these materials.	DPW, DCRA, DGS, DOEE	On-going	
<i>Action 3.3.M: Source Reduction</i> Explore innovative source reduction programs and policies to find ways to keep items out of the waste stream.	DPW, DOEE, DGS, DPR	On-going	
E-4.1 Promoting Environmental Sustainability			
<i>Action E-4.1.A: GI Criteria</i> Support continued refinement of GI provisions for new development, such as the GAR. Explore provisions for expanded use of elements such as porous pavement, bioretention facilities, and green roofs.	OP, OZ, DOEE, DCRA, DDOT	Short-Term	
<i>Action E-4.1.B: GI Demonstration Projects</i> Continue to install retrofit demonstration projects that educate developers, engineers, designers, and the public to illustrate use of current and new GI technologies, and make the project standards and specifications available for application to other projects in Washington, DC. Such demonstration projects should be coordinated to maximize environmental benefits, monitored to evaluate their impacts, and expanded as time and money allow.	DOEE	On-going	
<i>Action E-4.1.C: Road Construction Standards</i> Use District Department of Transportation's (DDOT) GI standards on all roadway reconstruction projects, with the goal of reducing stormwater pollution from roadways by minimizing impervious surface areas, expanding the use of porous pavements, and installing bioretention tree boxes and bump-outs.	DDOT, DOEE	Mid-Term	
E-4.2 Promoting Green Building			
<i>Action E-4.2.A: Building Code Revisions</i> Periodically review regulatory obstacles to green building construction in the District, and work to reduce or eliminate such obstacles if they exist. Adopt amendments to the District's green building codes as necessary to promote green building methods and materials, and to encourage such actions as stormwater	DCRA, DOEE	Mid-Term	

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harvesting, structural insulated panels, and high-quality windows.			
<i>Action E-4.2.B: Green Building Incentives</i> Continue green building incentive programs to encourage green new construction and the rehabilitation of existing structures that go beyond the baseline code requirements.	DOEE, DCRA	Mid-Term	N
E-4.3 Enhancing Urban Food Production and Community Gardening			
<i>Action E-4.3.A: Community Gardens and Urban Farms in Wards 7 and 8</i> To activate community spaces, increase sustainability, and help address the lack of healthy food retail options in Wards 7 and 8, work with community leaders and gardening advocates to identify and establish property for new gardens or urban farms in this area. The District should assist in this effort by providing an inventory of publicly and privately owned tracts of land that are suitable for community gardens and urban farms, and then work with local advocacy groups to make such sites available. This action should supplement, but not replace, efforts to increase retail options in this part of the District.	DPR, NPS, DOEE, OP	On-going	N
<i>Action E-4.3.B: Support for UDC Cooperative Extension</i> Enhance the capability of the Cooperative Extension of the UDC to provide technical assistance and research, including educational materials and programs to support resident gardening, tree planting efforts, urban farming, food entrepreneurship, and nutrition education.	CC, EOM, UDC, OP	Mid-Term	N
<i>Action E-4.3.C: Support for Sustainable Agriculture</i> Continue to support sustainable agriculture with the goal of producing healthy, abundant crops, preserving environmental services, improving neighborhood health, and creating new entrepreneurial opportunities. Implement the Urban Farming and Food Security Act and expedite the process to make public and private lands available for a variety of urban agriculture uses.	DOEE, OP, UDC, DPR	Ongoing	N
E-4.4 Reducing the Environmental Impacts of Development			
<i>Action E-4.4.A: District-wide Natural Resource Inventory</i> Compile and maintain a District-wide natural resources inventory that catalogs and monitors the location and condition of Washington, DC's natural resources. The inventory should be used as a benchmark to evaluate the success of environmental programs and the impacts of land use and development decisions.	DOEE	On-going	N
<i>Action E-4.4.B: Environmental Enforcement</i>	DOEE, DPW, MPD,	Short-Term	N

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Continue interagency efforts to improve compliance with the District’s existing environmental laws and regulations. This effort should include public education, compliance assistance, and continued support for Metropolitan Police Department (MPD) and DPW’s partnership to address environmental crimes.	DMPSJ		
E-5.1 Reducing Air Pollution			
<i>Action E-5.1.A: SIP</i> Cooperate with appropriate state, regional, and federal agencies to carry out the federally mandated SIP in order to attain federal standards for ground level ozone by the end of 2021.	DOEE, DDOT, MWCOG	On-going	N
<i>Action E-5.1.B: Control of Bus and Truck Emissions</i> Collaborate with Washington Metropolitan Transit Authority (WMATA) and local motor coach operators to reduce diesel bus emissions through the acquisition and use of clean fuel and electric transit vehicles. Additionally, encourage natural gas-powered, electric-powered, and hybrid commercial trucks to reduce emissions and improve air quality.	DDOT, OPM, WMATA	On-going	N
<i>Action E-5.1.C: Motor Vehicle Inspection Programs</i> Regularly update the District’s motor vehicle inspection and maintenance programs to ensure that they are employing the latest monitoring technologies. Consider expanding requirements for heavy vehicle emission inspections.	DMV	On-going	N
<i>Action E-5.1.D: Air Quality Monitoring</i> Continue to operate a system of air quality monitors around the District, and take corrective actions in the event the monitors detect emissions or pollution that exceeds federal standards.	DOH, DOEE	On-going	N
E-6.1 Reducing Water Pollution			
<i>Action E-6.1A: Stormwater Management Program</i> As required by the EPA, Washington, DC creates a Stormwater Management Plan every five years, covering such topics as runoff-reducing GI, maintenance of GI infrastructure, education, surface regulations, fees, and water quality education. The plan should include measures that achieve specific water quality standards, reevaluate and clarify stormwater standards to eliminate confusion, and propose fee levels that are sufficient to maintain an effective stormwater management program and encourage residents and businesses to reduce stormwater pollution.	DOEE, DC Water, DPW	Mid-Term	N
<i>Action E-6.1.B: Funding</i>	DOEE, DC Water,	On-going	N

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<p>Continue funding for water quality improvements, including abatement of combined sewer overflow, removal of toxins, and Anacostia River clean up. Set incentive-based fee structures for District residents and commercial property owners. Evaluate opportunities to adjust stormwater fees to accelerate the restoration of local waters as required by the District’s federally issued MS4 permit.</p>	<p>EOM, CC</p>		
<p><i>Action E-6.1.C: Monitoring and Enforcement</i> Maintain a District water pollution control program that enforces water quality standards, regulates land-disturbing activities (to reduce sediment), inspects and controls sources of pollution in the District, , and comprehensively monitors District waters to identify and eliminate sources of pollution . This program should be adequately staffed to carry out its mission and to implement innovative stormwater management programs. Other environmental programs—including underground storage tank (UST) regulation, contaminated site remediation, and pesticide control programs—must take groundwater impacts into account in their regulatory and enforcement activities.</p>	<p>DC Water, DOEE</p>	<p>On-going</p>	<p>N</p>
<p><i>Action E-6.1.D: Clean Water Education</i> Working with DC Water, DOEE, DCPS, the Office of the State Superintendent of Education (OSSE), and local universities, increase public information, education, and outreach efforts on stormwater pollution. These efforts could include such measures as community clean ups storm drain marking , school curricula, demonstration projects, signage, and advertisement and media campaigns.</p>	<p>DC Water, DPW, DOEE</p>	<p>On-going</p>	<p>N</p>
<p><i>Action E-6.1.E: Total Maximum Daily Load Implementation</i> A Total Maximum Daily Load (TMDL) sets the quantity of a pollutant that may be introduced into a water body. As a critical step in implementing these requirements, waste load allocations for individual sources or discharges (including District entities) into the municipal stormwater system should be assigned, and the technologies and management practices to control stormwater should be identified. Continue to work with stakeholders to update and execute Washington, DC’s 2016 Consolidated TMDL Implementation Plan, which details actions to reduce pollution from the MS4 as necessary to achieve water quality objectives. Remove TMDLs for tributaries where the water is not being polluted. Update the District’s Watershed Implementation Plan for the Chesapeake Bay, and continue to implement through two-year milestones as part of Chesapeake Bay</p>	<p>DOEE, DC Water,</p>	<p>Mid-Term</p>	<p>N</p>

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Program efforts to have all practices in place by 2025 to meet the Chesapeake Bay TMDL.			
<i>Action E-6.1.F: Houseboat Regulations</i> Improve regulation of houseboats and other floating structures in the Washington Channel, Anacostia River, and Potomac River to reduce water pollution.	DOEE, AWC, USEPA	On-going	N
<i>Action E-6.1.G: Clean Marinas</i> Promote the Clean Marinas Program , encouraging boat clubs and marinas to voluntarily change their operating procedures to reduce pollution to District waters.	DOEE, AWC	On-going	N
<i>Action E-6.1.H: Rainwater and Greywater</i> Explore the capture and reuse of rainwater and greywater for potable and non-potable indoor uses, including the creation of new policies and guidance that would allow for captured and recycled water for clothes washers, toilets, showers, dishwashers, and other domestic uses.	DOEE, DC Water, DCRA, DOH	Short-Term	N
E-6.2 Controlling Noise			
<i>Action E-6.2.A: Evaluation of Noise Control Measures</i> Continue to evaluate the District’s noise control measures to identify possible regulatory and programmatic improvements, including increased education and outreach on noise standards and requirements.	DCRA	Long-Term	N
<i>Action E-6.2.B: Enforcement of Noise Regulations</i> Pursuant to District municipal regulations, continue to enforce laws governing maximum daytime and nighttime levels for commercial, industrial, and residential land uses; motor vehicle operation; solid waste collection and hauling equipment; and the operation of construction equipment and other noise-generating activities.	DCRA	Long-Term	N
<i>Action E-6.2.C: Aviation Improvements to Reduce Noise</i> Actively participate in the MWCOG Aviation Policy Committee to reduce noise levels associated with take-offs and landings at Washington Reagan National Airport. Particular emphasis should be placed on limiting nighttime operations, reducing the use of older and noisier aircraft, maintaining noise monitoring stations within the District, and following flight path and thrust management measures that minimize noise over District neighborhoods.	DCRA, MWCOG	On-going	N
<i>Action E-6.2.D: Reduction of Helicopter Noise</i> Encourage the federal government to reduce noise from the operation of	DCRA, MWCOG	On-going	N

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helicopters, especially over residential areas along the Potomac and Anacostia rivers during nighttime and early morning hours.			
<i>Action E-6.2.E: Measuring Noise Impacts</i> Require evaluations of noise impacts and noise exposure when large-scale development is proposed, and when capital improvements and transportation facility changes are proposed.	DCRA, OP	On-going	N
<i>Action E-6.2.F: I-295 Freeway Noise Buffering</i> Consistent with DDOT’s noise abatement policy, continue to pursue the development of sound barriers and landscaping to shield neighborhoods abutting the I-295 (Anacostia) Freeway, Kenilworth Avenue, and I-395 (SE/SW Freeway) from noise levels that exceed acceptable standards.	DDOT, USFHWA, USDOT	On-going	N
E-6.3 Managing Hazardous Substances and Materials			
<i>Action E-6.3.A: Household Hazardous Waste Disposal</i> Expand the District’s education and outreach programs on the dangers of household hazardous wastes, and continue to sponsor and publicize household hazardous waste collection events. Provide additional sites and regularly scheduled events for the safe collection and disposal of such wastes. Explore options for addressing the collection and disposal of hazardous waste from businesses that are classified as conditionally exempt small quantity generators.	DPW, DOEE	On-going	N
<i>Action E-6.3.B: Compliance with Hazardous Substance Regulations</i> Maintain regulatory and inspection programs to ensure that all non-household entities that store, distribute, or dispose of hazardous materials comply with all applicable health, safety, and environmental requirements. These requirements range from used oil collection facilities at automotive repair shops to disposal of medical waste from area hospitals and clinics.	DOEE, FEMS	On-going	N
<i>Action E-6.3.C: Reducing Exposure to Hazardous Building Materials</i> Implement programs to reduce exposure to hazardous building materials and conditions, including the existing radon gas testing program, the asbestos program, and the childhood lead poisoning prevention and lead-based paint management programs. The latter programs are designed to eliminate childhood lead poisoning District-wide and to regulate the lead abatement industry to ensure the use of safe work practices. District programs should provide technical and financial support to the owners of residential properties, and particularly resident homeowners, for the abatement of these hazards.	DOEE, FEMS	On-going	N

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<p><i>Action E-6.3.D: UST Management</i> Maintain and implement regulations to monitor USTs) that store gasoline, petroleum products, and hazardous substances. Prevent future releases from USTs to soil and groundwater, abate leaking tanks and other hazardous conditions, remediate contaminated sites, and provide public education on UST hazards.</p>	DOEE	On-going	N
<p><i>Action E-6.3.E: Reductions in Pesticide Use</i> Maintain a pesticide management program that complies with the District’s Municipal Regulations for pesticide registration, operator/applicator certification, and handling/use. Implement new programs to promote integrated pest management by the public and private sectors, and discourage the use of harmful pesticides by District residents, institutions, and businesses. Encourage household practices that limit mosquito breeding areas by draining standing water in such places as clogged drain pipes, flower pot trays, and discarded tires.</p>	DOH, DPR, OMP, DDOT	On-going	N
<p><i>Action E-6.3.F: Hazardous Substance Response and Water Pollution Control Plans</i> Complete the hazardous substance response plan required under the District’s Brownfields Act, and update the water pollution control contingency plan, as required under the District’s Water Pollution Control Act.</p>	DOEE, DOH	On-going	N
<p><i>Action E-6.3.G: Water Pollution Control Contingency Plan</i> Update the Water Pollution Control Contingency Plan, which includes specific notification and response strategies for major and minor spills/releases and effective containment/clean up methods. Incorporate changes in organizational structures, laws, and regulations, and in programmatic needs.</p>	DOEE, DC Water, MWCOG, HSEMA	Short-Term	N
E-6.4 Drinking Water Safety			
<p><i>Action E-6.4.A: Lead Pipe Testing and Replacement</i> Aggressively implement programs to test for lead, replace lead feeder pipes, and educate the community on safe drinking water issues and stagnant water control.</p>	DC Water, DPW, USEPA	On-going	Y
<p><i>Action E-6.4.B: Source Water Conservation</i> Implement measures to buffer natural systems and abate pollution sources in the Potomac Basin that could potentially harm the District’s drinking water quality.</p>	DOEE, MWCOG	On-going	N
<p><i>Action E-6.4.C: Interagency Working Group</i> Create an interagency working group on safe drinking water to address drinking water emergencies. Coordinate with DC Water and DC Health to expand public education on water supply.</p>	DC Water, DOH, DOEE, OCA	Mid-Term	N

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E-6.5 Sanitation, Litter, and Environmental Health			
<p><i>Action E-6.5.A: Expanded Trash Collection and Street Sweeping</i> Evaluate and implement new programs to ensure the cleanliness of vacant properties, roadsides, public spaces, parks, and District-owned lands. Continue implementation of environmental street sweeping in hot spots for trash.</p>	DPW	Short-Term	N
<p><i>Action E-6.5.B: Trash Collection in District Waterbodies</i> Continue to install and maintain trash traps in the District’s waterbodies. Explore opportunities to partner with Virginia and Maryland on capturing trash that is deposited in rivers and streams upstream of the District. Continue to implement the District’s skimmer boat fleet in the lower Anacostia River.</p>	DC Water, MWCOG, DOEE	Medium-Term	N
<p><i>Action E-6.5.C: Neighborhood Clean Ups</i> Co-sponsor and participate in neighborhood and District-wide clean up activities, such as those currently held along the Potomac and Anacostia rivers and around schoolyards and District parks. Encourage ANCs), local institutions, businesses, and other community groups to develop and announce clean up campaigns in conjunction with the District’s bulk trash removal schedule.</p>	DPW, DOEE	On-Going	N
<p><i>Action E-6.5.D: Strengthening and Enforcing Dumping Laws</i> Take measures to strengthen and enforce the District’s littering, rodent and disease vector control, and illegal dumping laws. These measures should include:</p> <ul style="list-style-type: none"> • Providing adequate funding to carry out anti-littering programs; • Empowering the community to report illegal dumping activities; • Increasing public education on dumping laws, including posting of signs where appropriate; and <p>Expanding surveying and enforcement activities.</p>	DPW, OAG, MPD	Short-Term	N
<p><i>Action E-6.5.E: Publicizing and Expanding Bulk Waste Disposal and Recycling Options</i> Continue to sponsor and publicize options for bulk waste disposal and recycling, including information on the Fort Totten transfer station and the District’s schedule for curbside bulk trash waste removal. Increase the types of materials that can be dropped off by residents, including hard-to-recycle items.</p>	DPW	On-going	N
<p><i>Action E-6.5.F Single-Use Bottles</i> Discourage the purchase of single-use bottles, which often end up in parks and streams, by encouraging persons to carry refillable water bottles and by</p>	DPW, DOEE	On-going	N

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encouraging institutions to have working water fountains and bottle-filling stations. Consider mandating manufacturer take-back programs for beverage containers and other packaging.			
<i>Action E-6.5.G Vacant and Underused Properties</i> Continue investigating and classifying vacant and underused properties. Continue pursuing enforcement of violations on these properties to protect the health, safety, and welfare of the general public.	DCRA	On-going	N
E-6.6 Other Hazards and Pollutants			
<i>Action E-6.6.4: Managing Backlight, Uplight, and Glare</i> Work to reduce backlight, uplight, and glare and identify programmatic improvements such as increased education and outreach on light standards and requirements.			
E-6.7 Achieving Environmental Justice			
<i>Action E-6.7.A: Clean and Reuse Contaminated Properties</i> Clean up brownfields and Superfund sites so that these sites can be reused for commercial and industrial activities, housing, parks, and other community facilities that can boost local economies and improve quality of life.	DOEE, USEPA	On-going	N
<i>Action E-6.7.B: Environmental Health Threats in Affordable Housing</i> Audit and eliminate environmental health threats (e.g., mold, lead, and carbon monoxide) in the District’s affordable housing. Work with the DC Housing Authority to reduce these threats, as well as threats from other contaminants, including lead in drinking water, in all District affordable housing.	DHCD, DCHA, DOEE, DOH	On-going	N
E-7.1 Greening the Government			
<i>Action E-7.1.A: Green Building Legislation</i> Update legislation to increase green standards for projects constructed by the District or receiving funding assistance from the District . Strive for higher levels of energy efficiency, renewable energy requirements, net-zero standards for new construction, and broader sustainability metrics for public projects, using 2019 as the baseline year.	DOEE, OP, DCRA, EOM	Short-Term	N
<i>Action E-7.1.B: Energy Management Plans</i> Require the submittal and periodic updating of Energy Management Plans by District agencies. These plans should be developed in coordination with Clean Energy DC to ensure that they have baselines, goals, and strategies that are	DOEE, DCPSC	On-going	N

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compatible with, and support the goals and objectives of, Clean Energy DC and Climate Ready DC.			
<i>Action E-7.1.C: Sustainable DC</i> By 2032, fully implement Washington, DC’s sustainability plan, Sustainable DC, to address the District’s built environment, energy, food, nature, transportation, waste, and water. Dedicate District government staff and funding to implement the Sustainable DC Plan, track progress, and make the results publicly available.	All District Agencies	Ongoing	N
<i>Action E-7.1.D: Sustainable DC Innovation Challenge</i> Fully launch the Sustainable DC Innovation Challenge to help District agencies test new innovations and technology with the goal of increasing the use of renewable energy.	DOEE, OP	Ongoing	Y
<i>Action E-7.1.E Reduce Energy Use in District Government-Owned Buildings</i> Retrofit and maintain District government-owned buildings to minimize energy use. Install renewable energy technology to minimize energy use.	DGS, DOEE	Ongoing	Y
<i>Action E-7.1.F Environmental Partnerships</i> Continue to leverage the local business and environmental advocacy communities by collaborating on sustainability initiatives.	DOEE, DSLBD	Ongoing	N
<i>Action E-7.1.G Environmental Audits</i> Evaluate existing and proposed new District government facilities to guide decisions about retrofits and other conservation measures. Audits should include analysis with regard to resilience and energy efficiency and also be required anytime the District leases space for government use. Resilience audits should support Washington, DC’s capacity to thrive amidst challenging conditions by preparing and planning to absorb, recover from, and more successfully adapt to adverse events.	DOEE, DGS	Ongoing	N
E-7.2 Sustainability Education and Stewardship			
<i>Action E-7.2.A: Partnerships for Environmental Education</i> Develop partnerships with environmental nonprofits and advocacy groups to promote environmental education in the District. Examples of such programs include the Earth Conservation Corps effort to employ youth in environmental restoration along the Anacostia River; the Anacostia Watershed Society’s tree planting, clean up, and riverboat tour events; and the NPS summer programs for high school students at Kenilworth Park.	DOEE, OP, DCPS, SEO	On-going	N

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<p><i>Action E-7.2.B: Production of Green Guide</i> Continue to update guidance aimed at homeowners, builders, contractors, and the community-at-large with guidelines and information on green building and GI.</p>	OP, DOEE	Short-Term	N
<p><i>Action E-7.2.C: Sustainability in Schools, Recreation Centers, and Libraries</i> When modernizing all public school buildings, recreation centers, and libraries, reduce their environmental footprint and integrate sustainable and healthy practices into their operations. Continue to support District-wide schoolyard greening efforts and related programs, and encourage public and charter schools to participate in schoolyard greening efforts.</p>	DPR, DGS	On-going	Y
E-7.3 Environment and the Economy			
<p><i>Action E-7.3.A: Voluntary Clean Up Program</i> Continue the District’s Voluntary Clean Up Program . The program is designed to encourage the investigation and remediation of contamination on any site that is not on the EPA’s National Priority List and that is not the subject of a current clean up effort.</p>	USEPA, DOEE	On-going	N
<p><i>Action E-7.3.B: Sustainable Business Program</i> Develop a more robust, voluntary sustainable business program that partners with businesses to help them operate sustainably.</p>	DOEE, DOES, DSLBD	Long-Term	N
<p><i>Action E-6.3.C: Green-Collar Job Corps</i> Continue to implement green-collar job training programs focused on GI installation and maintenance, solar installations, and lead abatement in order to educate and train unemployed or underemployed District residents. Efforts should be made to connect trainees with employers in the green fields upon the completion of their training programs.</p>	DOEE, DOES, DSLBD	Long-Term	N
Economic Development Element			
ED-1.1 Diversifying the Economic Base			
<p><i>Action ED-1.1.A: Economic Development Strategic Plan</i> Maintain an Economic Development Strategic Plan that lays out in greater detail the steps the District must pursue to maintain and grow its economy. This plan should cover all economic sectors, evaluate competitiveness, and include strategies for workforce development, as well as business attraction and retention. It should be developed through broad input from stakeholders, including those representing resident, industry, and education interests.</p>	DMPED, OP, DOES	Short-Term	N

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<p><i>Action ED-1.1.B: Data Tracking</i> Maintain and regularly update statistical data on employment in core sectors, wages and salaries, forecasts by sector, and opportunities for future employment growth.</p>	DOES, OP	On-going	N
<p><i>Action ED-1.1.C: Monitoring and Updating Data to Support Recovery from 2020 Public Health Emergency</i> Monitor and update appropriate data to support 2020 public health emergency response and recovery efforts. Such data will include a wide range of economic indicators and drivers, such as jobs, population, and housing.</p>	OP, DMPED, DHCD	On-going	N
<p><i>Action ED-1.1.D: Business Support Structures</i> Streamline processes and create a more centralized system that assists businesses in meeting regulatory requirements quickly and efficiently, with a particular focus on serving small businesses, businesses that show the promise to create many jobs, and businesses that help the District meet goals, such as its commitment to reduce greenhouse gasses. Continue centralizing information and assistance to small and local businesses on starting a new business, the business permitting processes, zoning, fees and regulations, incentives, financing, unique programs, and opportunities. Create and maintain a fast-track permits and approvals system for businesses interested in opening or expanding in priority, underserved neighborhoods.</p>	DMPED, DSLBD, DCRA	Short-Term	N
<p><i>Action ED-1.1.E: Improve Access to Capital and Financing Opportunities</i> Support collaboration between District agencies and private organizations that facilitate increased access to capital for District entrepreneurs. This includes strategic grantmaking, facilitating small business access to capital, and facilitating new forms of investment, such as social impact investing and Opportunity Funds.</p>	DMPED, DISB, DSLBD	Ongoing	N
<p><i>Action ED-1.1.F: Identify Underused Sites</i> Explore the feasibility of identifying underused commercial sites using techniques such as parcel-based development capacity analysis. This identification would inform land-use planning and economic development.</p>	OP, FMPED	Ongoing	N
<p><i>Action ED-1.1.G: Monitor Opportunity Zones</i> Monitor effects of the federal Opportunity Zones incentive in DC's Qualified Opportunity Zones to identify adverse community impacts. If significant impacts are identified, recommend program and policy changes to mitigate the impacts.</p>	DMPED, OP, DHCD, DSLBD	Ongoing	N
<p><i>Action ED-1.1.H: Stabilize Business Occupancy Costs</i></p>	DMPED, OP	Short-Term	N

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Explore program and policy alignments that stabilize or reduce commercial occupancy costs in the District, especially for historically disadvantaged businesses. Potential options include alignment with the District’s sustainability programs to reduce energy costs, increased awareness of small business capital programs, and agreements for the reuse of public lands.			
<i>Action ED-1.1.I: Increasing Exports</i> Seek opportunities to increase domestic and international exports of goods and services produced by District-based organizations through cost-effective strategies. Examples include high-visibility pop-ups that introduce DC brands to new markets, and foreign trade missions that help build new business partnerships.	DMPED	Ongoing	N
ED-1.2 Sustaining the Federal Presence			
<i>Action ED-1.2.A: Retention and Recruitment Programs</i> Work with private sector economic development organizations and through the Office of Federal and Regional Affairs (OFRA) to discourage federal jobs and agencies from leaving Washington, DC, and to enhance the District’s ability to capitalize on federal procurement opportunities.	DMPED, DOES, DCWICDPR, DCPS, DGS	Ongoing	N
<i>Action ED-1.2.B: Technical Assistance</i> Through the Department of Small and Local Business Development (DSLBD), provide local firms with technical assistance in bidding on District and federal procurement contracts so that the District’s companies and workers may capture a larger share of this economic activity. Periodically evaluate the success of local technical assistance programs, and make adjustments as needed to achieve higher rates of success. When practical, collect data and publish informational resources detailing opportunities to participate in District and federal government contracting.	DOES, DMPED, DCWIC, DSLBD DGS, DDOT	Ongoing	N
<i>Action ED-1.2.C: Study Federal Employment</i> Conduct a study in coordination with NCPC to identify updated approaches to retain and attract federal jobs as well as related federal activities in Washington, DC. This study should respond to the changing needs of the federal workplace, identify federal uses best aligned with the District’s workforce and economic development priorities, building types and locations compatible with those federal activities.	NCPC, DMPED, OP	Ongoing	N
ED-1.3 Supporting Innovation in the Economy			
<i>Action ED-1.3.A: Branding Washington, DC as a Creative Hub</i>	DMPED, DOES,	Ongoing	N

