CHAPTER 15
CAPITOL HILL AREA ELEMENT

[Final document will be reflowed so that Section 1600 becomes Section 1500, etc.]

Overview 1600

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 and Benning Road. Boundaries of the Planning Area are shown in the Map at left. Most of this area has historically been Council Ward 6, although in past decades parts have been included in Wards 2 and 5. 1600.1

The Planning Area is bounded on the west by Central Washington and on the south by the Anacostia Waterfront. Because plans for these two areas are of particular concern to Capitol Hill residents, this chapter includes cross-references to relevant sections of the Central Washington and Lower Anacostia Waterfront/Near Southeast Area Elements. Changes along the waterfront—particularly at Reservation 13 and in the Near Southeast—are extremely important to the future of Capitol Hill. 1600.2

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 system of grid and diagonal streets that has remained faithful to the 1791 L'Enfant Plan for Washington. 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, rear yard alleys, and traditional neighborhood shopping districts. The community's attractive housing stock, living history, low scale, and proximity to the U.S. Capitol make "the Hill" one of the District's most celebrated and attractive communities. 1600.3

Capitol Hill 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. 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. Rosedale, for example, 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 like Potomac Gardens. 1600.4

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, 11th Street, and 15th Street. Among these, only the 7th Street/ 8th Street SE (Barracks Row) business district remain active today; the others have declined or been replaced by housing as shopping patterns and transportation conditions have changed. 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 the city. 1600.5

[Photo Caption: Capitol Hill is the largest residential historic district in the city.]

The Capitol Hill area has an excellent transportation network, making auto ownership an option rather than a necessity 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. Arterials like Pennsylvania Avenue and East Capitol Street provide excellent east-west circulation. The downside, however, is that Capitol Hill neighborhoods suffer from heavy volumes of commuter traffic going to and from areas east of the Anacostia River. The community is also easily accessed by I-295 and the Southeast/Southwest Freeway (I-695). 1600.6

Capitol Hill is home to several parks, including Lincoln and Stanton Squares, 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 neighborhoods are along the Anacostia River, including West Anacostia Park and the lands north of RFK Stadium. 1600.7

Much of the community's distinctive character is protected as a National Register historic district; in fact, Capitol Hill is the largest residential historic district in the city and includes some 8,000 structures mostly dating from 1850 to 1915. The historic district includes 19th century manor houses, Federal townhouses, small frame dwellings, Italianate rowhouses, and pressed brick rowhouses, often with 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 income and working class families have been shrinking, especially in the last five years. The tightening housing market has also impacted the many Congressional interns and young staffers who have historically relied on the Hill's moderately priced rental housing. 1600.8

Capitol Hill has always had an 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. Other neighborhood groups, like the Stanton Park Neighborhood Association, North Lincoln Park Neighborhood Association, Near Northeast Citizens Against Crime and Drugs, the Barney Circle Neighborhood Association, the Kingman Park Civic Association, and Hill East Waterfront Action Network, are committed to ensuring the livability of their neighborhoods. Business organizations like the Capitol Hill Association for Merchants and Professionals, Barracks Row and H Street Main Streets, Capitol Hill Business Improvement District, and Penn East Alliance all work tirelessly to ensure that the Hill is a great place to shop, work, visit, and live. 1600.9

[PULLQUOTE: Capitol Hill has always had an 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.]

Context

History 1601

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" or U.S. Capitol Building. L'Enfant's original vision was that Washington's major commercial street would extend eastward from the Capitol to the

Anacostia River. A deepwater port on the river would become the city's center of commerce. The eastern section of L'Enfant's grand design failed to materialize, however, and the city developed to the west. However, the Hill was to achieve its own unique identity. 1601.1

During the city'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, churches, hotels, and taverns. Boarding houses were constructed for members of Congress. 1601.2

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. 1601.3

[Photo caption: Lincoln Park]

The neighborhood began to expand after the Civil War. The city 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 city—and Capitol Hill—a municipal water supply and sewerage system. A mix of ethnic groups settled in the community, including Italians, Germans, and African-Americans. 1601.4

By the late 1800s, there were houses as far 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, also giving rise to commercial districts like H Street. 1601.5

The Hill has gone through several cycles of decline 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 Parks 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 "obsolete" or "blighted." Congress funded public housing construction in response, and additional blocks around the Capitol were replaced with new federal offices. 1601.6

Parts of Capitol Hill were already being "gentrified" 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 was slower to arrive on the eastern edge of the Hill. Parts of the area continued to decline through the 1960s, and H Street was devastated by the 1968 riots. Most of Capitol Hill remained a stable, diverse, economically and racially mixed community through the 1980s and 1990s. Population decline was not as steep as it was in the neighborhoods to the north and east, and the community has remained consistently strong through difficult as well prosperous times. 1601.7

Land Use 1602

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 city's land area. 1602.1

[INSERT Figure 15.1: Land Use Composition in the Capitol Hill Area 1602.6]
[Figure updated to reflect Planning Area boundaries. Pie "slices" now as follows: Residential-30%, Comm/ Ind -5%, Parks/Open Space-15%,Public Facilities 4%, Federal-2%,Streets-39%, Institutional-2%, Vacant-3%]

Capitol Hill contains more land in streets and street rights-of-way (39 percent) than any of the city's 10 Planning areas. 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. 1602.2

Residential uses account for 30 percent of the total. Of the 573 acres of residential land use on Capitol Hill, 520 acres are developed with row houses. Despite the low physical profile of the row houses, overall densities exceed the citywide average and are about 40 units per acre. 1602.3

Commercial uses represent about five percent of the total area, which is comparable to the citywide average. Major commercial areas include H Street, Pennsylvania Avenue, Benning Road, and 8th Street SE. There is almost no industrial development in the community. 1602.4

Open space and parks comprise fifteen 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, and the DC Jail and former DC General Hospital complex, comprise four percent of the area. Institutional uses comprise two percent of the total area. In 2005, about three percent of the Planning Area consisted of vacant, developable land. 1602.5

Demographics 1603

Basic demographic data for Capitol Hill is shown in Table 15.1. In 2000, the area had a population of 47,600, or about 8 percent of the city's total. Population declined by 8 percent during the 1990s. However, the number of households actually increased by 4 percent during the same period, as average household size dropped from 2.30 to 2.06. The drop in household size was steeper here than in city as a whole, indicating a growing number of one- and two-person households. On the other hand, the percentage of children and seniors in the Planning Area was virtually the same in 2000 as it was in 1990. 1603.1

Today, the percentage of children in the Planning Area is slightly less than the citywide average, while the percentage of seniors is about the same as the citywide average. About 47 percent of the Planning Area's residents lived in the same house in 2000 as they did in 1995. This is about the same as the citywide average of 46.9 percent. About 10 percent of the Planning Area's population resides in group quarters—a majority of this population is associated with the DC Jail.1603.2

Capitol Hill's racial composition is similar to the city as a whole. Approximately 59 percent of the Planning Area's residents are African-American and approximately 36 percent are White. These compare to citywide percentages of 60 percent and 30 percent. About 2 percent of the Hill's residents are Asian and 1.5 percent are multi-racial. Only 5.3 percent of the area's residents are foreign-born, and only 2 percent are of Hispanic Origin. Both of these figures are less than the citywide averages. 1603.3

Table 15.1: Capitol Hill at a Glance 1603.4

Basic Statistics	
Land Area (square miles)	3.1
Population	
1990	51,755
2000	47,605
2005 (estimated) (*)	47,600
2025 (projected) (*)	55,200
Households (2005) (*)	21,600
Household Population (2005) (*) (excludes group quarters)	43,500
Persons Per Household (2005) (*)	2.01
Jobs (2005) (*)	17,880
Density (persons per sq mile) (2005) (*)	15,400

Year 2000 Census Data Profile			
	Capitol Hill Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	7,454	15.7	20.0
18-65	35,138	73.8	67.8
Over 65	5,013	10.5	12.2
Residents Below Poverty Level	7,560	15.9	20.2
Racial Composition			
White	17,350	36.4	30.4
Black	28,091	59.0	60.3
Native American	147	0.3	0.3
Asian/ Pacific Islander	804	1.7	2.6
Other	514	1.1	2.8
Multi-Racial	699	1.5	5.2
Hispanic Origin	1,375	1.9	7.8
Foreign-Born Residents	2,528	5.3	12.8
Tenure			
Owner Households	10,812	50.3	40.7
Renter Households	10,685	49.7	59.3
Population 5+ yrs in same house in 2000 as in 1995	21,460	47.2	46.9
Housing Occupancy			
Occupied Units	21,497	89.2	90.4
Vacant Units	2,591	10.8	9.6
Housing by Unit Type			
1-unit detached	1,019	4.2	13.1
1-unit attached	12,922	53.6	26.4
2-4 units	4,885	20.3	11.0
5-9 units	1,347	5.6	8.0
10-19 units	1,576	6.5	10.3
20-49 units	1,158	4.8	7.4
50+ units	1,048	4.4	23.3
Mobile/ other	133	0.6	0.2

(*)Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources. (**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Housing Characteristics 1604

The 2000 Census reported that 54 percent of the homes in the Capitol Hill Planning Area were row houses. This is more than double the citywide average of 26 percent. Only 4.2 percent of the housing units were single family detached homes, compared to 13 percent for the city as a whole. The area also contained fewer units in large apartment buildings than the city as a whole. Only nine percent of Capitol Hill's housing units were in buildings with more than 20 units, compared to 30 percent citywide. Conversely, Capitol Hill has more units in 2-4 unit buildings than the city as a whole—more than 20 percent in 2000 (compared to a citywide average of 11 percent). 1604.1

The 2000 Census reported that 10.8 percent of the housing units in the Planning Area were vacant. This is a reduction from the 1990 rate of 11.9 percent. The 2000 vacancy rate is comparable to the citywide rate of 9.6 percent. 1604.2

About half of all Capitol Hill households are homeowners and half are renters. The percentage of owners rose from 48.2 percent in 1990 to 50.3 percent in 2000, while the percentage of renters fell from 51.8 percent to 49.7 percent. Capitol Hill has a higher home ownership rate than the city as a whole. 1604.3

[Photo Caption: Approximately 54 percent of the housing units in the Capitol Hill Planning Area are row houses]

Income and Employment 1605

Data from the Department of Employment Services and the Office of Planning indicate there were about 17,900 jobs in the Capitol Hill Planning Area in 2005, primarily in local-serving businesses, public schools, and government. This represents just two percent of the city's job base. However, the Planning Area is surrounded on the west and south by large employment centers, including the US Capitol Complex, and the Southeast Federal Center. Data from the 2000 Census indicates that 37 percent of the jobs within the Capitol Hill Planning Area were held by District residents. Some 48 percent of the jobs were held by Maryland commuters, 13 percent by Virginia commuters, and 2 percent by residents claiming other areas as their home. 1605.1

In 2000, the Census indicated the median income in the Planning Area was $51,698. This is higher than the citywide average. Nonetheless, 15.7 percent of the residents lived below the federal poverty level and the percentage of residents living in poverty actually increased from 13.6 percent in 1990. Most employed residents in the Planning Area worked in the District of Columbia. 2000 Census "journey to work" data indicates that 41 percent of the area's residents commuted to Central Washington, 22 percent commuted to other locations in the District and nine percent worked within the Capitol Hill Planning Area. Some 7 percent of the area's employed residents walked or bicycled to work, while 28 percent used public transit. 1605.2

Projections 1606

Based on land availability, planning policies, and regional growth trends, the Capitol Hill Planning Area is expected to see a modest increase in its population during the next 20 years. The number of households is projected to increase from 21,600 in 2005 to 25,400 in 2025, with an attendant 16 percent increase in population from 47,600 to about 55,200. Much of the growth is expected to consist of medium density mixed use development along H Street NE, consistent with the approved H Street Small Area Plan. Medium density mixed use development is also currently taking place around the Potomac Avenue Metro station. The land use pattern in most of the Planning Area is well established, however, with only limited

opportunities for new development. Capitol Hill's population growth represents about seven percent of the total growth expected in the District of Columbia over the next 20 years. 1606.1

[PULLQUOTE: Based on land availability, planning policies, and regional growth trends, the Capitol Hill Planning Area is expected to see a modest increase in its population during the next 20 years. The number of households is projected to increase from 21,600 in 2005 to 25,400 in 2025, with an attendant 16 percent increase in population from 47,600 to about 55,200.]

The number of jobs is projected to increase from about 17,900 today to about 21,900 in 2025. Most of the increase is expected to take place on Reservation 13 and along H Street, as new retail and cultural uses locate on the revitalized corridor. Additional job growth may also take place on Pennsylvania Avenue; for example, a grocery store is currently under construction as part of the Jenkins Row mixed use project near Potomac Avenue. 1606.2

Planning and Development Priorities 1607

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 citywide 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. 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. 1607.1

The community delivered several key messages during these meetings. These are summarized below. 1607.2

(a) 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 "vice 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 must 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 remains fragile and vulnerable to change. Conflicts between the booming NoMA area and nearby row house neighborhoods are of particular concern.

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(b) 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 the Hill is already one of the densest communities in the District of Columbia.

(c) 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 Comp 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 the Hill an attractive place for families. The redevelopment of the Ellen Wilson and Kentucky Courts public housing projects were both sited as a positive examples, to be emulated elsewhere.

(d) Compared to neighborhoods in Northwest Washington, 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 gentrification. On the other hand, some of the Hill's commercial districts, such as Benning Road, have yet to see significant reinvestment.

[Photo Caption: Compared to neighborhoods in Northwest Washington, Capitol Hill is underserved by retail stores and services.]

(e) 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.

(f) A different but related issue has emerged along 11th Street and 15th Streets. 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 Advisory Neighborhood Commissions 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.

(g) 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 most important 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 recreation center at Sherwood has been a much-needed improvement but primarily serves the northwest part of the 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 must be provided with a high level of access to the planned network of shoreline parks and trails, and to existing and planned boating facilities.

[PULLQUOTE: 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 most important open spaces, like Lincoln Park and Stanton Park, were designed to be ornamental squares rather than active recreational areas.]

(h) 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 must be reconciled. Historic places like Eastern Market, the Sewell-Belmont House, and Friendship House should be protected from nearby development that would reduce their architectural and design integrity. Elsewhere, greater steps may be needed to avoid "demolition by neglect" and to ensure 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 needed to ensure that lighting, building materials, street furniture, signage, sidewalk materials, street trees, landscaping, trash containers, and other aspects of the streetscape are appropriately designed.

(i) Issues of housing affordability and displacement are present in Capitol Hill, as they are in many other parts of the District of Columbia. 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 the city—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.

(j) Parking remains an issue on Capitol Hill, especially on the western edge of the area near the US 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.

[PULLQUOTE: Parking remains an issue on Capitol Hill, especially on the western edge of the area near the US 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.]

(k) As already noted, Capitol Hill is intersected by major commuter routes serving the Maryland suburbs and areas east of the Anacostia River. 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.

Policies and Actions

CH-1.0 General Policies

CH-1.1 Guiding Growth and Neighborhood Conservation 1608

The following general policies and actions should guide growth and neighborhood conservation decisions on Capitol Hill. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. The Lower Anacostia Waterfront/ Near Southeast Element should be consulted for policies relating to the future of the adjoining Southeast Waterfront Area. 1608.1

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 of Columbia. Ensure that Comprehensive Plan and zoning designations for Capitol Hill neighborhoods sustain its moderate density land use pattern. 1608.2

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 preserve and restore important historic features. 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. 1608.3

Policy CH-1.1.3: Upgrading Commercial Districts
Reinforce and upgrade the major commercial districts of Capitol Hill, including the H Street and Benning Road corridors, the Pennsylvania Avenue corridor, 7th and 8th Streets SE, and Massachusetts Avenue between Union Station and Stanton Park. Support the further development of these areas with local-serving 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 which provide technical and financial assistance to small, locally-owned establishments. 1608.4

[Photo Caption: Row homes near Barney Circle]

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/ Benning Road corridor. Mixed use development combining ground floor retail and upper story residential uses should be supported in this area, along with streetscape improvements that improve visual and urban design qualities and enhance pedestrian, bus, and auto circulation. As in all parts of the city, the scale of development must be sensitive to adjacent uses and should reflect the capacity of roads, infrastructure, and services to absorb additional growth. 1608.5

Policy CH-1.1.5: NoMA/ Capitol Hill Transition Areas
Improve buffering and urban design transitions between the emerging office and high -density residential corridor north of Union Station ("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. 1608.6

See the Urban Design Element for additional policies on scale transitions where high density Downtown uses abut row house neighborhoods. See the Central Washington Element for policies and actions on the NoMA neighborhood.

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, recognizing that these streets are part of the historic L'Enfant Plan and shape the city's identity and national image. 1608.7

Policy CH-1.1.7: Alleys
Protect 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, residents, and community groups. 1608.8

Policy CH-1.1.8: Encroachment of Non-Residential Uses
Strictly limit 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, apartment houses, rooming houses, single room occupancy homes, museums, colleges, universities, and dormitories within the Capitol Hill Historic District. 1608.9

See also Land Use Element Action LU-3.2-B to amend the R-4 Row House Zoning District so that museums, dormitories, colleges, etc. are not permitted as "matter of right" uses.

[Photo Caption: H Street NE]

Policy CH-1.1.9: Conversion of Non-Residential Structures
Allow the conversion of obsolete or vacant non-residential structures (including schools, churches, warehouses, and institutional uses) to housing, provided that important architectural resources are conserved and the resulting development is consistent in density with surrounding uses. 1608.10

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. 1608.11

Policy CH-1.1.11: 15th Street Commercial District
Discourage the further expansion of commercial uses along 15th Street SE. This corridor should gradually transition to predominantly residential uses, compatible in density with adjacent row house blocks. As this transition occurs, efforts should be made to retain the existing corner stores and small businesses which serve the community. 1608.12

Policy CH-1.1.12: RFK Stadium Area
Provide improved buffering and landscaping screening along 19th Street 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 and National Capital Planning Commission on long-range plans 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. 1608.13

[Photo Caption: Eastern Market]

Policy CH-1.1.13: Traffic Management Strategies
Establish traffic management strategies to reduce commuter traffic on East Capitol Street, Independence Avenue, 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 and Pennsylvania Avenue, 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. 1608.14

Policy CH-1.1.14: Southeast/ Southwest Freeway
Mitigate the effects of the Southeast/ Southwest Freeway; including noise, emissions, dust, and visual blight on adjacent Capitol Hill neighborhoods. Continue to evaluate the transportation and land use impacts associated with the freeway's proposed replacement with an at-grade boulevard and tunnel. 1608.15

Policy CH-1.1.15: Transit Service
Maintain and improve mass transit service in the Near Northeast section of the neighborhood, particularly along the corridor extending from Union Station along H Street to Hechinger Mall and continuing on Benning Road to the Minnesota Avenue Metro station. 1608.16

Action CH-1.1-A: Façade Improvements
Support urban design and façade improvements along H Street, Benning Road, Pennsylvania Avenue, and Barracks Row. Such improvements should preserve and enhance the historic features, scale, and texture of existing structures. 1608.17

Action CH-1.1-B: 15th Street Rezoning
Rezone the 15th Street commercial district for residential uses, consistent with the corridor's designation on the Comprehensive Plan. 1608.18

Action CH-1.1-C: Transportation Studies
Complete DDOT's 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. 1608.19

Action CH-1.1-D: H Street Streetcar
Implement proposed streetscape improvements for the H Street/ Benning Road corridor, including the development of a streetcar line between the Minnesota Avenue Metro station and Union Station. 1608.20

Action CH-1.1-E: Eastern Market Shuttle
Provide shuttle bus service from the Eastern Market Metrorail station to the future Washington Nationals ballpark site on South Capitol Street, including stops along 8th Street SE to further promote businesses along Barracks Row. 1608.21

[Photo caption: Homes along East Capitol Street]

CH-1.2 Conserving and Enhancing Community Resources 1609

Policy CH-1.2.1: Recognition of Historic Resources
Protect and preserve historic structures, places, and landmarks on Capitol Hill, including Congressional Cemetery. Seek greater recognition of the neighborhood's defining physical features—including the L'Enfant street plan—as important and nationally-significant cultural resources. 1609.1

Policy CH-1.2.2: Implementation of Preservation Programs
Solicit additional community input on historic preservation needs and opportunities in the Capitol Hill Planning Area, including the surveying of additional areas, expansion of existing historic districts, and increasing the number of landmarked buildings in the city's current inventory. The HPO should concentrate its efforts in the areas north and east of the Capitol Hill Historic District, and should seek to protect structures along H Street and in other areas that are not currently protected under the District's preservation law. Historic district laws and guidelines should be strictly monitored and enforced for all new construction, alterations, and public space uses. 1609..2

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, Pennsylvania Avenue, and East Capitol Street. 1609.3

Policy CH-1.2.4: Community Facilities
Promote continued investment, maintenance, and modernization of important community public facilities in the Capitol Hill Planning Area, including schools, libraries, and social service facilities. Particular attention should be given to sustaining Eastern High School as a community anchor, and to maintaining Friendship House and the local Boys and Girls Club as social service organizations. 1609.4

Policy CH-1.2.5: Riverfront Parks
Ensure that the proposed Anacostia waterfront parks are designed and planned to benefit Capitol Hill residents, with efforts taken to create safe pedestrian, bicycle, and transit connections to the shoreline and to provide park facilities and services that respond to the needs of Hill East neighborhoods. 1609.5

[PULLQUOTE: Ensure that the proposed Anacostia waterfront parks are designed and planned to benefit Capitol Hill residents, with efforts taken to create safe pedestrian, bicycle, and transit connections to the shoreline and to provide park facilities and services that respond to the needs of Hill East neighborhoods.]

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 and Florida Avenue). The 2006 Parks Master Plan

determined that this area was particularly deficient in recreational facilities. Continue efforts to improve safety, security, and maintenance levels at all parks in the Capitol Hill Planning Area. 1609.6

Policy CH-1.2.7: National Park Service Coordination
Recognize that most of the parkland in and around the Capitol Hill Planning Area is owned and operated by the National Park Service (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 as aesthetic, recreational, and natural resources. 1609.7

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 esplanade, the numerous triangle parks along diagonal streets, public plazas such as the area around Eastern Market Metrorail, and the front "yards" of most Capitol Hill row houses, portions of which are located within the public right-of-way. 1609.8

Action CH-1.2-A: Historic Surveys
Conduct 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. 1609.9

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. 1609.10

Action CH-1.2-C: RFK Stadium Area
Actively participate in the current effort by the National Capitol Planning Commission, the National Park Service, the Anacostia Waterfront Corporation, local Advisory Neighborhood Commissioners, residents, and neighborhood groups to develop a long-range plan for the RFK Stadium complex, extending from the DC Armory north to Benning Road. 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. 1609.11

Action CH-1.2-D: Park and Recreation Improvements
Upgrade the Rosedale, Watkins, Hine, and Payne recreation centers and playgrounds, and the William H. Rumsey Aquatic Center. Explore the development of an additional recreation center in the area between H Street and Florida Avenue. 1609.12

[Photo Caption: Sherwood Recreation Center]

Action CH-1.2-E: Senior Center
Explore the feasibility of developing a senior center in the Northeast part of Capitol Hill. 1609.13

Action CH-1.2-F: Old Naval Hospital
Retain and renovate the Historic Naval Hospital on Pennsylvania Avenue as a community facility. 1609.14

[Photo Caption: Old Naval Hospital, Pennsylvania Av SE]

CH-2.0 Policy Focus Areas 1610

The Comprehensive Plan has identified four 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 Area Element and in the citywide elements (see Map 15.2 and Table 15.2). These areas are:

- H Street/ Benning Road
- Pennsylvania Avenue Corridor
- US Capitol perimeter
- Reservation 13/ RFK Stadium Complex 1610.1

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). 1610.2

Table 15.2: Policy Focus Areas Within and Adjacent to Capitol Hill 1610.3

Within Capitol Hill	
2.1	H Street/ Benning Road (see p. 16-21)
2.2	Pennsylvania Avenue Corridor (see p. 16-24)
2.3	US Capitol Perimeter (see p. 16-27)
2.4	Reservation 13/ RFK Stadium Area (see p. X)
Adjacent to Capitol Hill	
1	NOMA/ Northwest One (see p. 17-40)
2	Northeast Gateway (see p. 24-17)
3	Lower Bladensburg/ Hechinger Mall (see p. 24-19)
5	Near Southeast (see p. 15-21)
6	Pennsylvania Av (East of the River) (see p. 18-22)

[INSERT Map 15.1: Capitol Hill Policy Focus Areas 1610.4]

CH-2.1 H Street/ Benning Road 1611

At one time, the mile-long stretch of H Street between Union Station and the "starburst" intersection at Bladensburg and Benning Roads was the second busiest commercial area in the District of Columbia.