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Maintain and grow a marketing and branding campaign that establishes a stronger identity for the District as a center for creativity and innovation, capitalizing on established institutions, such as museums, think tanks, arts establishments, universities, and media industries.	Events DC, DSLBD, other		
<i>Action ED-1.3.B: Link Federal Research and Enterprises</i> Launch a program that connects District entrepreneurs with technology transfer and commercialization opportunities associated with the federal government’s research institutions in the metropolitan region.	DMPED, DSLBD, OP, NCPC	Mid-Term	N
<i>Action ED 1.3.D: Foster Technology Careers for District Students</i> Create programs that help District students connect with careers in technology fields. These should include targeted training and opportunities for internships that provide direct experience in technology businesses.	DMPED, DME, UDC	Mid-Term	N
<i>Action ED 1.3.E: Support and Promote Inclusive Technology Business and Workforce Opportunities</i> Support and promote inclusivity in the District’s technology economy through workforce development, business development, and public-private sector collaboration. These efforts should emphasize increasing the diversity of the workforce serving technology industries, as well as the ownership of technology-oriented businesses.	DMPED, DOES	Ongoing	N
<i>Action ED 1.3.F: Planning for Technology-Based Businesses</i> Explore the benefits of aligning business attraction for technology-based firms with next-generation information technology infrastructure, such as 5G telecommunications networks.	DMPED, OP	Mid-Term	N
<i>Action ED 1.3.G: Monitor Changes in Technology</i> Monitor changes in the technology industry and its impact on jobs, commerce, and workforce development. Washington, DC will use this information to update workforce development approaches to respond to these impacts.	DOES, OP, DSLBD, DMPED	Ongoing	N
<i>Action ED 1.3.H Gig Economy Workers</i> Analyze the characteristics of the District’s workforce that is employed in the gig economy, which refers to the portion of the workforce that connects a series of on-demand employment opportunities to form a significant source of individual income. The analysis should make recommendations to increase awareness of the limitations, costs, and responsibilities of this type of work. It should also make recommendations to increase access to programs and support resources, such as	OP, DMPED, DOES	Mid-Term	N

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health insurance. Additionally, explore approaches to reduce worker misclassification.			
ED-2.1 The Office Economy			
<i>Action ED-2.1.A: Marketing Programs</i> Implement marketing strategies for the District’s commercial space, working collaboratively with local economic development organizations such as the Washington, DC Economic Partnership, Greater Washington Partnership, Federal City Council, Greater Washington Board of Trade, and DC Chamber of Commerce. The program should be conducted on an ongoing basis, focusing on companies that are headquartered elsewhere but conduct extensive business with the federal government, including legal firms, national membership organizations, technology-intensive industries, and the domestic offices of international firms.	DMPED, Other	Mid-Term	N
<i>Action ED-2.1.B: Support Low-Cost Office Space</i> Explore the feasibility of financial or regulatory support to encourage the development of lower-cost office space, including coworking space for small or nonprofit businesses in underinvested commercial districts outside downtown.	OP, DMPED	Short-Term	N
<i>Action ED-2.1.C: Supporting Entrepreneurship</i> Facilitate entrepreneurship, including through mentorship, technical assistance, incubators, and pro bono partnerships that will help aspiring entrepreneurs access resources and increase the likelihood of establishing a successful small business.	DMPED, DSLBD	Short-Term	N
<i>Action 2.1.D: Anchor Commercial Expansion</i> District agencies leasing new space will give priority to locations in Wards 7 and 8, where they can anchor commercial development, including fresh food retail. OP and the Deputy Mayor for Planning and Economic Development (DMPED) should support the location of District facilities in these areas through analysis of land use plans and public lands.	DGS, DMPED, OP	Ongoing	N
ED-2.2 The Retail Economy			
<i>Action ED-2.2.A: Update Retail Action Agenda</i> Update the District-wide Retail Action Agenda. The agenda should include an evaluation of the current and projected amount of market-supportable retail, strategies for increasing retail offerings in historically underserved communities, , submarket-specific retail positioning strategies , and an analysis of how changing retail trends and technologies, such as online retailing and automation, are likely to impact retail businesses and employment in the District. .	OP, DMPED	Mid-Term	N

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<p><i>Action ED-2.2.B: Retail Ceiling Heights</i> 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.</p>	<p>OP, DMPED, NCPC</p>	<p>Mid-Term</p>	<p>N</p>
<p><i>Action ED-2.2.C: Update the 2005 Retail Leakage Study</i> Conduct an analysis of the District’s retail economy to assess the impacts from online retailing and opportunities to capture resident retail spending. The study should also assess opportunities to attract additional retail spending by visitors and residents of nearby jurisdictions.</p>	<p>OP</p>	<p>Mid-Term</p>	<p>N</p>
<p>ED-2.3 The Tourism and Hospitality Economy</p>			
<p><i>Action ED-2.3.A: Promote Unique Assets</i> Investigate opportunities for further promotion of Washington, DC’s more esoteric attractions so that visitors may be drawn to new destinations in the District, thereby extending their stays and creating more economic benefits for Washington, DC. For example, consider tour packages that include “Undercover Washington” (featuring the FBI Building, the Watergate Hotel, the International Spy Museum, etc.), “Naturalist’s Washington” (featuring the C&O Canal, Dumbarton Gardens, the Anacostia River, Rock Creek Park, and the National Arboretum), “Washington, DC the Port City” (featuring the District’s reimagined ports at Georgetown, the Wharf, and Navy Yard), and “Washington, DC at War” (featuring the Fort Circle Parks and the war memorials).</p>	<p>Destination DC, Events DC, DMPED</p>	<p>Mid-Term</p>	<p>N</p>
<p><i>Action ED-2.3.B: Economic Development Financing Tools</i> Review the potential of expanding commercial revitalization programs, such as tax increment financing, to include adjoining underused and historically disadvantaged commercial districts with an emphasis on areas in Wards 7 and 8.</p>	<p>DMPED</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action ED 2.3.C: Test Challenge-Based Procurement</i> Test the feasibility of challenge-based procurement, which is a technique for procuring a solution rather than a specified product. Challenge-based procurement starts with defining a challenge in a request for proposals to prospective</p>	<p>OCP, DMPED, and others</p>	<p>Short-Term</p>	<p>N</p>

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contractors who then propose solutions. This is a significant departure from traditional procurement where the solution is determined prior to procurement for predefined goods and services. This model has helped identify innovative solutions to public-sector problems that use technology-driven and evidence-based approaches.			
ED-2.4 The Institutional Economy			
<i>Action ED-2.4.A: Institutional Spin-off Business</i> Encourage District-based institutions, such as hospitals and universities, to establish or expand business incubators and accelerators that enable students and employees to develop and commercialize insights gained through the pursuit of an institution’s mission. Leading examples include the MedStar Institute for Innovation and the Sheik Zayed Institute for Pediatric Surgical Innovation at Children’s National Hospital.	DMPED	Ongoing	N
ED-2.5 The Production, Distribution, and Repair Economy			
<i>Action ED-2.5.A: Industrial Business Association</i> Explore the formation of an Industrial Business Association) , to promote industrial tenant attraction and retention.	DMPED, OP	Short-Term	N
<i>Action ED-2.5.B: Municipal PDR Needs Study</i> Explore a study to gain a better understanding of the District’s long-term real estate needs for municipal PDR functions. These functions include waste management, fleet storage, fleet maintenance, and infrastructure operations. The study should consider opportunities for co-location and the consolidation of municipal uses.	OP, DPW, DGS	Mid-Term	N
<i>Action ED-2.5.C: Siting of Food Aggregation, Processing, and Production Facilities</i> Explore the feasibility of developing food hubs, central storage, and community kitchens to expand healthy food access, federal nutrition program participation, and economic opportunity in underserved areas. These sites should be co-located whenever possible with job training, business incubation, and entrepreneurship programs.	DCFPC	Short-Term	N
<i>Action ED2.5.D: Assess Innovations in PDR Uses</i> Explore how emerging trends in PDR uses—such as vertical distribution facilities, one-hour delivery, autonomous vehicle fleets, and maker businesses—are adapting to changes in urban PDR real estate markets.	DMPED, OP	Short-Term	N

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ED-3 Supporting the Neighborhood Business Environment			
<p><i>Action ED-3.1.A: Neighborhood Commercial Revitalization</i> Expand commercial revitalization programs such as tax financing structures, Great Streets, and the DC Main Streets Program to include additional commercial districts, particularly in the northeast and southeast quadrants of the District. Use the commercial revitalization programs to increase the stability of small and locally owned businesses by helping them adapt to demographic and market changes.</p>	DMPED	Ongoing	N
<p><i>Action ED-3.1.B: Integrating Cultural Events and Neighborhood Commercial Revitalization</i> Promote the vitality and diversity of the District’s neighborhood commercial corridors through heritage and cultural tours, festivals, and other events.</p>	OP, DMPED, DSLBD	Ongoing	N
ED-3.2 Small and Locally Owned Businesses			
<p><i>Action ED-3.2.A: Anti-Displacement Strategies</i> Complete an analysis of alternative regulatory and financial measures to mitigate the impacts of demographic and economic market changes on small and local businesses. Measures to be assessed should include, but not be limited to, technical assistance, building purchase assistance, income and property tax incentives, historic tax credits, direct financial assistance, commercial land trusts, relocation assistance programs, and zoning strategies, such as maximum floor area allowances for particular commercial activities.</p>	OP, DMPED, DSLBD, DOES	Short-Term	N
<p><i>Action ED-3.2.B: Business Incentives</i> Use a range of financial incentive programs to promote the success of new and existing businesses, including HUBZones, the Inclusive Innovation Fund, Certified Business Enterprise set-asides, loans, loan guarantees, low-interest revenue bonds, federal tax credits for hiring District residents, and tax increment bond financing.</p>	DMPED, DOES, DSLBD, DOES	Ongoing	N
<p><i>Action ED-3.2.C: Temporary Retail</i> Support temporary retail opportunities that would enable entrepreneurs and small businesses to open a shop in vacant commercial space at reduced costs.</p>	DMPED, DSLBD, DCWIC, DOES	Ongoing	N
<p><i>Action ED-3.2.D: Small Business Needs Assessment</i> Conduct an assessment of small and minority business needs and impact evaluations of existing small business programs in the District. The assessment should include recommendations to improve existing small business programs and developing new, performance-based programs as needed.</p>	DOES, DSLBD	Short-Term	N

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<p><i>Action ED-3.2.E: Neighborhood Commercial District Resilience Toolkit</i> Create a toolkit that builds on the Vibrant Retail Streets Toolkit to provide community-based economic development organizations tools to navigate changing markets. The toolkit will help organizations identify and leverage public space assets, build market strength, apply creative placemaking, and implement temporary uses.</p>	DMPED, OP, DSLBD	Mid-Term	N
<p><i>Action ED-3.2.F: Study Employee-Owned and Controlled Businesses</i> Evaluate employee-owned and controlled businesses’ potential for inclusive economic growth. Research could include identifying successful programs and assessing the feasibility of support for employee-owned and controlled businesses through startup funding, technical assistance, and legal support.</p>	DMPED	Mid-Term	N
ED-4.1 Linking Education and Employment			
<p><i>Action ED-4.1.A: Master Education Plan</i> Support implementation of the Master Education Plan and the DC Public Schools Strategic Plan to improve the performance of Washington, DC schools and the expanded capacity of all District youth to successfully join the future workforce and access career pathways.</p>	DCPS, CC, EOM, OCA, SE	Ongoing	N
<p><i>Action ED-4.1.B: Expanded Youth Services</i> Expand collaboration between Washington, DC’s education, human services, juvenile justice, and workforce development agencies to better serve the District’s youth, reduce barriers to employment, and connect District students with education and training opportunities that lead to career-track employment. Expand job center services to effectively serve youth customers. In addition, continue to support the Marion Barry Summer Youth Employment Program for youth and young adults up to 24 years of age.</p>	DOES, DCWIC	Ongoing	N
<p><i>Action ED-4.1.C: Partnerships for Outside-the-Classroom Learning</i> Track the mentoring and tutoring programs offered by the District’s institutional and nonprofit organizations to better understand where there may be duplication and where there may be gaps.</p>	DOES, DCPS	Short-Term	N
<p><i>Action ED 4.1.D: UDC Certification as a Training Provider</i> Encourage UDC to be fully certified to provide workforce development training that will help more District residents gain the qualifications required to reach career pathways.</p>	UDC, DOES	Short-Term	N
<p><i>Action ED 4.1.E: Expand Job Center Services for Youth</i></p>	DOES	Short-Term	N

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Expand DOES job center services to effectively serve youth customers. These expanded programs will help increase youth employment and long-term participation in the labor market.			
ED-4.2 Increasing Workforce Development Skills			
<i>Action ED-4.2.A: Alliances with External Organizations and Entities</i> Use Memorandums of Understanding (MOUs) to develop alliances, networks, and other relationship building strategies that enhance the success of workforce development initiatives. Such MOUs currently exist with organizations like the American Federation of Labor and Congress of Industrial Organizations (AFL/CIO), Washington Metropolitan Transit Authority (WMATA), and PEPCO .	DOES, OCA, DCWIC	Ongoing	N
<i>Action ED-4.2.B: Labor Market Monitoring</i> Maintain accurate data on the job market to better connect job seekers with job opportunities in high-growth, high-demand sectors. Monthly data on employment, occupation, and income should continue to be compiled by DOES.	DOES	Ongoing	N
<i>Action ED-4.2.C: Employer Needs Assessments</i> Conduct annual surveys of employer needs, particularly in high-growth industries. Develop new workforce development services and strategies to respond to these changing needs.	DOES, DCWIC, DSLBD	Ongoing	N
<i>Action ED-4.2.D: Outreach to Residents and Employers</i> Distribute information on the District’s job training, skill enhancement, and job placement programs, particularly in communities with high rates of unemployment. Ensure that outreach strategies provide for persons with limited reading proficiency.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.E: Workforce Investment Act</i> Continue implementation of the WIOA, including programs for job training and placement systems. Measures to improve the coordination of job training programs that strengthen the workforce development system and more effectively target resources should be identified and implemented.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.F: Training Program Tracking</i> Track the effectiveness of job training programs. Use assessments of such programs to modify and improve them.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.G: Good Practices Report</i> Assess good practices for success in job training and readiness, and use the	DOES, DCWIC	Short-Term	N

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findings to evaluate and improve the District’s programs. Publish a good practices guide to hiring a diverse, inclusive workforce based on successful corporate and nonprofit models.			
<i>Action ED-4.2.H: Incentive Programs</i> Continue to offer incentive-based programs that encourage District businesses to hire job seekers who are disadvantaged and have barriers to employment. .	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.I: Wages and Working Conditions</i> Continue advancing programs, including apprenticeships and employer training, that help increase wages for lower-income residents while improving working conditions.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.J: Employment Barriers</i> Continue to study the capacity, need, and participation in programs that reduce barriers to employment for disadvantaged populations such as returning citizens and residents who speak English as a second language.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.K: Improved Training</i> Provide on-the-job training, customized training, incumbent worker training, and cohort-based training to promote existing employees, which produces new entry-level openings.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.L: Increase Access to On-The-Job Training and Workforce Development</i> Assess opportunities to work with government or private sector stakeholders to increase access to on-the-job training and workforce development through internships, fellowships, and apprenticeships. The assessment should prioritize opportunities for youth and young adults, as well as older adults navigating career changes that increase economic equity by establishing career pathways.	DOES, DCWIC	Ongoing	N
<i>Action ED-4.2.M: DC Housing Authority Employment Opportunities</i> Explore opportunities to strengthen and expand employment opportunities for low-income and very low-income residents with the DC Housing Authority and its contractors through the federal Section 3 program.	DOES, DCWIC	Ongoing	N
ED-4.3 Getting to Work			
<i>Action ED-4.3.A: Regional Initiatives</i> Actively participate in regional employment initiatives that link suburban employers with District-based providers of job training and placement,	DMPED, DOES	Ongoing	N

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transportation, child care, and related support services.			
<i>Action ED-4.3.B: Increasing Access to Employment</i> Pursue opportunities to develop high-capacity transit corridors that connect low-income communities to major employment areas, both in the District and region.	DDOT	Long-Term	N
<i>Action ED-4.3.C: Housing a Thriving Workforce</i> Study how job growth and the District’s economic strategy will affect demand for market rate and affordable housing to inform the development of housing strategies that can meet the housing needs of a thriving workforce.	DMPED, OP, DHCD	Ongoing	N
<i>Action ED-4.3.D: Align Housing and Transportation Planning Regionally</i> Explore opportunities to align the District’s planning and policies for housing locations and employment access with regional initiatives, such as the Metropolitan Washington Council of Government’s Visualize 2045 plan.	OP, DDOT, MWCOG	Ongoing	N
Parks, Recreation, and Open Space Element			
PROS-1.1 Developing a Park Classification System			
<i>Action PROS-1.1.A: Park Classification</i> Complete the classification of each of the District’s 375 properties using Figure 8.1 . Identify suggested (advisory only) classifications for federal parks as part of this process.	DPR, NPS, NCPC	Short-Term	N
<i>Action PROS-1.1.B: Parks Master Plan</i> Implement the Parks Master Plan for the District of Columbia Parks System. Update the plan at least once every five years or as needed to reflect changing conditions and needs. Use the Parks Master Plan as the basis for the annual Capital Improvement Program request for park and recreational facilities.	DPR	Ongoing	N
<i>Action PROS-1.1.C: Master Plans for Individual Parks</i> Prepare master plans for large individual parks (such as regional parks) prior to major capital improvements as funding allows, and use these plans to guide capital improvement and implementation processes.	DPR	Ongoing	N
<i>Action PROS-1.1.D: Quality of Existing Park Spaces</i> Develop an enhanced maintenance and improvement schedule to upgrade the quality of passive and active parklands and outdoor facilities, to make the most of existing District parks.	DPR, DGS	Ongoing	N
PROS-1.2 Closing the Gaps 805			
<i>Action PROS-1.2.A: Bus Routing</i>	DDOT, WMATA,	Ongoing	N

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Consult with the Washington Metropolitan Area Transit Authority (WMATA) and the DC Circulator to identify locations where additional bus stops are needed to serve neighborhood and community parks, particularly those with recreation centers.	DPR		
<i>Action PROS-1.2.B: Public Involvement</i> Consult with Advisory Neighborhood Commissions (ANCs) and local community groups on park planning and development to understand and better address resident priorities.	DPR, DCPS	Ongoing	N
<i>Action PROS-1.2.C: Park Spaces on District Properties</i> Encourage shared-use agreements for green spaces owned by District government and DCPS so that these areas are available and accessible to residents for recreational purposes.	DPR, DDOT, OP	Short-Term	N
<i>Action PROS-1.2.D: Temporary Activation of Underutilized Spaces</i> Identify underutilized spaces that can be programmed on a seasonal and temporary basis to advance public life. Focus on commercial corridors where park space is scarce. Consult with ANCs, local community groups, and local businesses to identify locations where on-street parking spaces, empty lots, or parking lots could be seasonally repurposed for outdoor recreational use.	OP, DPR, DOEE, NCPC, NPS	Mid-Term	N
<i>Action PROS-1.2.E: Open Space Plan</i> Evaluate the need for a District-wide open space plan focusing on improving physical access to green space and the rivers.	DPR	Ongoing	N
<i>Action PROS-1.2.F: Promoting Access</i> Promote access to biking and swimming facilities and programs, with an emphasis on underserved and underrepresented groups. Explore opportunities for roving park programming to serve residents in their communities.	DPR	Short-Term	N
PROS-1.3 Preserving the Value of Parkland			
<i>Action PROS-1.3.A: Transfer of Small Open Spaces to DPR</i> Develop a strategy for small open spaces through a coordinated management approach among the various government agencies. The strategy should define the role of small open spaces in the larger park system, which will help agencies manage them more efficiently and promote system-wide investment of resources. Consider the transfer of maintenance responsibilities for small open spaces from DDOT and NPS to DPR to recognize their primary function as parkland	DPR, DDOT	Mid-Term	N

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stewards, where appropriate.			
<i>Action PROS-1.3.B: Site Plan Review</i> Plans for the redesign of individual parks or the development of park facilities should be reviewed by appropriate District agencies so that they advance the District's goals for better public recreation facilities, environmental protection, open space preservation, historic preservation, public safety, accessibility, and resilience.	DPR, DOEE, OP, DCRA, MPD	Ongoing	N
<i>Action PROS-1.3.C: District-wide Ecosystem</i> Support a District-wide ecosystem consortium that will work to increase wildlife habitat and connectivity, especially among parks. The consortium can collectively identify, map, and protect wildlife and natural resources so that wildlife have access to high-quality habitat throughout Washington, DC.	DOEE, DPR, OP	Mid-Term	N
PROS-1.4 Meeting the Needs of a Growing District			
<i>Action PROS-1.4.A: New Parkland or Park Dedication Fee</i> Study a requirement for a dedication of new parkland—or a park impact fee in lieu of new parkland creation—for new development or redevelopment based on the size, use, and density of the new development.	DPR, OP, OAG, OCA	Mid-Term	N
PROS-2.1 Assessing Recreational Facilities			
<i>Action PROS-2.1.A: Capital Improvements</i> Regularly identify and update the cost of improvements needed to meet service delivery standards, including those for recreation centers, aquatic facilities, and outdoor facilities. Provide systematic and continuing funds for park improvements through the annual Capital Improvement Program, with investments prioritized for the facilities and communities that are most in need.	DPR, OCA, OCFO	Ongoing	Y
<i>Action PROS-2.1.B: Needs Assessments and Demographic Analysis</i> Conduct periodic needs assessments, surveys, and demographic studies to better understand the current preferences and future needs of District residents regarding parks and recreation.	DPR, OP	Ongoing	N
<i>Action PROS 2.1.C: Parks Restroom Inventory</i> Conduct an assessment of the existing parks restroom inventory, considering park size and usage to determine the needs for additional public restrooms.	DPR	Short-Term	N
<i>Action PROS-2.1.D: Level-of-Service and Classification Systems</i> Evaluate existing level-of-service standards by type of facility and amenity, and	DPR	Short-Term	N

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where deemed necessary, develop facility-specific classification systems.			
<i>Action PROS-2.1.E: Improvement of Outdoor Recreational Facilities</i> Systematically evaluate existing outdoor recreational facilities based on the Parks Master Plan design guidelines. Implement plans to eliminate deficiencies and close gaps through capital improvements. Typical capital projects might include turf restoration, addition of lighting and seating at sports fields, playground renovation, and resurfacing of basketball and tennis courts.	DPR, DGS, OP	Short-Term	N
PROS-2.2 Providing Quality Service to All Residents			
<i>Action PROS-2.2.A: Facility Assessments</i> Conduct regular facility condition and utilization studies, and use this data to determine if there is a need for improvement, reconstruction, closure, or expansion. A comprehensive facility condition assessment should be performed for each recreation center at least once every five years.	DPR	Ongoing	N
<i>Action PROS-2.2.B: Maintenance Standards</i> Create official maintenance standards based on industry best practices, such as Sustainable SITES Initiative (SITES) or an equivalent system, to improve the effectiveness of current maintenance and service levels for recreational buildings, facilities, and landscaping. Both maintenance contractors and the District should adhere to these standards .	DPR, DPW, OPM, DGS	Short-Term	N
<i>Action PROS-2.2.C: Adopt-a-Park</i> Continue to encourage community groups, businesses, and others to participate in the District’s Adopt-a-Park/Adopt-a-Playground program and publicize the program through signs, advertisements, websites, and other media. Support Friends of Parks groups in stewarding, advocating, and hosting fundraising events for park sites to help maintain grounds and buildings and assist in the planning process.	DPR	Ongoing	N
<i>Action PROS-2.2.D: Data Tracking</i> Establish a system to maintain and regularly update data and maps on parks, recreational facilities, and programming offered by DPR and affiliated providers to measure improvements in levels of service and document achievements.	DPR, OCTO	Ongoing	N
<i>Action PROS-2.2.E: Marketing and Branding</i> Develop a marketing plan to increase public awareness of programs and to more firmly establish an identity for Washington, DC, parks .	DPR, NPS, Events DC	Ongoing	N
<i>Action PROS-2.2.F: Integration of Federal and District Athletic Fields</i>	NPS, DPR, DCPS	Ongoing	N

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Better integrate federal and District athletic fields under the jurisdictions of NPS, DPR, and DCPS.			
<i>Action PROS-2.2.G: Design Standards</i> Create District-wide parks and recreation facility design standards for outdoor facilities. Design parks, open spaces, and recreational facilities to reflect the preferences and culture of the local population, to accommodate a range of age groups and abilities, and to improve the safety of visitors and staff. When renovating playgrounds and parks, design new infrastructure for active recreation, including workout equipment, for all ages and abilities.	DPR, DGS, OP	Ongoing	N
<i>Action PROS-2.2.H: Hospital and Clinic Partnerships</i> Explore partnerships with hospitals and clinics to increase the number of doctors prescribing parks and recreational activities to patients of every age.	DPR, DOH	Short-Term	N
<i>Action PROS-2.2.I: Performance Monitoring</i> Provide the necessary hardware and software to track customer use and evaluations, determine gaps in programming and facilities, and identify opportunities to improve the overall performance of the parks and recreation system.	DPR, OCTO, DGS	Short-Term	N
<i>Action PROS-2.2.J: Recreation Program Action Plan</i> Develop a recreation program action plan that elevates, standardizes, and expands the quality of DPR program offerings. The plan should help DPR to prioritize program investments while promoting broader goals of health, fitness, artistic expression, and community building.	DPR	Short-Term	N
<i>Action PROS-2.2.K: Public-Private Partnerships</i> When using a public-private partnership model to fund park acquisitions or improvements, incorporate programming and maintenance plans.	DPR, DGS, OCA	Short-Term	N
<i>Action PROS-2.2.L: New Kiosk Development</i> Amend the zoning regulations to allow temporary (and permanent) kiosks at residentially zoned parks, where appropriate. Kiosks would be owned by the District and revenue from the kiosks would be used to support park maintenance and operations.	DPR, DGS, OP, OZ, ZC, DCRA	Short-Term	N
PROS-3.1 Sustaining and Enhancing the Federal Open Space Systems			

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<p><i>Action PROS-3.1.A: Participation in Federal Planning Park Efforts</i> Support and participate in NPS and NCPC efforts to plan for parks and open spaces in, and adjacent to, the Monumental Core. Encourage resident participation in these efforts.</p>	DPR, NCPC, NPS, OP	Short-Term	N
<p><i>Action PROS-3.1.B: Monument and Memorial Siting</i> Actively participate with the appropriate federal agencies, commissions, and others in discussions and decisions on the siting of new monuments, memorials, and other commemorative works on open spaces within Washington, DC.</p>	OP, DPR, NPS, NCPC, CFA	Ongoing	N
<p><i>Action PROS-3.1.C: Implementation of General Management Plans</i> Support federal efforts to implement the Comprehensive Design Plan for the White House and President’s Park and the GMPs for Rock Creek Park and the Fort Circle Parks .</p>	OP, DPR, NPS, NCPC	Ongoing	N
<p><i>Action PROS-3.1.D: Fort Circle Park Trail</i> Use land acquisition and/or easements to complete the Fort Circle Park Hiker-Biker Trail and to provide additional Fort Circle Park signage and historic markers.</p>	NPS, DPR	Ongoing	Y
<p><i>Action PROS-3.1.E: Fort Circle Partnerships</i> Actively participate in interjurisdictional and public-private partnerships to preserve, enhance, restore, and complete the Fort Circle Parks.</p>	NPS, DPR	Ongoing	N
<p><i>Action PROS-3.1.F: Park Land Transfers</i> In cooperation with appropriate federal agencies, identify park resources in federal ownership that could potentially be transferred to the District for conservation or recreational purposes only, such as Franklin Park, the Robert F. Kennedy Memorial Stadium (RFK Stadium), and Langston Golf Course.</p>	NCPC, NPS, DPR, OCA	Ongoing	N
PROS-3.2 Reclaiming the Waterfront			
<p><i>Action PROS-3.2.A: Anacostia River Park Improvements</i> Work collaboratively with the federal government, the private sector, and community and nonprofit groups to implement the open space improvement plans of the AWI. Planned improvements include:</p>	DPR, DOEE, NPS, NCPC, OP	Ongoing	Y

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<ul style="list-style-type: none"> • A major destination park at Poplar Point; • Restored natural areas at Kingman and Heritage islands; • New parks, including recreational fields, around RFK Stadium; • Continuous bicycle and pedestrian trails along the waterfront and new pedestrian crossings on the upper reaches of the river; • New neighborhood parks and athletic fields within redeveloping areas along the waterfront, including the Southwest Waterfront, Buzzard Point, Near Southeast, and Hill East; and • Enhancements to the existing waterfront parks. 			
<p><i>Action PROS-3.2.B: Signage and Branding</i> Work with NPS to develop and implement a consistent system of signage and markers for the Anacostia and Potomac waterfronts.</p>	DPR, OP, NPS, NCPC	Mid-Term	Y
<p><i>Action PROS-3.2.C: Anacostia River Boating</i> Develop additional marine facilities, including rowing centers, appropriately scaled boathouses, boat slips, and piers along the banks of the Anacostia River as recommended in the Anacostia Waterfront Framework Plan. All new marinas should become Clean Marina Partners. Implement boating access improvements utilizing the Boating Access grants from the U.S. Fish and Wildlife Service Wildlife & Sport Fish Restoration Program.</p>	DPR, OP, DOEE, NPS, NCPC	Mid-Term	Y
<p><i>Action PROS-3.2.D: Anacostia Riverwalk</i> Construct new sections of the Anacostia Riverwalk according to the Buzzard Point Vision Framework’s riverwalk design guidelines. Work with Fort McNair to extend the Anacostia Riverwalk along the Washington Channel and design it to include co-benefits, such as enhanced security and flood protection for the base and ecological restoration features, thereby completing a key piece of the District-wide riverwalk system.</p>	DPR, DDOT, DOEE, OP, NPS, NCPC, USACE	Mid-Term	Y
<p>PROS-3.3 Other Significant Open Space Networks</p>			
<p><i>Action PROS-3.3.A: Creating Washington, DC’s Central Park</i> Work with the federal government and institutional and open space landowners to create a linear system of parks and open space extending from Bryant Street on the</p>	DPR, OP, NCPC, NPS	Mid-Term	Y

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south to Fort Totten on the north. This system should be created from existing large publicly-owned and institutional tracts, as well as adjacent triangle parks, cemeteries, and rights-of-way.			
<i>Action PROS-3.3.B: Boulevards and Parkways</i> Preserve and maintain boulevards and parkways as elements of the larger park and open space system. Proposed improvements and maintenance projects along trails and parkways should minimize impacts on viewsheds and are sensitive to the natural and historic qualities that make them significant.	DDOT, NCPC, NPS, OP, DPR	Ongoing	Y
PROS-3.4 Connecting the-District Through Trails			
<i>Action PROS-3.4.A: Bicycle Trail Implementation</i> Initiate focused trail planning and construction efforts to eliminate gaps in the bicycle trail network and to improve substandard trails, as itemized in moveDC. Coordinate with NPS on trails for which both DDOT and NPS have responsibility. Support District and federal agencies, including DDOT and NPS, in developing, funding, and building multiuse trails within select parks that can connect to the District-wide trail system. Work with NPS to align District planning and implementation efforts with the NPS National Capital Region Paved Trails Study (2016), which calls for coordination with local jurisdictions to advance trail projects that contribute to the success of the regional trail network.	DDOT, DPR, NCPC, NPS	Ongoing	Y
<i>Action PROS-3.4.B: District-wide Bicycle Network</i> In support of Sustainable DC, continue to develop a District-wide 100-mile bicycle lane network. Prioritize bicycle connections to parks and recreation facilities.	DDOT, DPR, OP, NCPC, NPS	Ongoing	Y
<i>Action PROS-3.4.C: Signage and Parking</i> Provide more consistent and unified signage along the District's trails to improve their identity and accessibility. Provide secure bike parking at trailheads and key destinations.	DDOT, DPR, NPS	Ongoing	Y
<i>Action PROS-3.4.D: Water Trails</i> Continue to develop designated water trails and water access points in the Potomac and Anacostia rivers for travel by canoe, kayak, and other paddlecraft.	DPR, NOS, DDOT, DOEE, other	Short-Term	N
PROS-4.1 Maximizing Access Through Partnerships			
<i>Action PROS-4.1.A: CapitalSpace</i> Complete implementation of the CapitalSpace Initiative, which provides a coordinated strategy for open space and park management between the District and	NCPC, DPR, OP, NPS	Short-Term	N

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federal government.			
<i>Action PROS-4.1.B: Expanding Partnerships</i> Provide an annual list of parks and recreation partnerships, including “friends” groups, program partners, inter-agency government partners, and sponsors that support District parks, recreation facilities, and programs. In concert with community members and agency staff, create an action plan to recruit new business, philanthropic, nonprofit, and governmental partners in the region to enhance park and recreation services benefitting residents and visitors.	DPR	Ongoing	N
<i>Action PROS-4.1.C: Sponsorships and Foundations</i> Explore opportunities for financial sponsorship of park and recreation facilities by corporate and nonprofit partners, foundations, and “friends” organizations.	DPR	Ongoing	N
<i>Action PROS-4.1.D: Joint-Use Partnerships</i> Consider alternative joint-use partnership models with DCPS and nonprofit service providers, and select and implement the most effective approaches.	DPR, DCPS	Ongoing	N
<i>Action PROS-4.1.E: Cooperative Management Agreements</i> Develop a District-wide strategy for securing cooperative management agreements with NPS and other federal partners to update, operate, and maintain federally controlled parks in Washington, DC.	DPR, NPS, NCPC, OP, DGS	Short-Term	N
PROS-4.2 Recognizing the Value of Functional Open Space			
PROS-4.3 Open Space and the Cityscape			
Urban Design Element			
UD-1.1 Building on Washington, DC’s Historic Plan			
<i>Action UD-1.1.A: Siting of Commemorative Works</i> Enhance the District government’s approach to the siting and review of both local and national commemorative works, and establish processes for better coordination among District and federal agencies and review bodies; develop a District-wide master plan for creating commemorative sculptures and events throughout Washington, DC. .	CFA, NCPC, OP	On-going	N
<i>Action UD-1.1.B: Review of Public Parking Regulations</i> Conduct a review of public space regulations and standards. Update and refine the design standards for public parking areas, including appropriate materials for curbs, fences, and retaining walls. In addition, develop regulations to promote tree planting in areas without street trees.	DDOT	Short-Term	N

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<p><i>Action UD-1.1.C: Alley Greening</i> Investigate the adoption of regulations that allow for resident greening and controlled vehicular access of alleyways to promote neighborhood community life.</p>	OP	Short-Term	N
<p><i>Action UD-1.1.D: District-Wide Urban Design Vision</i> Produce a District-wide urban design vision that facilitates equitable and sustainable growth. The vision should elevate the quality of new building architecture, landscape architecture, and urban design, while conserving essential elements of Washington, DC’s traditional physical character. The vision should also strengthen District-wide systems, such as infrastructure, housing, and transportation to address contemporary community needs and improve the quality of life for all residents.</p>	OP	Short-Term	N
<p><i>Action UD-1.1.E: View Corridor Study and Guidelines</i> Conduct a study, in coordination with the National Capital Planning Commission, to document existing public view corridors and codify their typologies; and develop design guidance for preserving and enhancing them to strengthen views and improve the pedestrian experience.</p>	OP, NCPC	Mid-Term	N
<p><i>Action UD-1.1.F: Small Open Spaces Inventory and Design Guidelines</i> Document the existing small open spaces and reservations, under both federal and District-control and, develop guidelines for restoring greenspace and enhancing their usability as recreation and community spaces.</p>	OP	Mid-Term	N
UD-1.2 Designing in Harmony with Natural Topography and Landforms			
<p><i>Action UD-1.2.A: Public Space Regulations for Grading</i> Conduct a review of public space regulations and standards to assess limits and design requirements for protecting natural landforms, including changes to grade, retaining walls, fences, and landscaping. Recommend changes to these regulations as necessary to respect and enhance view corridors and the natural topography and landform.</p>	DDOT, OP	Mid-Term	N
<p><i>Action UD-1.2.B: Creating View Plane Regulations</i> Conduct a study of significant views from key public spaces in the District, in coordination with the National Capital Planning Commission (NCPC). Identify public view locations, key components that define them, and recommendations for protecting and enhancing them. Create view plane diagrams and design guidelines..</p>	OP, OZ	Mid-Term	N
UD-1.3 Designing the Waterfront for the Next Century			

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<p><i>Action UD-1.3.A: Anacostia Waterfront Initiative</i> Continue to implement the Framework Plan for the Anacostia River, restoring Washington, DC’s identity as a waterfront city and bridging the east and west sides of the river.</p>	DDOE, DDOT, OP	Ongoing	Y
<p><i>Action UD 1.4.B: Waterfront Barriers</i> Continue to explore ways to address freeway and highway barriers along the Anacostia and Potomac waterfronts. Study options for addressing the visual barrier presented by the Whitehurst Freeway and the physical barrier presented by the waterfront CSX rail line, and I-295’s physical and visual barriers.</p>	NCPC, DDOT, OP	Ongoing	Y
<p><i>Action UD-1.3.C: Natural Shorelines</i> Identify and map waterfront areas with potential to be converted to natural shorelines.</p>	DOEE, OP	Short-Term	N
UD-1.4 Enhancing Thoroughfares and Gateways			
<p><i>Action UD-1.4.A: Zoning and Views</i> Conduct a study to determine the feasibility of special design controls that would apply to major thoroughfares and gateway streets to enhance important views and to upgrade the aesthetic quality of key thoroughfares.</p>	OP, OZ	Short-Term	N
<p><i>Action UD-1.4.B: Boundary Streets and Entrances</i> Explore the feasibility of enhancing points of arrival into the District at the major Maryland and Virginia gateways to the District through signage, public art, landscaping, restoration and careful maintenance of historic boundary markers, road design and pavement changes, special treatment of boundary streets (Southern, Eastern, and Western Avenues), and related improvements.</p>	OP, NCPC, DDOT	Long-Term	N
UD-2.1 Streets For People			
<p><i>Action UD-2.1.A: Retail Ceiling Heights</i> Develop zoning regulations to require higher first-floor ceiling heights in new buildings along main streets and other commercial/mixed-use areas.</p>	DMPED, DBID, OP	Completed	N
<p><i>Action UD-2.1.B: Streetscape Design by Neighborhood Type</i> Review current District-wide streetscape design regulations and policies to prioritize the pedestrian experience. As necessary, develop a typology for basic streetscape design standards that meet the unique needs of various types of neighborhoods in the District, including the downtown business district, commercial areas, and high- and low-density residential neighborhoods.</p>	DDOT, OP	Mid-Term	N

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<p><i>Action UD-2.1.C: Standards for Street Furniture</i> Produce standards for street furniture in public spaces, such as benches, trash cans, and bike racks, that designate spacing, layout, and other characteristics to promote socialization and interaction, as well as public health and well-being.</p>	DDOT, OP	Short-Term	N
<p><i>Action UD-2.1.D: Public Space Permitting of Street Furniture</i> Explore process improvements to the public space permitting process to reduce the time and complexity of reviewing and approving District-standard street furniture.</p>	DDOT, OP	Short-Term	N
<p><i>Action UD- 2.1.E: Public Restrooms in Streetscapes</i> Map the location of publicly accessible restrooms in the District, and develop location recommendations for the installations of new restrooms. Investigate opportunities to install attractive, clean, and safe standalone public restrooms that are accessible at all hours.</p>	DDOT	Ongoing	Y
<p><i>UD-2.1.F: Sidewalk Widening</i> Conduct a corridor study to investigate widening sidewalks through a variety of means including the establishment of building restriction lines, reducing cartway width, or pedestrian bulb-outs.</p>	OP, DDOT	Mid-Term	N
<p><i>Action UD-2.1.G: Placemaking and Vision Zero</i> Establish a pilot initiative to enhance roadway safety through placemaking at intersections at three locations. Incorporate green infrastructure, low-impact design, and public life design principles.</p>	DDOT, OP	Short-Term	N
<p><i>Action UD-2.1.H: Resilient Public Life Guide</i> Study and develop design guidance for how public spaces can be managed and designed to be more resilient during times of natural, security, and public health emergencies.</p>	OP, DDOT	Short-Term	N
UD-2.2 Designing for Vibrant Neighborhoods			
<p><i>Action UD-2.2.A: Scale Transition Study</i> Complete a Scale Transition Study to evaluate options for improving design compatibility between larger-scale and lower-scale areas. The study should respond to the varying situations where larger-scale development is (or will be) situated adjacent to lower-scale, predominantly residential neighborhoods. It should include design guidelines and provisions for buffers (including open space), stepping down of building heights, and solutions that reflect the different lot dimensions, block faces, and street and alley widths found in different parts of the</p>	OP	Shot-Term	N

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District .			
<p><i>Action UD-2.2.B: Use Zoning and Other Regulatory Tools to Achieve Design Goals</i></p> <p>Explore awards and incentives to promote excellence in the design of new buildings and public spaces. Recommendations should include incentives for facade features, window placement, courtyards, buffering, and other exterior architectural elements that improve the compatibility of structures, including roof structures, with their surroundings while promoting high architectural quality and allowing for innovative, contemporary design.</p>	OP	Mid-Term	N
<p><i>Action UD-2.2.C: High-Quality Affordable Housing Review</i></p> <p>Conduct a review of the District's affordable housing policies, buildings, and zoning regulations to identify impediments that inhibit affordable housing from achieving high quality design. Produce a list of recommended changes to these codes, policies, and supplement with a form-based guide that outlines how new dwelling units can be better integrated into existing neighborhoods.</p>	DCRA, DHCD, OP	Mid-Term	N
<p><i>Action UD-2.2.D: Urban Design Strategies for Resilient Communities</i></p> <p>Research best practices and develop recommendations and urban design and biophilic guidelines to help the District mitigate hazards, such as flooding and climate threats (e.g., sea level rise and extreme heat), while meeting its other urban design goals.</p>	DDOE, OP	Ongoing	N
<p><i>Action UD-2.2.E: Design Guidelines for Large Sites</i></p> <p>Develop design guidelines as part of the review process for large site developments. These guidelines should address building appearance, streetscape, signage and utilities, parking, landscaping, buffering, protection of historic resources, compatibility of development with surrounding neighborhoods, and environmental sustainability.</p>	OP	Ongoing	N
<p><i>Action UD-4.2.F: Design Guidelines</i></p> <p>Develop illustrated design guidelines for private residential areas and commercial uses addressing such architectural and resilient aspects as facade design, building texture and materials, lighting, detail, signage, and building- to-street relationship. Design guidelines should allow for flexibility and creativity, and in most cases should be performance-oriented rather than based on rigid standards.</p>	OP	Mid-Term	N
UD-2.3 Play Everywhere			
<i>Action UD-2.3.A: Play Streets Guidelines</i>	OP, DDOT	Mid-Term	N

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Develop guidelines for resident and civic organization activation of streets and other public spaces as temporary or permanent safe play spaces, and investigate regulatory changes necessary to enable play streets.			
<i>Action UD-2.3.B: Playable Art</i> Complete permanent artistic play structures in small parks, street corners, or civic buildings to pilot the concept of playable streets.	OP, DDOT, DPR	Mid-Term	N
UD 2.4 The Equitable District			
<i>Action UD 2.4.A: Design Guidelines for Higher-Density, Family-Sized Housing</i> Develop design guidelines for higher-density, family-sized housing with the intent to address key design issues at the scale of the neighborhood, site, building, and unit that relate to residential livability for families with children.	DHCD, OP	Short-Term	N
<i>Action UD 2.4.B: Design Standards for Universal Wayfinding</i> Develop a standard template to enhance universal wayfinding integrated into public art, buildings, and streetscapes as well as signage. The template should be designed to be employed District-wide, yet customizable to showcase or promote the individual needs and character of various neighborhoods across the District.	DDOT, DCRA, DCCA	Short-Term	N
<i>Action UD-2.4.C: Toolkit for Inclusive and Intergenerational Public Space Design</i> Research and compile a set of engagement strategies and design guidelines for inclusive and intergenerational public spaces in neighborhoods. These guidelines should include best practices for how to encourage community-led design efforts, successful ways to encourage community and cultural self-expression in the public realm (which includes streets, sidewalks, parks, plazas, and other public spaces), and incorporate accessible design principles, such as deaf space.	DPR, NPS, OP	Mid-Term	N
UD-3.1 Public Life For All			
<i>Action UD-3.1.A: Street Vending</i> Assess street vending, sidewalk café, and parklet usage to be responsive to the goals of creating lively and animated neighborhood streets and also adequately protect public safety and movement.	DCRA, DDOT	Mid-Term	N
<i>Action UD-3.1.B: Reduce Barriers to Permitting of Public Space</i> Reduce procedural barriers for neighborhood and civic-oriented uses of public space. Such uses may include both one-time and recurring events, such as festivals and farmers markets, and longer-term installations, such as parklets and plazas.	EOM, FEMS, MPD, HSEMA, DDOT, OP	Short-Term	N
<i>Action UD-3.1.C: State of Public Life Report</i>	OP, OCTO, DDOT	Mid-Term	N

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<p>Create a report benchmarking the progress in expanding public life across Washington, DC as part of the Comprehensive Plan amendment cycle. The report would track aspects of public life, including the annual number of community and special events, outdoor café seating, free speech activities, vending licenses, and use counts of major public spaces and streets. See Figure 9.20 for an example of public life event data.</p>			
<p><i>Action UD-3.1.D: Digital Public Realm Initiative</i> As a pilot test, develop online tools to collect and share data about public life consistent with appropriate privacy protections. Leverage aggregated information from personal mobile devices and from smart-city infrastructure to better understand how the public realm is used to inform policies and actions that improve public space design, increase physical connectivity, improve access to amenities and local businesses, improve wayfinding, and disseminate real-time information to residents about events, public gatherings, and security concerns.</p>	OCTO, DDOT, DPR	Short-Term	N
UD-3.2 Designing the Active District			
<p><i>Action UD-3.2.A: Security-Related Design Guidelines</i> Work collaboratively with federal agencies to develop design measures which accommodate public space security needs that support ground level activities and other public space amenities and special events. Completed</p>	OP, NCPC, CFA	Completed	N
UD-3.3 Places For Lingering			
<p><i>Action UD-3.3.A: Cross-Agency Small Parks Partnership Program</i> Develop a community partnership program that includes the DC Department of Transportation (DDOT), the DC Department of Parks and Recreation (DPR), and the DC Department of General Services (DGS) to improve and activate small parks through a combination of landscaping, recreation amenities, signage, and street design that contributes to neighborhood recreation, definition, and identity.</p>	OP, DPR, DDOT, DGS	Short-Term	N
<p><i>Action UD-3.3.B: Transfer of NPS Triangle Parks to the District</i> Work with NPS to identify and transfer key small parks in NPS's ownership to the District to enhance community use, programming, and stewardship.</p>	EOM, NPS, DDOT, DPR, DGS	Mid-Term	N
<p><i>Action UD-3.3.C: Design Standards for Public Space Design</i> Create public space design guidelines for District-controlled parks and plazas that highlight designing for diverse cultural uses, placemaking, and socializing.</p>	OP, DPR, DGS, DDOT	Short-Term	N
UD-4.1 The Design of Public Buildings, Public Spaces, and Infrastructure			

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<p><i>Action UD-4.1.A: Design Excellence Program for District Facilities</i> Develop a Design Excellence Program for architectural/engineering contracting processes for District government-controlled public buildings and public spaces based on the federal General Services Administration Design Excellence Program.</p>	OP, DGS	Short-Term	N
<p><i>Action UD-4.1.B: Commission of Fine Arts Review of District Government Capital Projects</i> Develop guidelines for assisting the Commission of Fine Arts (CFA) design review for any applicable District building and infrastructure projects. These guidelines should reflect the District's urban design goals.</p>	OP, CFA, DGS	Short-Term	N
<p><i>Action UD-4.1.C: Excellence in Urban Design Initiative</i> Develop a District-wide Excellence in Urban Design Initiative for the District, including an award program and public education campaign, to make Washington, DC a nationally recognized leader in architecture, landscape, environmental design, historic preservation, and city planning.</p>	OP, DGS, DCAIA	Short-Term	N
UD-4.2 Designing Architecture for People			
<p><i>Action UD-4.2.A: Designing the District for the People Reference Guide</i> Create a reference guide that catalogues principles of good urban design at a human level. This reference guide should articulate these concepts in a clear manner to be understandable to both the general public and members of the design profession.</p>	OP	Short-Term	N
UD-4.3 Celebrate Washington, DC's Unique Design Legacy			
<p><i>Action UD-4.3.A: Washington, DC Urban Design Guide</i> Prepare an Urban Design Guide for Washington, DC that compiles the existing codes and regulations that play a role in creating the District's urban design legacy.</p>	OP	Long-Term	N
<p><i>Action UD-4.3.B: Update of the Projection Code</i> Conduct a comprehensive study and subsequent building code update to address issues of large projections on long building facades that detract from the public realm and monumental character of the District's streets. The study should consider the role projections have played in shaping the form of Washington, DC and assess their intent and how they have evolved over time.</p>	OP, DCRA, DDOT	Short-Term	N
<p><i>Action UD-4.3.C: Review Zoning Height Restrictions</i> Review the zoning code to determine where it may be more restrictive than the Height Act to identify the potential capacity for more affordable housing and</p>	OP, OZ, DHCD	Short-Term	N

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opportunities to expand inclusive neighborhoods (see Figure 9.25).			
Historic Preservation Element			
HP-1.1 Preservation Planning			
<i>Action HP-1.1.A: Inclusive Preservation Planning</i> Integrate historic preservation in the preparation and review of proposed facility master plans, S mall A rea P lans, campus master plans, relevant planned unit development and special exception applications, and other major development initiatives that may have an impact on historic resources. Identify specific historic preservation concerns through consultation with the SHPO as an integral member of the planning team.	OP, DMPED, OP-HPO	Ongoing	N
<i>Action HP-1.1.B: Local Significance of Historic Federal Properties</i> Recognize that the District’s historic federal properties define Washington, DC’s center for local Washingtonians and are important for local history. Locally significant characteristics or qualities should be maintained.	OP-HPO, NCPC, HPRB, CFA	Ongoing	N
HP-1.2 The District’s Historic Preservation Program 1004			
<i>Action HP-1.2.A: Governmental Coordination</i> Strengthen collaborative working relationships with federal agencies, including the CFA , NCPC , ACHP , NPS , and others involved in the stewardship of historic properties. Reinforce coordination between the HPO and other District agencies, and establish new relationships as needed to address historic preservation concerns.	OP-HPO, NCPC, HPRB, CFA	Ongoing	N
HP-1.3 Identifying Potential Historic Properties			
<i>Action HP-1.3.A: Database of Building Permits</i> Expand HistoryQuest DC, the HPO digital database of information from the archive of 19 th and 20 th century District building permits to include major alteration permits and permits issued after 1949. Update internet access to this information as new data is compiled.	OP-HPO	Ongoing	N
HP-1.4 Evaluating Historic Significance			
<i>Action 1.4.A: District of Columbia Inventory of Historic Sites</i> Expand the District of Columbia Inventory of Historic Sites to achieve a more comprehensive and balanced listing that represents all aspects of the District’s history, culture, and aesthetic heritage.	OP-HPO, HPRB	Ongoing	N
HP-1.5 Designating Historic Landmarks and Districts			

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<p><i>Action HP-1.5.A: Nomination of Properties</i> Act on filed nominations without delay to respect the interests of owners and applicants, and to avoid accumulating a backlog of nominations. When appropriate, defer action on a nomination to facilitate dialogue between the applicant and owner or to promote efforts to reach consensus on the designation.</p>	OP-HPO, HPRB	Ongoing	N
<p><i>Action HP-1.5.B: Nomination of National Register Properties</i> Nominate for historic landmark or historic district designation any National Register properties not yet listed in the <u>District of Columbia</u> Inventory of Historic Sites.</p>	OP-HPO, HPRB	Ongoing	N
<p><i>Action HP-1.5.C: Nomination of Federal Properties</i> Encourage federal agencies to nominate their eligible properties for listing in the NRHP and to sponsor concurrent nomination of these properties to the <u>District of Columbia</u> Inventory of Historic Sites. When appropriate, seek other sponsors to nominate eligible federal properties to the District of Columbia Inventory of Historic Sites.</p>	OP-HPO, NCPC, HPRB	Ongoing	N
<p><i>Action HP-1.5.D: Inclusiveness in the District of Columbia Inventory of Historic Sites</i> Nominate properties to the <u>District of Columbia</u> Inventory of Historic Sites that recognize the significance of underrepresented District communities and all aspects of local history</p>	OP-HPO, HPRB	Ongoing	N
HP-2.1 <u>The District's Historic Plans</u>			
<p><i>Action HP-2.1.A: Designation of the L'Enfant Plan</i> Complete the documentation and designation of the historic L'Enfant Plan as a National Historic Landmark</p>	OP-HPO, NPS	Short-Term	N
<p><i>Action HP-2.1.B: Extensions of the Historic L'Enfant Plan</i> Complete the documentation and evaluation of the significant features of the historic L'Enfant Plan, including added minor streets. Survey the extensions of the original street plan and the pattern of reservations throughout the District, and evaluate elements of the 1893 Permanent System of Highways for their historic potential.</p>	OP-HPO, OP, NPS	Short-Term	N
<p><i>Action HP-2.1.C: Review of Alterations to the Historic Plan of the City of Washington</i> Early consultation with the HPRB and other preservation officials should occur</p>	OP-HPO, HPRB, NCPC, CFA	Ongoing	N