The area declined during the 1950s and 1960s and was heavily damaged by the riots of 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 the strip has yet to fully recover. H Street's retail space has not kept up with the rapidly expanding buying power of the surrounding neighborhoods, or the burgeoning office market north and east of Union Station. 1611.1

In 2003, the Office of Planning completed a Small Area Plan for the H Street corridor, designed to guide community, private sector, and public agency action and investments. The Plan lays out a vision for H Street as a great neighborhood shopping street, serving resident needs, providing connections to the larger city, 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 potential for over 750 units of new housing, 200,000 square feet of new office space, and 300,000 square feet of retail space was identified. However, these projections may have been low; just two years after the Plan's completion, there were already 450 units of housing under construction on the 200 block of H Street (the former Children's Museum site), and another 300 units proposed across the street. 1611.2

Land use recommendations in the H Street Plan were accompanied by transportation recommendations, some of which are already being implemented. A transitway will be developed along the corridor, with streetcars sharing the right-of-way with vehicles. 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. 1611.3

Extensive streetscape, signage, and façade improvements also are planned, including new pedestrian crossings and a civic plaza at the eastern gateway near Hechinger Mall. The H Street Plan also calls for increased code enforcement, the use of preservation tax credits, new incentive and assistance programs, and the creation of a Business Improvement District (or incorporation of H Street into the Capitol Hill BID). 1611.4

East of H Street, the Benning Road (between 15th Street and Oklahoma Avenue) corridor 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 proposed construction of the H Street-Benning streetcar, along with accompanying "Great Street" improvements such as new street trees and lighting, will create opportunities for revitalization and new businesses along Benning Road. This will provide a needed amenity for the adjoining Rosedale and Kingman Park neighborhoods, which currently lack convenient retail services. 1611.5

See the Anacostia Waterfront Element for discussion of the Benning Road Transportation Study, Kingman Island , and the RFK Stadium area.

Policy CH-2.1.1: H Street Revitalization
Support the revitalization of the H Street corridor between North Capitol Street and 17th Street NE in a manner that is consistent with the approved 2003 H Street Strategic Development Plan. This Plan recommended the development of four thematic areas along the H Street corridor: 1611.6
(a) 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.
(b) 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.
(c) An Arts and Entertainment District, extending from 12th Street to 15th Street. This area builds on the established Atlas Theater, H Street Playhouse, and RL Christian Library. New arts and cultural uses are encouraged, as are complementary specialty retail uses, sit-down restaurants, arts-related retail, and other community services. Moderate-density residential and office space, including live-work space, also is encouraged in this area.
(d) Hechinger Mall (in the adjacent Upper Northeast Planning Area). Continued improvements to the Hechinger Mall are planned to make the area more pedestrian-friendly, construct a civic plaza, and add infill development (including housing) on the mall parking lots.

[Photo Caption: H Street NE]

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. 1611.7

Policy CH-2.1.3: Physical Improvements
Improve the infrastructure and physical appearance of the H Street corridor as a way to enhance its market perception, and to attract investors, visitors, shoppers, and residents. 1611.8

Policy CH-2.1.4: H Street Transit and Streetscape Improvements
Undertake transit and streetscape improvements to enhance mobility along H Street, and improve the area's accessibility from the surrounding neighborhoods and other parts of the city. Improvements should upgrade aesthetics and pedestrian safety and make walking along the street more comfortable and enjoyable. 1611.9

Policy CH-2.1.5: Parking
Retain existing on-street parking along H Street. As recommended by the H Street Small Area Plan adopted by Council, encourage the development of structured off-street and shared parking lots serving the retail and theater areas on the central and eastern parts of the commercial district. 1611.10

Policy CH-2.1.6: Historic Preservation
Encourage the preservation of historic buildings along H Street, and promote educational and cultural tourism activities to raise awareness of the corridor's history and unique historic character. Consistent with the H Street Small Area Plan, this should expanded surveys, tax credits, and a determination of the H Street corridor's eligibility for designation as a National Historic District. 1611.11

Policy CH-2.1.7: H Street Overpass
Ensure that any future development in the air rights adjacent to the H Street overpass recognizes the limitations of the streets beneath the bridge to serve high volume commercial traffic, and includes provisions for parking and delivery ingress and egress from the bridge itself. The allowable height of any building constructed in the air rights should be measured from the existing grade of 1st Street or 2nd Street NE, rather than from the overpass. 1611.12

Action CH-2.1-A: H Street Strategic Development Plan
Implement the recommendations of the 2003 H Street Strategic Development Plan. 1611.13

Action CH-2.1-B: Great Streets Improvements
Implement "Great Streets" streetscape plans for H Street and Benning Road, including landscaping the avenue from Union Station to the Anacostia River, maintaining the width of the street, planting trees,

upgrading signage and street furniture, and taking other steps to manage traffic flow and reduce cut-through traffic in adjacent neighborhoods. Many of these recommendations may be found in the 2004 DDOT H Street NE Corridor Transportation Study. Additional improvements should include provisions for a mid-block traffic signal and crosswalk on the 600 block of H Street NE to ensure pedestrian safety and to allow safe ingress and egress to development planned in this area. 1611.14

Action CH-2.1-C: Library Replacement
Pursue replacement of the RL Christian Library with a modern state-of-the-art library facility at 13th and H Streets. 1611.15

[Photo Caption: RL Christian Library]

Action CH-2.1-D: Business Assistance
Implement programs to improve retail success along H Street, including financial assistance to small businesses, grant and loan programs, façade improvement programs, Small Business Administration loans, and the creation of a Business Improvement District. 1611.16

Action CH-2.1-E: Marketing and Branding
Continue collaborative efforts with merchants, property owners, and residents to improve "branding" and marketing of the H Street corridor and highlight the street's direction as a center of neighborhood life in Northeast Capitol Hill. 1611.17

See also Action CH-1.1-D on the H Street-Benning Road streetcar

CH-2.2: Pennsylvania Avenue SE Corridor 1612

Pennsylvania Avenue 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 to Eastern Market, and down 7th and 8th Streets through the Barracks Row historic area. This concentration of commercial uses is known as Capitol Hill's "Central Business District." 1612.1

East of 9th Street SE, Pennsylvania Avenue 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. The juxtaposition of older residential row homes and drive-through commercial uses creates land use conflicts on the corridor, and compromises the image of Pennsylvania Avenue as a gateway to the nation's capital. Consequently, the entire corridor from the US Capitol east to the Maryland line was designated by the city as a "Great Street" in 2005. Efforts are underway to improve the streetscape, and address a variety of land use, transportation, and design issues. 1612.2

Two metrorail subway 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. Historic Eastern Market itself is in need of structural improvements, and there continue to be issues related to the lack of parking in the vicinity. 1612.3

[Photo Caption: Pennsylvania Avenue SE-alternate photo to be used]

The Potomac Avenue Metro station area suffers from a lack of identity, 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 multi-family development should be concentrated on vacant lots and on the "drive-through" commercial properties along the avenue, and should emphasize moderate densities rather than medium or high 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. 1612.4

[PULLQUOTE: The Potomac Avenue Metro station area suffers from a lack of identity, 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.]

Policy CH-2.2.1: Pennsylvania Avenue "Great Street"
Improve Pennsylvania Avenue SE as the ceremonial gateway to the U.S. Capitol. 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. 1612.5

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 and North Carolina Avenue, and along Pennsylvania Avenue between 2nd Street and 4th Street SE, 6th and 9th Streets SE, and 12th and 16th Streets SE. Any improvements or alterations in these areas should protect and preserve the historic texture, scale, and features of the existing buildings and adjoining neighborhoods. 1612.6

Policy CH-2.2.3: Eastern Market Metrorail Station
Improve the urban design quality of the Eastern Market Metrorail station area. Consider development of moderate density housing with ground floor retail on underused commercial sites in the station vicinity. Provide appropriate transitions between such development and adjacent residential areas, and take steps to manage additional traffic and parking demand and improve Metro access. 1612.7

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. 1612.8

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 uses, and retain the area's historic scale and character. Particularly encourage additional retail to locate along the portion of Barracks Row located south of the freeway, thus enhancing the connection between Capitol Hill and the emerging waterfront neighborhoods. 1612.9

[Photo Caption: Barracks Row]

Policy CH-2.2.6: Potomac Avenue Metrorail Station
Support the revitalization of vacant commercial space and additional moderate 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 relatively low-scale, respecting the character of the adjacent row house community. 1612.10

Action CH-2.2-A: Streetscape Improvements
Implement "Great Streets" 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 role as a historic street and ceremonial gateway and should complement the efforts that have already been made to improve the streetscape in the 600 block and near Eastern Market. 1612.11

Action CH-2.2-B: Eastern Market Plaza
Prepare and implement an urban design and 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 between Metrorail's Blue Line and connecting buses serving Southeast Washington. 1612.12

Action CH-2.2-C: Eastern Market Renovation
Implement plans to improve Eastern Market, addressing structural deficiencies and renovation needs, as well as related issues such as parking, access, and deliveries. 1612.13

Action CH-2.2-D: Potomac Gardens New Community
Pursue redevelopment of Potomac Gardens 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. 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. 1612.14

See the Economic Development Element of the Comprehensive Plan for specific actions relating to the improvement of the city's "Main Street" retail areas such as Barracks Row.

CH-2.3 U.S. Capitol Perimeter 1613

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. Currently, the Capitol Interest Overlay zone encompasses a variety of existing land uses, including homes and apartments, hotels, non-profits, offices, restaurants, retail stores, and parks. 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. 1613.1

[PULLQUOTE: 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.]

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, and ensure that future land use decisions are consistent with the Architect of the Capitol's Master Plan. 1613.2

Policy CH-2.3.1: Capitol Master Plan Conformity
Ensure that the future development and/or expansion of the United States Capitol grounds conforms with the guidelines set out in the Master Plan of the U.S. Capitol. Any land transferred from the Architect of the Capitol 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. 1613.3

Policy CH-2.3.2: Capitol Area Traffic and Parking
Work with the Architect of the Capitol to reduce parking and traffic impacts in areas adjacent to the U.S. Capitol and to address related problems such as tour bus parking and the enforcement of residential permit parking restrictions. 1613.4

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. 1613.5

Policy CH-2.3.4: Impacts of Security Measures
Encourage the Architect of the Capitol to coordinate all proposed street closings, re-routings, and security measures with District government. 1613.6

See the Urban Design Element for additional policies on security and urban design. Please consult the Transportation Element for policies on street closures.

Policy CH-2.3.5: Compatibility of Federal Facilities
Work with the Architect of the Capitol to ensure that the development of future federal buildings is compatible with and protects 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, and public works maintenance and storage areas used by the Architect of the Capitol 1613.7

Policy CH-2.3.6: Capitol Power Plant
Ensure that the Capitol Power Plant and Refrigeration Plant are operated 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. 1613.8

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. 1613.9

CH-2.4 Reservation 13/ RFK Stadium (Hill East Waterfront) 1515

[citations to be renumbered, this will be section 1514.]

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 city'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 DC Jail was built in 1976, replacing the old jail on the site that dated back to the 1870s. 1515.1

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 Metrorail station at Stadium-Armory. While the Departments of Health and Mental Health, the Medical Examiner, and the Court Supervisor and Offender Supervision Agency all utilize space on the site, many of the buildings are underutilized. DC General Hospital itself was closed in 2001. 1515.2

[PULLQUOTE: 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.]

A Master Plan for Reservation 13 was completed in 2002 and later adopted by the City 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 initiated. As of early 2006, neither of these actions has been completed. 1515.3

The adopted Reservation 13 Master Plan retains the DC Jail and other institutional uses and 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 Metrorail station. The preliminary development program identifies the potential for 800 new housing units and over 3 million square feet of non-residential space, roughly doubling the total square footage of buildings on the site. 1515.4

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 the National Capital Planning Commission. 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. 1515.5

Policy CH-2.4.1: Redevelopment of Public Reservation 13
Redevelop Reservation 13 as a mixed use neighborhood that combines housing, office space, health care, civic, education, and recreational uses. 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. 1515.6

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. 1515.7

Policy CH-2.4.3: Reservation 13 Parkland
Create new waterfront parklands and green spaces at Reservation 13, including a grand waterfront park, recreational trails along the waterfront, smaller neighborhood parks and open spaces within the site, and tree-lined pedestrian streets. 1515.8

Policy CH-2.4.4: Stadium-Armory Station
Capitalize on the Stadium-Armory Metrorail 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. 1515.9

[Photo Caption: Stadium-Armory Metrorail Station]

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. 1515.10

Policy CH-2.4.6. RFK Stadium Area
Encourage better use of the National Park Service 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. 1515.11

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. Upon transfer of the land from federal to District control, the site should be rezoned to achieve the Master Plan's objectives. 1515.12

Action CH-2.4.B: RFK Stadium Planning
Work collaboratively with the National Capital Planning Commission 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. 1515.13

CHAPTER 16
CENTRAL WASHINGTON AREA ELEMENT

[text will be reflowed as Section 16, starting with Overview, Sec 1600)

Overview 1700

The Central Washington Planning Area is the heart of the District of Columbia. Its 6.8 square miles include the "monumental core" of the city, 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 city's traditional Downtown and other employment centers such as the Near Southwest and East End. It includes Gallery Place and Penn Quarter, the region's entertainment and cultural center. Finally, Central Washington includes emerging urban neighborhoods like Mount Vernon Triangle and North of Massachusetts Avenue (NoMA). 1700.1

The area's boundaries are shown in the map at left. A majority of the area is within Council Ward 2, with portions also in Ward 6. All of Central Washington is within the boundary of the 1791 L'Enfant Plan and its 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's image as an international capital. Planning for this area is done collaboratively with the federal government, with the National Capital Planning Commission having land use authority over federal lands. 1700.2

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. The DC Department of Employment Services reports that over 400,000 persons are employed within its boundaries. The area's preeminence is underscored by its land use patterns; it includes more than 100 million square feet of office space (almost 25 percent of the region's total), 2 million square feet of retail floor space, over 11,000 hotel rooms, major entertainment venues, and the second largest theater district 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. 1700.3

This Area Element takes a broader view of the city center than has been taken in past plans. Historically, city plans for "Downtown" have covered the area east of 16th Street NW, north of the National Mall/ US Capitol complex, and south of Massachusetts Avenue. However, most residents, workers, and visitors think of Downtown in a broader sense—including areas as far north as Dupont Circle, as far west as Foggy Bottom, and as far east as Capitol Hill. Only about half of the central city workforce is located within the city's "traditional" Downtown. "Traditional" Downtown is also almost completely built out. Most of the District's future employment growth will take place beyond its boundaries, in areas like NoMA and Near Southeast (in the adjacent Anacostia Watefront Planning Area). 1700.4

Washington's "traditional" 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. Traditional Downtown also contains many exceptional historic buildings and public spaces, including many National Register Landmarks. 1700.5

Moving from "traditional" Downtown to the West End, the transition 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, and a cluster of global financial and banking institutions (including the World Bank and International Monetary Fund) on the area's western edge. 1700.6

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, the Federal Triangle, the White House and Executive Office Building, Old Naval Observatory Hill (site of the proposed US Institute of Peace) and the Corcoran College of Art+Design. 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. 1700.7

On the eastern and northeastern flank of Downtown, the pattern of intense office development gives way to more varied land uses. The new 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 Triangle and adjacent Massachusetts Avenue corridor between Mount Vernon Square and Union Station has become one of the densest neighborhoods in the City. Some 1,300 new units were built between 2000 and 2005 and 1,700 units are now under construction. Density on many of these sites is between 200 and 400 units per acre. 1700.8

[Photo Caption: Washington Convention Center]

NoMA lies north and east of the Massachusetts Avenue corridor. It includes an emerging office area along North Capitol Street and a light industrial area between the CSX railroad tracks and the row house neighborhoods of Capitol Hill. Office development has moved eastward into NoMA as developable land in the West End, Central Business District, East End, and Capitol Hill has become more scarce. The opening of the New York Avenue Metro station in late 2004 has made the area more attractive for investment, and many residential and office projects are now under consideration in this area. 1700.9

While the office market in Central Washington has remained consistently strong, the area has only recently begun to reverse a decades-long decline in its role as a retail and entertainment destination. Likewise, the 30-year old goal of creating a "living downtown" with high-density housing is finally being realized. 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 has suddenly become "the" place to be in the region, and its first-rate restaurants, boutique hotels, and entertainment venues are attracting national attention. The promise of thousands more new residents, workers, and visitors during the next decade suggests that the best may be yet to come. 1700.10

[PULLQUOTE: The 30-year old goal of creating a "living downtown" with high-density housing is finally being realized. 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.]

Context

History 1701

Prior to 1791, Central Washington consisted of open fields, pastureland, groves of trees, and meandering creeks and wetlands. This landscape was reshaped as work began on the new national capital in the 1790s. Grand municipal buildings rose along the avenues, a canal was constructed (on what later would become Constitution Avenue), and homes and businesses were erected along the side streets. During the early 1800s, the government built the White House, the Capitol, City Hall, and other public buildings. 1701.1

Throughout the 19th and early 20th Century, the area extending from the Capitol to the White House and from Pennsylvania Avenue north served as the commercial heart of a growing urban area. In the mid 1860s, the city's first street car line opened between the Capitol and the Willard Hotel at 14th Street and Pennsylvania Avenue. A streetcar line was later constructed along F Street, NW, which eventually became the city's primary shopping corridor. 1701.2

As the federal government expanded through the late 19th Century, government buildings and related offices slowly displaced Downtown's residences and small businesses. By 1891, there were nearly 21,000 federal employees in the central city, and federal bureaus spilled into many buildings originally designed for other commercial functions. Residential growth shifted to new neighborhoods to the north, east, and south. 1701.4

By the end of the 19th century, the National Mall and Smithsonian museums had taken on increased importance as an American gathering place and cultural center. This role was recognized and elevated by the McMillan Commission in 1901. The Commission's grand plan for the National Mall and its environs reshaped the city 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 the 1899 and 1910 Height Acts, enacted just as other major American cities were discovering the modern skyscraper. 1701.4

[Photo Caption: Atlantic Building, Downtown]

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 the city'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 city targeted for urban renewal in the 1950s. 1701.5

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 the traditional Downtown to K Street and to the redevelopment area south of the National Mall. Plans to revitalize Pennsylvania Avenue and other "special streets and places" were developed in response, and a variety of redevelopment concepts were explored for the West End, South Capitol Street, and the near Southeast. 1701.6

These plans did little to stem Downtown's decline. 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 1968 riots also took a toll. 1701.7

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 the traditional Downtown. Despite these efforts, the area still lacked street activity and urban vitality. 1701.8

In 1982, the Mayor's Downtown Committee with support from the Office of Planning 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 decline 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, Gallery Place and Chinatown; new arts uses along 7th Street; 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. 1701.9

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 in 1997 and tax increment financing legislation in 1998. 1701.10

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 the Traditional Downtown. An update of the Agenda was launched in July 2006, providing an opportunity to develop new goals and strategies for the coming years. 1701.11

Land Use 1702

Land use statistics for the Planning Area appear in Figure 17.1. Central Washington comprises about 3,285 acres, or about 7.5 percent of the city. About 510 acres of the total area consists of water. 1702.1

[INSERT Figure 17.1:Land Use Composition in the Central Washington Area 1702.6
[Pie chart "slices" unchanged from July draft]

Compared to the other nine Planning Areas in the city, Central Washington contains much higher percentages of commercial and federal land. Commercial land represents 17 percent of the total, with about two-thirds of the acreage developed with private office buildings. Non-park federal land also represents 17 percent of the total. Much of this land is also developed with offices, but in this case the owner and occupant is the federal government. 1702.2

Almost one-third of the Planning Area consists of street rights-of-way, a slightly higher percentage than for the city as a whole. Almont one-quarter of the land area is open space, which is also higher than the average for the city as a whole. Much of the open space is contained within the National Mall and almost all of the remainder is comprised of federal "reservations" managed by the National Park Service. The federal open space has significant programming restrictions, limiting its use for local purposes and District activities. 1702.3

Residential land comprises just 1.6 percent of the Planning Area. Almost of all of this acreage consists of mid- to high-rise apartments, with average densities exceeding 100 units per acre. Most of the residential

development is located in the northern part of the Planning Area, near Dupont Circle, along the Massachusetts Avenue corridor, and in the Northwest One Urban Renewal Area. Another concentration is located in the Penn Quarter, around 7th and D Streets NW. There is no residential development south of the National Mall and north of I-395. 1702.4

The percentages of land area in other uses, such as institutions, public facilities, and utilities, are all relatively small. Only about 2.1 percent of the Planning Area consists of vacant, unimproved private land. 1702.5

Most land in Central Washington is publicly owned. Government uses, including parks, federal land, streets, and public facilities, represent 76 percent of the area's acreage. When institutions are added in, the figure approaches 80 percent. 1702.6

[PULLQUOTE: Most land in Central Washington is publicly owned. Government uses, including parks, federal land, streets, and public facilities, represent 76 percent of the area's acreage. When institutions are added in, the figure approaches 80 percent.]

Demographics 1703

Basic demographic data for Central Washington is shown in Table 17.1. In 2000, the area had a population of 10,665, or about 1.8 percent of the city's total. By 2005, population had increased to about 15,700, as more than a dozen large apartment or condominium complexes were added. Household size is estimated at about 1.75, which is well below the citywide average of 2.12. 1703.1

Relative to the city as a whole, Central Washington has a higher percentage of seniors and a lower percentage of children. About 42 percent of the area's residents lived in the same house in 2000 as they did in 1995. This is below the citywide average and is indicative of a relatively mobile population. 1703.2

Approximately 60 percent of the area's residents are African-American, which is on par with the citywide average. About 26 percent of the area's residents are White, which is just slightly below the citywide average. The area includes a higher percentage of foreign-born residents than the city as a whole, and a lower percentage of residents of Hispanic origin. Almost nine percent of Central Washington's residents are Asian, which is three times the citywide average. 1703.3

Housing Characteristics 1704

The 2000 Census reported that 90 percent of Central Washington's 5,880 housing units were in multi-family buildings; 75 percent were in buildings with more than 50 units each. These percentages have increased in the last five years as almost all new housing in the Planning Area has consisted of large multi-unit buildings. The area contains fewer than 100 single family detached homes. 1704.1

The 2000 Census reported that 89 percent of the households in the Planning Area were renters and only 11 percent were homeowners. This balance is shifting as a growing share of new construction consists of owner-occupied condominiums. Based on projects under construction today, the percentage of renter-occupied units is likely to decline to between 60 and 70 percent by the next Census. 1704.2

In 2000, nearly 12 percent of the housing units in Central Washington were vacant. This is slightly higher than the citywide average of 9.6 percent. 1704.3

Table 16.1: Central Washington At a Glance 1703.4

Basic Statistics	
Land Area (square miles)	4.3
Population	
1990	10,525
2000	10,665
2005 (estimated) (*)	15,700
2025 (projected) (*)	30,000
Households (2005) (*)	8,000
Household Population (2005) (excludes group quarters) (*)	13,800
Persons Per Household (2005) (*)	1.73
Jobs (2005) (*)	423,000
Density (persons per sq mile) (2005) (*)	3,700

Year 2000 Census Data Profile			
	Far Northeast and Southeast Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	1,895	17.8	20.0
18-65	7,219	67.7	67.8
Over 65	1,551	14.5	12.3
Residents Below Poverty Level	3,257	30.5	20.2
Racial Composition			
White	2,757	25.9	30.4
Black	6,450	60.5	60.3
Native American	28	0.3	0.3
Asian/ Pacific Islander	952	8.9	2.6
Other	247	2.3	3.8
Multi-Racial	231	2.2	5.2
Hispanic Origin	588	5.5	7.9
Foreign-Born Residents	1,788	16.7	12.9
Tenure			
Owner Households	571	11.0	40.7
Renter Households	4,611	89.0	59.3
Population 5+ yrs in same house in 2000 as in 1995	4,327	42.6	46.9
Housing Occupancy			
Occupied Units	5,182	88.1	90.4
Vacant Units	698	11.9	9.6
Housing by Unit Type			
1-unit detached	93	1.6	13.1
1-unit attached	380	6.5	26.4
2-4 units	125	2.1	11.0
5-9 units	166	2.8	8.0
10-19 units	340	5.8	10.3
20-49 units	379	6.4	7.4
50+ units	4,398	74.8	23.3
Mobile/ other	0	0	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources. (**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Income and Employment 1705

Data from the Department of Employment Services and the Office of Planning indicates there were approximately 423,000 jobs in Central Washington in 2005, primarily in the government, professional, and non-profit sectors. This represents about 57 percent of the city's job base. Year 2000 Census "journey to work" data states that 150,000 Maryland commuters and 115,000 Virginia commuters traveled into Central Washington every day to work. Another 90,000 residents from the other nine planning areas of the District of Columbia also commute into Central Washington each day.1 1705.1

[PULLQUOTE: Data from the Department of Employment Services and the Office of Planning indicates there were approximately 423,000 jobs in Central Washington in 2005, primarily in the government, professional, and non-profit sectors. This represents about 57 percent of the city's job base.]