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whenever master plans or proposed redevelopment projects envision alterations to features of the historic Plan of the City of Washington.			
<i>Action HP-2.1.D: Review of Public Improvements</i> An appropriate level of consultation with the SHPO should occur before undertaking the design and construction of public space improvements in the L'Enfant City.	NCPC, CFA, NPS, DDOT, OP-HPO	Ongoing	N
HP-2.2 Historic Landscapes and Open Space			
<i>Action HP-2.2.A: Preserving Historic Landscapes</i> Increase appreciation of historic landscapes through documentation, recognition in designations, and public education. Work cooperatively with government and landowners to preserve historic landscapes as integral components of historic landmarks and districts and to make new construction is compatible with their historic character.	NPS, OP-HPO, NCPC, DPR, HPRB, CFA	Ongoing	N
<i>Action HP-2.2.B: Preserving the Natural Escarpment</i> Preserve views of and from the natural escarpment around central Washington, DC . Work with government and landholders to encourage new development at St. Elizabeths Hospital, the Armed Forces Retirement Home, McMillan Reservoir, and similar large sites that is harmonious with the natural topography and respectful of important vistas over the District :	NCPC, OP-HPO, OP, NPS, CFA	Ongoing	N
<i>Action HP-2.2.C: Preserving Rights-Of-Way</i> Preserve original street patterns in historic districts by maintaining public rights-of-way and historic building setbacks. Retain and maintain alleys in historic districts where they are significant components of the historic development pattern.	DDOT, OP-HPO, HPRB, OP, NCPC, DMPED	Ongoing	N
<i>Action HP-2.2.D: Historic Avenue Landscapes</i> Identify and document historic landscape plans for avenues and major streets in the L'Enfant City and beyond. Encourage the restoration of intended landscape treatments, including the planting of double rows of trees in public space to restore shaded sidewalk allées and designed sidewalk views along major avenues.	OP, OP-HPO, NCPC, CFA	Ongoing	N
HP-2.3 District Government Stewardship			
<i>Action HP-2.3.A: Preservation of District-Owned Properties</i> Strengthen procedures to encourage historic preservation review of District actions at the earliest possible stage of project planning. Apply standards for District construction compatible with the standards applied to historic properties by federal	DGS, DMPED, OP-HPO, OP	Ongoing	N

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agencies.			
<p><i>Action HP-2.3.B: Enhancing Civic Assets</i> Make exemplary preservation of District municipal buildings—including public schools, libraries, fire stations, and recreational facilities—a model to encourage private investment in Washington, DC’s historic properties and neighborhoods. Rehabilitate these civic assets and enhance their inherent value with new construction or renovation that sustains the District’s tradition of high-quality municipal design.</p>	EOM, DGS, OP-HPO	Ongoing	N
<p><i>Action HP-2.3.C: Preserving Public Space in Historic Districts</i> Develop guidelines for government agencies and utilities so that public space in historic districts is designed and maintained as a significant and complementary attribute of the districts. These guidelines should provide for such spaces to be quickly and accurately restored after invasive work by utilities or <u>District agencies</u>.</p>	OP, OP-HPO, DPW, DDOT	Mid-Term	N
HP-2.4 Zoning Compatibility			
<p><i>Action HP-2.4.A: Zone Map Amendments in Historic Districts</i> While balancing needs for growth and affordable housing, identify areas within historic districts where zoning regulations may need adjustment based on the scale and height of contributing buildings, and pursue rezoning of such areas with more appropriate designations.</p>	OP, OP-HPO, ZC	Ongoing	N
HP-2.5 Review of Rehabilitation and New Construction			
<p><i>Action HP-2.5.A: Conceptual Design Review Process</i> Sustain and improve the conceptual design review process as the most effective and most widely used means to promote good preservation and compatible design. Support this process by committing sufficient resources and appointing highly qualified professionals to the <u>HPRB</u>. Enhance public participation and transparency in the process through increased use of electronic means to provide public notice, process applications, and post documents for public review.</p>	OP-HPO, HPRB	Ongoing	N
<p><i>Action HP-2.5.B: Design Standards and Guidelines</i> Expand the development of design standards and guidelines for the treatment and alteration of historic properties, and for the design of new buildings subject to preservation design review. These tools should address appropriate treatment of</p>	OP-HPO, HPRB	Mid-Term	N

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characteristics specific to particular historic districts. Disseminate these tools widely and make them available on the internet.			
HP-2.6 Archaeological Resources			
<i>Action HP-2.6.A: Archaeological Curation Facility</i> Establish, as a high priority, a facility for the proper conservation, curation, storage, and study of artifacts, archaeological materials, and related historic documents owned by the District. Ensure public access to these materials, and promote research using the collections and records.	OP-HPO, DCPL	Short-Term	Y
<i>Action HP-2.6.B: Archaeological Surveys and Inventories</i> Increase surveys, inventories, and other efforts to identify and protect significant archaeological resources. Surveys and inventories should be directed by qualified professionals and adhere to the standards in the Guidelines for Archaeological Investigations in the District.	OP-HPO	Ongoing	N
<i>Action HP-2.6.C: Archaeological Site Reports</i> Require prompt completion of site reports that document archaeological findings after investigations are undertaken. Maintain a central archive of these reports, and increase efforts to disseminate their findings and conclusions.	OP-HPO	Ongoing	N
HP-2.7 Enforcement			
<i>Action HP-2.7.A: Preservation Enforcement</i> Improve enforcement of preservation laws through a sustained program of inspections, imposition of appropriate sanctions, and expeditious adjudication. Strengthen interagency cooperation and promote compliance with preservation laws through enhanced public awareness of permit requirements and procedures.	OP-HPO, DCRA, OAH	Ongoing	N
<i>Action HP-2.7.B: Accountability for Violations</i> Hold both property owners and contractors accountable for violations of historic preservation laws or regulations, and ensure that outstanding violations are corrected before issuing permits for additional work. Fines for violations should be substantial enough to deter infractions, and necessary action should be taken to collect fines.	OP-HPO, DCRA, OAH	Ongoing	N
HP-2.8 Hazard Protection for Historic Properties			
<i>Action HP-2.8.A: Preservation and Climate Change</i> Complete an inventory of historic and culturally significant sites threatened by climate change. Give priority to these at-risk sites in developing hazard mitigation	OP-HPO, OP, HSEMA, NCPC	Long-Term	N

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plans. Coordinate with key stakeholders to maximize use of available funding for mitigation and disaster response projects.			
<p><i>Action HP-2.8.B: Historic Properties Strategy in the District’s Hazard Mitigation Plan</i></p> <p>Incorporate a strategy for historic and cultural resources into the District Hazard Mitigation Plan. Identify key hazard areas, assess the vulnerability of historic properties to disasters and climate change, propose adaptation alternatives for resources at risk, and identify capability limitations that need to be addressed.</p>	OP-HPO, OP, HSEMA, NCPC	Long-Term	N
<p><i>Action HP-2.8.C: Guidelines for Post-Disaster Rehabilitation of Historic Properties</i></p> <p>Develop guidelines to enable expeditious stabilization, repair, and rehabilitation of historic properties following disaster events or hazard impacts. Include procedures to streamline permitting, such as expedited design review and reduced fees for post-disaster repairs, while adhering to the applicable requirements under the District’s historic preservation law.</p>	OP-HPO, OP, HSEMA, DCRA	Long-Term	N
HP-3.1 Access to Information About Historic Properties			
<p><i>Action HP-3.1.A: Internet Access to Survey Data and Designations</i></p> <p>Increase internet access to documentation of historic properties—including historic landmark and historic district designation forms and National Register nomination forms—and determinations of eligibility for designation. Expand and improve HistoryQuest DC, the geographic information system-based interactive internet map that provides basic historical documentation on individual properties throughout the District.</p>	OP-HPO, OP, OCTO	Ongoing	N
<p><i>Action HP-3.1.B: Enhancement of the . District of Columbia Inventory and Map</i></p> <p>Improve the value and effectiveness of the District of Columbia Inventory of Historic Sites as an educational tool by presenting it in a more engaging format with maps and illustrations. Organize it to give context and meaning to individual designations, and make it available both on the internet and in print.Keep the map of historic landmarks and districts current in an interactive GIS-based version accessible to the public on the internet.</p>	OP-HPO, OP, OCTO	Short-Term	N
<p><i>Action HP-3.1.C: Listings of Eligibility</i></p> <p>Promote a clear understanding of where eligible historic properties may exist and how they can be protected through official designation. Reduce uncertainty for property owners, real estate developers, and the general public by maintaining</p>	OP-HPO	Ongoing	N

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readily available information on surveyed areas and properties identified as potentially eligible, especially in areas near Metro stations. Include both properties that have been formally determined to be eligible and those considered eligible based on available information. Make this information widely available in public documents, such as Ward Heritage Guides, and on the internet.			
HP-3.2 Public Awareness of Historic Properties 1020			
<i>Action HP-3.2.A: Preservation Outreach and Education</i> Sustain an active program of outreach to the District’s neighborhoods. Develop educational materials on the cultural and social history of District communities as a means to engage residents and introduce historic preservation values and goals. Promote public understanding of not just the principles for preserving properties but also the social and community benefits of historic preservation.	OP-HPO	Ongoing	N
<i>Action HP-3.2.B: Historic Preservation in Schools</i> Work with both public and private schools to develop and implement programs to educate District students on the full range of historic, architectural, and archaeological resources in Washington, DC . Use education to promote the value of historic preservation as a community activity.	OP-HPO	Ongoing	N
<i>Action HP-3.2.C: Historic District Signage</i> Complete implementation of the District-wide program for street signs identifying historic districts.	OP-HPO, DDOT	Short-Term	Y
<i>Action HP-3.2.D: Markers for Historic Landmarks</i> Continue with implementation of the program of consistent signage that property owners may use to identify historic properties and provide brief commemorative information.	OP-HPO, other	Ongoing	Y
<i>Action HP-3.2.E: Historic and Archaeological Exhibitions</i> Develop display exhibits for libraries, recreation centers, and other public buildings that showcase historic and archaeological resources. Recruit volunteers to assist with the interpretation of these resources.	OP-HPO, DCPL, other	Long-Term	N
<i>Action HP-3.2.F: Heritage Tourism</i> Identify heritage tourism opportunities and strategies that integrate District programs with those of organizations like Cultural Tourism DC, EventsDC, and others oriented to visitors. Use these programs to promote and enhance the integrity and authenticity of historic resources.	OP-HPO, EVENTS DC, other	Ongoing	N

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<p><i>Action HP-3.2.G: Neighborhood Tourism</i> Enhance existing heritage tourism programs by celebrating the cultural history of District neighborhoods, especially those not recognized as visitor destinations, through local history tours and programs engaging a diverse audience.</p>	OP-HPO, other	Ongoing	N
<p><i>Action HP-3.2.H: Appreciating Cemeteries</i> Collaborate with cemetery administrators to reconnect burial grounds to their surrounding neighborhoods for greater public access. Promote cemeteries for purposes of tourism and low-impact recreation, such as walking. Create online guides of distinguished monuments and notable Washingtonians buried in local cemeteries.</p>	OP-HPO, other	Ongoing	N
HP-3.3 Preservation Partnerships and Advocacy			
<p><i>Action HP-3.3.A: Coordinated Preservation Advocacy</i> Encourage and facilitate interaction between preservation and economic development interests. Strengthen working relationships among the HPO, HPRB, ANCs , and preservation organizations. Establish special task forces or advisory groups as appropriate to support preservation programs and advocacy for historic preservation.</p>	OP-HPO, HPRB, ANCs	Ongoing	N
<p><i>Action HP-3.3.B: Incorporating Preservation Issues in Local Initiatives</i> Include the historic preservation community in broader urban initiatives, such as those relating to housing, transportation, the environment, and public facilities. Involve the HPO and preservation groups in meetings to discuss relevant issues relating to zoning, transportation, open space, waterfronts, public facilities, public property disposition, and other planning and urban design matters.</p>	OP-HPO, OP, DMPED, DDOT, DOEE, DGS, DHCD	Ongoing	N
HP-4.1 Preservation and Economic Development			
<p><i>Action HP-4.1.A: Historic Neighborhood Revitalization</i> Implement preservation development strategies through increased use of proven programs and initiatives sponsored by preservation leaders like the National Trust for Historic Preservation, NPS , and others. Make full use of the programs available through the National Main Street Center, Preserve America, Save America’s Treasures, and other programs and funds designed for the recognition of diverse cultural heritage and the preservation and promotion of historic landmarks and districts.</p>	OP-HPO, NPS, DMPED, other	Ongoing	N
<p><i>Action HP-4.1.B: Historic Homeowner Grants</i></p>	OP-HPO, OTR, EOM	Ongoing	N

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Implement and promote the District’s targeted homeowner grants through an active program of outreach and public information. Monitor and evaluate the program to assess its effectiveness and to guide the development of other appropriate incentives and assistance programs. Consider expanding the program to income-eligible homeowners residing in any historic landmark or district.			
<i>Action HP-4.1.C: Preservation and Housing Affordability</i> Examine the effects of historic preservation on housing affordability, as documented in existing studies and through analysis of available District data. Consider the findings of these studies and investigate how to manage preservation tools in ways that support housing affordability.	OP, OP-HPO	Short-Term	N
<i>Action HP-4.1.D: Workforce Development in Preservation Craftsmanship</i> Support initiatives for workforce development in artisan trades and traditional construction crafts that support preservation and repair of historic architecture. Work in partnership with local educational institutions to promote skills in masonry, carpentry, metalwork, glass arts, and other crafts that have contributed to the District’s historic fabric and character.	DYRS, OP-HPO	Ongoing	N
HP-4.2 Preservation Incentives			
<i>Action HP-4.2.A: Transfer of Development Rights Benefits for Preservation</i> Monitor the effectiveness of transfer of development rights (TDR) programs included in the ZR16 zoning regulations, and consider any appropriate revisions to enhance their utility for preservation.	OP, OP-HPO, ZC	Short-Term	N
<i>Action HP-4.2.B: Tax Credits for Affordable Housing in Historic Buildings</i> Encourage the coordinated use of multiple tax credits to support rehabilitation of existing affordable housing in historic buildings and to create new affordable units in historic buildings. Support such projects through historic designation of buildings meeting the eligibility criteria.	OP, OP-HPO, HPRB	Ongoing	N
<i>Action HP-4.2.C: Coordination of District Programs</i> Evaluate the secondary preservation impacts of District policies and programs that support affordable housing, aging in place, and maintenance of homes in good repair. Identify and implement any improvements that could encourage use of these programs for projects involving historic buildings.	OP, OP-HPO, OA	Ongoing	N
Community Services and Facilities Element			
CSF-1.1 Long-Term Planning for Public Facilities			

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<p><i>Action CSF-1.1.A: Civic Facilities Plan</i> Continue to develop and refine the District’s multilayered approach to facilities master planning) so that adequate community facilities are provided for existing residents and can be provided for new neighborhoods in Washington, DC, including by providing guidance for the long-term (six-year) CIP and the annual capital budget. The approach should include an assessment of all District-owned or -maintained community facilities and property, and should identify what improvements are needed to correct deficiencies and address planned growth and change in the District. The facilities plan should be continuously maintained and updated regularly with new priorities and timelines. As needed, the Comprehensive Plan should be amended to incorporate master facilities planning findings . As part of this work , the appropriate agency shall continue to annually collect and publish data on public school capacity and enrollments, recreation facilities, libraries, emergency medical service response time, sewers, green space, and public transit capacity, including bus routes and ridership statistics for Metrorail stations and lines as well as parking availability and traffic volumes on roads and at key intersections. These data should be used, as appropriate, when evaluating the need for facility and infrastructure improvements.</p>	OCA, DGS, OP	Ongoing	N
<p><i>Action CSF-1.1.B: Guidelines For Public Uses of Public Facilities</i> Develop unified District inventory of public facilities and establish guidelines that can help the District understand the adequacy of District-owned space for use by District agencies.</p>	OCA, OP, DCPS, OPM	Short-Term	N
<p><i>Action CSF-1.1.C: Site Planning Procedures</i> Public facility planning should include site planning and management procedures to mitigate adverse impacts on surrounding areas.</p>	OCA, OP, DGS, OCTO	Short-Term	N
<p><i>Action CSF-1.1.D: Public Facilities Planning</i> Develop a Public Facilities Plan that helps to inventory, consolidate and coordinate facility information across District agencies.</p>	OP	Mid-Term	N
<p><i>Action CSF-1.1.E: Opportunities to Promote Local Food Businesses</i> Identify best practices and potential locations for food hubs, food business incubators, and community kitchens to expand healthy food access and food-based economic opportunity in underserved areas through co-location with job training, business incubation, and entrepreneurial assistance programs.</p>	OP/FPC (Food Policy Council)	Short-Term	N
<p><i>Action CSF-1.1.F: Co-Location of Housing with Public Facilities</i></p>	OCA, OP, DGS,	Short-Term	N

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As part of facilities master planning and the CIP, conduct a review of and maximize any opportunities to co-locate mixed-income multi-family housing when there is a proposal for a new or substantially upgraded local public facility, particularly in high-cost areas.	DHCD		
<i>Action CSF-1.1.G: Universal Design</i> Create a working group comprised of relevant District agencies to explore the use of Universal Design standards in new and existing District facilities.	DGS	Mid-Term	N
<i>Action CSF-1.1.H: Central Kitchen Facility</i> Explore the potential for establishment of a central kitchen facility, as required by the Healthy Students Act and subject to funding availability, which could function as a meal preparation site for the District’s institutional meal programs (e.g., schools, shelters for persons experiencing homelessness), an aggregation center for fresh food to be distributed to local businesses, and a job training facility, among other potential functions including emergency feeding.	OP/FPC (Food Policy Council), DGS, DME, DCPS	Mid-Term	N
CSF-1.2 Funding and Coordination			
<i>Action CSF-1.2.A: Capital Projects Evaluation</i> Continue to refine measurable criteria, standards, and systematic coordination procedures to evaluate capital improvement projects.	OCA, OP, DGS	Ongoing	N
<i>Action CSF-1.2.B: Inventory of Lands Owned By or Under the Jurisdiction of the District</i> Continue to update and expand the District’s property management database, identifying the location, size, and attributes of all District-owned facilities and properties.	OP, DGS, OCTO	Ongoing	N
<i>Action CSF-1.2.C: Coordinate Facilities Master Planning with Public Facilities Planning</i> Improve facilities master planning processes and outcomes by coordinating facilities master planning efforts of individual agencies with public facilities planning efforts. This coordination can illuminate relationships and dynamics across systems, helping to inform the District’s public investments.	OP, DGS	Ongoing	N
CSF-2.1 Health and Health Equity			
<i>Action CSF-2.1.A: Public Health Goals</i> Continue efforts to set public health goals and track and evaluate key health indicators and outcomes.	DC Health	Ongoing	N

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<p><i>Action CSF-2.1.B: Primary Health Care Improvements</i> Intensify efforts to improve primary health care and enhance coordination of care for the District’s most vulnerable residents to improve health, enhance patient experience of care, and reduce health care costs.</p>	DC Health	Ongoing	N
<p><i>Action CSF-2.1.C: Health Care System Roadmap</i> Continue refining and implementing the District’s health care system roadmap for a more comprehensive, accessible, equitable system that provides the highest quality services in a cost-effective manner to those who live and work in the District.</p>	DC Health	Ongoing	N
<p><i>Action CSF-2.1.D: Advance People-Centered Thinking and Cultural and Linguistic Competency</i> Enhance and expand training of District agency employees regarding people-centered thinking and cultural and linguistic competency.</p>	DDS	Ongoing	N
<p><i>Action CSF-2.1.E: Built Environment and Health Outcomes</i> Explore tools that can help decision-makers, practitioners, and Washington, DC residents to better understand how changes in the built environment can affect human health. Such tools can include Health Impact Assessments (HIAs).</p>	DC Health, OP	Ongoing	N
<p><i>Action CSF 2.1.F: Advancing Grocery Store Access in Underserved Areas</i> Enhance healthy food access, address diet-related health disparities, and generate economic and social resilience by supporting the development of locally owned, community-driven grocery stores in areas with low access to healthy food options. Such support should include targeted financing, technical assistance, and co-location with new mixed-use developments.</p>	DMPED, OP/FPC (Food Policy Council)	Ongoing	N
CSF-2.2 Healthy Communities and Resilience			
<p><i>Action CSF-2.2.A: Assessing Disparities and Supporting Recovery Strategies from Adverse Events</i> Assess the impacts of adverse events on communities with varying socioeconomic characteristics and levels of vulnerability. Track disparities in impacts to help inform response and recovery strategies aimed at reducing inequity and strengthening communities.</p>	OP, DMPED, DC Health	On-going	Y
CSF-2.3 Health Facilities and Services			
Obsolete – See Implementation Table.	OCA, DHS, DMCFYE, DOH	Obsolete	Y

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<p><i>Action CSF-2.3.A: Review Zoning Issues</i> Continue to review and assess zoning regulations to identify barriers to, and create opportunities for, increased access to primary care facilities and neighborhood clinics, including through the reuse of existing non-residential buildings in residential zones, after a public review and approval process that provides an opportunity to address neighborhood impacts.</p>	OP, ZO, ZC	Ongoing	N
<p><i>Action CSF-2.3.B: Increase Supply of Assisted Living Residential Facilities (ALRs) and of Community Residential Facilities (CRFs)</i> Explore a variety of approaches for increasing the number of CRFs, as well as small and mid-size ALR facilities, in underrepresented areas and areas of high need in the District. These approaches can include financial strategies and partnerships, as well as regulatory reform. Work to increase community awareness of these needs.</p>	DMHHS, DC Health, DHCD, DHCF (Department of Healthcare Finance), DBH, DDS, OP, DMPED	Ongoing	N
<p><i>Action CSF-2.3.C: Connecting District Residents to Resources</i> Continue to maintain a digital resource portal that disseminates resources on a cross-agency basis to better connect people with government and community-based health resources.</p>	DDS	Ongoing	N
<p><i>Action CSF-2.3.D: Improving Coordination and Service Delivery Among District Agencies</i> Explore the potential to create and implement a cross-agency case management system that can enhance coordination among relevant agencies to improve service delivery to persons with disabilities, older adults, members of the LGBTQ+ community, and other vulnerable populations.</p>	DDS	Ongoing	N
<p><i>Action CSF-2.3.E: Health in All Policies</i> To the extent possible, relevant District agencies should evaluate the potential impact of their policies and actions on population health and align these with strategies identified in Sustainable DC 2.0 and in the 2017-2019 Action Plan of DC HP2020.</p>	DDS	Ongoing	N
<p><i>Action CSF-2.3.F: No Wrong Door/DC Support Link</i> Continue to develop a person- and family-centered and linguistically and culturally responsive No Wrong Door system (also known as DC Support Link) across District agencies that can better support the needs of people with disabilities, older adults, and their families by providing them with links to government and community-based resources, such as LTSS, regardless of their point of entry into</p>	DDS	Ongoing	N

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the District's service system.			
CSF-3.1 Library Facilities			
<i>Action CSF-3.1.A: Martin Luther King, Jr. Memorial Library Modernization</i> Complete the modernization of the Martin Luther King, Jr. Memorial (Central) Library, which serves as a vital center of Washington, DC's education and civic life. The modernization will accommodate state-of-the-art library services and technology and enhance public space both within and outside the building. The Central Library should continue to be an architectural civic landmark — a destination and gathering place for residents from across the District.	DCPL, EOM, OCFO	Ongoing	Y
<i>Action CSF-3.1.B: Branch Libraries</i> Complete the remaining modernization of Washington, DC's branch libraries. Each neighborhood library should provide a safe and inviting space with services and programs tailored to meet the needs of local residents. Each branch library should be designed to be flexible to provide a variety of offerings and have a clearly visible entrance and an open, inviting, and attractive facade.	DCPL	Ongoing	Y
<i>Action CSF-3.1.C: Library Funding</i> Continue to explore new, dedicated funding sources for the O&M of each library. This includes annual funding for collections development and programming; programs and services, including literacy, cultural, and computer training programs; and building repair and maintenance.	DCPL	Ongoing	N
<i>Action CSF-3.1.D: Libraries and Local History</i> Implement initiatives such as oral histories, historic archives and collections, and Know Your Neighborhood programs throughout the library system. Such initiatives should foster a deeper understanding of local history and culture, enabling residents to explore and understand their community and District.	DCPL	Ongoing	N
<i>Action CSF-3.1.E: Archival Materials</i> Provide appropriate access to archival and historical materials of Washington, DC.	DCPL	Ongoing	N
<i>Action CSF-3.1.F: Facilities Master Plan</i> Develop a Facilities Master Plan to inform future decisions on the libraries' physical campuses and so that libraries are planned and designed to maximize their value to the community.	DCPL	Ongoing	N
CSF-3.2 Library Location			
<i>Action CSF-3.2.A: Optimizing Library Services on an Ongoing Basis</i>	DCPL	Ongoing	N

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Periodically evaluate library use and services through DCPL Needs Assessments and make appropriate service adjustments to position DCPL to meet the needs of the community on an ongoing basis. Data on library use, services, program attendance, and material checkouts should be used to inform decisions about programming, facilities, and technology.			
CSF-4.2 Fire and Emergency Services			
<i>Action CSF-4.2.A: Level of Service Monitoring</i> Continue to prepare evaluations of the response times for fire and emergency medical calls to evaluate the need for additional facilities, equipment, and personnel and identify specific geographic areas where services require improvement, on an annual basis, or as needed during disaster response efforts. This should include a review of the distribution of fire hydrants and water flow capabilities.	FEMS, DC Water	Ongoing	N
<i>Action CSF-4.2.B: Fire Prevention and Emergency Intervention Education</i> Continue to educate and empower residents on fire safety and prevention measures and on emergency response techniques, such as bystander CPR and use of automated external defibrillators (AEDs).	FEMS, HSEMA	Ongoing	N
<i>Action CSF-4.2.C: New Apparatus Maintenance and Fireboat Facilities</i> Finalize plans to build a new apparatus maintenance facility, which will be used for maintenance and repair of FEMS vehicles, and a new fireboat facility to replace the existing one, which will provide a new dock for FEMS' four fireboats.	FEMS, OCA	Ongoing	Y
<i>Action CSF-4.2.D: Third-Party Providers</i> Continue to contract with third-party providers to supplement the agency's provision of pre-hospital medical care and transport of basic life support patients to preserve FEMS resources for higher priority emergencies.	FEMS, DGS	Ongoing	N
<i>Action CSF-4.2.E: Implement Strategies from the 2017 IHC 2017 Final Report</i> Continue to implement strategies from the 2017 IHC Final Report, including those relating to street calls, nurse triage, public education, and third-party providers of pre-hospital medical care and transport. These strategies can improve the population's health and safety by connecting low-acuity callers to a more appropriate comprehensive source of care and by reducing or eliminating the use of 9-1-1 resources for non-emergent medical issues, enabling greater and more appropriate use of 9-1-1 resources for rapid response, treatment, and transport for high-acuity, life-threatening medical calls.	FEMS, DC Health	Ongoing	N

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CSF-5.1 Corrections Facilities			
<i>Action CSF-5.1.A: Planning and Design of Correctional Facilities</i> Engage the community in the planning and design of correctional facilities and ensure appropriate interagency coordination for alignment across public safety, public health, behavioral health, family/social service, and economic development objectives.	DOC	Ongoing	N
<i>Action CSF-5.1.B: Maintenance and Upgrades to Information Systems</i> Assess needs and plan for the maintenance and systematic modernization of information systems that support correctional functions in the District, including public safety and health and human services.	DOC, OCTO	Short-Term	Y
<i>Action CSF-5.1.C: Periodic Assessment of Effectiveness</i> Periodically assess the corrections process for effectiveness against desired outcomes and its needs and realign resources to support its public safety objectives accordingly.	DOC	Ongoing	N
CSF-5.2 Formerly Incarcerated Individuals			
<i>Action CSF-5.2.A: Address Supportive Needs of Formerly Incarcerated Individuals</i> Work to create an inventory of housing needs for returning citizens and provide appropriate transitional, supportive, and permanent housing opportunities; provide adequate child supportive services; assess the education and training needs for these individuals; and create a plan to enhance pathways to employment opportunities.	DOC, DHCD, DOES, OSSE, DOH, DBH, DDS	Short-Term	N
<i>Action CSF-5.2.B: Integrated Services Pilot Program for Returning Citizens</i> Enhance and expand the ReEntry Portal based on analysis of its functionality.	DOC	Ongoing	N
CSF-6.1 Emergency Preparedness			
<i>Action CSF-6.1.A: District Preparedness System</i> Continue to administer, define, refine, implement, and maintain DPS to provide continuity of government, maintain continuity of operations, and provide emergency services to the community.	HSEMA	Ongoing	N
<i>Action CSF-6.1.B: Integration of Accessibility Requirements into the Preparedness System</i> Continue to develop and maintain a program that allows DPS stakeholders and partners to regularly integrate the accessibility requirements of individuals with	HSEMA	Ongoing	N