About 39 percent of the inbound commuters drive alone to work and about 38 percent take public transit. Some 18 percent carpool or vanpool and five percent walk or bicycle. The high volume of commute traffic strains the area's road network on a daily basis, and places a premium on convenient, high-quality transit. 1705.2

In 2000, the Census indicated the median household income in the Planning Area was $27,879. This is substantially below the citywide average of $45,927. More than 30 percent of the area's residents lived below the federal poverty level in 2000. However, the addition of thousands of market-rate condominiums and apartments since 2000 has undoubtedly brought a sharp rise in median household income since then. 1705.3

Census data indicates that about 47 percent of the area's employed residents hold jobs within Central Washington. About 30 percent work elsewhere in the District, and the remaining 23 percent reverse commute to suburban jobs. 1705.4

Projections 1706

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 8,000 households in 2005 to 16,400 households in 2025. Population will nearly double from about 15,700 residents today to about 30,000 residents by 2025. 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. 1706.1

The number of jobs is expected to increase from about 423,000 today to 490,000 in 2025. This represents just over half of the total increase in employment projected for the District of Columbia between 2005 and 2025. Most of the increase will take place in NoMA and on the eastern side of the traditional Downtown. Major development sites such as the Old Convention Center also will generate a significant number of new jobs. Replacement of some of the aging building stock in the traditional Downtown, Near Southwest, and Golden Triangle areas also can be expected. 1706.2

[Photo Caption: Renovated John A. Wilson Building, the District's "City Hall"]

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1 These figures add to less than 423,000 due to the growth in employment (about 32,000 jobs) since 2000, and the fact that only workers with regular daily commutes in and out of Central Washington are counted.

Planning and Development Priorities 1707

Priorities for Central Washington were discussed at Comprehensive Plan community workshops throughout 2005 and 2006. Several meetings with the Advisory Neighborhood Commissions that include 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. 1707.1

The following priorities for Central Washington were expressed through this process:
1707.2

(a) The vision of a mixed use "living downtown" remains even more applicable today than it was 30 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 the city. 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.

(b) The Central 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 city 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 also provide desirable diversity. Participants in Comp Plan discussions stated that further efforts should be made to nurture Downtown's developing mix of fine restaurants, theaters, galleries, clubs, and retail shops—and to complement these uses with attractive public spaces to achieve the eclectic, organic, high-energy character that defines cities like London and New York.

(c) In addition to being diverse, Downtown should be authentic. This should be expressed through its appreciation and celebration of its history, culture and heritage. Thus, priority should be placed on the preservation of buildings, places and uses which express these qualities. Recent efforts to restore the former Carnegie Library Building, create farmers markets, and improve the Central Library to provide space for cultural celebrations are examples of actions which 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 Chinese characters 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.

[Photo Caption: H Street NW, Chinatown]

(d) 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 city's "Commons", a place where residents

can come, feel welcome, celebrate good times and, when necessary, even protest about District issues. 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 the great melting pot that serves all of the city's neighborhoods.

(e) 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 of Columbia's greatest assets. It is essential that new buildings reflect this character and add to the sense of place. In particular, attention must 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.

[PULLQUOTE: 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 of Columbia's greatest assets.]

(f) While recognizing Central Washington's national and international role, the area should also play a special role for our own citizens. It should serve the multiple needs of all its citizens, without regard to age, class or ethnic background. Many activities serving very low-income persons and those with special needs—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 special needs housing units and human service facilities should be retained in the future. This should be achieved by preserving the affordable housing units left, 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 hotels. Other social service facilities, such as day care centers and job training facilities, are needed to sustain Downtown as a community hub.

(g) Central Washington is the hub of the metropolitan transportation system with 15 Metrorail 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 Metrorail stations that are nearing capacity
- Recent 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

The DC Circulator has been an important step to connect Central Washington destinations to one another, but 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.

(h) The "federal" city and "domestic" city should be connected as one, as they are in other great national capital cities. The Mall's museums and attractions are ringed by imposing 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 (like the Circulator), and the development of new attractions

like the Newseum and Spy Museum in the heart of Downtown. In addition to the urban design benefits of unifying the Mall and Downtown, there are other obvious benefits as more visitors choose to dine, shop, and stay in the District. Waterfront park improvements provide another way to tie the city 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.

[PULLQUOTE: The "federal" city and "domestic" city should be connected as one, as they are in other great national capital cities.]

(i) Downtown's growth and success should continue to benefit residents of the District of Columbia. Downtown already plays a pre-eminent role in the economic health of the city, producing a net benefit of $600 million per year in tax revenues. In addition, the growth of retail trade, 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.

(j) While Downtown has been among the top office markets in the world since the beginning of the decade, the health of that market should not be taken for granted. Changes in security policies on the part of the Defense Department 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.

(k) 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, both to influence transportation choices and the development of "green buildings."

Policies and Actions

CW-1.1 Guiding Growth and Neighborhood Conservation 1708

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. 1708.1

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 so that the area remains attractive, exciting, and economically productive. 1708.2

See also the Urban Design and Land Use Elements for additional policies related to Downtown growth.

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, filling in the gap between 3rd Street NW and North Capitol Street (south of Massachusetts Avenue), and capitalizing on the growing demand for office space along North and South Capitol Streets and in the vicinity of the New York Avenue 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. 1708.3

See also the Economic Development Element for additional policies related to growth of the office economy.

[Photo Caption: Seventh Street NW]

Policy CW-1.1.3: Incentives for Non-Office Uses
Because market forces tend to favor office development over other land uses in Central Washington, take action to attract the other desired land uses within the area. For example, the District's zoning regulations should include incentives for mixed use development, including housing, ground floor retail, educational uses, and arts facilities, in locations consistent with the Comprehensive Plan. 1708.4

Policy CW-1.1.4: New Housing Development in Central Washington
Encourage the development of new high-density housing in Central Washington, particularly in the area north of Massachusetts Avenue and east of Mount Vernon Square. This area includes Mount Vernon Triangle, Northwest One, and NoMA. 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. 1708.5

See also the Housing Element for additional policies relating to Downtown housing production.

Policy CW-1.1.5: Central Washington Housing Diversity
Preserve Central Washington's existing low- to moderate-income housing, including public housing, Section 8 housing—both contracts and vouchers—and other subsidized units. While this will be expensive, it is important to keep Central Washington a mixed income community and avoid the displacement of lower income residents. 1708.6

[Photo Caption: Market Square, Penn Quarter]

Policy CW-1.1.6: Capturing Visitor and Employee Spending
Capture a greater share of the demand for goods and services generated by the more than 400,000 persons working in Central Washington, and the millions of tourists who visit the area each year by supporting additional retail and restaurant development. This will generate substantial jobs, tax revenues, and social and economic benefits for the city. 1708.7

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), and along the E Street corridor (between 5th and 15th Streets NW) 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 renovated National Portrait Gallery and Smithsonian American Art Museum), the Corcoran Gallery of Art, the Newseum, and the numerous Downtown theaters. 1708.8

See also the Economic Development Element for further policies relating to growth of the tourism and hospitality economy, and policies in the Arts and Culture Element on the promotion of Downtown arts and live-work housing for artists.

Policy CW-1.1.8: Promote Central Washington Retail
Develop and promote Central Washington as a regional retail destination. Particular emphasis should be placed on sustaining a concentrated regional shopping area at:
(a) The F and G Street corridors between 7th and 15th Streets NW
(b) Seventh Street NW in the Gallery Place and Penn Quarter neighborhoods; and
(c) The Old Convention Center site.
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. In particular, support should be provided to attract one or two additional boutique department stores to these areas. 1708.9

See also the Economic Development and Urban Design Elements for additional policies relating to the retail sector.

[Photo Caption: Gallup Building at 9th and F Streets]

Policy CW-1.1.9: Neighborhood-Serving Retail in Central Washington
Ensure that Central Washington's retail uses 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. 1708.10

Policy CW-1.1.10: Central Washington Hotels and Hospitality Services
Encourage the development of additional hotels in Central Washington, especially in the areas around the new Convention Center and Gallery Place, along Pennsylvania Avenue NW and Massachusetts Avenue NW, in the Thomas Circle area, and in the area east of Third Street NW. A range of hotel types, including moderately priced hotels, and hotels oriented to family travelers as well as business travelers, should be encouraged. Hotels generate jobs for District residents and revenues for the general fund and should be granted incentives when necessary. Retain existing hotel uses by allowing and encouraging the expansion of those uses, including the addition of one floor, approximately 16 feet in height subject to coordination with federal security needs, to the Hay-Adams Hotel. 1708.11

Policy CW-1.1.11: Leveraging Public Development Sites
Use publicly-owned development sites, such as urban renewal sites, WMATA joint development sites, and the former Washington Convention Center site 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 must be strategically managed to meet the long term needs of the District. 1708.12

Policy CW-1.1.12: Reinforcing Central Washington's Characteristic Design Features
Reinforce the physical qualities that set Central Washington apart from all other major American city centers, including the L'Enfant framework of diagonal avenues and park reservations, relatively low

building heights, the great open spaces of the National Mall and Tidal Basin, the large number of historic and/ or monumental buildings, and the blending of historic and contemporary architecture. 1708.13

[Photo Caption: Recent Downtown construction]

Policy CW-1.1.13: 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:

(a) discouraging second-level pedestrian bridges or underground walkways that drain activity from Central Washington streets;
(b) encouraging multiple entrances in large projects to increase street-level activity;
(c) managing certain streets so they can be easily closed to traffic on special occasions for use by pedestrians;
(d) providing streetscape improvements that make Downtown streets more comfortable and attractive;
(e) encouraging active ground floor uses, and discouraging wide building entrances, large internal lobbies, and street-facing garage entrances and loading areas;
(f) creating and managing well designed public spaces that provide space for spontaneous performances, programmed entertainment, and social interaction; and
(g) supporting collaboration with the National Park Service on measures to allow for recreation space as well as local and federal monuments and national memorials on federally-owned parks in the heart of the central business district such as Pershing Park, and Franklin, McPherson, and Farragut Squares.
(h) continuing the effort started more than 45 years ago to revitalize Pennsylvania Avenue through measures such as improved lighting, landscaping, and better use of Freedom Plaza. 1708.14

See also the Urban Design Element for additional policies relating to improving the public realm and creating active Downtown street environments.

[Photo Caption: L Street NW, Golden Triangle]

Policy CW-1.1.14: Central Washington Multi-modal Transportation System
Develop and maintain a balanced multi-modal transportation system for Central Washington which makes optimal use of the existing street network, the Metrorail and commuter rail networks, the bus system, and public spaces including sidewalks and alleys. Mass transit should be supported as the dominant form of transportation to, from, and around the area. 1708.15

Policy CW-1.1.15: Increasing Central Washington's Transit Mode Share
Improve public transit and other means of non-automobile access to Central Washington to the point where 70 percent of all peak hour trips into the area are made by a mode other than a single occupant vehicle. Based on 2000 Census data, the split for the Central Washington Planning Area was 60/40, with 40 percent of all commuters driving to work alone. Public transit should be emphasized as the preferred means of access to and around Central Washington by:

(a) giving priority to public transit vehicles on the area's streets
(b) promoting the use of public transit for commuting
(c) encouraging direct connections from Metrorail stations to adjacent development
(d) improving the availability of information and signage about public transit service
(e) developing new forms of transit such as circulators and trolleys, and
(f) improving public transit service, particularly during off peak hours.
(g) photo enforcement of traffic signals (red light cameras) 1708.16

Policy CW-1.1.16: 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. 1708.17

See also the Transportation Element for additional policies on shared parking and parking management

Policy CW-1.1.17: 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:
(a) Improving certain streets for pedestrian use;
(b) Providing safe and accessible pedestrian waiting space on the widest thoroughfares;
(c) Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions;
(d) Restricting curb cuts and parking garage access along major streets;
(e) Providing safe and accessible pedestrian detours at construction sites; and
(f) Encouraging sidewalk widening within private development.
(g) Enforcement of traffic and parking laws, such as no parking zones 1708.18

Policy CW-1.1.18: Cross-town Circulation
Strengthen transportation connections between Central Washington and the rest of the city by improving east-west connections such as F Street NW and north-south connections such as 7th and 9th Streets. 1708.19

See also policies in the Land Use, Urban Design, and Transportation Elements discouraging street closures in and around the District

Policy CW-1.1.19: Goods Movement and Service Delivery within Central Washington
Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by:
(a) maintaining and improving interior alleys where needed to provide for off street loading facilities and minimize curb cuts on streets;
(b) encouraging the consolidation of loading areas within new development and limiting on-street service deliveries;
(c) requiring adequate off street or below grade loading and service parking areas;
(d) converting on street loading facilities to off street facilities whenever possible; and
(e) managing goods and service delivery times. 1708.20

See the Transportation Element for additional policies on goods delivery

[Photo Caption: Street vendor, North Capitol Street]

Policy CW-1.1.20: 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 the city. Street signs, directional signs, and maps should provide clear information on travel routes, emergency routes and procedures, parking, and transit operations. 1708.21

See the Urban Design Element for additional policies on signage

Policy CW-1.1.21: Central Washington Capital Improvements
Invest in capital projects that improve the quality of Central Washington's environment, stimulate private investment, accommodate projected growth, and set the stage for the area to achieve its full economic and quality of life potential. To create the necessary revenue stream for these improvements, a significant share of the tax revenues generated by development in Central Washington should be reinvested within the area. No less than three percent of Central Washington's real property tax revenues should be directed to capital improvements in this area annually. 1708.22

Action CW-1.1-A: Downtown Action Agenda Update
Update the 2000 Downtown Action Agenda as a "Center City Action Agenda." The updated agenda should include a five-year list of actions to ensure development of the center city into a dynamic mixed use area. Study area boundaries should extend from Georgetown to Capitol Hill on the west and east and Dupont Circle to Buzzard Point on the north and south, with a particular focus on NoMA and the areas south of I-395. The Action Agenda should include updated land use "targets" to guide future development and marketing strategies. It should also address the relationship between the Central Employment Area and the "ring" of residential neighborhoods on its perimeter. 1708.23

Action CW-1.1-B: Land Use and Transportation Planning for Central Washington
Conduct ongoing land use and transportation research and planning for Central Washington, including the collection and analysis of data on the area's employment, population, housing, visitor, land use, development, travel pattern, and economic characteristics. This research and planning is 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 National Capital Planning Commission (NCPC), the DC Economic Partnership, and the local Business Improvement Districts. 1708.24

Action CW-1.1-C: Central Washington Urban Design Planning
Continue to 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. 1708.25

[PULLQUOTE: 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.]

Action CW-1.1-D: Focused Planning for "Catalytic" Sites
Develop detailed plans for "catalytic" sites with the potential to significantly shape the future of Central Washington. These sites include but are not limited to the Old Convention Center site, the I-395 air rights between D Street and Massachusetts Avenue NW, the Northwest One neighborhood, the air rights north of Union Station, and the former Carnegie Library on Mount Vernon Square. Encourage the federal government to prepare plans for similar sites under their jurisdiction such as Freedom Plaza, the old Post Office on Pennsylvania Avenue NW, Old Naval Observatory Hill, and the area around the Kennedy Center. 1708.26

Action CW-1.1.E: Public Space Regulations
Simplify public space regulations for Downtown to avoid duplicative or inconsistent standards and overly complex permitting requirements. 1708.27

Action CW-1.1.F: Residential Development Incentives
Develop incentives for the conversion of lower-performing retail/office buildings into new housing or mixed use development throughout Central Washington. 1708.28

Action CW-1.1.G: Tax and Financial Incentives for "Preferred" Land Uses and Infrastructure Investments
Apply a range of tax and financial incentives to assist in achieving the land use objectives for Central Washington. These incentives could include such measures as reduced taxes and financial assistance for preferred land uses, tax increment financing, PILOTs (payments in lieu of taxes), the use of special tax districts, and the involvement of the Housing Finance Agency and other entities that produce affordable housing or provide other public benefits. 1708.29

Action CW-1.1.H: Congestion Task Force Report Recommendations
Implement the recommendations of the Mayor's 2005 Downtown Congestion Task Force. 1708.30

CW-1.2 Conserving and Enhancing Community Resources 1709

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 Washington's traditional Downtown, rather than replicating existing development patterns. 1709.1

Policy CW-1.2.2: Preservation of Central Washington's
Historic Resources
Protect and enhance Central Washington's historic resources by continuing the current practices of:
(a) preserving the area's historic buildings and districts
(b) requiring that renovation and new construction is sensitive to the character of historic buildings and districts
(c) applying design incentives and requirements to encourage preservation, adaptive reuse, and appropriate relationships between historic development and new construction
(d) encouraging the adaptive reuse of historic and architecturally significant buildings
(e) preserving the original L'Enfant Plan pattern of streets and alleys, especially alleys that provide for off-street loading, deliveries, and garage access 1709.2
Historic resources should be recognized as essential to Downtown's economic vitality and competitive edge, particularly for retail, tourist, and entertainment activities. 1709.3

See also the Historic Preservation Element for additional policies related to historic resources.

Policy CW-1.2.3: Central Washington Open Space
Provide high quality outdoor public spaces throughout Central Washington. This should include the development of new open spaces, such as a civic plaza on the site of the Old Convention Center. It should also include enhancements to existing open spaces such as Judiciary Square (in accordance with the approved Judiciary Square Master Plan). In addition, the area's triangle parks should be enhanced as an important element of the L'Enfant Plan. Parks and open spaces in Central Washington should be well-maintained, well-designed, and appropriately programmed based on their location, context, historic significance, and design features. 1709.4

[Photo Caption: Franklin Square]

Policy CW-1.2.4: Recreation for New Downtown Residents and Workers
Ensure that emerging residential and employment centers such as Northwest One, NoMA and Mount Vernon Triangle include adequate parks, open spaces, and recreational facilities for residents, workers and other users. The use of payment-in-lieu-of-taxes (PILOTs) to fund such improvements should be explored. 1709.5

See also Parks, Recreation and Open Space for policies regarding new parks

[Photo Caption: Freedom Plaza]

Policy CW-1.2.5: Central Washington Economic Opportunity
Develop programs to maximize the economic benefits of development in Central Washington for District residents. A priority should be placed on programs which 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. 1709.6

See also the Economic Development Element for policies relating to small businesses and commercial gentrification.

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 the homeless, elderly, disabled, and others with special needs. Ensure that centrally located facilities providing these services are retained or added as the city's population and employment base expand. 1709.7

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 Business or Community Improvement Districts to coordinate special events, marketing, planning and design, business development, maintenance and security, transportation, and joint development activities. 1709.8

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 expected influx of new residents into the area and the historically transient character of its population, this will be important to create a stronger sense of community ownership and neighborhood pride. 1709.9

Action CW-1.2-A: Business and Community Improvement Districts
Support the activities of the Central Washington Business Improvement Districts (BIDs) and Community Improvement Districts (CIDs) within Central Washington. Encourage partnerships between these entities and District government to achieve local job training, job placement, and business assistance goals. 1709.10

See also the Economic Development Element for additional policies related to economic and business development.

Action CW-1.2-B: Central Washington Open Space Planning
Work with the National Capital Planning Commission and the National Park Service in the planning and programming of Central Washington's major open spaces, including participation in the National Capital Framework Plan and the National Mall Comprehensive Management Plan. In addition, work with the federal government to develop unique management policies and procedures for the smaller (non-Mall) Central Washington federal parks. 1709.11

More specific actions relating to community resources are contained in the Policy Focus area discussions below.

CW-2.0 Policy Focus Areas 1710

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
- L'Enfant Plaza/ Near Southwest
- NoMA/ Northwest One 1710.1

With a few exceptions, these areas exclude what is commonly thought of as the "federal city", in other words the portions of Central Washington under federal jurisdiction. Planning for these areas, which include the Kennedy Center, the Federal Triangle, the Northwest Rectangle, the Southwest Federal Center, and East Potomac Park is the responsibility of the National Capital Planning Commission (NCPC). NCPC recently launched its "National Capital Framework Plan" to address the future of these areas. NCPC and the National Park Service are also engaged in planning for the National Mall. Similarly, the Architect of the Capitol is engaged in an update of the U.S. Capitol Master Plan. The discussions below are complementary to federal policy initiatives and result in a unified vision for the future of the central city. 1710.2

Table 16.2: Policy Focus Areas Within and Adjacent to Central Washington 1610.3

Within Central Washington	
2.1	Metro Center / Retail Core (see p. 17-24)
2.2	Gallery Place/ Penn Quarter (see p. 17-28)
2.3	Chinatown (see p. 17-30)
2.4	Mount Vernon District (see p. 17-32)
2.5	Downtown East/ Judiciary Square (see p. 17-35)
2.6	Golden Triangle/ K Street (see p. 17-37)
2.7	L'Enfant Plaza/ Near Southwest (see p. 17-39)
2.8	NoMA/ Northwest One (see p. 17-40)
Adjacent to Central Washington	
1	Foggy Bottom/ West End (see p. 21-28)
2	Dupont Circle (see p. 21-24)
3	14th Street/ Logan Circles (see p. 21-26)
4	Shaw/ Convention Center Area (see p. 21-19)
5	N. Capitol Street/ Florida Av/ New York Avenue (see p. 20-30)
6	U.S. Capitol Perimeter (see p. 16-27)_
7	South Capitol Corridor/ Buzzard Point (see p. 15-18)
8	Southwest Waterfront (see p. 15-15)

[INSERT MAP 16.1: Central Washington Policy Focus Areas 1710.4]

CW-2.1 Metro Center/ Retail Core 1711

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 city blocks in the area roughly bordered by 15th Street on the west, 9th Street on the east, New York Avenue on the north, and

Pennsylvania Avenue 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.) 1711.1

This area includes the 11-acre site of the former Washington Convention Center, which is planned for approximately 300,000 square feet of retail space in the District's redevelopment vision. The area also includes Downtown's largest department store, 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 Metrorail system and is a major transfer point between intersecting Metro lines. 1711.2

While the Retail Core has enjoyed a comeback since 2000, it is not robust. Many retail spaces remain underutilized or have been converted to office space. Some of the retail energy has shifted eastward toward Gallery Place, with many of the blocks around Metro Center now perceived as an office district rather than the region's premier shopping area. The renovation of Hecht's and the opening of new retailers like H&M (in the former Woodward and Lothrop Department Store) have been positive signs. On the other hand, the Shops at National Place—designed to revitalize Downtown shopping in the 1980s—has been converted to non-destination retail use. Downtown workers still have limited shopping options, and potential tourist and visitor spending is still being lost. In addition, with only one major department store, Downtown Washington does not offer the range and quality of goods to be expected in a major city's downtown, much less the capital of the United States. 1711.3

[PULLQUOTE: With only one major department store, Downtown Washington does not offer the range and quality of goods to be expected in a major city's downtown, much less the capital of the United States.]

The retail core of the city must be strengthened in the coming years. Retail "leakage" or loss of sales has been estimated to be as high as $1.2 billion per year (or approximately $70 million in 2005). Retail strategies should build off the success of nearby Gallery Place and the Verizon Center, increasing the synergy between these areas and the historic F Street shopping district. The old Convention Center site offers an opportunity to improve the connection between the two areas and create an expanded Central Washington shopping district for the region. New boutique department stores, major national retailers, and smaller independent specialty shops should be strongly encouraged as redevelopment plans for the old Convention Center site proceed. 1711.4

Including ground level retail space within new and renovated office space in the Metro Center area can also help create the critical mass necessary to make Central Washington a more 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. 1711.5

Policy CW-2.1.1: Strengthening the Retail Core
Strengthen the traditional retail core along F and G Streets between 9th and 15th Street 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. 1711.6

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 tourists 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 successful and strong regional retail economies in Georgetown and Friendship Heights. 1711.7

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. 1711.8

[Photo Caption: Illustrative Rendering of Possible Old Convention Center Site Reuse (2004)]

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. 1711.9

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 or passageways should be discouraged. 1711.10

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 the Federal Triangle and 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. 1711.11

Policy CW-2.1.7: Complementary Activities
Encourage new activities in the Downtown Retail Core that complement and support its primary function as a shopping district, including hotels, restaurants, and entertainment activities. 1711.12

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, with an emphasis on short term parking for shoppers. Wherever feasible, access to parking should be from E and H Streets NW and from the north south streets, rather than from F and G Streets NW. 1711.13

Policy CW-2.1.9: Old Convention Center Redevelopment
Support the redevelopment of the Old Washington Convention Center as a mixed use development with residential, office, institutional, community, open space, and recreational uses. Promote the site as a regional retail destination that links Gallery Place to the traditional Retail Core. The reuse plan should include restoration of the I Street and 10th Street rights of way and the Reservation 174 "triangle", and should be oriented around a major new civic plaza. 1711.14

Action CW-2.1-A: Downtown Retail District Streetscape Planning
Review land use, zoning, and urban design regulations for the Downtown retail district to ensure that they are producing the desired results, including continuous ground floor retail space, pedestrian-friendly

streetscapes, adaptive reuse of historic buildings, and increased patronage by visitors and workers. 1711.15

Action CW-2.1-B: 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. 1711.16

CW-2.2 Gallery Place / Penn Quarter 1712

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 Metrorail station and the Archives-Navy Memorial Metrorail 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. 1712.1

The Gallery Place and Penn Quarter area has made an astounding comeback in the last ten years. Since opening in 1997, the 20,000 seat Verizon Center (formerly the MCI Center) has brought millions of sports and concert patrons to the area. The arena has brought about a boom in restaurants, bars, night clubs, and entertainment-oriented retailing. 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's night-life and entertainment scene. 1712.2

At the same time, the opening of the International Spy Museum in 2002, the reopening of the National Portrait Gallery/ Smithsonian Museum of American Art in 2006, the soon-to-open Newseum, 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 Theater, E Street Cinemas, and expanded Shakespeare Theater are bringing additional evening foot-traffic to the area, and further supporting the restaurant and gallery scene. 1712.3

[PULLQUOTE: The opening of the International Spy Museum in 2002, the re-opening of the National Portrait Gallery in 2006, the soon-to-open Newseum, and the presence of major art galleries and theaters has made the area the city's preeminent center for arts and culture.]

The area is also Downtown's premier residential neighborhood. Penn Quarter buildings like the Lansburgh and the Pennsylvania have become some of the city's most desirable addresses. 1712.4

The continued development of this area as an arts and entertainment district should be supported. As thousands of new housing units come on line in Mount Vernon Triangle and along Massachusetts Avenue, the area's resident customer base will expand. Its location as the city'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 emerging Mount Vernon District. 1712.5

[Photo Caption: 7th Street NW shopping]

Policy CW-2.2.1: Art and Entertainment District
Promote the development of the Gallery Place and 7th Street 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 between Mount Vernon Square and Pennsylvania Avenue. 1712.6

Policy CW-2.2.2: East End Theater District
Promote the area bounded by 6th Street, 14th Street, F Street, and Pennsylvania Avenue as an internationally recognized theater district, capitalizing on the presence of existing theaters like the National, Warner, Ford's, Woolly Mammoth, and the Shakespeare's Lansburgh Theater---and new theaters such as the Sidney Harmon Center 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. 1712.7

See also the Economic Development Element and the Arts and Culture Element for policies relating to promotion of the arts, tourism and hospitality industries, including the development of a cultural corridor between Union Station and the White House.

Policy CW-2.2.3: Penn Quarter Neighborhood
Continue to develop the 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. 1712.8

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, stepping down as appropriate to protect the scale and context of important historic buildings. 1712.9

See also Urban Design and Historic Preservation Elements for additional policies relating to historic resources and design.

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 Triangle area on the north. The north-south linkages along 7th, 8th, and 9th Streets are particularly important. Given the low traffic volumes along 8th Street NW between F Street and Pennsylvania Avenue, 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. 1712.10

Action CW-2.2-A: Gallery Place/ Penn Quarter Streetscape Improvements
Prepare streetscape improvement plans for Seventh, Eighth, and Ninth Streets NW that physically reinforce the desired character of the area as the city'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 consistent with the approved Pennsylvania Avenue Development Corporation (PADC) Plan for this area. 1712.11

[Photo Caption: Penn Quarter Housing]

CW-2.3 Chinatown 1713

The distinctive "Friendship Arch" at the intersection of 7th and H Streets NW is the center of Washington's Chinatown. Decorative metal lattice work 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 city's original Chinatown along Pennsylvania Avenue was displaced by development of the Federal Triangle. 1713.1

Today, Chinatown is struggling to retain its identity as the area around it booms with new retail, office, entertainment, and housing development. The Chinese population in the area now numbers fewer than 600 residents, and many of the Chinese businesses are having a difficult time keeping pace with rising rents and land costs. National chains have moved in, leading to curious street scenes as businesses like Hooters and Starbucks display signs with Chinese characters. 1713.2

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, it serves as a cultural and symbolic hub for a metropolitan area with almost 100,000 Chinese-American residents. It is also a destination for tourists (including visitors from Asia) and most recently, the home of the new Chinese community cultural center at Gallery Place. 1713.3

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. 1713.4

Policy CW-2.3.1: Protection Chinatown as a Viable Community
Protect and conserve Chinatown, not only through Chinese-themed building facades and street signs, but 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 which expand the area's role as a regional center for Chinese culture and education. 1713.5

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. 1713.6

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. 1713.7

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. 1713.8

[Photo Caption: Friendship Arch]

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. 1713.9

Action CW-2.3.B: Chinatown Best Practices Study
Conduct a "best practices" study that analyzes what other cities have done to conserve ethnic business districts (particularly central city "Chinatowns"), through land use and urban design decisions, regulatory controls, business development and economic assistance, and tourist promotion. 1713.10

Action CW-2.3.C: Chinese Park at 5th Street and Massachusetts Avenue
Support redesign of the park reservation at 5th Street NW and Massachusetts Avenue NW with a Chinese landscape theme, providing a symbolic gateway to Chinatown from Massachusetts Avenue NW. 1713.11

CW-2.4 Mount Vernon District 1714

The Mount Vernon District includes the blocks adjacent to and including historic Mount Vernon Square and the newly developing Mount Vernon Triangle area on its east. Located at the crossroads of New York and Massachusetts Avenues, 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 suffered from disinvestment and blight 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 city's most active development areas. 1714.1

Mount Vernon Square itself was designed to be a focal point in Washington's ensemble of great civic landmarks. Its focus is the 1902 former Carnegie Library building, an elegant historic structure that is now in use by the Washington Historical Society. Facing the north edge of the Square is the 2.3 million square foot Washington Convention Center, completed in 2003. To the southwest, the now vacant site of the former Convention Center is awaiting redevelopment. Immediately northwest of the Square, a major convention hotel is planned. Large-scale office buildings occupy other sides of the Square, framing it as a potentially great public space. 1714.2

In 2004, the Office of Planning 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 the L'Enfant Plan "bow-tie" parks along Massachusetts and New York Avenues, 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. 1714.3

[PULLQUOTE: In 2004, the Office of Planning 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.]

East of Mount Vernon Square, the 30-acre Mount Vernon Triangle is bordered by Massachusetts Avenue, New Jersey Avenue, and New York Avenue. An "Action Agenda" for this area was developed in 2003 to guide its transformation to a new mixed use neighborhood. Since that time, projects like Sovereign Square, the Meridian, and 555 Massachusetts have redefined the area and generated momentum for

additional development on the remaining vacant sites. A 55,000 square foot grocery store and more than 600 housing units are currently under construction in the City Vista project at 5th and I Streets NW, and more than 1,000 more new units are in the construction or planning stages nearby. A limited number of office buildings are also planned, but the emphasis is on housing with supporting retail and cultural uses. 1714.4

The Mount Vernon District provides an important opportunity to draw residents from outside the city as well as 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 protect 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 into Downtown's newest neighborhood, coordinated public and private investment will be needed to create economic value, and to ensure that a quality environment for new residents, workers and visitors is created. 1714.5

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, retaining it is as an important civic open space but modifying pathways, landscapes, paving patterns, street furniture, lighting, and access points to make it more usable and inviting. 1714.6

Policy CW-2.4.2: Emphasizing the Avenues and Visual Axes
Emphasize and reinforce the historic elements of the L'Enfant Plan 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, capitalizing on the 8th Street NW view corridor (mitigating the effects of the TechWorld "bridge"), creating a park-like promenade along the K Street axis (on both sides of the Square), and reinforcing the continuity of 7th and 9th Streets as access points to the Square. 1714.7

[Photo Caption: View corridor from Mt. Vernon Square south to National Portrait Gallery]

Policy CW-2.4.3: Convention Center Area Land Uses
Encourage land uses around Mount Vernon Square which 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 underutilized land immediately adjacent to the Convention Center to minimize impacts on the surrounding neighborhood. 1714.8

Policy CW-2.4.4: Mount Vernon Triangle Residential Development
Develop 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. 1714.9

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 Street area should be emphasized as the area's "neighborhood center" and the 3rd and K Street area should be emphasized as its "residential core." 1714.10

See also the Near Northwest Area Element, and the Urban Design Element for additional policies regarding development along the edges of Central Washington

Policy CW-2.4.6: Mount Vernon District Parks
Improve the network of public open spaces in the Mount Vernon Square and Triangle area 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, and providing more active, programmed uses in Mount Vernon Square itself. This will require coordination with the National Park Service and the National Capital Planning Commission. Eventual transfer of park management responsibilities to the District should be pursued for these spaces. 1714.11

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 Streets 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 to improve the connections between the Mount Vernon District and the Gallery Place and Chinatown areas to the south. 1714.12

Action CW-2.4-A: Mount Vernon Square Design Vision and Mount Vernon Triangle Action Agenda
Implement the recommendations of the Mount Vernon Square Design Workbook and the Mount Vernon Triangle Action Agenda, particularly as they relate to zoning, urban design, streetscape improvements, capital improvements, and development of priority sites. 1714.13

Action CW-2.4-B: Convention Center Hotel
Develop a major convention center hotel in close proximity to the Washington Convention Center. The hotel should be sited and designed to complement adjacent uses and add activity and aesthetic value to the Mount Vernon Square neighborhood. 1714.14

Action CW-2.4-C: Parking Management Program
Develop and implement parking management programs to protect residential areas from spillover parking associated with the Convention Center, Downtown office and retail growth, and new attractions on the Old Convention Center site and elsewhere on the northern edge of Downtown. 1714.15

[Photo Caption: New housing along Massachusetts Avenue NW]

CW-2.5 Downtown East / Judiciary Square 1715

The Downtown East / Judiciary Square Focus Area is roughly bounded by Massachusetts Avenue NW on the north, North Capitol Street and Louisiana Avenue NW on the east, Pennsylvania Avenue on the south, and 5th Street NW on the west. The area is dominated by government and institutional uses, including the US Department of Labor, General Accounting Office, and Federal Courthouse; the District Municipal Building and Superior Court; Georgetown Law School; and the National Building Museum. The area also includes new housing development along Massachusetts Avenue, private office buildings like the award-winning National Association of Realtors building, and several large hotels. 1751.1

The Downtown East/ Judiciary Square area currently suffers from a weak sense of identity—even its hotels are advertised as being on Capitol Hill rather than Downtown. East-west circulation is interrupted by I-395, which effectively carves a wide channel through the area between 2nd and 3rd Streets NW.

Massive government buildings further block circulation and in some instances obstruct historic sight lines. The area also contains a large number of parking lots, curb cuts, and buildings that are devoid of ground level activity. 1715.2

Downtown East has the potential to be much more than it is today. It could be much better integrated with the booming Gallery Place/ Penn Quarter area on its west, the emerging Mount Vernon Triangle and NoMA neighborhoods on its north, and the Capitol complex and Union Station area on its east. The area is substantially larger than Gallery Place/ Penn Quarter but lacks its animated quality, fine-grain architecture, and active street life. Key to its future success is the development of the air rights over I-395, the restoration of E and F Streets NW as east-west through streets. The improvement of Judiciary Square as a great public space also should be encouraged to create a stronger focal point for the area. Mixed use infill development should be strongly encouraged throughout Downtown East. The design of new buildings in this area should be less monolithic than they have has been in the past, with active ground floor uses and more varied facades. 1715.3

[PULLQUOTE: Downtown East has the potential to be much more than it is today. It could be much better integrated with the booming Gallery Place/ Penn Quarter area on its west, the emerging Mount Vernon Triangle and NoMA neighborhoods on its north, and the Capitol complex and Union Station area on its east.]

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. 1715.4

Policy CW-2.5.2: Judiciary Square Parking Relocation
Pursue the long-term relocation of surface parking lots south of Judiciary Square (on E Street) and east of the Square (along 4th Street) to underground garages as a way to improve aesthetics, enhance the Square's role as a formal open space, and provide a green connection to the National Mall. Consider special paving, traffic and parking restrictions, and other design changes on F Street NW to improve connectivity between the National Building Museum and the Square. 1715.5

Policy CW-2.5.3: 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. 1715.6

[Photo Caption: National Building Museum]

Policy CW-2.5.4: 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 between Capitol Hill, Downtown, and Union Station. Undertake streetscape improvements, well-designed infill development, and branding and marketing strategies to give the area a stronger identity and sense of place. 1715.7

Policy CW-2.5.5: Using the Avenues as a Design Framework
Take advantage of the L'Enfant Plan 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 buildings designed to frame important views and landmarks. 1715.8

Policy CW-2.5.6: I-395 Air Rights Development
Pursue development of the air rights over I-395 between E Street NW and Massachusetts Avenue NW, including the restoration of the street rights-of-way along F and G Streets. Mixed land uses, including housing, offices, ground floor retail, and parkland, should be encouraged in this area. Air rights development should be sensitive to adjacent areas and should preserve important views. 1715.9

Action CW-2.5-A: Downtown East Design Plans
Conduct more detailed urban design planning for the Downtown East areas similar to the plans completed for the Mount Vernon Square and Mount Vernon Triangle areas. 1715.10

Action CW-2.5-B: Judiciary Square Transportation Improvements
Implement the recommendations of the 2004 DDOT Judiciary Square Transportation and Security Study, including the narrowing of E Street and Indiana Avenue, restoration of two-way traffic on C Street, provision of new bus stops and bicycle amenities, and better organization of parking to reduce conflicts in the area. 1715.11

CW-2.6 Golden Triangle/ K Street 1716

The Golden Triangle/ K Street Policy Focus Area includes the Golden Triangle Business Improvement District and the area to the east around Franklin Square. The area is roughly bounded by Massachusetts Avenue on the north, New Hampshire Avenue on the west, and Pennsylvania (west of the White House) and New York Avenues (east of the White House) on the south. 1716.1

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 and McPherson Squares. Golden Triangle/ K Street shares its southern edge with major institutional and federal neighbors, including the White House, the Corcoran Gallery, and the Executive Office Building. The area around 19th and G Streets NW has emerged as the District's international financial center, with global banking and monetary institutions like the IMF and World Bank.1716.2

On the eastern side of this Focus Area, Lower 16th Street 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 Memorial. The street's green space and exceptionally wide right-of-way (40 feet between the sidewalks and property lines) are a defining element of its character. In addition, the corridor includes notable architecture and a mix of uses, including high-density housing. It is currently under consideration for historic district designation. 1716.3

The Golden Triangle/ K Street area was Central Washington's major development area from 1950 through the early 1980s. Today, the area is almost completely built out and almost no vacant land remains. Some of the area's buildings are likely to be replaced or overhauled during the coming years, however. This is especially true for its 1950s and 1960s vintage office buildings, many of which lack modern "Class A" amenities. 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. 1716.4

Because the area has been so heavily dominated by a single use (office) 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. 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. 1716.5

Over the next 20 years, 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 city, with four Metrorail stations. A proposed redesign of K Street to create an exclusive busway will improve connectivity between this area and the rest of Downtown, as well as the emerging Mount Vernon District and NoMA area. 1716.6

[PULLQUOTE: Over the next 20 years, 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 city, with four Metrorail stations.]

Policy CW-2.6.1: Golden Triangle/ Franklin Square as a Prestige Employment Center
Sustain the Golden Triangle/ Franklin Square area as a prestige 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. 1716.7

Policy CW-2.6.2: Diversification of Land Use
Encourage the gradual diversification of land uses in Golden Triangle, capitalizing on opportunities for housing and ground floor retail use as the aging building stock is replaced. 1716.8

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, protected, and adaptively reused. As the area is renovated and older buildings are refurbished and replaced, the streetscape and public realm also should be improved. 1716.9

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 and Dupont Circle. 1716.10

[Photo Caption: World Bank at 18th and H Streets NW]

Policy CW-2.6.5: 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 role as the area's "Main Street." 1716.11

Policy CW-2.6.6: Lower 16th Street
Protect and enhance the special character of Lower 16th Street NW between H Street 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. 1716.12

Action CW-2.6-A: K Street Busway
Implement the K Street Busway project, including exclusive bus lanes from 9th Street to 22nd Street NW. 1716.13

CW-2.7 L'Enfant Plaza/ Near Southwest 1717

The L'Enfant Plaza/ Near Southwest 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. With a workforce of 65,000 employees, the Near Southwest is one of the major employment hubs of Central Washington. 1717.1

The 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 promenade. The vision for the area as a coherent set of futuristic buildings was never realized, and today the area has a disjoined quality. 1717.2

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. 1717.3

Some of the 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 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 the Near Southwest with the Southwest Waterfront (via the Banneker Overlook at the end of 10th Street), and the National Mall. Planning for the area should be done collaboratively with the National Capital Planning Commission (NCPC), which has jurisdiction over much of this area. NCPC's Urban Design and Security Plan contained extensive recommendations for improving circulation and streetscape in this area while also addressing security concerns for major federal tenants. In addition, the area will be addressed by NCPC in its National Capital Framework Plan.1717.4

Policy CW-2.7.1: Enhancing the Near Southwest
Work collaboratively with the National Capital Planning Commission to improve the aesthetic quality, identity, and pedestrian character of the Near Southwest. Plans for the area should identify streetscape and signage improvements, pedestrian circulation changes, measures to mitigate the scale of the area's monolithic buildings, and guidelines for new (or replacement) buildings within the area. 1717.5

Policy CW-2.7.2: 10th Street Promenade and Banneker Overlook
Enhance 10th St SW as a major point of access between the National Mall, L'Enfant Plaza, and the Southwest Waterfront. Encourage a nationally significant cultural attraction at Banneker Overlook that provides a clear connection between the Near Southwest, the Washington Channel, and East Potomac Park. Planning for this area should be coordinated with DDOT's plans to develop an intermodal transportation center in the vicinity. 1717.6

[PULLQUOTE: Enhance 10th St SW as a major point of access between the National Mall, L'Enfant Plaza, and the Southwest Waterfront. Encourage a major cultural attraction at Banneker Overlook that provides a clear connection between the Near Southwest, the Washington Channel, and East Potomac Park.]

Policy CW-2.7.3: Restoring Maryland and Virginia Avenues
Support the long-term relocation or undergrounding of the Near Southwest's elevated railroad tracks, allowing Maryland and Virginia Avenues to be restored as connecting diagonal streets and important corridors that respect reciprocal views and pedestrian movement. 1717.7

Action CW-2.7-A: Design Planning for the Near Southwest
Work collaboratively with the National Capital Planning Commission to develop urban design and streetscape plans for the Near Southwest. These plans should consider the build out potential of the area's urban renewal sites. They should also consider the need for zoning changes, design guidelines, or other measures that encourage the development of nationally important destinations while limiting over-development of existing open spaces and plazas. 1717.8

CW-2.8 NoMA and Northwest One 1718

The North of Massachusetts Avenue (NoMA) and Northwest One Policy Focus Area includes the area roughly bounded by New Jersey Avenue on the west, Massachusetts Avenue on the south, New York Avenue on the north, and 2nd and 3rd Streets NE on the east. This 350-acre area includes the Union Station and New York Avenue Metrorail stations. 1718.1

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 attracted light manufacturers, wholesalers, and distributors throughout the mid to late 1900s. During the 1990s, the area was viewed as the city'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. 1718.2

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 and by 2000 was also moving eastward toward Capitol Hill. This trend accelerated after 2000 with the opening of Metrorail's first "infill" station at New York Avenue, the renovation of a historic printing plant in Eckington as the new headquarters of XM Satellite Radio, 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 and Firearms at 1st Street NE and New York Avenue. 1718.3

Large areas of NoMA remain vacant or underutilized today—although that is rapidly changing. The strong demand for Downtown housing has shifted the vision for NoMA's future, and it is now regarded as an exceptional site for future mixed use development, rather than just technology and back office uses. While the area is far from a blank canvass, its parking lots, open storage yards, and vacant sites present the opportunity for thousands of new homes, millions of square feet of office space, and great new parks and public buildings. Much of the land in NoMA has been acquired by investors during the last ten years, and concept plans are pending on many of its 50 or so blocks. 1718.4

[PULLQUOTE: While the area is far from a blank canvass, its parking lots, open storage yards, and vacant sites present the opportunity for thousands of new homes, millions of square feet of office space, and great new parks and public buildings.]

Given the extraordinary level of development interest, it is important that measures be taken to coordinate development and address the need for infrastructure, street improvements, landscaping, parks, and other public necessities in the area. There is also an urgent need for design guidelines and standards to ensure that the area develops in an attractive and cohesive manner, create a pedestrian-friendly and vibrant street environment, and provide appropriate transitions to less dense development areas nearby. 1718.5

Planning for NoMA must also accommodate established uses. The area includes important historic buildings like the Government Printing Office and the U-Line 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 and ultimately assisted in relocating to suitable sites elsewhere in the city when market conditions support a change in land use. 1718.6

The District is currently completing a Vision Plan and Development Strategy for NoMA to establish more detailed policies for the area. The Draft Strategy envisions an area of high-density commercial and mixed use development between North Capitol Street 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 is envisioned on the north, with vacant land and industrial uses north of Florida Avenue and west of the railroad gradually giving way to housing over the next 20 years. The strategy also envisions air rights development over the CSX tracks (adjacent to the H Street overpass), helping bridge the railroad barrier and support the revival of the H Street commercial district to the east. 1718.7

West of NoMA, the Northwest One neighborhood is roughly bordered by North Capitol and K Streets, and New Jersey and New York Avenues. The area includes several subsidized housing developments, including Sursum Corda Cooperative, Temple Court Apartments, Tyler House, Sibley Plaza, and Golden Rule Center. More than 35 percent of the area's 2,000 residents live below the federal poverty line, and the area has suffered from high crime and distressed housing for years. In 2004, Northwest One was selected as the pilot site for the city's New Communities Initiative. Plans are currently underway to rebuild the Sursum Corda Cooperative as a mixed income community, providing one-for-one replacement of subsidized housing while adding market rate housing and new community anchors that help residents become more self-sufficient. 1718.8

[PULLQUOTE: Plans are currently underway to rebuild the Sursum Corda Cooperative as a mixed income community, providing one-for-one replacement of subsidized housing while adding market rate housing and new community anchors that help residents become more self-sufficient.]

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, and ground floor retail uses. A diverse mix of housing, serving a range of household types and incomes, should be accommodated. 1718.9

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 until market conditions support their conversion to live-work space, housing, artists studios, and similar uses. These two areas should generally not be developed as

large-scale commercial office buildings. Mixed use development, including housing, should be encouraged in both locations. 1718.10

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 the New York/ Florida Avenue 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. 1718.11

Policy CW-2.8.4: Protecting 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. 1718.12

See also the Urban Design Element and the Capitol Hill Area Element for policies on scale transitions

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. 1718.13

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. 1718.14

See the Mid-City Area Element for a discussion of the proposed Eckington Small Area Plan, including the North Capitol Street area between Florida and New York Avenues.

Action CW-2.8-B: NoMA Infrastructure
Complete an assessment of infrastructure and utility needs for NoMA and identify the most appropriate means to finance and build needed improvements. 1718.15

Action CW- 2.8-C: Development incentives for NoMA
Consider a range of development incentives, including tax-increment financing, payment in lieu of taxes, and tax abatement for preferred development, to achieve the desired land use mix within NoMA. 1718.16

Action CW-2.8-D: Northwest One New Community
Redevelop Northwest One as a mixed income community, including new market rate and subsidized housing, a new school and recreation center, a library and health clinic, and neighborhood-serving retail space. Redevelopment of Northwest One should:

(a) Restore the city street grid through Sursum Corda
(b) Emphasize K Street NW as a "main street" that connects the area to NoMA and the Mount Vernon District.
(c) Maximize private sector participation. 1718.17

CHAPTER 17
FAR NORTHEAST AND SOUTHEAST AREA ELEMENT

[Citations to be reflowed, starting with Overview, now Sec 1700]

Overview 1800

The Far Northeast and Southeast Planning Area encompasses the 8.3 square miles located east of I-295 and north of Naylor Road SE. Its boundaries are shown in the Map at left. Most of this area has historically been Council Ward 7 although in past decades, parts have been included in Wards 6 and 8. 1800.1

Far Northeast and Southeast is known for its stable, attractive 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 like Naylor Gardens, Mayfair Mansions, and Lincoln Heights. The area has an excellent transportation network, including the Minnesota Avenue, Benning Road, and Deanwood Metrorail stations, Interstate 295, and several major avenues linking neighborhoods east of the Anacostia River to Central Washington. The community is home to Fort Dupont Park—one of the largest parks in the city and a center of community life for generations. It includes shopping centers like East of the River Park and Skyland, and small neighborhood commercial districts along Pennsylvania Avenue, Nannie Helen Burroughs Avenue, and other local streets and arterials. 1800.2

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 non-profits like the Marshall Heights Community Development Organization, cultural organizations like the East of the River Community Arts Program, and neighborhood groups such as the Deanwood Citizens Association and the Benning Ridge Civic Association. For years, activities like Minnesota Avenue Day and the Fort Dupont Summer Concert Series have built community pride and 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 may be found throughout the community today, even in apartment complexes and public housing. 1800.3

The area is not without its challenges. Between 1990 and 2000, Far Northeast and Southeast experienced an 11 percent decline in population, an increase in its poverty rate, and an increase in its percentage of single-mother households. Its crime rate and unemployment rate are both above the city average, and many residents must travel long distances for shopping, education, and basic services. Many middle class families left the neighborhoods of Far Northeast and Southeast during the 1970s, 80s, and 90s, and schools and other community services have suffered as a consequence. 1800.4

These issues must be addressed before the Far Northeast and Southeast community can reach its full potential. And they must be addressed in a way that benefits existing residents as well as new residents who may be attracted to the area by its relatively affordable housing and other amenities. Broader prosperity in Far Northeast and Southeast 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 middle class and working families back to this community, an even higher priority must be placed on improving the quality of life for the individuals and families who live here today. 1800.5

This Planning Area has seen significant change during recent years. More than 1,000 housing units have been constructed since 2000 alone, and many more have been renovated. New developments like Fort Chaplin Woods and Dupont Commons are creating more diverse housing choices and opportunities. At

the same time, demolition of former public housing projects such as East Capitol Dwellings has removed over 1,000 units from the area's housing stock since 2000, resulting in a net loss of total households in the last five years. 1800.6

Non-residential development in Far Northeast and Southeast has lagged behind the rest of the city. In fact, most of the recent non-residential construction has consisted of reinvestment in public facilities such as schools and recreation centers. This may shift change in the coming years, as new shopping areas are developed at Skyland and East Capitol Gateway, and new businesses and services open along Pennsylvania Avenue SE, Minnesota Avenue, at Kenilworth-Parkside, and elsewhere in the community. 1800.7

[Photo Caption: Far NE/ SE is home to Fort Dupont Park—one of the largest parks in the city and a center of community life for generations.]