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<p>disabilities and others with access and functional needs across all phases of DPS, as mandated by the DC Human Rights Act, Americans with Disabilities Act, and Rehabilitation Act. This includes developing and delivering training to agencies on inclusive methods and practices for preparedness. Continue to develop and maintain strategic, operational, and tactical-level plans for providing individuals with disabilities and others with access and functional needs accessible programs and services, including mass care and shelter services, transportation and evacuation, and notification and communication.</p>			
<p><i>Action CSF-6.1.C: Development Projects and Risk Reduction</i> Explore methods for further reducing risks and vulnerabilities of major development projects to human-made and natural hazards.</p>	HSEMA, FEMS, MPD, OCA, DGS, OP, DMPED, DOEE, DDOT	Ongoing	N
<p><i>Action CSF-6.1.D: Evaluate Use and Impacts of Emerging Technologies on Emergency Preparedness</i> Explore and evaluate the potential use and impacts of new and emerging technologies on the District’s emergency preparedness, mitigation, and response operations. Arenas with rapidly evolving or emerging technologies include robotics (including drones and autonomous vehicles), data and connectivity, energy and resources, and digital visualizations and interfaces.</p>	HSEMA, OCTO, OCA	Ongoing	N
CSF-6.2 Resilience and Critical Facilities			
<p><i>Action CSF-6.2.A: Community Risk Assessments</i> Update the CRA of DPS on a recurring basis to reflect changes in the risk profiles of relevant natural and human-made systems in the District.</p>	HSEMA	Ongoing	N
<p><i>Action CSF-6.2.B: Preserving Critical Community Facilities</i> Safeguard critical facilities from a wide range of threats and hazards and develop fortified and redundant systems to deliver essential services at all times.</p>	HSEMA, OCA, DGS, OP, DMPED, DOEE, DDOT	Ongoing	N
<p><i>Action CSF-6.2.C: Training on Safeguarding Critical Community Facilities</i> Develop a training program on Critical Community Facilities for law enforcement, public utilities, and private sector personnel.</p>	HSEMA	Ongoing	N
<p><i>Action CSF-6.2.D: Vulnerability of District-Owned Facilities</i> Continue to support development of criteria and methodologies to assess the vulnerability of critical District-owned facilities to human-made and natural shocks, as well as chronic stressors.</p>	HSEMA, OCA, DGS, OP, DMPED, DOEE, DDOT	Ongoing	N

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<p><i>Action CSF-6.2.E: Mitigating Vulnerability of District-Owned Facilities</i> Explore approaches and tools to address identified vulnerabilities of District-owned facilities. District-wide and site-specific factors should be taken into account, as well as near-term and long-range risks.</p>	<p>HSEMA, OCA, DGS, OP, DMPED, DOEE, DDOT</p>	<p>Ongoing</p>	<p>N</p>
<p><i>Action CSF-6.2.F: Evaluate the Potential Use and Impacts of Emerging Technologies on Resilience and Critical Facilities</i> Review and evaluate the impacts of new and emerging technologies on the District’s resilience and their potential for helping the District to advance near-term and long-range resilience objectives.</p>	<p>HSEMA, OCA, DGS, OP, DMPED, DOEE, DDOT</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action CSF-6.2.G: Community Resilience Hubs</i> Explore the potential of establishing Community Resilience Hubs to strengthen community ties and to help establish reliable networks for vital services and disaster preparedness and recovery.</p>	<p>HSEMA, DGS, OCA, OP</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action CSF-6.2.H: Temporary Facilities</i> Develop and periodically update a plan for surge capacity of existing facilities or temporary facilities that may be needed during emergency response and recovery. Consider taking into account relevant threats and hazards, an up-to-date inventory of facilities and other relevant spaces in the District, and facility capacity and constraints.</p>	<p>OP, DGS, DC Health</p>	<p>On-going</p>	<p>Y</p>
<p>Educational Facilities Element</p>			
<p>EDU-1.1 Integrated Master Planning for All Public Schools</p>			
<p><i>Action EDU-1.1.A: Master Facility Plan Process</i> Complete the 2018 MFP process in close collaboration with relevant agencies and the District’s education stakeholders. Use MFP outcomes to guide school facilities planning on a District-wide and neighborhood-specific basis, guiding growth across both DCPS and public charter school sectors for a span of 10 years.</p>	<p>OP, DGS, DME, OSSE, DCPS</p>	<p>Ongoing</p>	<p>N</p>
<p>Obsolete – See Implementation Element</p>	<p>OP, DMPED, OPM, DPW</p>	<p>Short-term</p>	<p>N</p>
<p><i>Action EDU-1.1.B: Space for Youth Cultural Entrepreneurship Initiatives</i> Explore the availability of public school spaces to serve partnerships and programs between cultural organizations and schools that can help youth become entrepreneurs.</p>	<p>DCPS, OCTFME, Others</p>	<p>Short-term</p>	<p>N</p>
<p>EDU-1.2 DCPS Facilities</p>			

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<i>Action EDU-1.2.A: Parking Utilization Study at DCPS Facilities</i> Conduct studies to understand use of parking facilities at appropriate DCPS sites to determine where reductions may be possible in order to identify potential higher and better uses for them.	DDOT, DCPS	Short-term	N
<i>Action EDU-1.2.B: Shared-Use Agreements</i> Continue to support shared-use agreements for public access to recreation facilities and gardens in public schools.	DCPS, DPR	On-going	N
EDU-2.1 Schools as Community Anchors			
<i>Action EDU-2.1.A: Shared Maintenance Facilities</i> Identify opportunities to share DCPS and District government operations, transportation, and maintenance facilities to reduce land and facility costs for both entities.	OCA, DCPS, OPM, DPW	On-going	N
EDU-3.1 UDC			
<i>Action EDU-3.1.A: UDC Campus Locations</i> Maintain a distribution of campus locations that serves residents of all eight wards, helping advance goals of UDC's Equity Imperative – 2022 Strategic Plan.	UDC, SEO, OCA, DMPED	Mid-Term	Y
<i>Action EDU-3.1.B: Housing Archival Documents at UDC</i> Explore synergistic opportunities for UDC to house archival documents of Washington, DC.	UDC, DCOPR	Mid-Term	N
Infrastructure Element			
IN-1 Drinking Water			
<i>Action IN-1.2.C: Water Treatment Plant (WTP) Improvements</i> Continue the assessment of advanced water treatment processes that use ozonation, biologically active filters, ultraviolet light disinfection, and other innovative approaches to treat water.	DC Water	Ongoing	Y
<i>Action IN-1.2.D: Residential Lead Line Replacement Program</i> Explore opportunities to assist District homeowners in affordably replacing lead service lines, complementing DC Water's program.	DC Water	Ongoing	Y
IN-2.1 Wastewater System			
<i>Action IN-2.1.A: Wastewater Treatment Capital Improvements</i> Continue to implement wastewater treatment improvements as identified in the DC Water CIP. These projects include the replacement of undersized, aging, or deteriorated sewers; the installation of sewers to serve areas of new development	DC Water	Ongoing	Y

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or redevelopment ; and replacement and rehabilitation of pumping station force mains. Capital projects are required to rehabilitate, upgrade, or provide new facilities at Blue Plains to ensure that it can reliably meet its NPDES permit requirements now and in the future.			
<p><i>Action IN-2.2.B: Stormwater Management Responsibilities</i></p> <p>In compliance with the Comprehensive Stormwater Management Enhancement Amendment Act of 2008, continue to refine an integrated process for managing stormwater that enhances interagency communication and formally assigns responsibility and funding to stormwater drainage management. This process should include:</p> <ul style="list-style-type: none"> ● An appropriate funding mechanism to consistently maintain clean water standards and reduce surface runoff; ● Clear lines of responsibility with regard to which agency provides oversight, guidelines, and resources for the stormwater system and its management; and <p>Assurance that stormwater improvements associated with new development are coordinated with the DC Water CIP.</p>	OCA, DOEE, DC Water, DPC, DDOT	Short-term	N
<p><i>Action IN-2.2.C Rainwater Reuse</i></p> <p>Develop guidance on the installation, treatment, monitoring controls, and inspections for rainwater reuse for non-potable purposes.</p>	DC Water, DOEE	Mid-term	N
IN-2.3 Combined Sewer System			
<p><i>Action IN-2.3.A: Rehabilitate Pumps</i></p> <p>Rehabilitate and maintain pump stations to support the Clean Rivers Project and off-load stormwater in targeted combined sewer areas.</p>	DC Water	Ongoing	Y
<p><i>Action IN-2.3.B: Federal Funding</i></p> <p>Pursue federal funding to cover an equitable share of the Clean Rivers Project as the federal government was the original designer and builder of the system, is a major user of the combined sewer system, and is a significant beneficiary of the effort.</p>	DC Water, DOEE, OCA	Ongoing	N
IN-3.1 Solid Waste Transfer Facilities			
<p><i>Action IN-3.1.A: Evaluate Transfer Station Needs</i></p> <p>Evaluate the need for expansion of District-owned transfer stations to provide adequate space for proper handling of all types of separated waste, including refuse, recycling, organic waste, bulk waste, and hard-to-recycle items.</p>	DPW	Ongoing	Y

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<p><i>Action IN-3.1.B: Waste Processing Facility Regulations</i> Encourage the private sector to provide more efficient, cleaner, and more environmentally friendly waste processing facilities for all types of solid waste. Collaborate across agencies, including, DPW, Department of Consumer and Regulatory Affairs, and DOEE to address this need. Work with Advisory Neighborhood Commissions (ANCs) and community organizations in drafting these regulations to address neighborhood concerns are addressed.</p>	DCRA, DPW, DOEE	Mid-term	N
<p><i>Action IN-3.1.C: Develop Zero Waste and Solid Waste Management Plans</i> Develop a holistic plan that includes all waste streams and related strategies to enable Washington, DC to reach its goal of 80 percent waste diversion. Strategies should include transfer station modernization needs, optimization of residential drop-off locations, and consideration of waste streams that include refuse, compostable materials, and recyclable materials, as well as hard-to-recycle items.</p>	DC Water	Mid-term	N
IN-4.1 Telecommunications Infrastructure			
<p><i>Action IN-4.1.A: Guidelines for Siting/Design of Facilities</i> Establish locational and design criteria for under- and above-ground telecommunication facilities, including conduit systems, small cells, antennas, towers, switching centers, and system maintenance facilities. In addition, establish provisions to put cables and wires underground wherever feasible. Consult with ANCs and community groups in the development of siting criteria.</p>	DSLBD, DCRA, OP	Mid-term	N
IN-4.2 Leveraging New and Emerging Technology			
<p><i>Action IN-4.2.A: Building on Pilot Project Lessons</i> Upon completion of pilot activities, such as PA 2040 and ParkDC, develop after-action reports that inform future work.</p>	OCTO, NCPC, OP	Short-term	N
IN-5.1 Electric Infrastructure			
<p><i>Action IN-5.1.A: Aging Infrastructure</i> Implement improvement programs that can help enhance the resilience of the transmission and distribution of electrical power, such as through system reinforcement. This may involve upgrading the system by repairing or replacing aging infrastructure or expanding the original facilities.</p>	Pepco, DPW	Mid-term	Y
<p><i>Action IN-5.1.B: Undergrounding Electric Distribution Lines</i> Continue implementing the DC PLUG initiative, which calls for placing electric distribution lines underground throughout the District.</p>	Pepco, DPW, DDOT	Mid-term	Y

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IN-6.2 Paying for Infrastructure			
<i>Action IN-6.2.A: Developer Reimbursement Agreements</i> Formulate consistent, equitable, and manageable developer reimbursement agreements for the incremental costs of utility upgrades, including water and sewer. The agreements should provide a means for the initial developer to be reimbursed by the District through payments by other developers who benefit from the initial developer's infrastructure improvements.	OCA, EOM, OCFO, OAG, OP	Short-term	N
<i>Action IN-6.2.B: Community Infrastructure Investment</i> Explore methods to properly assess and meet infrastructure needs associated with incremental development.	OP, DC Water, OCTO, PEPCO	Mid-term	N
IN-6.3: Cross-Systems Integration			
<i>Action IN-6.3.A: Coordination of Infrastructure Upgrades</i> Continue to update a central repository for data and schedules for planned infrastructure upgrades to minimize the need for repeated street and sidewalk excavation.	DPW, OCTO, DC Water, OPM	Short-term	N
<i>Action IN-6.3.B: Fueling Stations Shared Uses</i> Explore the potential for shared uses and reuses of fueling stations in the context of rapidly evolving and emerging technologies. This assessment should focus on possible cross-system uses for the facilities.	DPW, DOEE, OP	Mid-term	N
IN-7: Infrastructure Resilience			
<i>Action IN-7.1.A: Micro-grid-Ready Construction</i> Explore tools to encourage new development projects to integrate micro-grid connectivity in their designs. Such incentives should be designed to expand decentralized power generation in the District, increasing the resilience of not only the energy distribution system but also those buildings or facilities that are dependent upon it.	DOEE, OP	Mid-term	N
<i>Action IN-7.1.B: Community Risk Assessments</i> Update the Community Risk Assessment (CRA) of DPS on a recurring basis to reflect changes in the risk profiles of relevant natural and human-made systems in Washington, DC. Incorporate relevant infrastructure information in the CRA process.	HSEMA	Mid-term	N
<i>Action IN-7.1.C: Protecting Critical Infrastructure</i> Protect critical facilities from a wide range of threats and hazards and develop	HSEMA, DPW, DC Water, PEPCO, DOEE	Mid-term	N

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fortified and redundant systems in order to deliver essential services at all times.			
<i>Action IN-7.1.D: Training for Protecting Critical Infrastructure</i> Develop a training program for protecting public utilities for law enforcement and private sector personnel.	HSEMA, DPW, DC Water, PEPCO, DOEE	Mid-term	N
<i>Action IN-7.1.E: Vulnerability of Critical Infrastructure</i> Continue to support development of criteria and methodologies to assess the vulnerability of critical infrastructure to human-made and natural shocks, as well as chronic stressors.	HSEMA, DOEE, OP	Mid-term	N
<i>Action IN-7.1.F: Mitigating Vulnerability of Critical Infrastructure</i> Explore approaches and tools to address identified vulnerabilities of critical infrastructure. Regional, District-wide, and site-specific factors should be taken into account, as well as near-term and long-range risks.	HSEMA, DOEE, OP	Mid-term	N
<i>Action IN-7.1.G: Emerging Technologies and Critical Infrastructure</i> Review and evaluate the impacts of new and emerging technologies on the District’s resilience and their potential for helping District government and utility operators to advance near-term and long-range infrastructure resilience objectives.	HSEMA, OCTO, DOEE, OP	Mid-term	N
Arts and Culture Element			
AC-1.1 Expanding Arts and Cultural Facilities			
<i>Action AC-1.1.A: Increase Public Spaces for Arts and Culture Presentation</i> Encourage the provision of space for arts and cultural presentation in public areas within and adjacent to new buildings . Examples include plazas designed as performance spaces or incorporation of gallery lighting in publicly accessible lobbies to provide exhibition space. <i>See the Urban Design Element for policies and actions on streetscape and public realm improvements.</i>	CAH, OP, DMPED, DDOT, DCRA	Short-Term	N
<i>Action AC-1.1.B: Cultural Facilities in Wards 7 and 8</i> Encourage additional arts and cultural establishments that balance the distribution of facilities throughout the District, increase programming diversity, and improve residents’ access to arts and cultural facilities. including theaters and cinemas in Wards 7 and 8.	DMPED, CAH, other	On-going	N
<i>Action AC-1.1.C: Increase Access to Public Facilities for Cultural Use</i> Assess opportunities for increasing public access to government-owned cultural facilities, such as increased use of recreation centers for the production and presentation of cultural work by community organizations.	DMPED, DME, DCPL, DPR, DCPS	On-going	N
<i>Action AC-1.1.D: Evaluate District Assets</i>	OP, DMPED, DGS	Mid-Term	N

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Evaluate vacant and unused District-owned or controlled properties for use as arts and cultural facilities. This includes underused portions of occupied buildings.			
<i>Action AC-1.1.E: Consider Cultural Space in Master Facility Planning</i> Explore the potential for increasing publicly accessible cultural space through the master facility planning processes for publicly-owned assets, such as libraries, schools, parks, recreation centers, and public safety facilities.	DGS, OP, DMPED, DME	Short-Term	N
AC-1.2 Arts and Culture in Every Community			
<i>Action AC-1.2.A: Arts and Cultural Programming in Business Improvement Districts and DC Main Streets</i> BIDs and DC Main Streets organizations should undertake arts and cultural programming when possible. These initiatives should reflect community identity, advance placemaking, and enhance commercial revitalization.	CAH, OCTFME, DSLBD, BIDs, DCMS	On-going	N
<i>Action AC-1.2.B: Zones for Arts and Culture</i> Ensure that the incentives in special zones for arts and culture are fulfilling their intent .	OP, DMPED	On-going	N
<i>Action AC-1.2.C: Regulatory Process Support</i> Explore new resources at permitting agencies that assist cultural creators and organizations navigate and successfully complete permitting processes. Resources could include permitting process navigators, technical assistance programs, and event planning toolkits.	DCRA, DDOT, HSEMA	Short-Term	N
<i>Action AC-1.2.D: Art Galleries in Public Buildings</i> Explore the feasibility of using lobbies and corridors of public buildings as museum-style art galleries that feature works by local artists. The assessment should include options for curation, as well as evening and weekend operating hours.	OP, CAH, DMPED, BIDs	On-going	N
<i>Action AC-1.2.E: Cultural Space Partnerships</i> Encourage shared space arrangements that facilitate cultural presentation in commercial spaces, such as restaurants and bookstores.	OP, DMPED, OCTFME	On-going	N
AC-2.1 Increasing Opportunities For Public Art			
<i>Action AC-2.1.A: Public Art Master Plan</i> Maintain a Public Art Master Plan for the District. The Master Plan sets a vision for public art and basic principles for how public art can be integrated into the District’s architecture, gathering places, and natural landscapes.	OP, CAH	Long-Term	N

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<p><i>Action AC-2.1.B: Small Parks for Public Art Assessment</i> Assess the feasibility of using small parks that are owned or controlled by the District and federal governments for public art installation locations. The assessment should analyze how any artwork installed in the parks would be curated and maintained.</p>	<p>DPR, OP, NPC, NCPC, CAH, OCTFME</p>	<p>Mid-Term</p>	<p>N</p>
<p><i>Action AC-2.1.C: Artwork and Cultural Presentation Space in EventsDC Facilities</i> Encourage EventsDC to incorporate significant artwork and space for cultural presentation within any new or significantly renovated facility.</p>	<p>Events DC, DMPED</p>	<p>On-going</p>	<p>N</p>
<p>AC-2.2 Using Art to Express Cultural Heritage</p>			
<p><i>Action AC-2.2.A: Explore a Festival Streets Program</i> Analyze the potential for establishing a Festival Streets Program. Festival Streets programs provide master permits to a management organization, such as a BID or DC Main Street, that enables expedited event permitting within a defined area and scope of activity.</p>			
<p>AC-3.1 Housing and the Cultural Workforce</p>			
<p><i>Action AC-3.1.A: Housing Toolkit</i> Develop a toolkit that provides arts and cultural creators information about housing programs offered in Washington, DC. The toolkit should include information on rent supplements, affordable dwelling units, inclusionary housing, home purchase assistance, and homelessness assistance.</p>	<p>OP, DHCD</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action AC-3.1.B: Qualification for Affordable Housing Programs</i> Conduct an assessment of barriers to affordable housing programs for residents who work in the arts and culture sector who are self-employed or have more than one source of employment.</p>	<p>OP, DHCD</p>	<p>Short-Term</p>	<p>N</p>
<p><i>See the Housing Element for more information on affordable housing.</i></p>	<p>OZ, OP</p>	<p>Short-Term</p>	<p>N</p>
<p>AC-3.2 Cultural Organization Development</p>			
<p><i>Action AC-3.2.A: Directory of District-Based Arts and Cultural Businesses</i> Explore the feasibility of creating a directory of District-based arts and cultural businesses drawn from the District’s list of CBEs to inform organizations such as EventsDC, BIDs, DC Main Streets, and other businesses that seek products from local arts and cultural organizations.</p>	<p>CAH, OCTFME, and others</p>	<p>Mid-Term</p>	<p>N</p>
<p>AC-3.3 Promoting Cultural Tourism</p>			
<p><i>Action AC-3.3.A: Marketing Cultural Events</i></p>	<p>CAH, OCTFME</p>	<p>On-going</p>	<p>N</p>

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Partner with existing organizations that promote tourism to market cultural events to local, regional, and international audiences.			
AC-4.1 Public Funding			
<i>Action AC-4.1.A: Sustain Grant Funding for Arts and Culture</i> Continue providing grant funding through CAH and community affairs agencies.	CAH	On-going	N
<i>Action AC-4.1.B: New Sources of Cultural Funding</i> Explore new sources for cultural funding that increase the impact of the District’s grant funding through a new form of support, such as the models and programs outlined in the DC Cultural Plan, including social impact investment, public-private partnerships, and leverage funds.	DMPED, OP, OCTFME, CAH, DSLBD, DISB	Mid-Term	N
AC-4.2 Partnerships			
<i>Action AC-4.2.A: Innovative Cultural Business Models</i> Explore how Washington, DC can partner with other cultural funders and stakeholders to advance innovative business models that lower barriers to forming financially sustainable cultural businesses.	DMPED, OCTFME, OP	Short-Term	N
AC-4.4 Increasing Arts and Cultural Education and Participation			
<i>Action AC-4.4.A: Partnerships for Advancement in Arts and Culture Education</i> Seek opportunities to partner with cultural organizations to advance youth education through improved organizational infrastructure and support systems for arts and culture education providers. Examples include the Kennedy Center’s Any Given Child initiative and CAH Education Collaborative.	CAH, DME, DCPS, and others	On-going	N
<i>Action AC-4.4.B: Increase Youth Exposure to Arts and Culture</i> Explore opportunities to increase youth exposure to arts and culture through programming and events in public facilities, such as libraries and recreation centers.	DME, CAH, DCPL, DPR, DCPS, and others	Short-Term	N
Capitol Hill Area Element			
CH-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action CH-1.1.A: Façade Improvements</i> Support urban design and façade improvements along H Street NE, Benning Road NE, Pennsylvania Avenue SE, and Barracks Row. Such improvements should preserve and enhance the historic features, scale, and texture of existing structures. Urban design improvements should be applied to 11 th Street SE as it approaches the 11 th Street Bridge in order to accommodate increased pedestrian traffic toward	SHPO, DMPED, DSLBD	Short-Term	N

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the 11 th Street Bridge Park.			
<i>Action CH-1.1B: 15th Street SE Rezoning</i> Rezone the 15 th Street SE commercial district for residential uses, consistent with the corridor’s designation on the Comprehensive Plan.	OP	Mid-Term	N
<i>Action CH-1.1.C: Transportation Studies</i> Continue to implement the DC Department of Transportation’s (DDOT) Capitol Hill Transportation Study and implement its major recommendations. Also, implement the Middle Anacostia and H Street transportation study recommendations, aimed at reducing through-traffic on neighborhood streets within Capitol Hill, limiting truck traffic, and improving conditions for Capitol Hill pedestrians, bicyclists, and transit users. Ongoing livability studies should continue to be implemented at the neighborhood level.	DDOT	Ongoing	Y
<i>Action CH-1.1.D: H Street Streetcar</i> Implement proposed streetscape improvements for the H Street NE/Benning Road NE corridor, including the development of a streetcar line between the Minnesota Avenue Metro station and Oklahoma Avenue NE.	DDOT	Ongoing	Y
CH-1.2 Conserving and Enhancing Community Resources			
<i>Action CH-1.2.A: Historic Surveys</i> Complete historic surveys for the portion of Stanton Park not currently in the Capitol Hill Historic District, and for the Near Northeast, Hill East, Rosedale, and Kingman Park neighborhoods. Based on the findings of those surveys and additional community input and recommendations, prepare nominations to the National Register as appropriate. Consideration should be given to extending the Capitol Hill Historic District eastward to the boundary of the 1791 L’Enfant Plan.	SHPO	Ongoing	N
<i>Action CH-1.2.B: Capitol Hill Design Guidelines</i> Develop graphic design guidelines for the Capitol Hill Historic District, illustrating appropriate architectural design features for new construction, renovation, and alterations.	SHPO	Short-Term	N
<i>Action CH-1.2.C: RFK Stadium Area</i> Actively participate in efforts by NCPC, NPS, District agencies, Events DC, local ANCs , residents, and neighborhood groups to develop a long-range plan for the RFK Stadium complex, extending from the DC Armory north to Benning Road NE. The plan should include provisions for a substantial amount of waterfront open space, as well as measures to enhance and restore the natural environment in	DMPED, DDOT, OP, DPR, DOEE, Events DC	Long-Term	Y

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<p>this area. Improve shoreline access where possible, reduce land occupied by surface parking, and encourage new land uses that maximize access and activity at the waterfront. Recreational spaces and pedestrian and cycling paths should accommodate a wide range of users and abilities.</p>			
<p>CH-2.1 H Street/Benning Road</p>			
<p><i>Action CH-2.1.A: H Street Strategic Development Plan</i> Implement the recommendations of the 2003 H Street Strategic Development Plan</p>	<p>DMPED, OP, DDOT</p>	<p>Ongoing</p>	<p>N</p>
<p><i>Action CH-2.1. B: Business Assistance</i> Implement programs to improve retail success along H Street NE, Benning Road NE, and Bladensburg Road NE, including financial assistance to small businesses, grant and loan programs, façade improvement programs, Small Business Administration loans, and the creation of a BID.</p>	<p>H Street Main Street, DSLBD</p>	<p>On-Going</p>	<p>Y</p>
<p>CH-2.2: Pennsylvania Avenue SE Corridor</p>			
<p><i>Action CH-2.2.A: Streetscape Improvements</i> Implement plans to beautify Pennsylvania Avenue, including landscaping, street furniture and street lighting improvements, maintenance of the esplanade and small parks along the avenue, pedestrian improvements, and traffic management measures. These improvements should reinforce the avenue’s symbolic importance and should complement the efforts that have already been made to improve the streetscape in the 600 block and near Eastern Market.</p>	<p>NPS, DDOT, SHPO</p>	<p>Mid-Term</p>	<p>Y</p>
<p><i>Action CH-2.2.B: Eastern Market Plaza</i> Prepare and implement a pedestrian-focused urban design and multimodal transit improvement plan for the Eastern Market Metro station entrance, making it a more attractive town square and improving the plaza’s ability to function as a major transfer point including, if appropriate relocating bus stops to ensure safety and accessibility.</p>	<p>DDOT, OP,</p>	<p>Long-Term</p>	<p>Y</p>
<p><i>Action CH-2.2. C: Potomac Gardens</i> Pursue redevelopment of Potomac Gardens as a mixed- income development, including an equivalent number of affordable units and additional market rate units. Overall densities on the site should be compatible with adjacent uses. Every effort should be made to avoid the long-term displacement of existing residents if the project is reconstructed.</p>	<p>DCHA, DMPED, OP</p>	<p>Long-Term</p>	<p>Y</p>
<p>CH-2.3 U.S. Capitol Perimeter</p>			

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<p><i>Action CH-2.3.A: Streetscape and Signage Improvements</i> Implement streetscape and signage improvements that more clearly define the boundary of the U.S. Capitol Grounds and distinguish it from adjacent residential and commercial areas.</p>	DDOT, Architect of the Capitol	Ongoing	N
CH-2.4 Reservation 13/RFK Stadium (Hill East Waterfront)			
<p><i>Action CH-2.4.A: Hill East/Reservation 13 Master Plan</i> Implement the Hill East/Reservation 13 Master Plan, including the Massachusetts Avenue extension and the creation of new waterfront parks. Explore creating recreation spaces that include indoor walking/indoor track opportunities. Coordinate this study with EventsDC to determine if any of these recreational needs can be met through the development of the RFK Stadium site.</p>	DMPED, OP, DDOT	Long-Term	Y
<p><i>Action CH-2.4.B: RFK Stadium Planning</i> Work collaboratively with NCPC , EventsDC and adjacent Hill East and Kingman Park communities in planning the area between Benning Road and Reservation 13, including RFK Stadium, and in implementing these plans after they are completed.</p>	EventsDC, DMPED, OP	On-Going	N
CH-2.5 Southeast Boulevard			
<p><i>Action CH-2.5.A: Southeast Freeway Alternatives</i> Conduct environmental and feasibility studies to assess the preferred alternatives of the Southeast Boulevard Planning Study. Determine the most appropriate alternative to move forward based on community input and structural and financial feasibility.</p>	DDOT, DOEE	Mid-Term	Y
<p><i>Action CH 2.5.B Additional Land Use Planning for Southeast Boulevard</i> In conjunction with environmental and feasibility studies, complete additional land use and master planning studies as needed to further refine the preferred options for the transformation of the Southeast Freeway into Southeast Boulevard, recommend appropriate land use changes for the Future Land Use Map, and identify opportunities for additional neighborhood amenities.</p>	OP, DDOT	Mid-Term	N
Central Washington Area Element			
CW-1.1 Guiding Growth and Neighborhood Conservation			
<p><i>Action CW-1.1.A: Land Use and Transportation Planning for Central Washington</i> Conduct land use and transportation research and planning for Central Washington, including the collection and analysis of data on the area’s employment, population, housing, visitors, land use, development, travel patterns,</p>	OP, DDOT, NCPC, DMPED, DBID, DOES	Ongoing	N

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<p>and economic characteristics. Research and planning are necessary to monitor Central Washington’s competitive position in the nation and region and to make policy recommendations to maintain its health. This activity should be done in concert with the NCPC, the Washington DC Economic Partnership (WDCEP), and the local BIDs</p>			
<p><i>Action CW-1.1.B: Central Washington Urban Design Planning</i> Develop plans and guidelines for the design of buildings, streets, and public spaces in Central Washington. Design guidelines should help implement the Comprehensive Plan by reinforcing the unique identity of Central Washington’s sub-areas and neighborhoods, improving connections to the National Mall, encouraging pedestrian movement, creating active street life, preserving historic resources, promoting green roofs and other sustainable design principles, and achieving high-quality architectural design.</p>	DCOP	Ongoing	N
<p><i>Action CW-1.1.C: Focused Planning and Implementation for Catalytic Sites</i> Develop detailed plans for catalytic sites with the potential to significantly shape the future of Central Washington, and work on implementing existing ones. These sites include the I-395 air rights north of Massachusetts Avenue NW, the Northwest One neighborhood, and the air rights north of Union Station. Work with the federal government to prepare plans or implement existing plans for similar sites under its jurisdiction, such as Freedom Plaza, the Federal Bureau of Investigation (FBI) and the Labor Department buildings, Old Naval Observatory Hill, the federal buildings near L’Enfant Plaza in support of the SW Ecodistrict Plan and the Maryland Avenue SW Small Area Plan, and the area around the John F. Kennedy Center for the Performing Arts.</p>	DCOP, DDOT, DMPED, NCPC	Ongoing	N
<p><i>Action CW-1.1.D: Public Space Regulations</i> Simplify public space regulations for downtown to avoid duplicative or incompatible standards and overly complex permitting requirements.</p>	OP, OZ, DDOT	Mid-Term	N
<p><i>Action CW-1.1.E: Residential Development Incentives</i> Continue developing financial and non-financial incentives for the conversion of lower-performing retail/office buildings into new housing or mixed-use development throughout Central Washington.</p>	OP, OZ, DMPED	Short-Term	N
<p><i>Action CW-1.1.F: Reduce Downtown Congestion Through the Implementation of moveDC.</i></p>	DDOT	Ongoing	N

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Implement the recommendations from moveDC that pertain to Central Washington and are aimed at reducing downtown congestion issues through the use of multimodal transportation planning tools and policies like congestion pricing .			
CW-1.2 Conserving and Enhancing Community Resources			
<i>Action CW-1.2.A: Business and Community Improvement Districts</i> Support the activities of the BIDs and CIDs within Central Washington. Encourage partnerships between these entities and District government to achieve local job training, job placement, and business assistance goals.	DMPED, OP, DOES, DSLBD	Ongoing	N
<i>Action CW-1.2.B: Central Washington Open Spaces and Arts and Culture Planning</i> Work with NCPC and NPS in the planning and programming of Central Washington’s major arts and cultural, and open spaces. In addition, work with the federal government to develop unique management policies and procedures for the smaller (non-National Mall) Central Washington federal parks.	OP, DPR, NCPC, NPS	Mid-Term	N
<i>Action CW-1.2.C: Identification and Designation of Historic Properties</i> Complete the identification and designation of historic properties in Central Washington. Make information about eligible properties widely available to the public, and encourage property owners and preservation groups to cooperate on designations.	SHPO	Long-Term	N
CW-2.1 Metro Center/Retail Core			
<i>Action CW 2.1.A: Redevelopment of FBI Headquarters Site</i> The future multiuse redevelopment of Squares 378 and 379 on Pennsylvania Avenue NW, where the FBI’s headquarters at the J. Edgar Hoover Building is currently situated, will be subject to the Final Square Guidelines adopted unanimously by NCPC in 2017.	NCPC, OP, DMPED	Long-Term	N
<i>Action CW 2.1.B: Update the Pennsylvania Avenue Development Corporation Plan</i> Work with federal and local partners to update the 1974 PADC Plan to further strengthen physical and programmatic connections across Penn Quarter, downtown, and the National Mall.	NCPC, NPS, CFA, OP, SHPO	Mid-Term	N
<i>Action CW-2.1.C: Retail Revitalization Programs</i> Continue to use retail revitalization programs—such as tax increment financing, grants and loans for façade improvements, and small business development	DMPED	Mid-Term	N

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loans— to boost downtown retail development. Periodically assess whether programs are achieving desired outcomes.			
CW-2.2 Gallery Place/Penn Quarter			
<i>Action CW-2.2.A: Gallery Place/Penn Quarter Streetscape Improvements</i> Prepare streetscape improvement plans for 7 th , 8 th , and 9 th Streets NW that physically reinforce the desired character of the area as the District’s Arts Walk and provide space for performance, street theater, public art and exhibitions, and other activities that reinforce its role as an entertainment district. Streetscape improvements should be compatible with the approved PADC Plan for this area.	DDOT, OP	Ongoing	N
CW-2.3 Chinatown			
<i>Action CW-2.3.A: Chinatown Design Review</i> Continue to implement design review procedures that support the authentic expression of Chinese culture in new and rehabilitated development, including, as appropriate, building design, signage, streetscape, and open space criteria. Periodically review the procedures and update them as necessary.	OP, MOAPIA	Ongoing	N
<i>Action CW-2.3.B: Chinatown Park at 5th Street and Massachusetts Avenue NW</i> Support the redesign of the park reservation at 5 th Street NW and Massachusetts Avenue NW with a public space design that responds to the cultural and historic context of its Chinatown setting. This will provide a symbolic gateway to Chinatown from Massachusetts Avenue NW while maintaining enough open space to accommodate cultural programming for the enjoyment of residents and visitors.	OP, DPR, MOAPIA, NPS	Mid-Term	Y
CW-2.4 Mount Vernon District			
<i>Action CW-2.4.A: Parking Management Program</i> Develop and implement parking management programs to buffer residential areas from spillover parking associated with the convention center, downtown office and retail growth, new attractions on the old convention center site, and elsewhere on the northern edge of downtown.	DDOT	Mid-Term	Y
<i>Action CW-2.4.B: Create an Iconic Neighborhood Park for Mount Vernon Triangle</i> As one of the only District-owned park spaces within the area, Cobb Park should be prioritized as a centrally located and welcoming urban park for the surrounding communities. If Cobb Park is found not to be a viable location for a park, another	DPR, DMPED, OP, NPS	Mid-Term	Y

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space of equal or bigger size within the neighborhood should be improved with the same objectives. It should be designed and constructed to be an iconic neighborhood gathering space to adequately meet the open space needs of the rapidly growing neighborhood. Special care should be made to improve pedestrian access at street crossings. Streetscapes at surrounding sites should be enhanced to extend the experience of the park beyond its immediate borders.			
CW-2.5 Downtown East/Judiciary Square			
<i>Action CW-2.5.A: Link and Expand a Network of Neighborhood Parks and Gathering Spaces</i> Identify space for new public parks or other gathering spaces, and renovate existing open spaces to form a broader network of small parks across Downtown East and the surrounding neighborhoods. The parks network should provide a variety of open space amenities that are equitably dispersed so that no one park is required to serve the needs of all user groups in the area. A wide range of open space features, programming, and landscapes should activate currently underused spaces; maximize comfort with shade and seating; encourage site features that accommodate social interactions, gathering, and lingering; provide choices for active and passive recreation and play for all ages; and maximize the use of durable and easily maintainable materials and plantings.	OP, DPR, NPS	Mid-Term	N
CW-2.6 Golden Triangle/K Street NW			
<i>Action CW-2.6.A: K Street Transitway</i> Implement the K Street Transitway Project, including exclusive transit lanes from 12 th Street NW to 21 st Street NW.	DDOT	Mid-Term	Y
CW-2.7 L'Enfant Plaza/Near Southwest/Maryland Avenue SW 1617			
<i>Action CW-2.7.A: Design Planning for Near Southwest</i> Work collaboratively with NCPC to support the transformation of this area into a mixed-use, livable new community through rezoning and design guidelines. Support new high-density mixed-use development, highly sustainable infrastructure, use of small energy production plants to produce energy needs for local buildings, and other best management practices found in the SW Ecodistrict Plan.	NCPC, OP, SHPO, CFA	Mid-Term	N
<i>Action CW-2.7.B: Residential Uses in Near Southwest</i> Use the innovative zoning in ZR16, as appropriate, to link development potential	OP, NCPC	Mid-Term	N

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<p>to identified infrastructure improvements, and coordinate with NCPC to identify infrastructure compatible with local and federal planning goals for the area. Innovative zoning may include establishing a direct correlation between maximum zoning entitlements and infrastructure construction, and requiring minimum residential densities.</p>			
<p><i>Action CW-2.7.C: Activating L’Enfant Plaza</i> In the future, as new development comes in and old buildings are renovated, work with federal partners and private developers to create buildings that contribute to street activation and vibrancy. Refrain from supporting new underground attractions and food courts, and instead, encourage new developments to create retail and restaurant space on the street level. Retrofit streets with new landscapes, attractive lighting, public art, temporary activations ,and cultural programming. Key to creating more vibrancy will be the extent to which local stakeholders will be able to improve connectivity to and from new and old attractions and neighborhoods around L’Enfant Plaza, including the planned renovation of the South Mall campus, the Wharf, and the Southwest Waterfront neighborhood, which is also experiencing significant growth and redevelopment.</p>	<p>NCPC, NPS, OP, OZ</p>	<p>Short-Term</p>	<p>N</p>
<p><i>Action CW-2.8.A: Implement the NoMa Vision Plan</i> Implement the NoMa Vision Plan and Development Strategy, including its recommendations for land use, infrastructure, transportation, environmental improvements, streetscape, open space, identity, and neighborhood quality.</p>	<p>OP, DDOT</p>	<p>Ongoing</p>	<p>Y</p>
<p><i>Action CW-2.8.B: Northwest One New Community</i> Redevelop Northwest One as a mixed-income community, including new market rate and affordable housing, a new school and recreation center, a library and health clinic, and neighborhood-serving retail space. Redevelopment of Northwest One should:</p> <ul style="list-style-type: none"> • Restore the District street grid through Sursum Corda; • Emphasize K Street NW as a main street that connects the area to NoMa and the Mount Vernon District; • Maximize private sector participation; • Include one-for-one replacement of affordable units; • Provide family-sized housing, including for multigeneration families; 	<p>DMPED, OP</p>	<p>Short-Term</p>	<p>N</p>

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<ul style="list-style-type: none"> • Build affordable units first to minimize displacement and maximize the return of residents to their community; and • Include tenants’ rights of return and comprehensive relocation plans for tenants prior to the redevelopment. 			
<p><i>Action CW-2.8.C: Mid-City East Small Area Plan</i> Implement recommendations detailed in the MidCity East Small Area Plan as it relates to neighborhoods in the Central Washington Area Element.</p>	OP, DMPED, DDOT	Short-Term	Y
<p><i>Action CW-2.8.D: Union Station Expansion Project and Rail Yard Air Rights Development</i> Continue participating in the Union Station Expansion Project and continue coordinating with related projects, including the H Street NE Bridge reconstruction and future air rights development projects.</p>	DDOT, OP	Ongoing	N
<p><i>Action CW-2.8.E: Public Participation in Union Station Air Rights Development</i> Because of the Union Station air rights’ uniquely diverse surroundings—including rowhouses, historic landmarks, and dense office development—and its potential to spur other investment in the neighborhood, encourage a process that requires public participation in the review of any development application for that site.</p>	DDOT, OP	Mid-Term	N
Far Northeast and Southeast Area Element			
FNS-1.1 Guiding Growth and Neighborhood Conservation			
<p><i>Action FNS-1.1.A: Façade Improvements</i> Encourage urban design and façade improvements in the established commercial districts along Naylor Road, Minnesota Avenue, Benning Road, Branch Avenue, Alabama Avenue, Nannie Helen Burroughs Avenue, Division Avenue, Sheriff Road, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas.</p>	DCOZ, DCOP	Mid-Term	N
<p><i>Action FNS-1.1.B: Restart the Neighborhood Commercial Revitalization Program</i> Revive the Neighborhood Commercial Revitalization Program or a similar effort once operated by the Marshall Heights Community Development Organization (MHCDO) to expand into additional neighborhood commercial areas such as such as East Capitol Street NE/SE and Benning Road NE/SE in Far Northeast and Southeast. Community-based organizations that could lead this effort include the Ward 7 Business Partnership, the Washington Area Community Investment Fund, or the MHCDO.</p>	DMPED, DSLBD	Mid-Term	Y

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<p><i>Action FNS-1.1.C: Joint Planning Agreement with Prince George’s County</i> Develop a joint planning agreement with MNCPPC/Prince George’s County to coordinate the mutual review of projects and area plans on both sides of the District/Maryland line.</p>	DMPED, DSLBD	Mid-Term	Y
<p><i>Action FNS-1.1.D: Kenilworth Avenue Transportation Study</i> Implement the recommendations of the Kenilworth Avenue transportation study to better manage truck traffic and to separate local traffic from through traffic on neighborhood streets.</p>	DDOT	Short-Term	N
<p><i>Action FNS-1.1.E: Parkside Livability Study</i> An access and circulation study is underway in the Parkside neighborhood. When implemented, it will improve pedestrian and vehicle safety and operational efficiency for all modes of transportation and the delivery of goods and services in and out of the neighborhood. Focus additional planning efforts on neighborhoods along the Anacostia River Future studies of Parkside and Kenilworth should include a retail analysis to guide future growth and development.</p>	DDOT	Short-Term	Y
FNS-1.2 Conserving and Enhancing Community Resources			
<p><i>Action FNS-1.2.A: Historic Resource Recognition</i> Document places of potential historic significance in Far Northeast and Southeast, such as the Antioch Baptist Church, the Shrimp Boat Restaurant, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods. Identify appropriate preservation efforts for these places using community recommendations and the Ward 7 Heritage Guide prepared by the DC Historic Preservation Office as part of the process.</p>	DCSHPO	Mid-Term	Y
<p><i>Action FNS-1.2.B: Clean Up the Anacostia River Toxic Sediments</i> In collaboration with the NPS, implement hazardous material remediation in the Anacostia River to include Anacostia and Kenilworth Park and other contaminated adjacent land areas, such as Poplar Point and Kenilworth Landfill. The Anacostia River is a valuable District natural resource and priority should be given to restore years of damage.</p>	DOEE, NPS	Long-Term	Y
<p><i>Action FNS-1.2.C: Marvin Gaye Park</i> Continually maintain and upgrade Marvin Gaye Park along Watts Branch, including the restored habitat and natural features, trails and bridges, meadows, and nature sanctuaries. Lighting, mowing, and other safety improvements for park visitors are crucial for the enjoyment of the park</p>	DPR, NPS	Ongoing	Y

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area. The continued coordination among agencies, such as the District Department of Parks and Recreation (DPR) and the NPS should continue to be strengthened.			
<i>Action FNS-1.2.D: Fort Dupont Park Improvements</i> In collaboration with NPS, explore the feasibility of developing additional community-serving recreational facilities at Fort Dupont Park, including indoor swimming and tennis facilities, equestrian facilities, and an upgraded outdoor theater.	NPS, DPR	Mid-Term	Y
<i>Action FNS-1.2.E: Anacostia Park and Fort Circle Parks</i> Enhance existing pedestrian, bicycle, and vehicle access to Anacostia Park and the Fort Circle Parks through community signage along adjacent commercial corridors. Create Anacostia Park workout/walking trails similar to those in Rock Creek Park.	NPS	Mid-Term	Y
<i>Action FNS-1.2.F: John Philip Sousa Bridge</i> Enhance the beauty of the John Philip Sousa Bridge, continuing along Pennsylvania Avenue across the Anacostia River through lighting, artwork, and other strategies befitting one of the great streets in America. Encourage pedestrian and bicycle traffic between the Capitol Hill and Pennsylvania Avenue Southeast communities to use retail and community attractions for the mutual benefit of both communities.	DDOT	Mid-Term	Y
<i>Action FNS-1.2.G: Connect to the Anacostia River</i> Connect the neighborhoods of the Far Northeast and Southeast Area to the Anacostia River, particularly through the redevelopment of Anacostia Park, implementation of the Anacostia Waterfront Initiative (AWI), and trail improvements. Climate Ready DC has identified areas along the Anacostia River, such as Mayfair, Kenilworth, Eastland Gardens, and Parkside, as Priority Planning Areas. An interdisciplinary approach will showcase how resilience to climate crises can be achieved.	DCOP, NPR, DOEE	Long-Term	Y
FNS-2.1 Minnesota/Benning Business District 1711			
FNS-2.2 Deanwood			
<i>Action FNS-2.2.A: Division and Nannie Helen Burroughs Commercial Development</i> Explore the option of acquiring underused land for commercial development at the intersection of Division and Nannie Helen Burroughs Avenues NE.	DMPED, DCOP	Long-Term	Y

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<p><i>Action FNS-2.2.C: Minnesota Avenue Extension</i> Extend Minnesota Avenue from Sheriff Road to Meade Street NE to improve pedestrian and bicycle access to the Deanwood Metro station and surrounding public space.</p>	DDOT	Mid-Term	Y
FNS-2.3 Capitol View/Capitol Gateway Estates/Northeast Boundary			
<p><i>Action FNS-2.3.A: Land Acquisition at 61st and Dix Streets NE</i> Continue to work with community development organizations in the acquisition of vacant lots at 61st and Dix Streets NE and their work with locals in providing housing and commercial uses and services.</p>	DMPED	Ongoing	Y
<p><i>Action FNS-2.3.B: Lincoln Heights New Community</i> Continue to pursue redevelopment of Lincoln Heights as a new community, replacing the existing affordable housing development with new mixed-income housing, including an equivalent number of affordable units and additional market rate units.</p>	DMPED, DCHA, DHCD	Ongoing	Y
<p><i>Action FNS-2.3.C: Neighborhood-Serving Retail</i> Promote a wider variety of neighborhood-serving retail in this area. Focus on targeted growth and diversity of retail in new and existing commercial areas on East Capitol Street, Central Avenue, Dix Street NE, and Eastern Avenue.</p>	DSLBD, DMPED, OP	Mid-Term	N
FNS-2.4 Benning Road Metro Station Area			
<p><i>Action FNS-2.4.A: Benning Road Reconstruction and Streetcar Extension</i> Coordinate with the District Department of Transportation (DDOT) on reconstruction to Benning Road. The Benning Road Reconstruction and Streetcar Project will focus on two miles of Benning Road NE between Oklahoma Avenue NE and East Capitol Street, addressing critical needs for infrastructure improvements, bridge rehabilitation, safety enhancements, and an eastward extension of DC Streetcar transit service.</p>	DDOT, DCOP	Mid-Term	Y
FNS-2.5 Marshall Heights/Benning Ridge			
<p><i>Action FNS-2.5.A: Eastgate Gardens</i> Develop Eastgate Gardens as a mixed-income community containing housing for older adults, affordable housing, homeownership opportunities, and a community arts center. As population increases here and elsewhere in Marshall Heights, pursue the refurbishing of shopping areas along Benning Road to better serve the surrounding community. The revitalization of neighborhood-serving retail and</p>	DCHA, DHCD, DMPED	Ongoing	Y

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shopping districts along the Benning Road corridor should be encouraged.			
FNS-2.6 Pennsylvania Avenue Southeast Corridor			
<i>Action FNS-2.6.A: Pennsylvania Avenue SE Transportation Study</i> Implement the remaining recommendations of the Pennsylvania Avenue SE Transportation Study at the Twining roundabout to improve community access and circulation. These recommendations include streetscape, signage, and parking improvements, speed controls, signal timing changes, pedestrian and bicycle safety improvements, travel lane and pavement marking adjustments, traffic calming measures to avoid cut-through traffic on local side streets, and changes to the I-295/Pennsylvania Avenue interchange.	DDOT	Ongoing	Y
<i>Action FNS-2.6.B: Great Street Improvements</i> Implement the Great Street Plan to beautify Pennsylvania Avenue SE, maintaining the width of the street, landscaping the avenue from the Sousa Bridge to the Maryland border, and taking other steps to manage traffic flow and avoid negative effects on and cut-through traffic in adjacent neighborhoods.	DDOT	Ongoing	Y
<i>Action FNS-2.6.D: Directing Growth</i> Direct the growth along the Pennsylvania Avenue SE corridor. Mixed-use development combining ground floor retail and upper-story residential uses should be supported in this area, along with streetscape improvements that enhance visual and urban design qualities and pedestrian, bus, and automobile circulation. As in all parts of the District, the scale of development should be sensitive to adjacent uses and reflect the capacity of roads, infrastructure, and services to absorb additional growth. In addition, improvements should contribute to and maintain the historic character of the neighborhood. Make use of historic setbacks to bring retail frontage closer to Pennsylvania Avenue and maximize opportunities for rear parking and access (thus easing traffic congestion and flow).	DMPED, DDOT, SHPO	Long-Term	Y
<i>Action FNS-2.6.E: Physical Improvements</i> Improve the infrastructure and physical appearance of the Pennsylvania Avenue SE corridor as a way to enhance its market perception and attract investors, visitors, shoppers, residents, new retail businesses, and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to/from the District on I-295.	DDOT, DSLBD	Ongoing	Y
FNS.2.7 Skyland			
<i>Action FNS-2.7.A: Skyland Redevelopment</i>	DMPED	Ongoing	Y

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Revitalize Skyland Shopping Center as an essential, dynamic community-scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business and employment district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents.			
<i>Action FNS-2.7.B: Skyland Small Business Assistance</i> Continue to work with the District Department for Local and Small Business Development (DSLBD) to assist small business and private enterprise in the Skyland area.	DSLBD	Short-Term	Y
<i>Action FNS-2.7.C: Fort Baker Drive Buffering</i> Work with property owners to develop and maintain a suitable visual, sound, and security buffer between Skyland Shopping Center and the adjacent residential areas along Fort Baker Drive.	DMPED, DDOT	Short-Term	Y
FNS-2.8 Kenilworth-Parkside			
<i>Action FNS-2.8.A: Buffer the Interface Between the I-295 Freeway</i> Buffer the effect of the I-295 Freeway/rail corridor upon adjacent residential uses, especially in the Deanwood, Eastland Gardens, Fairlawn, Kenilworth, Greenway, Parkside, River Terrace, and Twining neighborhoods. These improvements should buffer the neighborhoods from noise, odor, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself.	DDOT	Long-Term	Y
<i>Action FNS-2.8.B: Improve Vehicular, Pedestrian, and Bicycle Access to the Kenilworth-Parkside Area</i> This should include improved horizontal clearance at the railroad crossings, safer pedestrian access ways, better signage, and enhancements to the Kenilworth Avenue interchanges. Full bidirectional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road.	DDOT	Long-Term	Y
<i>Action FNS-2.8.C: Anacostia Waterfront Framework Plan</i> Implement the Anacostia Waterfront Framework Plan recommendations for Kenilworth-Parkside, including new gateways and or access points at the intersection of Benning Road and Kenilworth Avenue and at Watts Branch.	DCOP	Short-Term	Y
<i>Action FNS-2.8.D: Kenilworth Parkside Small Area Plan</i> Explore a Small Area Plan for the neighborhood between Kenilworth Avenue and the Anacostia River. The Small Area Plan would address key issues, such as	DCOP	Mid-Term	Y