Context

History 1801

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. 1801.1

Far Northeast and Southeast took on strategic importance during the Civil War, when Fort Dupont, Fort Davis, and other encampments were built to protect the nation's capital from attack. Woodlawn Cemetery—another local landmark—was established in 1895 to provide a site for African-American burials, which were largely prohibited at other cemeteries in the region at that time. By the late 1800s, Deanwood had emerged as a working class community of black and white families and was known for its self-reliance and strong sense of economic independence. 1801.2

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 city. 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. 1801.3

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 African-American. The pace of development slowed after 1970, and the community entered a period of population decline as many families left the city for suburban Maryland and elsewhere. Despite the loss of residents, many high-quality neighborhoods remain in Far Northeast and Southeast, and today there are signs of reinvestment in nearly all parts of the community. 1801.4

Land Use 1802

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 city's land area. 1802.1

[INSERT Figure 17.1: Land Use Composition in the Far Northeast and Southeast 1802.5]

[Pie chart "slices" updated to reflect Planning Area boundary changes. Parks/Open Space-25%, Residential-35%, Comm/Ind-3%, Streets-25%, Pub/Institutional-4%, Rail/Utilities-4%,Vacant-4%.]

The area is predominantly a residential community, with more than 35 percent of the land area developed with housing. Densities are typically lower than the citywide average, 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. 1802.2

Commercial uses are clustered in nodes along Minnesota Avenue, East Capitol Street, Naylor Road, Pennsylvania Avenue, and Benning Road. 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 Power Plant, 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. 1802.3

Open space and parks comprise about 25 percent of the Planning Area. Much of the area's open space, including the chain of Fort Circle Parks extending from Fort Mahon to Fort Stanton, and the Kenilworth Aquatic Gardens, is under National Park Service ownership. Two of the community's parks—Watts Branch and Pope Branch—follow natural stream valleys and provide a unique amenity for the community. Public facilities, including local public schools, comprise about 4 percent of the area. Streets and public rights of way comprise 25 percent of the Planning Area. Approximately 180 acres—almost 4 percent of Far Northeast and Southeast—consists of vacant, unimproved land. 1802.4

Demographics 1803

Basic demographic data for Far Northeast and Southeast is shown in Table 18.1. In 2000, the area had a population of 73,800, or about 13 percent of the city's total. Population in the area has been declining for over 40 years, although the decline was not as rapid in the 1990s as it was in the 1970s and 80s. In 2005, the population is estimated to be 69,900. Average household size in 2005 was 2.33, which was higher than the citywide average of 2.14. However, average household size has been dropping in Far Northeast and Southeast as it has in other neighborhoods across the city. This trend may reverse in the coming years as former public housing complexes are replaced by new single family homes and townhomes, and as infill development takes places on vacant land. 1803.1

Approximately 96 percent of the area's residents are African-American, which is significantly higher than the citywide average of 60 percent. Only about one percent of the area's residents are of Hispanic origin, and fewer than two percent are foreign born. Relative to the city as a whole, the area has higher percentages of children and seniors. About 27 percent of the residents are under 18, compared to a citywide average of 20 percent. About 14 percent are over 65, compared to the citywide average of 12 percent. 1803.2

[SIDEBAR: Relative to the city as a whole, the area has higher percentages of children and seniors. About 27 percent of the residents are under 18, compared to a citywide average of 20 percent. About 14 percent are over 65, compared to the citywide average of 12 percent.]

Table 17.1: Far Northeast and Southeast at a Glance 1803.3

Basic Statistics	
Land Area (square miles)	8.3
Population	
1990	82,902
2000	73,788
2005 (estimated) (*)	69,900
2025 (projected) (*)	83,800
Households (2005) (*)	29,700
Household Population (2005) (excludes group quarters) (*)	69,200
Persons Per Household (2005) (*)	2.33
Jobs (2005) (*)	12,400
Density (persons per sq mile) (2005) (*)	8,400

Year 2000 Census Data Profile			
	Far Northeast and Southeast Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	20,306	27.5	20.0
18-65	43,369	58.8	67.8
Over 65	10,113	13.7	12.3
Residents Below Poverty Level	18,233	24.7	20.2
Racial Composition			
White	957	1.3	30.4
Black	71,231	96.5	60.3
Native American	201	0.3	0.3
Asian/ Pacific Islander	216	0.3	2.6
Other	362	0.5	3.8
Multi-Racial	821	1.1	5.2
Hispanic Origin	637	0.9	7.9
Foreign-Born Residents	1,045	1.4	12.9
Tenure			
Owner Households	12,416	40.5	40.7
Renter Households	18,242	59.5	59.3
Population 5+ yrs in same house in 2000 as in 1995	42,005	61.2	46.9
Housing Occupancy			
Occupied Units	30,658	87.3	90.4
Vacant Units	4,452	12.7	9.6
Housing by Unit Type			
1-unit detached	6,257	17.8	13.1
1-unit attached	9,782	27.9	26.4
2-4 units	5,032	14.3	11.0
5-9 units	5,374	15.3	8.0
10-19 units	5,921	16.9	10.3
20-49 units	943	2.7	7.4
50+ units	1,768	5.0	23.3
Mobile/ other	33	0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources. (**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Housing Characteristics 1804

The 2000 Census reported that 18 percent of the homes in Far Northeast and Southeast were single family detached homes, and 28 percent were single family attached homes (row houses and townhouses). These are slightly higher than the percentages for the city as a whole. Conversely, only 8 percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to 32 percent for the city as a whole. Relative to the rest of the District of Columbia, 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 citywide proportion. In 2000, nearly 13 percent of the housing units in Far Northeast and Southeast were vacant. 1804.1

The 2000 Census reported that 41 percent of the households in the Planning Area were homeowners and 59 percent were renters. These percentages are identical to the city as a whole. 1804.2

Income and Employment 1805

Data from the Department of Employment Services and the Office of Planning indicates there were 12,400 jobs in Far Northeast and Southeast in 2005, primarily in local-serving businesses, public schools, and government. This represents just 1.7 percent of the city's job base. Most employed residents in Far Northeast and Southeast commute to jobs elsewhere in the city and region, with about 34 percent commuting to Central Washington, 31 percent commuting to Maryland and Virginia, 30 percent commuting elsewhere in the District of Columbia, and only five percent working within the Far Northeast and Southeast community. As of the 2000 Census, median household income in the Planning Area was $31,507, compared to a citywide median of $45,927. 1805.1

Projections 1806

Based on land availability, planning policies, and regional growth trends, Far Northeast and Southeast is projected to begin adding households, population, and jobs during the next five years and continue growing through 2025. The Planning Area is expected to grow from 29,700 households in 2005 to 35,200 households in 2025, with an attendant 20 percent increase in population from 69,900 to 83,800. Although this is roughly the same number of residents the Area had in 1990, the addition of over 5,000 new homes (including more than 1,000 homes on former public housing sites at Capitol Gateway Estates and Eastgate Gardens, and 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. Moderate-density housing and mixed use development will be concentrated around the Metro stations, on redeveloped public housing sites, and along corridor streets. 1806.1

[PULLQUOTE: Based on land availability, planning policies, and regional growth trends, Far Northeast and Southeast is projected to begin adding households, population, and jobs during the next five years and continue growing through 2025.]

The number of jobs is expected to increase from about 12,400 today to 16,100 in 2025. 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. 1806.2

Planning and Development Priorities 1807

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 citywide and neighborhood planning issues. The Advisory Neighborhood Commissions 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. 1807.1

The community delivered several key messages during these meetings, summarized below: 1807.2

(a) 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 city 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.

(b) While protecting 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.

[PULLQUOTE: While protecting 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.]

(c) 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.

[Photo Caption: Minnesota Avenue]

(d) 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 subsidized 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.

(e) 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 clean-up of blighted and abandoned properties. While these are operational issues that cannot be resolved through the Comprehensive Plan, the District must strive toward responsive, effective enforcement, maintenance, and customer service in the future.

(f) 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 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

(g) 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.

(h) Schools, libraries, recreation centers, and other public facilities in Far Northeast and Southeast must be upgraded to meet the needs of a community on the rise. The recent modernizations of Kelly Miller Middle School and Randle Highlands Elementary School are a promising start, but there is much 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.

(i) With an unemployment rate that is twice the citywide average, more must 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 citywide elements of the Comp Plan, establishing a community college or branch campus of the University of the District of Columbia east of the Anacostia River would go a long way toward helping Far Northeast and Southeast youth prepare for good, quality jobs in the District economy.

[PULLQUOTE: With an unemployment rate that is twice the citywide average, more must 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.]

(j) Additional facilities and services for children and youth are needed in the Far Northeast/ Southeast Area. More than one in four residents of 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 must place a high priority on investment in these facilities to create a healthy environment for children as well as adults.

Policies and Actions

FNS-1.0 General Policies

FNS-1.1 Guiding Growth and Neighborhood Conservation 1808

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 citywide elements of the Comprehensive Plan. 1808.1

Policy FNS-1.1.1: Conservation of Low Density Neighborhoods
Recognize the value and importance of Far Northeast and Southeast's stable single family neighborhoods to the character of the local community and to the entire District of Columbia. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods reflect and protect the existing low density land use pattern while allowing for infill development that is compatible with neighborhood character. 1808.2

[Photo Caption: Hillcrest]

Policy FNS-1.1.2: Development of New Housing
Encourage new housing for area residents on vacant lots and around Metro stations within the community, and on underutilized commercial sites along the area's major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast, taking steps to ensure that the housing remains affordable for current and future residents. 1808.3

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 Metrorail station areas, at the Skyland Shopping Center, and along the Nannie Helen Burroughs Avenue, Minnesota Avenue, Benning Road, and Pennsylvania Avenue SE "Great Streets" 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. 1808.4

Policy FNS-1.1.4: Retail Development
Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 with new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. 1808.5

Policy FNS-1.1.5: Prince George's County
Work closely with Prince George's County and the Maryland National Capital Parks and Planning Commission 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 Naylor Road station to the District line (about 1000 feet), collaborative transit-oriented development planning around this station is also encouraged. 1808.6

Policy FNS-1.1.6: Residential Rehabilitation
Encourage the rehabilitation of single family homes in the Fairlawn and Twining neighborhoods, and 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. 1808.7

Policy FNS-1.1.7: Row House Neighborhoods
In the Fairlawn and Twining neighborhoods, encourage infill housing constructed in the architectural style and materials compatible with the brick row houses and semi-detached homes that predominate in these areas. New development in these neighborhoods should be consistent with prevailing densities. 1808.8

[Photo Caption: Fairlawn}

Policy FNS-1.1.8: Buffering
Improve the interface between the I-295 Freeway/rail corridor and adjacent residential uses, especially in the Fairlawn, Greenway, and Twining neighborhoods. These improvements should protect 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. 1808.9

Policy FNS-1.1.9: Congestion Management
Re-examine traffic control and management programs along major Far Northeast and Southeast arterial streets, particularly along Pennsylvania and Minnesota Avenues, East Capitol Street, Benning Road, Branch Avenue, and Naylor Road, and develop measures to improve pedestrian safety and mitigate the effects of increased local and regional traffic on residential streets. 1808.10

Policy FNS-1.1.10: Transit Improvements
Improve bus service to the Metrorail stations from neighborhoods throughout Far Northeast and Southeast, particularly in the southern part of the Planning Area. 1808.11

Policy FNS-1.1.11: Anacostia Light Rail
Coordinate land use and transportation decisions along the alignment of the proposed light rail line on the former CSX railroad tracks, making the most of the opportunities for new transit-served development along the Minnesota Avenue corridor at Pennsylvania Avenue, Benning Road, East Capitol Street, and points in between. 1808.12

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, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas. 1808.13

Action FNS-1.1-B: Expansion of NCR Program
Expand the Neighborhood Commercial Revitalization Program operated by the Marshall Heights Community Development Organization (MHCDO) to include additional neighborhood commercial areas in Far Northeast and Southeast. 1808.14

Action FNS-1.1-C: Joint Planning Agreement with Prince George's County
Develop a joint planning agreement with the Maryland National Capital Park and Planning Commission/ Prince George's County to coordinate the mutual review of projects and area plans on both sides of the District/Maryland line. 1808.15

Action FNS-1.1-DE: 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. 1808.16

[Photo Caption: The Kenilworth Industrial "Triangle"]

FNS-1.2 Conserving and Enhancing Community Resources 1809

Policy FNS-1.2.1: Watts Branch and Pope Branch
Conserve and improve Watts Branch and Pope Branch as safe, healthy natural resource areas. Undertake capital improvements to acquire land, improve trails, provide recreational features, and restore water quality and natural habitat. Promote District maintenance, enforcement, and community stewardship projects to keep the streambed and parklands clean, reduce crime and illegal dumping, and ensure that the parks remain resources that the whole community can enjoy. 1809.1

[Photo Caption: Watts Branch]

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, and road improvements. Provide new amenities and facilities in the waterfront parks that meet the needs of Far Northeast and Southeast residents. 1809.2

Policy FNS-1.2.3: Fort Dupont Park
Improve access to Fort Dupont Park by providing additional parking, bicycle and pedestrian access, and public transit service. Expand outdoor recreational activities at the park to better meet community needs. 1809.3

Policy FNS-1.2.4: 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. 1809.4

Policy FNS-1.2.5: View Protection
Protect 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.

Policy FNS-1.2.6: Historic Resources
Protect and restore buildings and places of potential historic significance in Far Northeast and Southeast, including Woodlawn Cemetery, the Antioch Baptist Church, the Shrimp Boat Restaurant, the Strand Theater, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods. 1809.5

Policy FNS-1.2.7: Health Care Facilities
Provide additional facilities to meet the mental and physical health needs of Far Northeast and Southeast residents, including primary care facilities, youth development centers, family counseling, drug abuse and alcohol treatment facilities. Such facilities are vital to reduce crime and promote positive youth development. Specific plans for new social service and health facilities should be developed through needs assessments, agency master plans, strategic plans, and the city's public facility planning process.

All plans should be prepared in collaboration with the community, with input from local ANCs and civic associations, residents and businesses, and local community development corporations and non-profit service providers. 1809.6

Policy FNS-1.2.8: Facilities for Children and Youth
Develop additional parks, recreation centers, playgrounds, and other facilities which meet the needs of children and youth in the Far Northeast/ Southeast community. The District must recognize that children are the future of Far Northeast/ Southeast, and should have a positive and healthy environment in which to live, play, and grow.

Policy FNS-1.2.9: Kingman and Heritage Islands
Retain Kingman and Heritage Islands as natural sanctuaries. Uses should be limited to an interpretive nature center, trails, public art, passive open space, and pedestrian accessways. *{This policy was moved from 1509.8 due to the Planning Area Boundary change}*

Action FNS-1.2-A: Historic Surveys
Conduct historical surveys in Deanwood, Burrville and Randle Highlands (south of Pennsylvania Avenue, S.E.). Based on the outcome, prepare nominations to the National Register, incorporating the community's recommendations as part of the nomination process. 1809.7

Action FNS-1.2-B: Marvin Gaye Park
Implement the Plan for Marvin Gaye Park along Watts Branch, including restored habitat and natural features, trails and bridges, meadows and nature sanctuaries, and safety improvements for park visitors. 1809.8

Action FNS-1.2-C: Fort Dupont Park Improvements
In collaboration with the National Park Service, 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. 1809.9

FNS-2.0 Policy Focus Areas 1810

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:

- Minnesota/Benning Business District
- Deanwood
- Capitol View/Northeast Boundary
- Benning Road Metro
- Marshall Heights/ Benning Ridge
- Pennsylvania Avenue SE
- Skyland
- Kenilworth-Parkside 1810.1

[INSERT Map 17.1: Far Northeast and Southeast Policy Focus Areas]

Table 17.2: Policy Focus Areas Within and Adjacent to Far Northeast and Southeast 1810.2

Within Far Northeast and Southeast	
2.1	Minnesota Benning Business District (see p. 18-14)
2.2	Deanwood (see p. 18-17)
2.3	Capitol View/ Northeast Boundary (see p. 18-19)
2.4	Benning Road Metro (see p. 18-20)
2.5	Marshall Heights/ Benning Ridge (see p. 18-21)
2.6	Pennsylvania Avenue SE (see p. 18-22)
2.7	Skyland (see p. 18-23)
2.8	Kenilworth/ Parkside (see p. X)
Adjacent to Far Northeast and Southeast	
1	Reservation 13/ RFK Stadium Area (see p.15-27)
2	Pennsylvania Av Corridor (Capitol Hill) (see p. 16-24)
3	Barry Farm/ Hillsdale/ Fort Stanton (see p. 19-20)

FNS-2.1 Minnesota / Benning Business District 1811

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 of the River Park Shopping Center, the Senator Square Shopping Center (anchored by the former Senator Theater), 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 underutilized and consist of empty parking lots, open storage, vacant buildings, and undeveloped land. The shopping district itself lacks the variety of retail stores needed to serve the community. It also suffers from poor design, confusing access and parking, and—with the exception of the historic Senator Theater—a lack of distinctive facades and storefronts. 1811.1

A complex of office buildings, including a 4-story Metro parking garage, and a new headquarters for the Department of Employment Services and Department of Human Services, are planned on a 10-acre area site just south of the Minnesota Avenue Station. Space for future private offices and retail stores will also be provided. The development should provide a catalyst for revitalization, and bring 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 underutilized land to the south and east. 1811.2

Improvements to Minnesota Avenue are planned to maintain traffic flow, and make the area safer for pedestrians. Any development in this area should maximize Metrorail access while taking care to provide appropriate buffers and transitions to adjacent uses. 1811.3

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, and community-based human services such as job training, health care, and child care facilities. Any new public facility 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. 1811.4

Policy FNS-2.1.2: Shopping Center Improvements
Improve the East of the River Park and Senator Square shopping areas at Minnesota Avenue and Benning Road as quality shopping areas. This area should function as a single, cohesive business and mixed use district rather than a series of disconnected shopping centers. 1811.5

Policy FNS-2.1.3: Minnesota Avenue Station Area Mixed Use Development
Encourage mixed use 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. 1811.6

[Photo Caption: Minnesota Avenue Metrorail Station]

Action FNS-2.1-A: Financial Assistance for Small Businesses
Target the Senator Square and East of the River Park Shopping centers for District financial assistance, grants, and loans for façade improvements and small business development. 1811.7

Action FNS-2.1-B: Government Center
Complete the Government Center Office project, including the new headquarters for DOES and DHS, and the adjacent Metrorail parking garage. Undertake concurrent streetscape and landscape improvements to beautify this important gateway to Far Northeast and Southeast, improve pedestrian safety, and better connect the Metro station with the shopping district to the south. 1811.8

FNS-2.2 Deanwood 1812

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 African-American 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 African-American girls founded in 1909 and located on 50th Street NE. From 1921 to 1940, Deanwood was also home to Suburban Gardens (50th and Hayes NE), a black-owned amusement park that served thousands of African-American residents during a time of racial segregation. 1812.1

[PULLQUOTE: 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 African-American architects, including W. Sidney Pittman and Howard D. Woodson, and many skilled local craftsmen designed and built many of its homes.]

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 the District of Columbia. 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 have caused problems in the past, attracting crime, dumping, and neighborhood blight. Non-conforming uses, including an illegal trash transfer station, further challenge neighborhood integrity and environmental quality. 1812.2

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 suffered from disinvestment over the past 40 years. The neighborhood's main commercial streets—Nannie Helen Burroughs Avenue 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. 1812.3

Deanwood also suffers from 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, truck traffic, and visual blight. 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. 1812.4

Policy FNS-2.2.1: Deanwood's Residential Character
Strongly encourage infill development on vacant lots in the Deanwood community. This development should respect and perpetuate the low-density, single family character of the neighborhood, with new one and two-family homes that complement existing architectural traditions and community character. 1812.5

[Photo Caption: Deanwood]

Policy FNS-2.2.2: Nannie Helen Burroughs Avenue
Focus neighborhood-serving commercial development in Deanwood along the Nannie Helen Burroughs Corridor, with the intersection of Division and Nannie Helen Burroughs Avenues restored as a community hub. 1812.6

Policy FNS-2.2.3: Kenilworth Industrial Area
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, and public space and street improvements. Encourage local businesses and entrepreneurs to use the business incubator in this corridor in order to create increased job opportunities for area residents. 1812.7

Policy FNS-2.2.4: Deanwood Metro Station
Provide for new moderate density housing in the vicinity of the Deanwood Metrorail Station, and expanded neighborhood-serving commercial uses along Kenilworth Avenue NE. Ensure that appropriate buffers are provided between new development and the adjacent residential areas. 1812.8

Policy FNS-2.2.5: Deanwood Industrial Buffers
Improve buffers between the industrial and residential uses in the Deanwood and Central Northeast neighborhoods, particularly where the proximity of these uses to one another is creating conflicts. 1812.9

Action FNS-2.2-A: Deanwood Small Area Plan
Prepare a Small Area Plan for the Deanwood neighborhood, including the Metro station area, the Nannie Helen Burroughs and Division Avenue business districts, and the surrounding residential community. 1812.10

Action FNS-2.2-B: Division and Nannie Helen Burroughs Commercial
Explore the option of acquiring underused land from DCPS for commercial development at the intersection of Division and Nannie Helen Burroughs Avenues NE. 1812.11

Action FNS-2.2-C: Minnesota Avenue Extension
Extend Minnesota Avenue from Sheriff Road to Meade Street N.E. to improve access to the Deanwood Metrorail Station and to eliminate the private bus company's encroachment on public space. 1812.12

FNS-2.3 Capitol Gateway Estates/ Northeast Boundary 1813

Capitol View and Northeast Boundary are the easternmost neighborhoods in the District of Columbia. At the heart of the community, Capitol Gateway Estates is being constructed on a 40-acre site that formerly housed the 1,100-unit East Capitol Dwellings public 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, consisting of 151 units of senior housing, opened in 2005. An additional 550 units of market rate and subsidized housing will be completed in the coming years. The complex also includes a new shopping district along East Capitol Street. 1813.1

[Photo Caption: New senior housing at Capitol Gateway Estates]

Capitol Gateway holds the promise of bringing new life to adjacent neighborhoods along both side of 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 Dix Street can support infill commercial and residential development, providing needed services to the adjacent Northeast Boundary neighborhood. A few blocks to the west, the 190-unit Richardson Dwellings and the even larger Lincoln Heights public housing project provide essential affordable housing resources but also present the challenges of concentrated poverty, chronic unemployment, and high crime. A planned "new community" at Lincoln Heights would replace the public housing with mixed income housing—including one-for-one replacement of the subsidized units. 1813.2

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. 1813.3

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. 1813.4

Policy FNS-2.3.2: 61st and Dix
Improve the commercial area along Dix Street between 60th and Eastern Avenue, encouraging new retail businesses and services that benefit the adjacent community. 1813.5

Policy FNS-2.3.3: Development as a Catalyst for Marvin Gaye Park
Design development along Marvin Gaye (Watts Branch) Park 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. 1813.6

Action FNS-2.3-A: Land Acquisition At 61st and Dix
Continue to work with community development organizations in the acquisition of vacant lots at 61st and Dix streets NE, and their development with local serving commercial uses and services. 1813.7

Action FNS-2.3-B: Lincoln Heights New Community
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. 1813.8

FNS-2.4 Benning Road Metro Station Area 1814

The Benning Road Metrorail station is located at the corner of Benning Road and East Capitol Street. The station, which is served by Metro's Blue Line, opened in 1980 and currently has one of the lowest volumes of passenger traffic in the Metrorail system. Surrounding land uses include auto-oriented commercial businesses, including the Shrimp Boat restaurant, single family homes and duplexes, and small two and three-story apartment buildings. A controversial proposal to develop a five-story office building for the Court Supervision and Offender Services Administration at the station was tabled in 2005. While the proposal generated much debate, it did provide an opportunity for area residents to articulate more clearly the type of development that is desired in the station area. 1814.1

The Benning Road station area should become a much more attractive community hub in the future, comprised 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 which benefit area residents. 1814.2

[PULLQUOTE: The Benning Road station area should become a much more attractive community hub in the future, comprised of pedestrian-oriented housing, retail, and recreational uses.]