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economic development opportunities, community access, and anticipated resilience challenges.			
Far Southeast and Southwest Area Element			
FSS-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action FSS-R.1.1.A: Resilient Public Facilities</i> Identify and support greater investments to make the existing public facilities in the Far Southeast/Southwest Planning Area more resilient to the anticipated effects of extreme heat, floods, severe weather, and health events. This includes incorporating necessary upgrades or retrofits to the improvement or reconstruction of schools, libraries, child care centers, recreation centers, health clinics, and other facilities that provide services to residents at a higher health risk and vulnerable to climate risks and social inequities.	DGS, DOEE, DPR	Long-Term	Y
<i>Action FSS-1.1.B: Sustainable Congress Heights (EcoDistricts)</i> Identify goals and priority projects to achieve them. Topics should include: access and mobility, healthy and active living, housing affordability and stability, economic and workforce development, materials management, watershed and habitat, and energy.	DOEE, OP	Mid-Term	Y
<i>Action FSS-1.1.C: University Satellite Campus</i> Pursue the development of a satellite campus for the University of the District of Columbia (UDC) or another university (in consultation with local colleges and universities) throughout the Planning Area. Possible sites could include vacated DC Public Schools (DCPS), the St. Elizabeths Campus, Poplar Point, and the Anacostia Metro Sstation area.	UDC, DMPED	Mid-Term	N
FSS-1.2 Conserving and Enhancing Community Resources			
<i>Action: FSS-1.2.A: Far Southeast/Southwest Climate Resilience</i> Develop actionable strategies and projects that decrease the vulnerability of community members, housing and community facilities, and local businesses and community-serving institutions from both current flooding risks and future risks due to climate change.	DOEE, OP	Mid-Term	N
<i>Action FSS-1.2.B: Blue Plains Wastewater Treatment Plant</i> Work with DC Water to reduce foul odors at the Blue Plains Wastewater Treatment Plant. Land uses on DC Village and elsewhere in the vicinity of the plant should be regulated in a way that limits the exposure of future residents to	DC Water, DMPED	Mid-Term	N

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odors and other hazards associated with the plant.			
<i>Action FSS-1.2.C: Shepherd Parkway</i> Coordinate with local and federal partners to enrich existing park conditions, improve the health of the park system, and address safety and maintenance concerns.	OP, DPR, DOEE, NPS	Mid-Term	Y
<i>Action FSS-1.2.D: Parks and Recreation</i> Coordinate with Department of Parks and Recreation (DPR) to improve community park and recreation facilities.	OP, DPR	Mid-Term	Y
<i>Action FSS-1.2.E: Fort Circle Parks</i> Improve the Civil War Defenses of Washington, also known as the Fort Circle Parks, within Far Southeast/Southwest, including upgrades to the Fort Circle Trail and additional recreational facilities and amenities at Fort Stanton Park.	DPR, NPS	Mid-Term	N
FSS-2.1 Historic Anacostia			
FSS-2.2 St. Elizabeths Campus			
<i>Action FSS-2.2.A: St. Elizabeths West Campus</i> Work collaboratively with the federal government on the reuse of the West Campus. Priority should be given to preserve historic resources including not only the buildings but also the historic open spaces and massing of buildings on the site. To the greatest extent feasible, redevelopment of the West Campus should create new publicly accessible open space and be coordinated with redevelopment of the East Campus. Integrate DHS consolidation into the surrounding community to the greatest extent possible.	OP, DMPED	Completed	N
<i>Action FSS-2.2.B: Leveraging Neighborhood Economic Development</i> Coordinate with federal partners to leverage the location of DHS on the West Campus and a portion of the East Campus to bring needed economic development opportunities to Ward 8, especially retail opportunities to serve both existing and new residents, as well as workers and visitors generated by new uses.	DMPED, OP	Mid-Term	Y
FSS-2.3 Barry Farm, Hillside, and Fort Stanton			
<i>Action FSS-2.3.A: Connections to Adjacent Areas</i> Improve pedestrian, protected bicycle, and road connections between the Barry Farm, Hillside, and Fort Stanton communities, and between these communities and the future developments at Poplar Point and the St. Elizabeths Campus. Residents should be able to safely walk or bicycle to the Anacostia Metro station,	DDOT	Mid-Term	N

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Anacostia Park, and Fort Stanton Park.			
FSS-2.4 Congress Heights Metro Station			
<i>Action FSS-2.4.A: Congress Heights Gateway</i> Create a stronger sense of identity and a gateway for the Congress Heights neighborhood. Strongly encourage WMATA to make its land available for joint development around the Congress Heights Metro station.	OP, DDOT, WMATA	Ongoing	Y
FSS-2.5 Congress Heights Commercial District			
<i>Action FSS-2.5.A: Congress Heights Small Area Plan</i> Work with residents and community stakeholders on an equitable development strategy for the Congress Heights neighborhood. The Congress Heights Small Area Plan should include more specific details on the market for different uses on the site; the desired scale, mix, and intensity of development; future circulation patterns; and provisions for open space and public facilities.	OP	Ongoing	Y
<i>Action: FSS-2.5.B: Pedestrian Safety and Vision Zero</i> Coordinate with the District Department of Transportation (DDOT) on pedestrian safety enhancements and work to address Vision Zero concerns.	OP, DDOT	Ongoing	Y
FSS-2.6 Bellevue/Washington Highlands			
FSS-2.7 DC Village			
Lower Anacostia Waterfront/Near Southwest Area Element			
AW-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action AW-1.1.A: Anacostia Waterfront Framework Plan</i> Implement the recommendations of the Anacostia Waterfront Framework Plan through coordination among District and federal agencies, community stakeholders, business improvement districts (BIDs), private property owners, and environmental, philanthropic, and community-based organizations	DMPED, OP, DOEE, NPS, NCPC	Ongoing	Y
<i>Action AW-1.1.B: River Crossing Improvements</i> Implement the recommendations of the Middle Anacostia River Transportation Crossings Study that seek to improve local and regional traffic mobility.	DDOT	Ongoing	Y
AW-2.1 Southwest Waterfront			
<i>Action AW-2.1.A: Southwest Waterfront Development Plan</i> Implement the 2003 Southwest Waterfront Development Plan.	DDOT	Ongoing	Y
<i>Action AW-2.1.B: Long-Term Improvements</i> Study the feasibility of the long-term improvements identified in the Southwest	DDOT, DMPED, WMATA, OP, NPS	Long-Term	Y

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Waterfront Plan, such as a Hains Point Canal (in East Potomac Park), relocation of cruise lines and their infrastructure, a new Yellow Line Metro station at the waterfront, and construction of a pedestrian/bicycle bridge across the channel near the Case Bridge.			
AW-2.2 South Capitol Street			
<i>Action AW-2.2.A: Coordination with Federal Agencies</i> Continue to coordinate with the NCPC, the NPS, and other federal agencies on implementing the South Capitol Street Corridor Project.	NCPC, DDOT	Ongoing	Y
<i>Action AW-2.2.B: South Capitol Gateway</i> Create a civic or commemorative feature of national significance at the north end of the Frederick Douglass Bridge to celebrate this location as a riverfront and District gateway.	NCPC, DDOT	Ongoing	Y
<i>Action AW-2.2.C: South Capitol Transportation Improvements</i> Continue efforts to improve traffic flows and accommodate additional travel modes along South Capitol Street, including completion of the South Capitol Environmental Impact Statement and the reconstruction of the Frederick Douglass Memorial Bridge and related access points.	DDOT	Ongoing	Y
AW-2.3 Near Southeast/Capitol Riverfront			
<i>Action AW-2.3.A: Zoning Incentives</i> Continue to incentivize residential uses within Near Southeast areas, such as the Capitol Gateway, the former Southeast Federal Center, and downtown zones within the Lower Anacostia/Near Southeast Planning Area. Expand and intensify zoning incentives that promote affordable housing in these areas. .	OP	Ongoing	N
<i>Action AW-2.3.B: Boathouse Row Recreational Uses</i> Ensure that zoning and land use guidance are adopted to facilitate the use of Boathouse Row as a recreational and community resource. Recreational improvements also should include equipment or design features that are appropriate for persons of all ages and physical abilities.	OP	Long-Term	Y
AW-2.4 Poplar Point			
<i>Action AW-2.4.A: Poplar Point Planning</i> Complete a future analysis for Poplar Point to define the site design, circulation, infrastructure, land use program, park, and urban design to guide future development and to facilitate the land transfer from the federal government to the	DMPED, OP, DPR	Mid-Term	Y

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District.			
AW-2.5 Southwest Neighborhood			
<p><i>Action AW-2.5.A: Greenleaf PUD</i> Support the redevelopment of DCHA-controlled Greenleaf affordable housing parcels consistent with the increased density of Future Land Use Map designations as outlined in the Southwest Neighborhood Plan if development is achieved through a PUD that meets the following criteria:</p> <ul style="list-style-type: none"> • Conforms to the design guidelines for each parcel as outlined in the Small Area Plan; • Provides replacement housing for all the existing affordable units within the development or the immediate Southwest neighborhood; • Encourages a mixed-income community through the inclusion of market rate units and, to the extent practicable, moderate-income housing; and • Achieves a significant level of green design in terms of both site and building design to contribute to healthy living and improved environmental performance. 	DCHA, DMPED, OP	Long-Term	Y
<p><i>Action AW- 2.5.B: Lansburgh Park</i> Redesign Lansburgh Park to become a safer, more accessible central park for the Southwest community. Create a signature design and beautiful park space that serves as a centerpiece for redevelopment of surrounding properties like the Greenleaf complex and the Southwest government cluster. Any future design also should enhance community resilience by helping to address and manage flooding issues.</p>	DPR, OP, DOESS	Long-Term	Y
<p><i>Action AW-2.5.C: Storage Facility at Jefferson Middle School Academy</i> Complete a feasibility study to determine the need for the existing storage facility located adjacent to the Jefferson Middle School Academy. Study the option of removing the storage facility to expand the recreation space or repurposing the building to better serve the community.</p>	DGS	Short-Term	N
AW-2.6 Buzzard Point			

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<p><i>Action AW-2.6.A: Buzzard Point Transportation/Riverwalk Connections</i> Implement a well-connected street grid for all transportation modes that supports future transit expansion and comfortable walking and biking. Reconnect streets, where possible, and redesign Second Street SW as the inland extension of the Anacostia Riverwalk. Complete new sections of the Anacostia Riverwalk as each new development in Buzzard Point is constructed, extending a 75-foot waterfront esplanade. Use aquatic vegetation along the shoreline as part of the riverwalk design to mitigate flooding, soften the river’s edge, and clean the water. Initiate a workshop with Fort McNair to explore extending the Anacostia Riverwalk around the point.</p>	DDOT, DOEE	Long-Term	Y
<p>Mid-City Area Element</p>			
<p>MC-1.1 Guiding Growth and Neighborhood Conservation</p>			
<p><i>Action MC-1.1.A: Multimodal Improvements</i> Support the development of a fully integrated transit, bicycle, and pedestrian system within the Planning Area by moving forward with plans for expanded service on the Metrorail Green Line, extension of the Metrorail Yellow Line, high-capacity transit on Georgia Avenue NW, and dedicated rush hour bus lanes along 16th Street NW.</p>	DDOT, WMATA	Mid-Term	Y
<p><i>Action MC-1.1.B: Off-Street Parking</i> Support the management of parking capacity in Mid-City commercial districts, including the implementation of parking management programs that maximize the use of existing parking resources (such as the DC USA garage and Reeves Center garage), minimize traffic associated with circling for spaces, and reduce conflicts among users.</p>	DDOT	Mid-Term	N
<p>MC-1.2 Conserving and Enhancing Community Resources 2009</p>			
<p><i>Action MC-1.2.A: Tailored Design Guidelines</i> Consider design guidelines for Lanier Heights, Reed-Cooke, Columbia Heights, Eckington, Park View, and other Mid-City neighborhoods Adopt comprehensive design guidelines for historic districts that tailor historic district review standards to the specific preservation concerns in each community and strive for compatible infill development and maintenance of historic building scale, mass, and height conditions.</p>	OZ, OP	Mid-Term	N
<p><i>Action MC-1.2.B: Library Expansion</i> . As funding allows, consider development of a new library in the eastern portion</p>	DCPL	Long-Term	N

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of Columbia Heights.			
<i>Action MC-1.2.C: Recreation Center</i> Pursue development of a new recreation center in the eastern part of the Planning Area, serving the Bloomingdale/Eckington/LeDroit Park community. This area was recognized as needing indoor and outdoor recreation space in the Parks Master Plan.	OP, DPR	Long-Term	N
MC-2.1 Georgia Avenue NW Corridor 2011			
<i>Action MC-2.1.A: Corridor Identity</i> Develop distinct identities for different segments of the Georgia Avenue NW corridor. Within the Mid-City Planning Area, these should include a Park View section (New Hampshire Avenue NW to Columbia Road NW), a Pleasant Plains section (Irving Street NW to Euclid Street NW), a Howard University section (Euclid Street NW to Barry Place NW), and the Uptown Arts District (Barry Place NW southward).	OP	Mid-Term	N
<i>Action MC-2.1.B: Georgia Avenue NW Revitalization Strategy</i> Implement the recommendations of the 2004 Revitalization Strategy for the Georgia Avenue and Petworth Metro station area and corridor.	OP, DMPED	Ongoing	N
<i>Action MC-2.1.C: Howard Town Center</i> Develop a new mixed-use neighborhood center on land to the west of the Howard University campus. This should include not only the planned Howard Town Center site (with housing, retail, and structured parking) but also a medium- to high-density, mixed-income housing development that provides a mix of affordable housing as a result of a rezoning effort, civic space, cultural facilities, and public open space on surrounding sites. Historic structures within the area should be preserved. Appropriate transitions in scale should be established between this center and the lower density row house neighborhoods to the west.	OP, DMPED	Long-Term	N
<i>Action MC-2.1.D: Great Streets Improvements</i> Implement the Great Streets initiative recommendations for Georgia Avenue NW, including transit improvements, façade improvements, upgraded infrastructure, abatement of vacant or underused properties, and incentives for housing and business development along the avenue.	OP, DSLBD	Long-Term	N
<i>Action MC-2.1.E: Park Morton New Community</i> Continue redevelopment of Park Morton as a new community, replacing the existing affordable housing development with an equivalent number of new	DMPED, DHCD	Short-Term	Y

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affordable housing units, plus new market-rate and moderate-income housing units, to create a new mixed-income community. Consider implementing this recommendation in tandem with plans for the reuse of public land on Spring Road NW. Ensure that every effort possible is made to avoid permanent displacement of residents .			
<i>Action MC-2.7.F: Preserving Historic Character</i> Consider design guidelines specific to Park View and Pleasant Plains, tailored to specific neighborhood concerns about compatible alterations and infill development. Consider potential historic designations in the context of these guidelines.	OP, HPO	Mid-Term	N
MC-2.2 14th Street NW Corridor/Columbia Heights			
<i>Action MC-2.2.A: Cross-Town Multimodal Transportation Study</i> Implement DDOT’s Cross-Town Multimodal Transportation Study recommendations.	DDOT	Mid-Term	Y
MC-2.3 U Street NW/Uptown			
MC-2.4 Adams Morgan			
<i>Action MC-2.4.A: AMVF</i> Implement the recommendations in AMVF.	OP, DDOT, DPR, DOEE, DSLBD	Ongoing	Y
<i>Action MC-2.4.B Lanier Heights and Reed-Cooke</i> Consider design guidelines specific to Lanier Heights and Reed-Cooke. Consider historic designation of Walter Pierce Community Park.	OP, HPO, DGS	Completed	N
<i>Action MC-2.4.C: Local Business Assistance</i> Explore the feasibility of amending tax laws or developing tax abatement and credit programs to retain neighborhood services and encourage small local-serving businesses space along 18 th Street NW and Columbia Road NW. Identify technical assistance needs and priorities of Hispanic/Latino-, Asian-, and Black-owned/operated businesses in the neighborhood, and recognize the benefits that naturally arise from cultural variety among tenants.	OCFO, CC, OCA, DSLBD, DMPED	Mid-Term	N
<i>Action MC-2.4.E: Design Guidelines</i> Develop design guidelines for Adams Morgan, including commercial, residential, and open-space areas. Highlight and identify the principles of compatible design and neighborhood character preservation.	OP	Mid-Term	N
<i>Action MC-2.4.F: Commercial District Management</i>	DSLBD	Mid-Term	N

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Approach commercial district management as a unified operation while developing targeted marketing and localized strategies that enhance and reinforce the unique identity and needs of each retail cluster.			
<i>Action MC-2.4.G: Enhance the Neighborhood Retail Experience</i> Use existing Adams Morgan Partnership BID committees and the BID Board to develop joint retail objectives. Work with retailer and resident liaisons involved in the BID to carry out joint initiatives that enhance the neighborhood retail experience.	OP, DSLBD	Mid-Term	N
MC-2.5 Mount Pleasant Street NW			
<i>Action MC-2.5.A: Incentives for Mixed-Use Development and Affordable Housing</i> Consider planning and zoning tools in Mount Pleasant to create incentives for ground floor retail and upper story, mixed-income residential uses along Mount Pleasant Street NW, with performance standards that ensure the compatibility of adjacent uses. Provide the necessary flexibility to encourage innovation and creative economic development, possibly including ground floor small businesses on alleys and walkways in the area between 16 th and 17 th Streets NW.	OP, OZ	Mid-Term	N
<i>Action MC-2.5.C: Mount Pleasant Street Façade Improvements</i> Encourage urban design and façade improvements in the established commercial district along Mount Pleasant Street NW.	OP	Long-Term	N
<i>Action MC-2.5.D: Mount Pleasant Street NW Commercial Revitalization Strategy</i> Implement Mount Pleasant Street Small Area Plan recommendations.	OP, DSLBD, DDOT	Long-Term	N
<i>Action MC-2.5.E: Market the Unique Character of Mount Pleasant Street NW</i> Led by the Mount Pleasant Main Street, coordinate a marketing campaign to promote Mount Pleasant businesses to District residents outside the neighborhood.	OP, DSLBD	Short-Term	N
MC-2.6 McMillan Sand Filtration			
<i>Action MC-2.6.A: McMillan Reservoir Development</i> Continue working with adjacent communities in the development and implementation of reuse plans for the McMillan Reservoir site.	OP	Mid-Term	N
MC-2.7 Mid-City East’s Major Corridors (North Capitol Street/Florida Avenue/New York Avenue)			
<i>Action MC-2.7.A: Mid-City East Small Area Plan</i> Implement recommendations provided in the Mid-City East Small Area Plan.	OP, DPR, DDOT, DSLBD	Mid-Term	N
<i>Action MC-2.7.B: Make/Live Workspace</i>	OP, DHCD	Mid-Term	N

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Explore make/live workspace as a buffer between industrial land and residential land as identified in the Ward 5 Works Industrial Land Transformation Study.			
<i>Action MC-2.7.C: Mid-City East Livability Study</i> Implement recommendations provided in the Mid-City East Livability Study.	OP	Mid-Term	Y
Near Northwest Area Element			
NNW-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action NNW-1.1.A: Managing and Balancing Entertainment Districts</i> The Alcoholic Beverage Regulation Administration (ABRA), in conjunction with the Mayor’s Office of Nightlife and Culture (MONC), should work together with local stakeholders to create retail, restaurant, and entertainment districts that have a balanced mix of uses and services that cater to both local residents and the larger District, so as to avoid an overconcentration of bars and night clubs.	ABRA, DCRA	Mid-Term	N
<i>Action NNW-1.1.B: Expanding Mass Transit</i> Alleviate parking and traffic congestion by improving multimodal operations and by providing mass transit enhancements on K Street NW, including a dedicated transit way, as well as bus lanes on 14 th and 16 th Streets NW. .	WMATA, DDOT	Mid-term	Y
NNW-1.2 Conserving and Enhancing Community Resources 2109			
<i>Action NNW-1.2.A: Add New Capacity to Recreational Infrastructure in Near Northwest</i> The Parks and Recreation Master Plan has identified the Near Northwest Area as deficient in recreational infrastructure, particularly in the east-west stretch through Shaw, Logan Circle, Dupont Circle, and Foggy Bottom. Develop additional recreation centers or additional recreation space at existing facilities. Also work with DPR, DC Public Schools (DCPS), the Department of General Services (DGS), and existing private schools to make sure that the use of existing recreational facilities in and outside schools are open to the public after hours and that permitting for the use of public facilities is easy and streamlined.	DPR, DCPL, DGS	Long-term	Y
<i>Action NNW-1.2.B: Historic Resource Recognition</i> Document places of potential historic significance within the Near Northwest.	SHPO	Short-term	N
NNW-2.1 Shaw/Convention Center Area 2111			
<i>Action NNW-2.1.A: New and Affordable Housing</i> Support the development of mixed-income housing above retail space on 7 th and 9 th Streets NW, and encourage development of multi-family apartments and	DMPED, OP	Short-term	N

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<p>condominiums on parcels that are vacant or that contain buildings identified as non-contributing to the Shaw Historic District on 11th Street NW.</p>			
<p><i>Action NNW-2.1.B: Redevelopment of Parcel 42</i> The long-term vacant lots known as Parcel 42 at the intersection of Rhode Island Avenue and 7th and R Streets NW represent an opportunity to add new affordable housing units in the Shaw neighborhood. The District and the Zoning Commission should support redevelopment of the vacant lots at Square 442 and Lots 106 and 803 with a mixed-use project of up to 110 feet in building height, to include ground floor retail uses with both destination and neighborhood-serving retail; a residential component that maximizes affordability beyond the requirements of the Inclusionary Zoning Program; and publicly accessible open space on Lot 803 as per public input shared during the community engagement process for the redevelopment of the site.</p>	<p>ZC, OZ, DMPED, OP</p>	<p>Short-term</p>	<p>N</p>
<p><i>Action NNW-2.1.C: Street Hierarchy and Public Realm</i> Undertake the following actions to improve the public realm in the Shaw/Convention Center area:</p> <ul style="list-style-type: none"> • Develop, maintain, and enforce standards for residential and commercial streets that address sidewalks, tree boxes, and public rights-of-way; • Improve the appearance of gateway intersections at New Jersey and Rhode Island Avenues NW, New Jersey and New York Avenues NW, Mount Vernon Square, 11th Street, and Massachusetts Avenue NW; and <p>Explore the designation of P Street NW as a greenway and identify opportunities for connecting open spaces along the street.</p>	<p>OP, DDOT</p>	<p>Mid-term</p>	<p>N</p>
<p><i>Action NNW-2.1.D: Expiring Public Housing Contracts</i> Implement the DC Housing Preservation Strike Force recommendations for expiring project-based public housing contracts within the Shaw area and beyond, recognizing the vulnerability of these units to conversion to market rate housing. Consider the redevelopment of these sites with mixed-income projects that include, at a minimum, an equivalent number of affordable units, additional market rate units, and measures to avoid displacement of on-site residents.</p>	<p>DMPED, HFA, DCH</p>	<p>Ongoing</p>	<p>N</p>

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<p><i>Action NNW-2.1.E: Former Shaw High School Site</i> Complete redevelopment of the former Shaw Junior High School site for the renovated Benjamin Banneker Academic High School in alignment with DCPS strategic planning and capital funding availability. Continue to conduct engagement and analysis to identify any additional facility needs and programs on the DCPS and DPR portions of the site.</p>	DMPED, OP, DCPS, DPR	Mid-Term	N
<p><i>Action NNW-2.1.F: Mid-City East SAP</i> Implement recommendations provided in the Mid-City East SAP.</p>	OP	Long-term	N
<p><i>Action NNW-2.1.G: Mid-City East Livability Study</i> Implement recommendations provided in the Mid-City East Livability Study.</p>	DDOT	Long-term	Y
NNW-2.2 Dupont Circle			
<p><i>Action NNW-2.2.A: Dupont Circle Zoning Expansion</i> Consider expansion of Dupont Circle zoning to include the east side of the 18th Street commercial area (between S and U Streets) and the south side of U Street between 15th and h 18th Streets NW.</p>	OP, ZC, OZ	Mid-term	N
<p><i>Action NNW-2.2.B: Connecticut Avenue Streetscape and Deck-Over Project</i> Complete study of the of the Connecticut Avenue Streetscape and Deck-Over project over the north Connecticut Avenue NW underpass between Dupont Circle and Q Street NW. The new park should be designed as a neighborhood gathering point with green features and public art, so it may support programming and host events like the weekly farmers market.</p>	DDOT	Mid-term	Y
<p><i>Action NNW-2.2.C: Dupont Underground</i> In line with the DC Cultural Plan premise that all infrastructure is a stage, continue supporting the use of the long-vacant underground trolley infrastructure under Dupont Circle for arts and community development activities like the community-led Dupont Underground space.</p>	DMPED, DCCAH, OP	Ongoing	N
<p><i>Action NNW-2.2.D: Streetscape Improvements Along Connecticut and Massachusetts Avenues NW</i> Create new streetscapes along Connecticut and Massachusetts Avenues NW that maximize green space and outdoor seating where possible.</p>	DDOT	Short-Term	Y
<p><i>Action NNW-2.2.E: Expanded Recreation Center at Stead Park</i> Create an expanded recreation center at Stead Park, which should include modern facilities to accommodate the growing needs of community programming for</p>	DCPL	Short-Term	Y

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residents of all ages. The expanded recreation center should strive to receive certification as a net zero energy building, if possible, or a high-level green certification.			
<i>Action NNW-2.2.F: Improve Neighborhood Bike Lane Infrastructure</i> Study the possibility of creating additional protected bike lanes in Dupont Circle, including on 17 th and 18 th Streets NW and Massachusetts Avenue NW.	DDOT	Short-Term	Y
NNW-2.3 14 th Street NW/Logan Circle			
NNW-2.4 Lower Georgetown			
<i>Action NNW-2.4.A: West Heating Plant</i> Support redevelopment of the West Heating Plant to include residential uses and a publicly accessible park with pedestrian and bicycle connections to Rock Creek Park and the C&O Canal National Historical Park. The connectivity should foster travel from those parks and trails to Georgetown and points south. Work with NPS to widen the bike/pedestrian path beside the Rock Creek Parkway to protect the safety of its many users.	ZC, OZ, OP	Short-Term	N
NNW-2.5 Foggy Bottom/West End			
<i>Action NNW-2.5.A: Foggy Bottom/West End Transportation Improvements</i> Conduct studies and implement appropriate changes to improve access and circulation between, through, and around the Foggy Bottom and West End neighborhoods, respecting the L'Enfant Plan street grid, conserving Juarez Circle and other parklands as open space, and better incorporating the transportation needs of various institutions and uses into the fabric of surrounding neighborhoods.	DDOT, OP, DMPED	Ongoing	N
<i>Action NNW-2.5.B: Washington Circle</i> Design and implement pedestrian access improvements to Washington Circle's open space, such as removing fences and architectural barriers to the lawns.	DDOT, OP	Mid-Term	Y
<i>Action NNW-2.5.C: Foggy Bottom River, Park, and Cultural Access Study</i> Study the feasibility of reconfiguring existing highway infrastructure in Foggy Bottom so as to maximize the benefits and accessibility of the open space and parkland, reconnect the gaps in the street grid and urban fabric, create opportunities for affordable housing production, improve pedestrian and bike connections to and from Georgetown, the Kennedy Center, national parkland, and other attractions, and create new memorial and civic spaces.	OP, DMPED, DDOT	Long-Term	N