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 must recognize and be consistent with the low-density, residential character of the adjacent neighborhoods. 1814.3

Action FNS-2.4-A: Benning Road Station Transit-Oriented Development Plan
Undertake a community planning process for the Benning Road Metro station, defining specific land use and urban design improvements, and more clearly establishing the community's vision for the station area. 1814.4

[Photo Caption: The Shrimp Boat is considered by many to be a local landmark]

FNS-2.5 Marshall Heights/ Benning Ridge 1815

The Marshall Heights/ Benning Ridge area is located south of East Capitol Street and east of the Fort Circle Parks. The area includes a mix of single family and semi-detached homes and apartments, and has several hundred scattered vacant lots. Marshall Heights and Benning Ridge were especially hard hit by population loss, crime, property abandonment, and disinvestment during the 1970s, 80s, and 90s. While the communities have begun to rebound since 2000, significant improvements are still needed. 1815.1

Several developments have recently been completed or are planned. Hilltop Terrace and JW King Senior Housing have added nearly 100 new homes along Benning Road. Just to the north, the former Eastgate Gardens public housing complex is planned for redevelopment with 269 new homes—including senior housing, public housing, market-rate family housing, and a community arts center. 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, and Benning Road between F and G Streets will also be pursued in order to upgrade existing businesses and provide needed services to the surrounding communities. 1815.2

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 one- and two-family homes. This will provide ownership opportunities for area residents and housing stock needed to attract families with children back to Far Northeast and Southeast. Improve schools, parks, and other public services in Marshall Heights to meet the needs created by additional growth, and to attract families to the area. 1815.3

Action FNS-2.5-A: Eastgate Gardens
Develop Eastgate Gardens as a mixed income community containing senior housing, public housing, home ownership 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. 1815.4

Action FNS-2.5-B: Marshall Heights Zoning Study
Conduct a zoning study of the Marshall Heights and Benning Ridge neighborhoods to ensure that areas that are predominantly single family in character areas are appropriately zoned. Presently, much of this area is zoned for multi-family housing, despite the fact that one and two-family homes are prevalent. 1815.5

FNS-2.6 Pennsylvania Avenue Southeast Corridor 1816

Pennsylvania Avenue SE is one of the busiest arterials in the District of Columbia, carrying 96,000 vehicles a day across the Sousa Bridge and 53,000 vehicles per day between Minnesota and Branch Avenues. For several years, a Citizens Task Force has been exploring strategies for addressing traffic congestion on the avenue while mitigating related problems such as noise, pedestrian safety, and cut-through traffic on local streets. Parallel efforts by the District have looked at land use and design issues, including the character of the street environment and the quality of the business districts in Fairlawn, Penn Branch, and Fort Davis. In 2005, plans to redesign the Sousa Bridge/I-295 on and off-ramps were announced as part of a broader strategy to improve the corridor and invest in new sidewalks, lighting, and trees. 1816.1

The future of Pennsylvania Avenue has profound impacts on the adjacent neighborhoods of Fairlawn, Twining, Dupont Park, Penn Branch, Hillcrest, Fort Davis, and Fairfax Village. Its designation by the city as an official “Great Street” speaks both to its historic reputation as “America’s Main Street” but also

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, suffers from a lack of continuity, poor retail choices, many vacant storefronts, parking management issues, and traffic patterns that are dangerous for pedestrians. 1816.2

[PULLQUOTE: The future of Pennsylvania Avenue has profound impacts on the adjacent neighborhoods of Fairlawn, Twining, Dupont Park, Penn Branch, Hillcrest, Fort Davis, and Fairfax Village. Its designation by the city as an official "Great Street" speaks both to its historic reputation as "America's Main Street" but also its capacity to shape the appearance and impression of the surrounding community.]

Policy FNS-2.6.1: Pennsylvania Avenue "Great Street"
Plan the Pennsylvania Avenue SE corridor in a manner that reduces traffic impacts on adjacent neighborhoods, improves its role as an Far Northeast and Southeast commercial center, and restores its ceremonial importance as a principal gateway to the nation's capital. 1816.3

Policy FNS-2.6.2: Neighborhood Shopping Improvements
Promote a wider variety and better mix of neighborhood-serving retail shops at the shopping centers at Pennsylvania and Alabama Avenues, and Pennsylvania and Branch Avenues. 1816.4

Action FNS-2.6-A: Pennsylvania Avenue SE Transportation Study
Implement the recommendations of the Pennsylvania Avenue SE Transportation Study 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. 1816.5

Action FNS-2.6-B: Great Street Improvements
Implement the "Great Street" Plan to beautify Pennsylvania Avenue, 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 and cut-through traffic on adjacent neighborhoods. 1816.6
[Photo Caption: Residential uses near the Pennsylvania Avenue SE corridor]

FNS-2.7 Skyland 1817

Skyland Shopping Center occupies 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Road 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. Along with the adjacent 95,000 square foot Good Hope Marketplace, it is 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. The center has not adapted to changing trends in retailing, and is not fully meeting the needs of the more than 80,000 residents who live in its primary market area. Its redevelopment as a "Town Center" with more than 275,000 square feet of leasable space is being pursued by the National Capital Revitalization Commission. 1817.1

Reinvestment is Skyland is an important part of the District's efforts to provide better shopping options for neighborhoods east of the Anacostia River, reduce the loss of retail dollars to the suburbs, and make the East of the River area more attractive to existing and future residents. To be most effective, planned improvements should be 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. 1817.2

Policy FNS-2.7.1: Skyland Revitalization
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 district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents. 1817.3

Policy FNS-2.7.2: Naylor Road Corridor Improvements
Work collaboratively with local businesses and residents of Naylor Gardens, Hillcrest, and Knox Hill/Buena Vista to upgrade local commercial and residential uses and improve the appearance of the Naylor Road corridor between Skyland Shopping Center and Suitland Parkway. Pedestrian and bicycle access to the Naylor Road Metro station also should be improved. 1817.4

Action FNS-2.7-A: Revitalization Task Force
Continue to work wth the Skyland Area Revitalization Task Force to assist small businesses and private enterprise in the Skyland area. 1817.5

Action FNS-2.7-B: 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. 1817.6

[Photo Caption: Skyland Shopping Center]

FNS-2.8 Kenilworth-Parkside 1516

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 space managed by the National Park Service. The Pepco Plant and the Benning Road Waste Transfer Station are located adjacent to this area on the north side of Benning Road. 1516.1

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 as a testing ground 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 Plant. About 100 affordable townhomes were constructed but most of the land remains vacant today. 1516.2

Over the next decade, buildout of the remaining area in Kenilworth-Parkside is expected. 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. A reconstructed pedestrian bridge will connect this area to the Minnesota Avenue Metro station, making the area transit accessible for new residents and employees. 1516.3

The pedestrian connection will help achieve an important goal of the Anacostia Waterfront Initiative in Far Northeast DC—improved access to the shoreline for the neighborhoods east of I-295. In addition to the Kenilworth-Parkside bridge, the creation of Marvin Gaye Park along Watts Branch, development of the Minnesota Avenue government center, and improvement of Nannie Helen Burroughs Avenue as a "great street" should all help unite the community on both sides of the freeway. 1516.4

[Photo Caption: Kenilworth-Parkside aerial view. Minnesota Avenue Metro station visible in background. (2004)]

Policy FNS-2.6.1: Kenilworth-Parkside Open Space improvements
Support federal efforts to improve and restore the Kenilworth Marsh, the Aquatic Gardens, and other parkland on the upper reaches of the Anacostia River. Coordinate these efforts with District plans to restore habitat and improve ecological conditions along Watts Branch and upgrade the Kenilworth-Parkside ballfield and recreation center. 1516.5

Policy FNS-2.6.2: Kenilworth Parkside Transit Oriented Development
Support mixed-use 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 Metrorail station and its relative isolation 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. 1516.6

Policy FNS-2.6.3: Density Transitions at Parkside
Provide appropriate height and scale transitions between new higher density development at 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 should step down in intensity moving west toward the river. 1516.7

Policy FNS-2.6.4: Buffering around Parkside
Maintain sufficient buffering, screening, and separation between new development at Kenilworth-Parkside and the adjacent Pepco plant and waste transfer station. 1516.8

Policy FNS-2.6.5: Parkside Access Improvements
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 improvements to the Kenilworth Avenue interchanges. 1516.9

Action FNS-2.6-A: Anacostia Waterfront Framework Plan
Implement the Anacostia Waterfront Framework Plan recommendations for Kenilworth-Parkside, including new gateways at the intersection of Benning Road and Kenilworth Avenue and at Watts Branch. 1516.10

Action FNS-2.6-B: Kenilworth Parkside Small Area Plan
Include the Kenilworth Parkside neighborhood in the Small Area Plan to be developed for the Minnesota Benning and Deanwood Metro station areas. 1516.11

CHAPTER 18
FAR SOUTHEAST/ SOUTHWEST AREA ELEMENT

[Text to be reflowed, with Overview renumbered as Sec 1800, etc]

Overview 1900

The Far Southeast/Southwest Planning Area encompasses 10.1 square miles east of the Anacostia Freeway and south of Good Hope Road/Naylor Road. The Planning Area includes neighborhoods such as Historic Anacostia, Congress Heights, Hillsdale, Woodland, Fort Stanton, Barry Farm, Bellevue, Washington Highlands, Douglas/Shipley Terrace, Garfield Heights, and Knox Hill/ Buena Vista. Most of this area has historically been Council Ward 8, but prior to redistricting in 2002, the northern portion was in Ward 6. Planning Area boundaries are shown in Map to the left. 1900.1

Far Southeast/ Southwest is a community of surprising contrasts. It includes the 19th century row houses of Historic Anacostia as well as 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 Wyngates and Faircliff Plaza. 1900.2

It is home to two National Historic Landmarks—the residence of abolitionist champion Frederick Douglas at Cedar Hill, and the St. Elizabeths Hospital campus, one of the country's most renowned institutions for the treatment of mental illness for more than 150 years. Its commercial areas range from a brand new shopping center under construction at Camp Simms to more traditional neighborhood centers along Martin Luther King Jr Avenue, Good Hope Road, and South Capitol Street. The community also includes open spaces and natural areas like Oxon Run and Oxon Cove. 1900.3

Anacostia and the surrounding Far Southeast/Southwest neighborhoods that surround it have stayed strong through difficult times. Many middle-class residents left the area in the 1970's, 80's and 90's, affecting the stability of the area's neighborhoods. Between 1990 and 2000 population in this Planning Area declined by nine percent and the poverty rate increased from 28 percent to 38 percent. The crime rate and unemployment rate remain chronically high and are well above the city and regional average. The average resident must go outside their neighborhood to shop, enjoy a restaurant, and even find basic services like groceries. 1900.4

Today, the priorities are clear: 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 social issues must be addressed to improve the quality of life for residents in the Far Southeast/Southwest. For revitalization to truly succeed, all residents must be given opportunities to advance. 1900.5

The area's social and economic needs affect its physical environment in many ways. They translate to a need for more facilities for vocational training and job placement like the One Stop Career Center on South Capitol Street. Community priorities mean that aging neighborhood schools like Savoy and Turner must be rebuilt; that aging libraries like the Washington Highlands Branch must be modernized; and that new recreation centers and cultural centers like Bald Eagle and the ARC are provided to create positive alternatives for at-risk youth and others. New opportunities for local entrepreneurs also are needed—providing a chance to start a business, hire local residents, and provide needed services to the community. 1900.6

The strength of the District's real estate market is already bringing a wave of change to the 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. Projects 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. The first new shopping center in over a decade is under construction—and after two decades of waiting, the community will finally have a full-service modern supermarket. 1900.7

Investment in public facilities has been a catalyst for housing development in the area. Bald Eagle Recreation Center and Fort Greble Recreation Center have received major upgrades in the last two years. The new Patterson Elementary School has opened, and several more schools are slated for major renovation or new construction. A new Senior Wellness Center opened in Congress Heights in 2002. 1900.8

The future of the Far Southeast/Southwest depends on active community engagement. The continued involvement of groups like the East of the River Community Development 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 and the Ward 8 Business Council provide a community resource and are an important voice in neighborhood and citywide affairs. 1900.9

[Photo Caption: Far Southeast/ Southwest includes the residence of abolitionist champion Frederick Douglas at Cedar Hill, a National Historic Landmark]

Context

History 1901

While "the Far Southeast/Southwest" is a new name for this part of the city, the area itself has a long and interesting history. 1901.1

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 the Far Southeast/Southwest included a race course, 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 psychiatric facility in the country by 1940. More than 7,000 residents lived there at its peak. 1901.2

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 and Martin Luther King Jr Avenue, still remain today and are protected through their designation as a 25-block Historic District. 1901.3

[PULLQUOTE: Many of the original wood frame and brick homes, along with some of the original commercial structures along Good Hope Road and Martin Luther King Jr Avenue, still remain today and are protected through their designation as a 25-block Historic District.]

By the turn of the century, the expanding capital city 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. 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 Bolling Air Force Base and the Naval Air Station. 1901.4

Large farms still persisted through the 1920s and 30s. In fact, some of this area was still active farmland as recently as 50 years ago and longtime residents recall "moving out to the country" when they first arrived. 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 the city limits. The grid and diagonal road system that characterizes much of the rest of Washington was not followed, resulting in a more organic pattern of development. 1901.5

The Second World War was a period of great change in the 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. 1901.6

After the War, apartments continued to be constructed, only now 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 of economic and social disruption triggered 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. 1901.7

Today, there are signs of a turn-around in many parts of the area. Transportation, economic development, and housing initiatives are underway, bringing new investment and promise of better times ahead. 1901.8

Land Use 1902

Excluding water, the Far Southeast/Southwest Planning Area comprises 4,687 acres, which represents about 12 percent of the city's land area. Figure 18.1 indicates the land use mix in the area. 1902.1

[INSERT Figure 18.1: Land Use Composition in the Far Southeast/Southwest 1902.4]
[Pie chart "slices" unchanged since July Draft]

A majority of the land within the Planning Area—amounting to two-thirds of the total—is publicly owned. Federal properties such as Bolling Air Force Base comprise about 23 percent of the total, and parks—most of which are also under federal control—comprise 16 percent of the total. Local public facilities, consisting primarily of Blue Plains, DC Village, and school campuses, make up 9 percent. Roads make up 20 percent of the total area, slightly less than they do in the other nine Planning Areas. 1902.2

Residential uses make up 24 percent of the total area, or about 1,060 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, Hillsdale, Barry Farm, Fort Stanton, Shipley Terrace, Douglass, and Knox Hill. Only about 163 acres in the Planning Area consists of single-family detached homes, mostly located in Bellevue and Congress Heights. 1902.3

The area has very little commercial and industrial land. These uses make up 1.5 percent of the total area, and consist primarily of a commercial spine extending along Good Hope Road, Martin Luther King Junior Avenue, and South Capitol Street. Good Hope/Martin Luther King form a traditional "Main Street" through Historic Anacostia with many small storefronts and neighborhood businesses. Further south along this spine, there are neighborhood commercial centers at Malcolm X Avenue, Atlantic Avenue, and Southern Avenue. There are scattered small shopping centers and convenience stores elsewhere in the Planning Area. 1902.5

The Far Southeast/Southwest includes about 188 acres of vacant land. Although this represents just four percent of the Planning Area total, it represents nearly one-quarter of the vacant land in the entire District of Columbia. Most of this acreage is residentially zoned and is privately owned, suggesting the potential for much change during the coming years. 1902.6

[Photo Caption: Henson Ridge]

Demographics 1903

Table 18.1 shows basic demographic data for Far Southeast/ Southwest. In 2000, the Planning Area had a population of 64,600 or 11 percent of the city total. The area has lost 5 to 10 percent of its population in each decennial census since 1960. Estimates for 2005 indicate a leveling off in this decline over the last five years. Average household size in the Planning Area was 2.74 in 2005, which was substantially higher than the citywide average of 2.12. The larger household size suggests that there are more children here than elsewhere in the city. In fact, 36 percent of the area's residents were under 18 in 2000, compared to 20 percent in the city as a whole. 1903.1

Approximately 93 percent of the area's population is African-American, which is significantly higher than the citywide average of 60 percent. Only one percent of the area's residents are of Hispanic origin and less than 2 percent are foreign born. 1903.3

Housing Characteristics 1904

There were about 26,900 housing units in the Far Southeast/Southwest as of the 2000 Census. About 16 percent of these units were vacant—nearly double the citywide average. Compared to the rest of the city, the Planning Area has an abundance of small apartment buildings. In fact, 20 percent of the housing units were in 5-9 unit buildings, and almost 30 percent were in 10-19 unit buildings. Both of these percentages are more than double the citywide averages. Only about six percent of the housing units were single family detached homes, less than half the citywide figure. 1904.1

As one might expect given the high percentage of apartments, the homeownership rate in the Planning Area is low. In fact, it was 20 percent in 2000—compared to 41 percent citywide. However, there are indications that the ownership rate is on the rise; it was only 14 percent in 1980 and much of the housing built since 2000 has been owner-occupied. 1904.2

[Photo Caption: Oxon Run Townhomes]

Table 18.1: Far Southeast/Southwest At A Glance 1903.2

Basic Statistics	
Land Area (square miles)	7.3
Population	
1990	75,551
2000	64,618
2005 (estimated)	64,000
2025 (projected)	81,800
Households (2005) (*)	22,800
Household Population (2005) (*) (excludes group quarters)	62,500
Persons Per Household (2005)	2.74
Jobs (2005)	21,800
Density (persons per sq mile) (2005)	8,800

Year 2000 Census Data Profile			
	Far Southeast/Southwest Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	23,674	36.3	20.0
18-65	36,887	56.5	67.8
Over 65	4,681	7.2	12.3
Residents Below Poverty Level	24,419	37.8	20.2
Racial Composition			
White	2,979	4.6	30.6
Black	59,959	92.8	60.0
Native American	165	0.2	0.4
Asian/ Pacific Islander	399	0.6	2.6
Other	311	0.7	3.8
Multi-Racial	668	1.0	2.6
Hispanic Origin	773	1.1	7.9
Foreign-Born Residents	1.5	1.9	12.9
Tenure			
Owner Households	4,499	19.9	40.7
Renter Households	18,137	80.1	59.3
Population 5+ yrs in same house in 2000 as in 1995	30,019	51.8	46.9
Housing Occupancy			
Occupied Units	22,636	84.1	90.4
Vacant Units	4,272	15.9	9.6
Housing by Unit Type			
1-unit detached	1,601	5.9	13.1
1-unit attached	6,114	22.7	26.4
2-4 units	4,003	14.9	11.0
5-9 units	5,299	19.7	8.0
10-19 units	7,819	29.1	10.3
20-49 units	615	2.2	7.4
50+ units	1,456	5.4	23.3
Mobile/ other	0	0	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources.
(**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Income and Employment 1905

Information provided by the Department of Employment Services and the Office of Planning shows there were 21,800 jobs in the Far Southeast/ Southwest in 2005. Most are government related and are associated with the military and St. Elizabeths. As of the 2000 Census the median household income for the area was $23,290 per year, or about one-half the city's median income of $45,927. 1905.1

In the fourth quarter of 2005, the unemployment rate in the Far Southeast/ Southwest was 13 percent. This was four times higher than the rate in Upper Northwest neighborhoods and more than three times the average for the Washington region. Data on commute patterns indicates that 31 percent of the employed residents in the Planning Area commuted to jobs in Central Washington. Some 8 percent worked within the Far Southeast/ Southwest Planning Area itself, and 34 percent commuted to jobs elsewhere in the city. The remaining 26 percent commuted to Maryland or Virginia. 1905.2

Projections 1906

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 22,800 households in 2005 to 30,100 households in 2025, an increase of about 32 percent. By 2025, the area is expected to have a population of almost 82,000. 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 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 underutilized sites. 1906.1

[PULLQUOTE: 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 22,800 households in 2005 to 30,100 households in 2025, an increase of about 31 percent. Approximately 6,000 additional jobs are forecast in the Planning Area during the next two decades.]

A period of sustained growth in the Planning Area has already started. Between 2000 and 2005, 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. Future housing development is expected around the Anacostia and Congress Heights Metro stations, on the East Campus of St. Elizabeths Campus, at the now vacant Sheridan Terrace housing complex, and at Barry Farm. Infill development is also expected along Martin Luther King, Jr Avenue, South Capitol Street, and on scattered vacant sites. 1906.2

Approximately 6,000 additional jobs are forecast in the Planning Area during the next two decades. Future job centers include St. Elizabeths, DC Village, and the Anacostia Metrorail Station and Gateway areas.[2] 1906.3

[2] These forecasts were prepared before the Department of Homeland Security announced its plans for the west campus of St. Elizabeths; consequently, actual employment growth in the Planning Area could significantly exceed 6,000 jobs.

Planning and Development Priorities 1907

Three Comprehensive Plan workshops took place in the Far Southeast/ Southwest during 2005 and 2006. Many residents, Advisory Neighborhood Commissioners, and civic association leaders provided input at these meetings, discussing 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 have all been addressed at public meetings in the last two years. 1907.1

Several important messages came across in these meetings, including: 1907.2

(a) An improved educational system, job and vocational training system, and social service safety net is 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 poor 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 east of the Anacostia River could go a long way toward preparing youth and adults for good, quality jobs in the District's economy. Good access to transit is essential to connect residents with jobs in the District and elsewhere in the region.

[Photo caption: CVS Regional Learning Center and DC One-Stop Career Center on South Capitol Street]

(b) The culture of drugs and violence still destroys the lives of too many youth and families in the community. While the root causes of this problem are complex, greater investment in schools, libraries, child care centers, recreation centers, parks, and health clinics provides an important start toward improved public safety. Many residents have 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 must be reconstructed. Anacostia High, Ketcham, Birney, Savoy, Ballou, and other schools must be modernized. Public facility improvements should be the cornerstone of any revitalization or neighborhood economic development program in this area.

(c) The Far Southeast/Southwest needs more housing suitable for families and young homeowners. The concentration of poverty in the community has resulted in part from the concentration of poorly maintained rental apartments and public housing, and few opportunities for home ownership. The established single family, row house, and duplex neighborhoods should be protected and enhanced. Additional low to moderate density housing should be encouraged as sites like St. Elizabeth's (east campus) and Sheridan Terrace 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.

(d) The community recognizes 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 Junior Avenue and South Capitol Street. Transit-oriented development in these areas can provide opportunities for seniors, households without cars, young 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 have expressed

the opinion that deteriorating apartment complexes should be replaced with less dense housing over time. In fact, 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.

(e) Housing maintenance is a big 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. On the other hand, there are also concerns about lax code enforcement, unpermitted construction, and a continued need to clean up vacant and abandoned properties.

(f) 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, Good Hope Road, Alabama Road, and South Capitol Streets. 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.

[PULLQUOTE: 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.]

(g) Traffic congestion is a problem—with much of the traffic generated by non-residents passing through the area or using local streets as short-cuts 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.

(h) Despite its proximity to the waterfront, much of the 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 (Bolling AFB 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.

[PULLQUOTE: Despite its proximity to the waterfront, much of the 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 (Bolling AFB and the Blue Plains treatment plant).]

(i) The Far Southeast/Southwest contains hilly topography. A prominent ridgeline crosses the area, affording great views of Washington 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—a problem 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.

Policies and Actions

FSS-1.0 General Policies

FSS-1.1 Guiding Growth and Neighborhood Conservation 1908

The following general policies and actions should guide growth and neighborhood conservation decisions in the Far Southeast/Southwest. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. 1908.1

Policy FSS-1.1.1: Directing Growth
Concentrate future housing development and employment growth in the Far Southeast/Southwest around the Congress Heights and Anacostia Metro Stations, on the St. Elizabeths Hospital Campus, and along the "Great Streets" corridors of Martin Luther King, Jr. Avenue SE and South Capitol Street. Provide improved transit and automobile access to these areas and improve their visual and urban design qualities. 1908.2

Policy FSS-1.1.2: Conservation of Lower Density Neighborhoods
Protect existing single family housing within the Far Southeast/Southwest by appropriately designating such areas as "Low Density Residential" on the Comprehensive Plan Future Land Use Map, and by zoning such areas for single family, rather than multi-family housing. 1908.3

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 city programs which provide financial assistance to renovate such complexes, with the condition that a significant portion of the units are preserved as affordable after renovation. 1908.4

Policy FSS-1.1.4: Infill Housing Development
Support infill housing development on vacant sites within the Far Southeast/Southwest, especially in Historic Anacostia, and in the Hillsdale, Fort Stanton, Bellevue, Congress Heights and Washington Highlands neighborhoods. 1908.5

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. 1908.6

Policy FSS-1.1.6: Anacostia Streetcar Project
Coordinate land use and transportation decisions along the proposed route of the Anacostia Streetcar between Bolling AFB and the Anacostia Gateway area. Future development along the streetcar line should be clustered around proposed transit stops. In addition, the streetcar route should be designed and planned to minimize impacts on traffic flow and to avoid negative impacts on the historic character of the Anacostia community. 1908.7

Policy FSS-1.1.7: Retail Development
Support additional retail development within the Far Southeast/Southwest, especially in Historic Anacostia, and in the neighborhood centers at Malcolm X/ Martin Luther King Jr Avenue and South Capitol/ Atlantic. Projects which combine upper story housing or offices and ground floor retail are particularly encouraged in these three locations. 1908.8

Policy FSS-1.1.8: Supermarkets and Services
Attract additional supermarkets, family-style restaurants, full-service gas stations, and general merchandise stores to the 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. The upgrading and renovation of the area's existing auto-oriented shopping centers is strongly encouraged. 1908.9

Policy FSS-1.1.9: Parking
Support additional dedicated off-street parking and loading areas in the business districts at Martin Luther King, Jr Avenue/ Malcolm X Avenue, Alabama Avenue/ 23rd Street, and Historic Anacostia. Work with local merchants in each area to identify potential sites. 1908.10

Policy FSS-1.1.10: Minority/Small Disadvantaged Business Development
Provide technical assistance to minority-owned and small businesses in the 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. 1908.11

Policy FSS-1.1.11: Workforce Development Centers
Support the development of additional vocational schools, job training facilities, and workforce development centers. Encourage the retention of existing job training centers, and the development of new centers on such sites as the St. Elizabeth's Campus and DC Village to increase employment opportunities for local residents. 1908.12

Policy FSS-1.1.12: Increasing Home Ownership
Address the low rate of home ownership in the Far Southeast/Southwest by providing more owner-occupied housing in new construction, encouraging the construction of single family homes, and by supporting the conversion of rental apartments to owner-occupied housing, with an emphasis on units that are affordable to current tenants. 1908.13
Policy FSS-1.1.13: School Modernization
Strongly support the modernization of schools in the Far Southeast/ Southwest Planning Area. Plans for additional housing must be accompanied by a commitment to improving educational facilities to meet current and future needs, and recognition that education is among the community's highest priorities.

[Photo Caption: Wheeler Creek]

Action FSS-1.1-A: R-5-A Zoning
Evaluate the continued appropriateness of the R-5-A zoning that occurs throughout the Far Southeast/Southwest Planning Area. Currently, this zoning applies to many row house, duplex, and single family areas within the community. Rezoning should be considered to better match existing character, and to ensure that future infill development is compatible. The use of R-5-A and other, more dense multi-family zones should continue in areas where multi-family development exists or is desirable in the future. 1908.14

Action FSS-1.1-B: Façade Improvements
Implement urban design and façade improvements in the established commercial districts along Martin Luther King, Jr. Avenue SE, Good Hope Road SE and South Capitol Street SW. 1908.15

Action FSS-1.1-C: Retail Development
Complete construction of the Camp Simms retail center by 2008 and support efforts to bring quality retail services to the site. 1908.16

Action FSS-1.1-D: UDC Satellite Campus
Pursue the development of a satellite campus for University of the District of Columbia or another university (in consultation with local colleges and universities) either in this Planning Area or in the adjacent Planning Area to the north. Possible sites could include vacated DC Public Schools, the St. Elizabeths Campus, Poplar Point, and the Anacostia Metro Station area. 1908.17

Action FSS-1.1-E: East of the River Development Zone Initiatives
Continue implementation of the various East of the River Development Zone Initiatives, designed to foster housing and economic development along Alabama Avenue SE and Martin Luther King Jr Avenue (in Anacostia) through financial and tax incentives. 1908.18

Action FSS-1.1-F: Transportation Improvements
Implement the recommendations of the Middle Anacostia Crossings Study, prepared by the District Department of Transportation in 2005. These recommendations include redesign of interchanges along I-295 to reduce traffic congestion on surface streets in Historic Anacostia and its vicinity. 1908.19

Action FSS-1.1-G: Streetcar Extension
Study the feasibility of extending the proposed Anacostia streetcar from Bolling Air Force Base south to DC Village and National Harbor. 1908.20

[Photo Caption: Martin Luther King Jr Avenue SE]

FSS-1.2 Conserving and Enhancing Community Resources 1909

Policy FSS-1.2.1: Health Care Facilities
Sustain and support existing health care facilities in Far Southwest/ Southeast and develop additional health care and social service facilities to respond to the urgent unmet need for primary 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. 1909.1

Policy FSS-1.2.2: Historic Resources
Protect buildings of important significance in the Far Southeast/Southwest community, such as the old Anacostia Museum site (also known the Good Samaritan Foundation). Support the designation of additional historic landmarks within the Far Southeast/Southwest neighborhoods. 1909.2

Policy FSS-1.2.3: Connecting To the River
Reconnect the neighborhoods of the Far Southeast/Southwest to the Anacostia River, particularly through the redevelopment of Poplar Point, implementation of the Anacostia Waterfront Initiative park and trail improvements, and reconstruction of the Anacostia River bridges. 1909.3

Policy FSS -1.2.4: Designing With Nature
Protect and enhance the wooded ridges and slopes of the Far Southeast/Southwest, particularly views of the monumental core of the city from the major north-south ridge that crosses the area. Development should be particularly sensitive to environmental features along the Oxon Run Parkway, Shepherd Parkway (along I-295), and on the St. Elizabeths and DC Village sites. 1909.4

Policy FSS-1.2.5: Fort Circle Parks
Improve the Fort Circle Parks within the Far Southeast/Southwest, including upgrades to the Fort Circle Trail, and additional recreational facilities and amenities at Fort Stanton Park. 1909.5

[Photo Caption: View from Fort Stanton]

Policy FSS-1.2.6: Soil Erosion
Correct existing soil erosion problems in the Far Southeast/Southwest, particularly in Congress Heights, Buena Vista, and Washington Highlands, and ensure that new development mitigates potential impacts on soil stability. 1909.6

Policy FSS-1.2.7: Blue Plains
Work with WASA 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. 1909.7

Action FSS-1.2-A: Oxon Run Trail
Upgrade the Oxon Run Trail and extend it to Oxon Cove, consistent with the City's Bicycle Master Plan. Develop additional trail links between Oxon Run, the Fort Circle Parks, and the Anacostia River. 1909.9

See the Anacostia Waterfront Element for additional policies on the Anacostia River and its parks, including Stickfoot Creek

FSS-2.0 Policy Focus Areas 1910

The Comprehensive Plan has identified seven areas in the 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 19.1 and Table 19.2). 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 1910.1

Table 19.2: Policy Focus Areas Within and Adjacent to Far Southeast/ Southwest 1910.2

Within Far Southeast/ Southwest	
2.1	Historic Anacostia (see p. 19-16)
2.2	St. Elizabeths Campus (see p. 19-19)
2.3	Barry Farm/ Hillsdale/ Fort Stanton (see p. 19-20)
2.4	Congress Heights Metro Station (see p. 19-22)
2.5	Congress Heights Commercial District (see p. 19-22)
2.6	Bellevue/ Washington Highlands (see p. 19-23)
2.7	DC Village (see p. 19-25)
Adjacent to Far Southeast/ Southwest	
1	Poplar Point (see p. 15-24)
2	Skyland (see p. 18-23)

[INSERT Map 19.1: Far Southeast/ Southwest Policy Focus Areas 1910.3]

FSS-2.1 Historic Anacostia 1911

Since the 1980s, much of the planning activity east of the Anacostia River has focused on Historic Anacostia. The area always has had symbolic importance, as it is the oldest area of continuous settlement east of the river and the gateway to the East of the River neighborhoods. Its narrow streets, wood-frame row houses, well-defined business district, and hilly terrain create the ambiance of a small historic mill town—yet is literally minutes away from the US Capitol. The extension of the Metrorail Green Line in the early 1990s made the area more accessible and has created opportunities for revival. 1911.1

Revitalization has been slow, but the area is on the cusp on positive change. The business district was designated as a DC Main Street in 2002, and commercial façade and streetscape improvements have been completed. The abandoned Nichols School has been beautifully refurbished and reopened as Thurgood Marshall Academy. A new streetcar line is planned, and a new government center will soon break ground at the foot of the 11th and 12th Street bridges. Future development at Poplar Point and St. Elizabeths should also help Anacostia rebound. 1911.2

An Anacostia Transit-Area Strategic Investment and Development Plan was prepared in 2004 and 2005 to provide guidance on several key sites along the Martin Luther King Jr Avenue corridor from the 4-acre Metro station site on the south to the “gateway” at Good Hope Road on the north. The Plan proposes mixed use (residential and commercial) development on vacant sites, restoration of historic buildings, better ground floor retail, a return to two-way traffic on MLK Jr Avenue, and improved connections to

parks and adjacent neighborhoods. Three distinct centers of activity are identified—these are summarized in Policy FSS-2.1.2 below. 1911.3

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 should restore needed retail services to the community. 1911.4

Policy FSS-2.1.2: Activity Concentrations
Concentrate development activity in Historic Anacostia at the following locations:
(a) The Metro station, including the station site and the adjacent Bethelehem Baptist Church site, which should be developed with a mix of single and multi-family homes with ground floor retail.
(b) The W Street/Martin Luther King Jr Avenue area, where diverse new housing opportunities and ground floor retail should be encouraged on parking lots and underutilized sites.
(c) The Gateway area (at Good Hope Road), where a government center is planned, and additional opportunities exist for residences, shops, offices, and arts uses.
Densities and intensities should be compatible with the area's historic character and should generally be in the moderate range, with medium density on the Metro station site. 1911.5

[Photo Caption: Historic Anacostia]

Policy FSS-2.1.3: Pedestrian Connectivity
Improve connections between the Anacostia Metro station, Poplar Point, Anacostia Park, Cedar Hill, the Good Hope Road area, and Hillsdale/ Fort Stanton, especially for pedestrians and transit users. 1911.6

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 and Good Hope Road and the rehabilitation of older and historic residential and commercial buildings. 1911.7

Action FSS-2.1-A: Government Center
Complete the Anacostia Gateway Government Center, which will include the headquarters for the District Department of Transportation, by 2008. Ensure that streetscape and landscape improvements take place concurrently. 1911.8

Action FSS-2.1-B: Transportation and Public Realm Improvements
Implement the transportation improvements identified in the Anacostia Strategic Development and Investment Plan, including the Anacostia streetcar, pedestrian safety improvements, new landscaping and street trees, improved signage, redesign of the Metrobus Plaza, and development of new off-street parking facilities. In addition, Martin Luther King, Jr. Avenue SE should be restored as a two-way street to improve retail accessibility. 1911.9

Action FSS-2.1-C: Public Facility Improvements
Restore cultural and public facilities throughout Historic Anacostia, including Savoy and Burney Schools, the Anacostia Public Library, and the historic Carver Theater. 1911.10

Action FSS-2.1.4: 1900 Block of Martin Luther King, Jr. Avenue
Ensure that future development on this block includes rehabilitation plans for the existing structures in order to preserve their historic character. 1911.11

See the Anacostia Transit Station Strategic Investment and Development Plan for additional detail.

FSS-2.2 St. Elizabeths Hospital Campus 1912

The St. Elizabeths Campus contains 336 acres and is one of the most historically significant and strategically located properties in the entire District of Columbia. It is divided into a 154-acre East Campus under District control, and a 183-acre West Campus under Federal control. The East Campus was transferred to the District by the federal government in 1987 and continues to be used as a mental health facility. In 2006, it housed about 500 patients. In 2003, the District constructed a new Unified Communications Center on a portion of the site. Construction is now starting on a new psychiatric hospital, freeing up the remainder of the site for other uses. 1912.1

A Framework Plan for the East Campus was completed in 2005. The Plan recommends up 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 city parks and plazas. Adaptive reuse of many of the existing buildings is proposed. The Plan takes 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 have been identified, each defined by a unique mix of uses, density, scale, and character. An extensive network of public open space also is proposed, including formal plazas and quadrangles, linear parks, lawns, and forested land. 1912.2

[PULLQUOTE: A Framework Plan for the East Campus was completed in 2005. The Plan recommends up a phased development program, with up to 1,035 additional housing units, 540,000 million square feet of office and retail space, new academic and cultural facilities, and new city parks and plazas.]

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 US Coast Guard. Other divisions of the federal department of Homeland Security 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. The General Services Administration is in the process of doing a master plan for the West Campus. 1912.3

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 mental health care facility, and parks and open space. Other uses such as satellite college campuses, civic uses, and local public facilities should be incorporated. 1912.4

[St. Elizabeths Hospital Campus]

Policy FSS-2.2.2: St. Elizabeths West Campus
Work collaboratively with the federal government on the reuse of the West Campus. Particular priority should be given to preserve historic resources—including not only the buildings, but 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 should be coordinated with redevelopment of the East Campus. 1912.5

Policy FSS-2.2.3: Relationship To Nearby Uses
Ensure that future development on St. Elizabeths enhances 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 / Malcolm X shopping district. 1912.6

Policy FSS-2.2.4: Development Density
Provide development densities and intensities on the site that are compatible with adjacent residential neighborhoods—with moderate to medium density residential and commercial on most of the site, with higher densities clustered in the area closest to the Congress Heights Metrorail station. 1912.7

Action FSS-2.2-A: St. Elizabeths East Campus Framework Plan
Complete the Framework Plan for the East Campus of St. Elizabeths Hospital and submit it to the DC Council as a Small Area Plan. 1912.8

Action FSS-2.2-B: New St. Elizabeths Hospital
Complete construction of the new 300-bed facility on the east campus of St. Elizabeths Hospital to house mentally ill patients, while maintaining current service levels for outpatient treatment. 1912.9

FSS-2.3 Barry Farm, Hillsdale, and Fort Stanton 1913

The neighborhoods of Barry Farm, Hillsdale, 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 east of the Anacostia River. For example, the 9-acre Sheridan Terrace site has sat vacant since 1996, when the apartment complex that once stood there was demolished. The Focus Area includes one of the city'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 the central city. 1913.1

[Photo Caption: Barry Farm]

This area has been called out in the Area Element for three reasons. First, Barry Farm has been identified as a potential "new community" and policies are needed to guide future change. Second, policies are needed to ensure that development is sensitive to the hilly terrain and the area's established moderate to low density character. Third, policies should ensure that this area is better connected to the fast-changing areas on the north and south, with improved access to transit, parks, jobs, public facilities, and retail services. Barry Farm, Hillsdale, and Fort Stanton should not be left behind as the areas around them move forward. 1913.2

Policy FSS-2.3.1: Barry Farm New Community
Encourage the revitalization of Barry Farm in a manner which:

(a) Ensures one-for-one replacement of any public housing that is removed, along with measures to assist residents and avoid dislocation or personal hardship.
(b) Creates additional opportunities for workforce and market rate housing on the site, consistent with the goals of the city's New Communities program.
(c) Provides new amenities such as community facilities, parks, and improved access to the Anacostia River and Anacostia Metro Station.

While some increase in density will be required to meet the one-for-one replacement requirement, consideration should be given to including nearby vacant land into the New Community site, so that densities may remain in the moderate to medium range. 1913.3

Policy FSS-2.3.2: Housing Opportunities
Encourage compatible infill development on vacant and underutilized land within the Hillsdale and Fort Stanton neighborhoods, with an emphasis on low to moderate density housing designed for families. 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. 1913.4

Policy FSS-2.3.3: Connections To Adjacent Areas
Improve pedestrian and road connections between the Barry Farm, Hillsdale, 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. 1913.5

Action FSS-2.3-A: Sheridan Terrace
Consider adding the vacant Sheridan Terrace public housing site and other nearby vacant sites to the Barry Farm New Community proposal, in order to improve the economic viability of the proposal and ensure that mixed income, family-oriented housing can be provided. 1913.6

FSS-2.4 Congress Heights Metro Station 1914

The Congress Heights Metrorail Station is the last station on the Metrorail Green Line before leaving the District of Columbia. The station itself 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 makes it a critical part of the hospital redevelopment plans, 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 sub-station, apartment complexes, single family homes, and an 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. 1914.1

The Station itself is one of the newest in the Metro system, having opened in 2001. Passenger volumes are currently the lowest in the city. The station itself 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 for the area is needed to determine the right mix of uses and to address a variety of land use, transportation, and urban design issues in the Congress Heights community. 1914.2

[Photo Caption: Congress Heights Metro station site]

Policy FSS-2.4.1: Congress Heights Metro Station Mixed Use
Encourage reuse of the Congress Heights Metro station site with mixed use moderate density residential and commercial development. Development on the site should be compatible with the adjacent lower density neighborhood to the west and south, provide a connection to the future development on the St. Elizabeths Campus, and create a stronger sense of identity and gateway for the Congress Heights neighborhood. 1914.3

Action FSS-2.4-A: Congress Heights Small Area Plan
Prepare a Small Area Plan for the Congress Heights Metrorail Station and the surrounding Congress Heights neighborhood. The Plan should include more specific detail 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. 1914.4

FSS-2.5 Congress Heights Commercial District 1915

This Policy Focus Area extends along Martin Luther King, Jr. Avenue from the edge of the St. Elizabeths Campus south to the intersection of South Capitol Street. Land uses are mostly commercial between St. Elizabeths and Alabama Avenue and residential between Alabama Avenue and South Capitol. There are a range of other uses along this mile-long corridor, including churches, non-profits, and health clinics. The heart of the area is the intersection of Malcolm X Avenue and Martin Luther King, Jr. Avenue, which is the main commercial center for the Congress Heights community. 1915.1

Previous Comprehensive Plans for the city have identified this business district for revitalization, and a number of city and non-profit initiatives have been launched to assist in its renewal. In 2005, the corridor was named as part of the city's Great Streets program. Its proximity to the redeveloping St. Elizabeths Campus means that 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. 1915.2

Policy FSS-2.5.1: Martin Luther King, Jr/ Malcolm X Business District
Encourage new commercial and small, local business development in the shopping area at Martin Luther King Jr Avenue and Malcolm X Avenue. Strengthen this area as the commercial hub of the Congress Heights neighborhood, and upgrade the mix of uses to better meet neighborhood needs. 1915.3

Policy FSS-2.5.2: Great Street Housing Opportunities
Pursue opportunities for additional multi-family housing, possibly with ground floor retail or office uses, along the Martin Luther King Jr Avenue corridor between St. Elizabeths Hospital and Alabama Avenue. 1915.4

Policy FSS-2.5.3: Business Improvement
Support the continued efforts of local merchants to improve the Congress Heights shopping district, provide adequate off-street parking and loading areas, manage on-street parking more effectively, and enhance building facades and storefronts. 1915.5

Action FSS-2.5-A: Coordination with St. Elizabeths Development
Coordinate planning and reinvestment activities along the Martin Luther King Jr Avenue corridor with planning and development of the St. Elizabeths Campus. Recognize the opportunity for new businesses and services to meet the future demand created by new jobs and housing on the former Hospital site. 1915.6

Action FSS-2.5-B: Main Street Designation
Consider the designation of the Martin Luther King Jr Avenue commercial district as a Main Street under the District's Main Streets program. 1915.7

[Photo Caption: Congress Heights commercial district]

FSS-2.6 Bellevue/ Washington Highlands 1916

The Bellevue commercial district includes several blocks around the intersection of South Capitol and Atlantic Streets. The area is a traditional neighborhood center, including small retailers, a bank, food and liquor stores, a gas station, personal services, a drugstore/training center for pharmacy technicians, and a Department of Employment Services (DOES) branch office. It includes the former Atlantic Theater and

the Washington Highlands Library, and is adjacent to the new campus of Patterson Elementary School. 1916.1

In 2002, the area was designated a Strategic Neighborhood Improvement Program (SNIP) area by the District. The program's goals were to improve the area's commercial and retail opportunities, increase home ownership and housing choices, improve the quality of infrastructure, enhance workforce and youth development opportunities, and promote public safety. A local advisory committee was created to prepare recommendations as part of this process. These included buying vacant homes for resale to non-profit developers; improving streets, sidewalks, and infrastructure; repaving the street; and upgrading public facilities such as the library. Efforts to strengthen South Capitol/ Atlantic as a neighborhood center should continue in the future. South Capitol is part of the city's Great Streets program and has been targeted for additional investment and economic development. 1916.2

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 ensure that neighborhood character will be enhanced and that housing choices will be retained as these changes take place. 1916.3

[Photo Caption: Bellevue shopping district]

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 commercial district. Development should provide improved commercial goods and services to the surrounding Bellevue and Washington Highlands neighborhoods. 1916.4

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. 1916.5

Policy FSS-2.6.3: Bellevue-Washington Highlands Infill
Encourage refurbishment and/or replacement of deteriorating apartment complexes within Bellevue and Washington Highlands. Where buildings are removed, encourage their 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. 1916.6

Action FSS-2.6-A: Great Street Improvements
Implement the Great Street Plan to beautify South Capitol Street, maintaining the width of the street and landscaping it from Martin Luther King, Jr Avenue to the Maryland border. 1916.7

Action FSS-2.6-B: Merchants Association
Encourage local merchants in the South Capitol/ Atlantic shopping district to form a merchants association to address issues such as the reuse of the Atlantic Theater. 1916.8

Action FSS-2.6-C: Washington Highlands Library
Consider joint public-private development opportunities to reconstruct the Washington Highlands library, providing the Bellevue and Washington Highlands neighborhoods with a first class, state-of-the art public library. 1916.9

FSS-2.7 DC Village 1917

The 167-acre District of Columbia Village tract lies between Martin Luther King, Jr. Avenue and I-295, east of the Blue Plains Wastewater Plant, just south of Bellevue. The site houses an eclectic mix of city operations, including training facilities for the Police and Fire Departments, an impound lots for towed cars, an evidence warehouse, and a District-operated homeless shelter. Other public uses, including the greenhouses of the Architect of the Capitol and the Potomac Job Corps Center are located on the site. The National Park Service controls the forested land on the perimeter of the site, including Oxon Cove to the south. 1917.1

DC Village provides a vital resource for local government operations, but the site is poorly laid out. It is physically isolated from the rest of the city, 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). 1917.2

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. . 1917.3

[Photo Caption: DC Village]

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. 1917.4

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 East of the River neighborhoods, in order to assist residents in gaining income and work experience. 1917.5

[PULLQUOTE: Every effort should be made to link future jobs on the DC Village site to residents in East of the River neighborhoods, in order to assist residents in gaining income and work experience.]