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Rock Creek East Area Element			
RCE-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action RCE-1.1.A: Façade Improvements</i> Implement urban design and façade improvements in the established commercial districts along Georgia Avenue NW, Kennedy Street NW, and 14 th Street NW to enhance community identity. These improvements should be based on standards that can be enforced through city codes such as zoning and building regulations.	DMPED, OP	Mid-Term	N
<i>Action RCE-1.1.B: Improving Traffic Flow</i> Improve traffic flow and safety through improved lighting, signage, pavement markings, traffic islands, truck route signs, and other transportation system management measures for Georgia Avenue NW, North Capitol Street NW, Missouri Avenue NW, the 4 th /Blair Streets NW intersection, and New Hampshire Avenue NW.	DDOT	Ongoing	Y
RCE-1.2 Conserving and Enhancing Community Resources 2209			
<i>Action RCE-1.2-A Rock Creek Park and Fort Circle Parks Coordination</i> In collaboration with the NPS, explore the feasibility of developing additional community-serving recreational facilities at Rock Creek Park and within the Fort Circle Parks to increase recreational options, public safety, and community stewardship of these assets. All facilities should be compatible with the General Management Plans for these park areas.	DPR, NPS	Mid-Term	N
<i>Action RCE-1.2.B: Historic Resource Recognition</i> Document places of potential historic significance in the Rock Creek East Planning Area, with a priority on the Petworth, Brightwood, Crestwood, Crestwood North, 16 th Street Heights, Shepherd Park, North Portal Estates, and Colonial Village areas. Identify appropriate preservation efforts for these places, using community recommendations and the Ward 4 Heritage Guide prepared by the DC Historic Preservation Office as part of the process. Consider expanding the Takoma Historic District to include appropriate structures and places. Identify significant historic anchors and architectural resources along the upper 16 th Street corridor and evaluate properties meriting recognition through historic designation. Use other existing programs and mechanisms as needed to preserve and enhance neighborhood character.	OP-HPO	Ongoing	N
<i>Action RCE-1.2.C: Shepherd Park Recreation Center</i> Determine the feasibility of developing a new recreation center that considers the	DPR	Mid-Term	N

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needs of Shepherd Park, as well as the Walter Reed site and Colonial Village area. The Parks and Recreation Master Plan identified this area as needing additional recreation center space .			
<i>Action RCE-1.2.D: Metropolitan Branch Trail</i> Complete the Metropolitan Branch Trail from Fort Totten to the Maryland border at Takoma, integrating it into planning for the broader neighborhood as a transportation asset and also for placemaking and economic development.	DDOT, OP	Mid-Term	Y
<i>Action RCE-1.2.E: Gateway Thoroughfares</i> Enhance the defining characteristics of Georgia Avenue, 16 th Street, and New Hampshire Avenue NW as gateway thoroughfares through Rock Creek East connecting with Maryland. The thoroughfares' origins and purpose should define how public space and buildings along them enhance views toward important civic monuments and distant landmarks, create neighborhood-defining places, and complete Washington DC's park and open space system.	OP, DDOT	Ongoing	Y
<i>Action RCE-2.1.A: Traffic Congestion and Parking</i> Mitigate intersection and corridor congestion on Blair Road and Carroll Street NW. Improve parking for local businesses by encouraging better management of existing parking, including shared parking arrangements with Washington Metropolitan Area Transit Authority (WMATA) and other landowners in locations that can better support the commercial district.	OP, WMATA	Mid-Term	N
<i>Action RCE-2.1.B: Pedestrian Safety and Connections</i> Improve pedestrian safety in the Takoma Central District with a coordinated program of physical improvements, including new western entrances to the Metro station that better connect communities east and west of the tracks.	OP, WMATA	Mid-Term	N
<i>Action RCE-2.1.C: Takoma Metro Station Redevelopment</i> Enforce the Takoma Central District Plan redevelopment guidelines for the Metro station .	OP, DDOT, DCRA, DPW	Immediate	Y
<i>Action RCE-2.1.D: Takoma Central District Village Green</i> Create a village green as the Central District's signature open space feature.	DPR, OP, WMATA	Long-Term	Y
RCE-2.2 Georgia Avenue/Petworth Metro Station Area			
<i>Action RCE-2.2.A: Site Acquisition</i> Enforce the higher tax rates applicable to vacant properties, and especially to vacant and underutilized properties, to encourage their being put into productive	DMPED	Ongoing	Y

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use. Continue acquisition of underused or vacant land to facilitate public-private infill development that catalyzes the revitalization of Georgia Avenue NW and reinforces its role as the central business district of Petworth.			
<i>Action RCE-2.2.B: Petworth Co-Location Opportunities</i> Explore opportunities to co-locate new and improved public facilities along Spring Road NW and at the Petworth Library. Consider other uses in the co-location development programs, such as a health care center, housing, and senior living.	DCPL, DCPS	Short-Term	N
RCE-2.3 Upper Georgia Avenue NW			
<i>Action RCE: Retail Strategies for Upper Georgia Avenue NW</i> Complete market studies of upper Georgia Avenue NW to assess unmet retail market demand, evaluate strategies for retaining local retailers, identify potential locations for new neighborhood-serving retail, and develop strategies for attracting and retaining the appropriate mix of retail in each area.	OP, DMPED	Ongoing	N
RCE-2.4 Kennedy Street NW			
RCE-2.5 Armed Forces Retirement Home/Washington Hospital Complex 2215			
<i>Action RCE-2.5.A: AFRH Master Plan Coordination</i> Coordinate with the AFRH, NCPC, and GSA to amend the AFRH Master Plan with the goal of integrating new private-use development into adjacent neighborhoods and District systems, with a focus on servicing infrastructure, transportation connectivity and capacity, social services, employment opportunities, and new amenities. Site plan review should be carefully coordinated to address potential impacts in compliance with new land use and zoning designations for any private-use redevelopment in the creation of a successful new neighborhood.	OP, NCPC	Ongoing	N
<i>Action RCE-2.5.B: North Capitol Crossroads Planning</i> Coordinate with hospital operators on the Washington Hospital Complex, AFRH, Catholic University, adjacent neighborhoods, and other institutional, federal, and community stakeholders to ensure that necessary facility expansions and large site redevelopments contribute to a coordinated plan that leverages the opportunity to improve multimodal mobility, open up publicly accessible green space, convert historic assets into new amenities, and provide new housing options to meet Washington, DC's growing demand.	OP, DDOT, OZ, NCPC	Ongoing	N
RCE-2.6 Riggs Road and South Dakota Avenue			

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<p><i>Action RCE-2.6.A: Housing Opportunities</i> Provide housing opportunities in the Riggs Road and South Dakota Avenue area for a mix of incomes, with an emphasis on older adults and home ownership.</p>	OP, DHCD	Ongoing	N
<p><i>Action RCE-2.6.B: Parking Coordination</i> Engage WMATA, DDOT, and neighboring property owners in a discussion regarding innovative parking solutions for Riggs Road and South Dakota Avenue NE, including parking pilots, shared parking, and other tools.</p>	DDOT, WMATA	Ongoing	N
<p><i>Action RCE-2.6.C: First Place NE</i> Develop First Place NE as a multimodal neighborhood-serving corridor with safe and accessible bicycle connections.</p>	DDOT	Long-Term	Y
<p><i>Action RCE-2.6.D: Parks and Open Space</i> Provide publicly accessible pocket parks, active recreation, and/or green space in the Riggs Road and South Dakota Avenue Area where appropriate in new development, with resident input. The sites on the west side of South Dakota Avenue NE should be targeted to include innovative green and open space amenities within any proposed development concept.</p>	OP, DPR	Ongoing	Y
<p>RCE-2.7 Central 14th Street NW</p>			
<p><i>Action RCE-2.7.A: Land Use Change</i> Encourage moderate-density, mixed-use commercial uses for properties, where appropriate, along 14th Street NW and Arkansas Avenue NW between Webster and Decatur Streets NW to support mixed-use redevelopment of commercial properties.</p>	OP, ZC	Immediate	N
<p><i>Action RCE-2.7.B: Public Realm</i> Enhance the Central 14th Street corridor with sustainable streetscape amenities, expanded tree canopy, interpretive signs at each of the commercial nodes reflecting the history and culture of 14th Street NW, and a reconfigured island park at the intersection of 14th Street, Colorado Avenue, and Kennedy Street NW.</p>	OP, DDOT	Ongoing	Y
<p><i>Action RCE-2.7.C: Bus Transit</i> Enhance WMATA bus service along 14th Street NW to address customer concerns and efficiency in scheduling, and determine future improvements to transit operations and management as necessary.</p>	WMATA, DDOT	Ongoing	N
<p><i>Action RCE-2.7.D: Parking</i> Consider more efficient curbside management along the Central 14th Street</p>	OP, DDOT	Ongoing	N

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corridor and explore shared parking opportunities in underutilized parking lots (e.g., the DSK Mariam Church) to increase foot traffic and activate sidewalks.			
RCE-2.8 Former Walter Reed Army Medical Center Site			
<i>Action RCE-2.8.A: Land Use and Zoning</i> Establish appropriate land uses for the Walter Reed site pursuant to the Proposed Comprehensive Plan Land Use Designations map in the Walter Reed Small Area Plan.	OP, ZC	Immediate	N
<i>Action RCE-2.8.B: Interim Activation</i> Implement interim uses to activate the former Walter Reed site in advance of major construction and rehabilitation projects.	DMPED, OP	Ongoing	N
<i>Action RCE-2.8.C: Aspen Street NW</i> Widen Aspen Street NW along the southern border of the former Walter Reed campus between 16 th Street and Georgia Avenue NW to accommodate one travel lane, a dedicated five-foot bike lane in each direction, on-street parking, and the addition of sidewalks.	DDOT	Short-Term	Y
<i>Action RCE-2.8.D: Transportation Demand Management</i> Create a Transportation Demand Management (TDM) Plan and implement TDM measures for the former Walter Reed site, with a designated TDM coordinator to monitor the program and determine additional TDM measures on an annual basis.	DDOT	Ongoing	N
Rock Creek West Area Element			
RCW-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action RCW-1.1.A: Commercial Zoning Assessment</i> Conduct an evaluation of commercial zoning designations throughout the Rock Creek West Planning Area. Consider the creation of additional neighborhood commercial zones at the Van Ness-UDC, Tenleytown, and Friendship Heights Metro stations, and at neighborhood commercial centers and Main Streets throughout the area. Such zones should promote pedestrian-oriented development and be responsive to community concerns about building height, buffers, and transitions between uses, while promoting locally-owned businesses and mixed-use development.	OP, OZ	Short-Term	N
<i>Action RCW-1.1.B: Traffic Flow Improvements</i> Conduct and implement transportation and livability studies for the area's major corridors to identify possible traffic flow and safety improvements. These studies	DDOT	Ongoing	N

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should also identify improvements to diminish cut-through traffic, reduce speeding, and promote pedestrian and bicycle safety on local streets, especially in residential areas adjacent to Wisconsin Avenue, Connecticut Avenue, Western Avenue, River Road and Military Road NW.			
RCW-1.2 Conserving and Enhancing Community Resources			
<i>Action RCW-1.2.A: Combined Sewer Separation</i> Continue efforts to separate storm and sanitary sewers within the area’s stream valleys, with a priority on rehabilitating the combined sewer in Glover Archbold Park .	DC Water	Ongoing	Y
<i>Action RCW-1.2.B: Palisades Open Space Conservation</i> Conserve the historic linear open space that once supported the Palisades/Glen Echo trolley line, with its unique scenic vistas that it provides for public benefit. Consider rehabilitating the trestle bridges to accommodate a walk/bike trail.	DDOT, DPR, OP-HP	Short-Term	N
<i>Action RCW-1.2.C: Wellness Center Development</i> Develop a wellness center in the Rock Creek West Planning Area, partnering with existing facilities that serve all ages and community groups to provide decentralized programming, activities, and services to the area’s large population of older adults .	DPR, DACL	Long-Term	Y
<i>Action RCW-1.2.D: Façade Improvements</i> Encourage urban design and façade improvements in the established commercial districts along Wisconsin Avenue and Connecticut Avenue NW.	OP, DMPED	Mid-Term	N
RCW-2.1 Connecticut Avenue Corridor			
<i>Action RCW-2.1.A: Large Hotel Sites</i> Future proposals for the Omni-Shoreham and Marriott Wardman Park hotels should include analysis of impacts on adjacent residential and commercial areas, prepared by property owners. . Proactively address ongoing issues at the hotels, such as motor coach and visitor parking.	OP, OZ, ZC, DDOT	Ongoing	N
RCW-2.2 Wisconsin Avenue Corridor			
<i>Action RCW-2.2.A: Zoning and Design Measures</i> 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	OP, DMPED, DDOT	Ongoing	N

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Wisconsin Avenue NW and instead create a more pedestrian-oriented street, distinct in function and visual character from adjacent residential areas.			
<i>Action RCW-2.2.B: Livability</i> Implement the recommendations in the Rock Creek West II Livability Study completed in 2011 and subsequent completed livability studies.	DDOT	Ongoing	Y
<i>Action RCW-2.2.C: Wisconsin Avenue NW Planning</i> 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.	OP, DDOT	Short-Term	N
RCW-2.3 Van Ness Commercial District			
<i>Action RCW-2.3.A: Van Ness Streetscape Improvements</i> Improve the streetscape on Connecticut Avenue in Van Ness to support commercial revitalization of ground-floor retail, enhance public life on the street, and reduce impervious area between building face and curb.	DDOT, DSLBD, OP	Short-Term	Y
Upper Northeast Area Element			
UNE-1.1 Guiding Growth and Neighborhood Conservation			
<i>Action UNE-1.1.A: Industrial/Residential Buffers</i> Develop additional solutions to buffer residential and industrial areas from one another, such as the recommendations in the 2014 Ward 5 Works Industrial Land Transformation Study and design guidelines.	OP, OZ	Short-Term	N
<i>Action UNE-1.1.B: Industrial Land Transformation Study</i> Implement the recommendations of the 2014 Ward 5 Works Industrial Land Transformation Study.	OP, OZ, DMPED, OPM	Short-Term	N
<i>Action UNE-1.1.C: Traffic Safety Improvements</i> Improve traffic safety throughout the Upper Northeast area, particularly along Eastern Avenue, Franklin Street, Monroe Street, Brentwood Road, Bladensburg Road, Rhode Island Avenue, South Dakota Avenue, and New York Avenue.	DDOT	Mid-Term	Y
UNE-1.2 Conserving and Enhancing Community Resources			
<i>Action UNE-1.2.A: Parkland Acquisition</i>	DPR, OP	Ongoing	Y

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Address the shortage of parkland in the Planning Area, placing a priority on the areas with the most severe deficiencies. According to the Parks and Recreation Master Plan, these areas include Edgewood, Ivy City, the Carver/Langston area, and the southwest part of Brookland.			
<i>Action UNE-1.2.B: Hazardous Materials Transport</i> Continue to advocate for safeguards and restrictions on the transport of hazardous cargo through the Upper Northeast Planning Area, particularly on the rail lines that abut the community's residential neighborhoods.	EOM, CC, DOH, DOEE, USDOT	Ongoing	N
<i>Action UNE-1.2.C: Main Streets/Great Streets</i> Consider the designation of additional commercial areas as DC Main Streets, including portions of Bladensburg Road.	DMPED, DDOT, OP	Mid-Term	N
<i>Action UNE-1.2.D: Arboretum Bridge</i> Continue to work with NPS on the development of the Arboretum Bridge and Trail Project that will create a pedestrian connection between the Arboretum and Kenilworth Park North on the east side of the Anacostia River.	DDOT, NCPC, OP	Short-Term	Y
UNE-2.1 Northeast Gateway			
<i>Action UNE-2.1.A: Florida Avenue Market</i> Implement recommendations in the Florida Avenue Market Small Area Plan for the revitalization and development of the Florida Avenue Market into a mixed-use residential, commercial, and wholesale industrial destination, centered around a low-rise core of historic buildings. Implementation of redevelopment plans for the site shall be achieved through a collaborative process that involves the landowners and tenants, the project developers, the District government, and the community.	OP, OZ, DMPED	Short-Term	N
<i>Action UNE-2.1.B: Northeast Gateway Open Space</i> Develop additional and interconnected public open spaces in the Ivy City and Trinidad areas, including a public plaza and park on the West Virginia Avenue Public Works Campus, and improved open space at the Trinidad Recreation Center, Lewis Crowe Park, and the Crummell School and its grounds.	DPR, OP	Mid-Term	N
<i>Action UNE-2.1.C: Crummell School Reuse</i> A high priority should be given to the rehabilitation of the historic Crummell School as a community or recreation center, with a mix of uses for community benefit, such as affordable and moderate-income housing, jobs training, or meeting space. Crummell School was built in 1911 and educated Black children from that	OPM, DMPED	Mid-Term	Y

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time until 1972. The structure, which is a designated historic landmark, has been vacant for more than 40 years.			
<p><i>Action UNE-2.1.D: Transformation of West Virginia Avenue Public Works Campus</i> Encourage the advancement of the recommendations of the 2014 Ward 5 Works Industrial Land Transformation Study related to the 2015 Department of Public Works Campus Master Plan to transform the District government operations and properties at West Virginia Avenue and Okie Street into a world-class, mixed-use campus that includes public open space, public amenities, and maker/production space. The campus should be a model of sustainable design and public works operations and a catalyst for local community development.</p>	DPW, DGS, OP, DMPED, DPR	Short-Term	Y
UNE-2.2 Lower Bladensburg Road/Hechinger Mall			
<p><i>Action UNE-2.2.A: Crime Prevention</i> Implement the Crime Prevention Through Environmental Design (CPTED) plans outlined in the Benning Road Corridor Redevelopment Framework.</p>	MPD, DCRA	Short-Term	N
<p><i>Action UNE-2.2.B: Bladensburg Road Corridor</i> Explore a tailored planning effort for the Bladensburg Road corridor that provides analysis and guidance for land use and urban design.</p>	OP, DDOT	Short-Term	N
<p><i>Action UNE-2.2.C: Langston Golf Course</i> Continue to work with the federal government to transform the Langston Golf Course into an appealing amenity for the surrounding neighborhoods.</p>	HPO, DPR, NCPC	Mid-Term	Y
<p><i>Action UNE-2.2.D: Connectivity</i> Leverage the existing streetcar and continue to explore transit options to improve connectivity to RFK Stadium to the south and the Anacostia River to the east.</p>	DDOT, WMATA	Mid-Term	Y
UNE-2.3 New York Avenue Corridor and Brentwood			
<p><i>Action UNE-2.3.A: Business Improvement District</i> Consider the creation of a Business Improvement District (BID) serving the New York Avenue corridor.</p>	DMPED, OP	Mid-Term	N
UNE-2.4 Upper Bladensburg Road/Fort Lincoln			
<p><i>Action UNE-2.4.A: Streetscape and Façade Improvements</i> Develop programs to improve the streetscape and commercial facades along Bladensburg Road from Eastern Avenue to South Dakota Avenue.</p>	DMPED	Mid-Term	Y
UNE-2.5 Rhode Island Avenue Metro Station			

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<p><i>Action UNE-2.5.A: Rhode Island Avenue Station Area Planning</i> Work with WMATA, the local ANC, local businesses, and the community to encourage plans for the Rhode Island Avenue Metro area to enhance the surrounding neighborhoods and address issues such as traffic, parking, and station access.</p>	OP, WMATA, DDOT	Mid-Term	N
UNE-2.6 Brookland Metro Station Area			
<p><i>Action UNE-2.6.A: Brookland-CUA Metro Small Area Plan</i> Implement the recommendations of the Brookland/CUA Metro Small Area Plan.</p>	OP, WMATA, DDOT, DPR, OZ	Ongoing	N
<p><i>Action UNE-2.6.B: Parking Strategy</i> Develop a strategy for shared parking and carsharing programs in new development so that it addresses the area’s transit and pedestrian orientation, the need for adequate parking to serve area businesses and residents, and to prevent spillover into the surrounding neighborhoods.</p>	DDOT	Mid-Term	N
<p><i>Action: UNE-2.7.B Further Density Requests at Brookland Manor</i> Requests for increased zoning and/or density that create residential units and result from the higher FLUM designation at the area bounded by Rhode Island Avenue, Montana Avenue and Saratoga Streets NE (Brookland Manor) shall include the following: a minimum of 30 percent of all units created through this additional increase in density must be affordable, with all of these units available to households earning no more than 60 percent of the regional MFI and available for vouchers with rent caps. In addition, at least 20 percent of all affordable units shall be family sized units with a mix of three, four and five bedrooms.</p>	OP, OZ	Short Term	N
UNE 2.7 Fort Totten Metro Station Area			
<p><i>Action UNE-2.7.A: Riggs Road and South Dakota Avenue Area Final Development Plan</i> Implement the recommendations of the Riggs Road and South Dakota Avenue Area Final Development Plan.</p>	OP, OZ, DDOT, DPR, DMPED, WMATA	Ongoing	Y
Implementation Element			
IM-1 Administration of the Planning Process			
<p><i>Action IM-1.1.A: Equity Crosswalk</i> Prepare and maintain an Equity Crosswalk document that compiles, analyzes, and presents text, policies and actions that advance equity in the Comprehensive Plan</p>	OP	Immediate	N

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as an accessible, publicly available document. Prepare other topical crosswalk documents as appropriate.			
<p><i>Action: IM-1.1.B Equity Tools for District Agencies, including the Zoning Commission</i></p> <p>Prepare and implement tools, including training, to assist District agencies in evaluating and implementing the Comprehensive Plan’s policies and actions through an equity, particularly a racial equity lens. This includes tools to use as part of the development review process, preparation of plans, zoning code updates, and preparation of the capital improvement program, that considers how to apply an equity analysis in these processes, including any information needed. This shall specifically include a process for the Zoning Commission to evaluate all actions through a racial equity lens as part of its Comprehensive Plan consistency analysis.</p>	OP, OZ, Mayor’s Office on Racial Equity	Short Term	N
<p><i>Action IM-1.1.C: Equity and Resilience Training</i></p> <p>Provide regular training on equity, racial equity and resilience to development review decision makers and related staff, including the Zoning Commission, Board of Zoning Adjustment, and the Historic Preservation Review Board.</p>	OP, OZ, Mayor’s Office on Racial Equity,	Ongoing	N
IM-1.1 Development Review			
IM-1.2 Small Area Planning			
<p><i>Action IM-1.2.A: Implementation of Small Area Plans</i></p> <p>As needed, amend the Comprehensive Plan to reflect Small Area Plan policies that are inconsistent with or not appropriately specified in the Comprehensive Plan.</p>	OP	Mid-Term	Y
<p><i>Action IM-1.2.B Small Area Plan Activities</i></p> <p>Provide a list of completed, in-progress, and proposed Small Area Plans and other planning studies through the Comprehensive Plan Progress Reports, as discussed in Action IM-3.1.A.</p>	OP	Ongoing	N
IM-1.3 Zoning Regulations and Consistency			
<p><i>Action IM-1.3.A: Monitor and Review New Zoning Regulations</i></p> <p>Regularly monitor and review the zoning regulations to verify that they are working to achieve their purpose and submit corrections, changes, and amendments as necessary.</p>	OP	Short-Term	Y
<p><i>Action IM-1.3.D: Adoption of Future Land Use Map and Policy Map</i></p> <p>Adopt the Future Land Use Map and Policy Map by Act. Any inconsistencies in land use map designations between the illustration on the map and the textual</p>	OP, OAG, EOM	Short-Term	N

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description of the map designation that is contained in the adopted Comprehensive Plan legislation shall be resolved in favor of the text.			
IM-1.4 Long-Range Planning			
<p><i>Action IM-1.4.B: Policy Development</i> Use data collection and progress monitoring to actively review and formulate new policies that respond to the changes affecting Washington, DC to further the goal of an inclusive District.</p>	OP	Short-Term	N
IM-1.5 Public Input			
<p><i>Action IM-1.5.A: Planning Publications</i> Continue the development of easy-to-understand written and electronic guides to help residents navigate the planning and building processes, comprehend land use planning and zoning regulations, and follow the standards, procedures, and expectations used in local planning activities.</p>	OP, OZ, DCRA	Short-Term	N
IM-2.1 Link to Capital Improvement Planning			
<p><i>Action IM-2.1.B: Enhanced CIP Process</i> Develop an enhanced CIP process that:</p> <ul style="list-style-type: none"> • Uses the Comprehensive Plan as the key guide to capital investments; • Includes a Public Facilities Master Plan, including an ongoing Master Public Facilities coordination program that assesses facility needs and coordinates the public improvement plans of multiple District agencies; • Encourages use of the same data sources for efficiency and effectiveness across agencies. • Develops criteria for the review of capital projects for inclusion in the CIP that allows for an objective and transparent evaluation process; • Establishes and uses tools that provide an equity and racial equity lens to evaluate projects; • Includes an itemized allocation in the capital budget for implementation priorities that are specifically called for in the Comprehensive Plan; • Clarifies the role of OP in the CIP process; • Is adequately staffed and available to support the CIP process; • Reflects the data and direction of a school Master Facility Plan, as 	OP, OCA, EOM, OAG, DGS	Mid-Term	N

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<p>approved by the DC Council; and</p> <ul style="list-style-type: none"> • Develops and maintains a multi-year capital improvements planning process based on the Comprehensive Plan. 			
IM-3.1 Monitoring and Evaluating Comprehensive Plan Implementation			
<p><i>Action IM-3.1.A Progress Reports</i></p> <p>Every four years, prepare a Comprehensive Plan Progress Report to submit to the Council that documents the progress being made on the implementation of the District Elements. The progress report will include monitoring data, activity and impact information that is disaggregated by age, gender, race, and income levels to assess whether goals around inclusivity, racial equity, and resilience are met, and whether commitments in the Framework Element are fulfilled. The Progress Report should include appropriate metrics to evaluate progress towards equity, racial equity and resilience goals. It should include information regarding existing and emerging trends shaping land use and other selected comprehensive plan topics. The next progress report should discuss the impacts of the global pandemic and concurrent economic downturn, and efforts to address systemic inequality. The progress report should include a list of current and proposed planning studies, including Small Area Plans.</p>	OP	Mid-term	N

ⁱ Greater Capital Area Association of Realtors, OP.

ⁱⁱ CoStar.com

ⁱⁱⁱ OP analysis of changes in interest rates and American Community Survey (ACS) changes in median incomes.

^{iv} Greater Capital Area Association of Realtors, OP.

^v OP analysis of BLS Occupational Wage Data, Interest Rates, and RBI stats Sales Data for 2016

^{vi} Purchasing power is defined as 25 percent of gross monthly income toward principal and interest on a 30-year mortgage at the average interest rate for that year, plus a 10 percent down payment.

^{vii} CoStar.com

^{viii} U.S. Census ACS 2017 PUM data, OP.

^{ix} U.S. Census Survey of Building Permits, OP.

^x U.S. Census ACS 2012-2016 PUM data, OP.

^{xi} U.S. Census ACS 2012-2016 PUM data, OP.

^{xii} DMPED

^{xiii} OP analysis of U.S. Census Survey of Building Permits and CoStar data

^{xiv} OP analysis of Office of Tax and Revenue Computer Aided Mass Appraisal (CAMA) data

^{xv} OP Round 9.0 COG Forecast and analysis of OCTO's Master Address Repository

^{xvi} Zillow HVI 6/09-6/17

^{xvii} DOES Forecast and BLS Occupational Wage data

^{xviii} CoStar.com

^{xix} www.ipcc.ch/report/ar5/wg1.

^{xx} <https://doee.dc.gov/node/1110407>

^{xxi} **American College of Sports Medicine, 2018.**

^{xxii} **Trust for Public Land, 2018.**

^{xxiii} *Policies for National Park Service lands are contained in individual General Management Plans prepared by NPS-and are also included in the Federal Elements of the Comprehensive Plan. There have also been several joint District-federal park planning initiatives launched since the 1960s.*

^{xxiv} **Trust for Public Land, 2018.**