Policy FSS-2.7.3: Open Space around DC Village
Retain the National Park Service land on the perimeter of DC Village as open space. The forested land south of the site around Oxon Cove should not be developed. 1917.6

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. 1917.7

Action ASE 2.7-A: DC Village Master Plan
Prepare a master plan for the DC Village site, addressing the organization of uses on the site, access and circulation standards, environmental improvements, and urban design. The Plan should be linked to the Public Facilities Master Plan called for else where in the Comprehensive Plan, and should ensure that sufficient land is retained for municipal activities. 1917.8

CHAPTER 19
LOWER ANACOSTIA WATERFRONT/ NEAR SOUTHWEST AREA ELEMENT

[Citations to be changed to Section 19, with "Overview" renumbered 1900, and so on]

Overview 1500

The Lower Anacostia/ Near Southwest Waterfront Planning Area encompasses 3.0 square miles of land located along both sides of the Anacostia River in the southwest and southeast quadrants of the District of Columbia. Its boundaries are shown in the Map to the left. This Planning Area includes parts of Council Wards 6, 7, and 8. In the past, portions of this Planning Area have also been in Ward 2. 1500.1

The Anacostia waterfront is Washington's great frontier for the 21st century. Much of its shoreline is on the cusp of being transformed from a landscape of industrial, transportation, and government uses to one of new mixed use neighborhoods, workplaces, civic spaces, parks, and restored natural areas. Established waterfront neighborhoods stand to benefit greatly as this transformation occurs, with improved access to the shoreline, new recreational amenities, new housing and transportation choices, and a cleaner natural environment. 1500.2

Land uses along the Anacostia waterfront are diverse. The shoreline currently includes wetlands and large open spaces, marinas, power plants, housing, commercial centers, and industry. The Anacostia Waterfront Planning Area includes the residential neighborhoods of Southwest and Near Southeast/ Carrollsburg. Its parks and open spaces include Anacostia Park, Poplar Point, and Hains Point, as well as historic squares and playgrounds in the residential areas. The area also includes federal military installations such as Fort McNair and the Washington Navy Yard, and local public facilities such schools and recreation centers. It also includes Southeastern University, a business-oriented university catering to the educational needs of many District residents. 1500.3

As noted in the Citywide Elements, the Anacostia River itself has suffered from neglect. It has long been Washington's "second river" lagging far behind the Potomac in visibility, image, public investment, and environmental clean-up. Runoff from the 176-square mile Anacostia River watershed, most of which is in Maryland, has polluted surface waters and compromised wetlands. This in turn affects water quality in the Lower Potomac River and the Chesapeake Bay. 1500.5

Conditions along the river will change dramatically as the Anacostia Framework Plan is implemented. The Framework Plan, which was adopted by the DC Council in 2004 as part of the legislation creating the Anacostia Waterfront Corporation, 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, paths, and reconstructed bridges will help mend the divide that the river has come to symbolize in Washington. The objective is not only to connect the east and west shorelines, but to connect the city itself through great parks, public places, and new neighborhoods along a restored river. 1500.6

[Photo Caption: View down river, Pennsylvania Avenue (Sousa Bridge) in foreground]

The Anacostia Waterfront Corporation (AWC) is leading the revitalization of lands along the river and coordinating environmental and programming initiatives that promote river clean up, public awareness, and waterfront recreation. Restoring the river's natural environment is a central part of the AWC's mission. 1500.7

The waterfront area is already experiencing substantial change. Since 2000, millions of square feet of office space have been constructed in the Near Southeast and hundreds of new residential units have been built. Former public housing at Arthur Capper-Carrollsburg is being replaced by new mixed income housing, with one-for-one replacement of every public housing unit removed. Redevelopment has been accompanied by vast improvements in housing quality, public safety, and project design. Groundbreaking for the new Washington National's baseball stadium took place in early 2006. Projects on surrounding sites will transform this area into a new destination for visitors and residents from all parts of the region, nation, and world. 1500.8

Other planned improvements include a 70-acre public park at Poplar Point, an Interpretive Nature Center at a newly accessible Kingman Island, the Washington Canal Blocks Park in Near Southeast, and mixed use development in the Southwest Waterfront, Southeast Federal Center, Carrollsburg, and Poplar Point neighborhoods. 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. Rebuilding of the South Capitol Street/Frederick Douglass Bridge and the 11th / 12th Street bridges will change the visual profile of the waterfront and make pedestrian and bicycle crossings safer and easier. 1500.9

Context

History 1501

The Anacostia watershed contains lush habitat and diverse ecosystems, which in pre-colonial times supported the Nacotchtank Indians. In the early years of European settlement, the river was known as the "Eastern Branch" of the Potomac. It formed the edge of the federal city, and was the terminus of important radial avenues extending out from the U.S. Capitol in the 1791 L'Enfant Plan. 1501.1

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 the new city'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 11st Street Bridge to Historic Anacostia (then called Uniontown). Working class housing for Navy workers and others employed at the docks and nearby industrial areas was developed. 1501.2

By the time of the Civil War, tobacco farming, clear-cutting of forests, and industrial activities had silted and polluted the Anacostia. 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 blue collar settlements around the Navy Yard included a large population of freed slaves, beginning a long history of African-American neighborhoods along the river. 1501.3

[PULLQUOTE:By the time of the Civil War, tobacco farming, clear-cutting of forests, and industrial activities had silted and polluted the Anacostia. 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.]

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 were prone to periodic flooding. In 1901, the Senate Parks Commission suggested (through the McMillan Plan) that riverfront open space be constructed as means of improving public health conditions and creating parkland. Between 1902 and 1926, the US Army Corps of Engineers filled in wetlands and mud flats, and constructed seawalls along the riverbanks in order 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. 1501.4

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 re-routed into storm drains, further compromising the ecosystem and health of the river. 1501.5

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 poor, African-American families were displaced and connections to the waterfront were further eroded by the new Southeast/Southwest Freeway. 1501.6

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 city'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 Memorandum of Understanding (MOU). The MOU led to the production and completion of the Anacostia Waterfront Framework Plan in November 2003. The Framework Plan is intended to guide the revitalization of the waterfront and its shoreline communities for decades to come. 1501.7

Land Use 1502

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 5 percent of the District of Columbia's land area. 1502.1

[INSERT Figure 15.1: Land Use Composition in the Anacostia Waterfront Area 1502.3]
[Pie Chart "slices" adjusted to reflect September 2006 changes to Planning Area boundaries: Residential-9%, Comm/Ind-9%, Federal-22%, Streets-25%, Public Facilities-3%, Open Space-28%, Institutional-1%, Vacant-3%]

About 75 percent of the Planning Area is in public ownership. Almost 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.. Street rights of way are the second largest land use, representing about 25 percent of the total area. Non-park federal uses represent 22 percent of the land area, including Fort McNair and the Navy Yard. 1502.2

Residential uses account for just nine percent of the land area and are concentrated in Southwest DC. Commercial and industrial uses comprise about nine percent of the Planning Area and are primarily located at Buzzard Point, along the Southwest Waterfront, in the near Southeast, and at Waterside Mall. 1502.4

Public facilities comprise three percent of the area. Institutional uses comprise about one percent of the area. Approximately 51 acres – just under three percent of the Planning Area – consists of vacant, unimproved private land. 1502.5

Demographics 1503

Basic demographic data for the Anacostia Waterfront is shown in Table 19.1. In 2000, the area had a population of almost 16,000 , or about 2.8 percent of the city's total. The number of residents in the area dropped slightly between 1990 and 2000. In 2005, the population is estimated to be 14,700, with the recent decline driven by the demolition of the 758-unit Arthur Capper-Carrollsburg public housing project and a slight decline in household size. Average household size in 2005 is estimated to be 1.78 , which is lower than the city average of 2.12. Average household size has been dropping in the Anacostia Waterfront as it has in other neighborhoods across the city. It was 1.97 in 1990. The decline is likely to continue in the future as much of the planned residential development consists of higher density housing with smaller units. 1503.1

Approximately 68 percent of the area's residents are African-American, which is higher than the citywide average of 60 percent. Only about four percent of the area's residents are of Hispanic origin, and almost nine percent are foreign born. Relative to the city as a whole, the area about the same percentage of children (20 percent). The area's percentage of seniors is 13 percent, compared to 12 percent citywide. 1503.2

Diversity is one of the strengths of the Lower Waterfront community. The Southwest neighborhood, in particular, is one of the most racially and economically diverse areas in the District of Columbia. The neighborhood is a microcosm of the city at large; this is one of the defining characteristics of the community and it is highly valued by residents. 1503.3

Table 19.1: Lower Anacostia Waterfront/ Near Southwest at a Glance 1503.3

Basic Statistics	
Land Area (square miles)	3.0
Population	
1990	16,531
2000	15,822
2005 (estimated) (*)	14,700
2025 (projected) (*)	33,100
Households (2005) (*)	8,100
Household Population (2005) (excludes group quarters) (*)	14,400
Persons Per Household (2005) (*)	1.78
Jobs (2005) (*)	32,500
Density (persons per sq mile) (2005) (*)	4,900

Year 2000 Census Data Profile			
	Lower Waterfront Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	3,258	20.6	20.0
18-65	10,495	66.3	67.8
Over 65	2,069	13.1	12.2
Residents Below Poverty Level	4,380	27.7	20.2
Racial Composition			
White	3,853	24.4	30.4
Black	10,690	67.6	60.3
Native American	39	0.3	0.3
Asian/ Pacific Islander	319	2.0	2.6
Other	340	2.2	2.8
Multi-Racial	581	3.7	5.2
Hispanic Origin	637	4.0	7.9
Foreign-Born Residents	1,338	8.5	12.9
Tenure			
Owner Households	2,409	28.2	40.7
Renter Households	6,114	71.8	59.3
Population 5+ yrs in same house in 2000 as in 1995	7,098	47.7	46.9
Housing Occupancy			
Occupied Units	8,523	92.5	90.4
Vacant Units	686	7.5	9.6
Housing by Unit Type			
1-unit detached	143	1.6	13.1
1-unit attached	2,009	21.8	26.4
2-4 units	467	5.1	11.0
5-9 units	661	7.2	8.0
10-19 units	123	1.3	10.3
20-49 units	450	4.9	7.4
50+ units	5,137	55.8	23.3
Mobile/ other	219	2.4	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources. (**)Total population of subcategories may not match 2000 Census totals due to sampling errors.

Housing Characteristics 1504

A majority of the housing stock in the Anacostia Waterfront Planning Area is contained in multi-family buildings. The 2000 Census reported that about 56 percent of the housing stock was located in buildings with 50 or more units, which is more than twice the citywide proportion of 23 percent. About one-quarter of the area's housing stock consists of rowhouses and townhomes, which is similar to the citywide average. However, the proportion of single family detached homes in the Anacostia Waterfront Planning Area is less than two percent, which is substantially less than the citywide average of 13 percent. 1504.1

The Planning Area has more than 220 dwelling units in the "Other" category reported by the US Census, corresponding mainly to houseboats and live-aboards. These represent 2.4 percent of the Area's housing units. 1504.2

In 2000, 7.5 percent of the units in the Anacostia Waterfront Planning Area were vacant. The percentage of vacant units is comparable to the city as a whole. Approximately 48 percent of the area's residents resided in the same house in 2000 as they did in 1995, which is also comparable to the citywide average. 1504.3

Income and Employment 1505

Data from the Department of Employment Services and the Office of Planning indicates there were approximately 32,500 jobs in the Anacostia Waterfront Area in 2005. This represents four percent of the city's job base. According to the 2000 Census, about 40 percent of the jobs in the Planning Area were filled by Maryland residents and about 38 percent were filled by Virginia residents. Only about 22 percent were filled by District residents. 1505.1

[PULLQUOTE: According to the 2000 Census, about 40 percent of the jobs in the Planning Area were filled by Maryland residents and about 38 percent were filled by Virginia residents. Only about 22 percent were filled by District residents.]

Most employed residents in the Anacostia Waterfront commute to jobs elsewhere in the city and region, with about 40 percent commuting to Central Washington, 26 percent commuting elsewhere in the District of Columbia, 27 percent commuting to Maryland and Virginia, and only seven percent working within the Anacostia Waterfront Planning Area. As of the 2000 Census, median household income in the Planning Area was $33,516, compared to a citywide median of $45,927. Approximately 27 percent of the residents lived below the federal poverty line, compared to a citywide average of 20 percent. 1505.2

Projections 1506

Based on land availability, planning policies, and regional growth trends, the Anacostia Waterfront area is projected to more than double its population between 2005 and 2025. The Planning Area is expected to grow from 8,100 households in 2005 to 17,500 households in 2025, with a projected increase in population from 14,700 to 33,100. Much of the growth is expected to consist of moderate to high density residential development along the Washington Channel and Near Southeast, and on the east side of the waterfront atPoplar Point. The Waterfront Planning Area represents 17 percent of the household growth expected in the District of Columbia over the next 20 years. 1506.1

The number of jobs is expected to increase from about 32,500 in 2005 to 57,900 in 2025. Much of the increase is anticipated to occur in the vicinity of M Street SE and along South Capitol Street. Job growth in this Planning Area represents more than one-fifth of the citywide 20-year total. 1506.2

Planning and Development Priorities 1507

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 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 charettes have been convened, providing additional opportunities to identify key issues and goals. 1507.1

The Comprehensive Plan responds to the key messages provided by the community at these meetings. These are summarized below: 1507.2

(a) The river has come to symbolize the widening social and economic divide in the city, separating "east" from "west" and presenting a challenge to the city'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 city physically, economically, and socially. This will require redefining its image and identity, and fundamentally redirecting growth patterns in the city toward emerging waterfront areas.

[PULLQUOTE: The river has come to symbolize the widening social and economic divide in the city, separating "east" from "west" and presenting a challenge to the city's goal of growing more inclusively. It should instead become a unifier and a source of economic opportunity for the neighborhoods on its shores.]

(b) 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 must 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 working families and for the city's poorest residents must be part of this equation. Social and economic diversity must be respected.

(c) The river provides a unique setting for monuments, memorials, and signature features that can potentially shape and redefine Washington'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 should be unique, with activities that invigorate urban life. New destinations should celebrate the cultural heritage of the city and the nation. As cultural facilities are developed, the extraordinary and unheralded stories of the neighborhoods along the river should be told.

(d) Many of the great open spaces and parks of the Anacostia Waterfront are hard to find, underutilized, 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.

[Photo Caption: Canoeing on the Anacostia]

(e) 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 center city. More density near the waterfront can also be used to leverage the creation of additional waterfront parks and open spaces.

(f) 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 which 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.

(g) Development along the waterfront must be designed to respect the scale and integrity of adjacent neighborhoods. As the city works to create distinct waterfront destinations, it should also restore and rehabilitate historic structures, protect views and sunlight, reinforce existing 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 must be responsive to local concerns about traffic, crowd-control, displacement, community service impacts, and changing neighborhood character.

[PULLQUOTE: Development along the waterfront must be designed to respect the scale and integrity of adjacent neighborhoods. As the city works to create distinct waterfront destinations, it should also restore and rehabilitate historic structures, protect views and sunlight, reinforce existing neighborhood commercial centers, and enhance the quality of life for existing residents.]

Policies and Actions

AW-1.0 General Policies

AW-1.1 Guiding Growth and Neighborhood Conservation 1508

The following general policies and actions should guide growth and neighborhood conservation decisions in the Lower Anacostia Waterfront and Near Southwest area. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. 1508.1

Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods
Revitalize and preserve established neighborhoods in the Waterfront Planning Area. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. 1508.2

Policy AW-1.1.2: New Waterfront Neighborhoods
Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/ Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. 1508.3

[Photo Caption: Southwest Waterfront]

Policy AW-1.1.3: 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. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yardmetrorail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops.1508.5

Policy AW-1.1.4: 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. 1508.6

Policy AW-1.1.5: 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 their 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 (Kingman and Heritage Islands, Arboretum, etc.) 1508.7

Policy AW-1.1.6: Pedestrian Orientation of Waterfront Uses
Provide a high level of pedestrian amenities along the shoreline, including informational and interpretive signs, benches and street furniture, and public art. 1508.8

Policy AW-1.1.7: Multi-modal Waterfront Streets
Design streets along the waterfront to be truly multi-modal, 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. 1508.9

Policy AW-1.1.8: Barriers to Shoreline Access
Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, 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. 1508.10

Policy AW-1.1.9: Strengthening the M Street and Maine Avenue Corridors
Strengthen the connection between Central Washington and the Anacostia Waterfront by rebuilding Maine Avenue and M Street SE as graciously landscaped urban boulevards. These streets should be

designed with generous pedestrian amenities, public transit improvements, landscaping, and ground floor uses that create a vibrant street environment. 1508.11

Policy AW-1.1.10: Upgrading the Bridges
Upgrade the bridges across the Anacostia River to better manage transportation flows, facilitate pedestrian and bicycle travel across the river, and provide attractive and distinctive civic landmarks. . 1508.12 {last sentence moved to 813.2(d)}

Action AW-1.1-A: Anacostia Waterfront Framework Plan
Implement the recommendations of the Anacostia Waterfront Framework Plan through interagency coordination, ongoing activities of the Anacostia Waterfront Corporation, and continued cooperative efforts with the federal government. 1508.13

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. 1508.14

See the Citywide Elements for additional policies and actions related to the waterfront, including Land Use Element Section LU-1.2 on large sites, Transportation Sections T-2.5 on improvements to the Anacostia River bridges and T-2.1 on water taxis and streetcars, Environmental Protection Element Section E-3 on sustainability, and Urban Design Element Section UD-1.3 on Washington's identity as a waterfront city.

AW-1.2 Conserving and Enhancing Community Resources 1509

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 connections between them should be enhanced, and greater recognition of their value and importance should be achieved. 1509.1

[Photo Caption: Water and Sewer Authority Building adjacent to the Southeast Federal Center]

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 city. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. 1509.2

Policy AW-1.2.3: Waterfront Sports and Recreation Destinations
Develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront. Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure. 1509.3

Policy AW-1.2.4: Anacostia RiverParks
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 serving recreational activities in the city. 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. 1509.7

Policy AW-1.2.5: African-American Heritage
Recognize and highlight the role of Lower Waterfront neighborhoods in the history of the District's African-American community. This role should be commemorated and recognized through markers, heritage trails, and cultural facilities. 1509.9

See the Citywide Elements for additional policies and actions on the waterfront, including Parks, Recreation, and Open Space Section PROS-3.2 on waterfront parks (including the Anacostia RiverParks Network) and PROS-3.3 on trails (including the Anacostia Riverwalk), Environmental Protection Element Section E-1.2 on wetlands and E-4.2 on water pollution and water quality improvements, Urban Design Element Section UD-1.3 policies on waterfront access, and Infrastructure Element Sections IN-2.2 and IN-2.3 on stormwater runoff and the combined sewer overflow project.

AW-2.0 Policy Focus Areas 1510

The Comprehensive Plan has identified four areas in the Anacostia Waterfront 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 15.1 and Table 15.2). These four areas are:

- Southwest Waterfront, home to the Washington Fish Market and popular waterfront restaurants
- South Capitol Street/ Buzzard Point, site of the new Washington Nationals Ballpark and a still active waterfront industrial district
- Near Southeast, an emerging office and residential development area
- Poplar Point, a large and prominent site on the river's eastern edge 1510.1

Table 19.1: Policy Focus Areas Within and Adjacent to the Lower Anacostia Waterfront/ Near Southwest 1510.2

Within Lower Anacostia Waterfront / Near Southwest	
2.1	Southwest Waterfront (see p. 15-15)
2.2	South Capitol Street/ Buzzard Point (see p. 15-18)
2.3	Near Southeast (see p. 15-21)
2.4	Poplar Point (see p. 15-24)
Adjacent to Anacostia Waterfront	
1	Pennsylvania Avenue Corridor/ Capitol Hill (see p. 16-24)
2	Historic Anacostia (see p. 19-16)
3	Barry Farm/ Hillsdale/Stanton (see P. 19-20)
4	St. Elizabeths Hospital

	(see P. 19-19)
5	Pennsylvania Ave SE Corridor (east of the River) (see p. 18-22)
6	Reservation 13/ RFK Stadium (see p. X)

[Insert Map 19.1: Lower Anacostia Waterfront/ Near Southwest Policy Focus Areas 1510.3]

AW-2.1 Southwest Waterfront 1511

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, restaurants and entertainment uses, and parking areas. Nearby uses include the Arena Stage, several churches, Waterside Mall, office buildings, and apartments. Major points of access include 6th, 7th, and 9th Streets SW, M Street SW, and the Waterfront/ SEU Metro Station. 1511.1

Although it is relatively accessible and familiar to residents of Southwest, the Southwest Waterfront is not the active, public, civic space it could be. Roads and parking lots account for over 40 percent of the area, and there are 12 lanes of traffic (including both Water Street and Maine Avenue) between the shoreline and adjacent residential areas. L'Enfant Plaza and the National Mall are just a few blocks away. However, there is no clear means of pedestrian access from these heavily visited areas to the shoreline. With much of the Southwest Waterfront in public ownership, the city has a unique opportunity to create a place that serves both as an extension of the adjacent neighborhood and a new regional destination. 1511.2

[PULLQUOTE: Although it is relatively accessible and familiar to residents of Southwest, the Southwest Waterfront is not the active, public, civic space it could be. Roads and parking lots account for over 40 percent of the area, and there are 12 lanes of traffic between the shoreline and adjacent residential areas.]

The District completed the Southwest Waterfront Development Plan in 2003, adopting short-term and mid-term actions to transform the area. The Plan calls 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 will increase available public space and developable land. This will allow for the creation of new parks, plazas and mixed-use development. Active ground floor uses such as retail stores and restaurants will make this area an active and animated urban waterfront. 1511.3

Illustrative sketches in the Southwest Waterfront Plan envision some 800 new residences, a large hotel, and more than 500,000 square feet of retail, office, cultural, and civic uses. New public gathering places will include an urban "Market Square" near the Fish Wharf, and a more passive Civic Park at the south end of the waterfront near M Street SW. Between these spaces will be a series of smaller plazas on the Washington Channel that mark the ends of local streets. The existing fish market will be retained in its present location and refurbished, with its low scale character maintained. Development of the park at the south end of the waterfront is contingent on a number of factors, including relocation of the tour boat terminals and surface parking to a new location further north on the Channel. Until this can be accomplished, the existing terminals will be supported in their current location. Even though the Future Land Use Map designates the location of the tour boat terminals and their surface parking as Mixed Use

Low Density Commercial and Parks, Recreation, and Open Space, the existing low density commercial use and zoning would not be inconsistent with this map designation. 1511.4

The illustrative plans also suggest improving pedestrian access to the waterfront via the Banneker Overlook at the foot of 10th Street SW and the development of a museum or monument in this area. New water taxi service, transit improvements, and landscaping also are called for. 1511.5

Plans for the Southwest Waterfront should be implemented in a way that recognizes the broader context of the Southwest neighborhood. Southwest is a strong urban community which benefits from the wide social, economic, and ethnic diversity of its residents, as well as a diverse mix of housing types and affordability levels. The neighborhood includes Waterside Mall, initially envisioned as Southwest's "Town Square" in the 1950s-era urban renewal plans. Today the Mall is an office and retail complex of over one million square feet of floor space, including a supermarket, drug store, and bank. Waterside Mall never evolved into the Town Square it was envisioned to become, and today is planned for redevelopment. Plans for the site call for the re-establishment of 4th Street through the site, and the retention and improvement of retail and office space—along with new uses such as housing and open space. 1511.6

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. 1511.7

Policy AW-2.1.2: New Public Spaces and Open Space
Create new public spaces and plazas at the Southwest waterfront, including an expanded public promenade at the water's edge. Public piers should extend from each of the major terminating streets, providing views and public access to the water. 1511.8

Policy AW-2.1.3: Connecting to the Southwest Waterfront
Enhance pedestrian connections from the Southwest neighborhood and L'Enfant Plaza area to the Washington Channel by creating new public spaces and trails, eliminating Water Street, reducing surface parking, linking the Banneker Overlook to Maine Avenue, and providing safer pedestrian crossings across Maine Avenue. 1511.9

Policy AW-2.1.4: Maine Avenue
Transform Maine Avenue 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). 1511.10

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 provide 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 city and their recreational and cultural value for residents and tourists. 1511.11

Policy AW-2.1.6: Waterside Mall
Support the redevelopment of Waterside Mall with residential, office, and local-serving retail uses. The site should be strengthened as a retail anchor for the surrounding Southwest community. Its redesign

should restore 4th Street SW as part of the city street grid, and improve aesthetics, circulation, and connectivity to surrounding uses. 1511.12

Action AW-2.1-A: Southwest Waterfront Development Plan
Implement the 2003 Southwest Waterfront Development Plan. 1511.13

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 bridge across the Channel near the Case Bridge. 1511.14

[Photo Caption: Renderings of possible Southwest Waterfront development and Waterfront promenade (illustrative only)]

AW-2.2: South Capitol Street/ Buzzard Point 1512

South Capitol Street is one of the District's four principal axes and marks the division between the southeast and southwest quadrants of the city. It is an important part of the regional highway system, with traffic volumes of approximately 100,000 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. 1512.1

This symbolic role contrasts with the current state of the corridor. Awkwardly shaped properties, some vacant and other 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 massive Capitol Power Plant is a looming presence. South of I-395, the street enters into a jumble of fast food restaurants, gas stations, poorly maintained commercial uses, vacant businesses, and parking lots. South of the Frederick Douglass Bridge, these uses give way to an eclectic mix of industrial and utility uses along the shoreline, including a power plant. 1512.2

The transportation infrastructure in the area also creates a significant barrier. Both South Capitol Street and the Frederick Douglass Bridge are in need of repair. There are no bike lanes along South Capitol Street and sidewalks are minimal and unshaded. High speed traffic and the lack of signalized intersections have been a deterrent to investment and create a harsh environment for pedestrians. 1512.3

For the last ten years, 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 National Capital Planning Commission 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. Concurrently, the District selected a 20-acre site on the east side of South Capitol Street between Potomac Avenue and N Street SE as the site for a new 41,000-seat baseball stadium. 1512.4

Over the coming decades, South Capitol Street will 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. The stadium will become the centerpiece of a new entertainment district that will include cultural attractions, retail, restaurants, and high-density housing. 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. A new waterfront park will be created at the shoreline, linked to the network of parks planned up and down the river. Further south in Buzzard Point, new mixed use residential and commercial development will be encouraged on former industrial land. 1512.5

[PULLQUOTE: Over the coming decades, South Capitol Street will 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.]

The South Capitol corridor will require additional planning and analysis in the coming years. Detailed area planning for the Baseball Stadium vicinity is already underway. Future plans will need to focus on the Buzzard Point waterfront, addressing such issues as land use compatibility, the relocation (or retention) of existing uses, transportation and access, and urban design. Plans for this area should improve connections between Southwest and the waterfront, and should retain and improve the established low-scale residential areas on the west side of South Capitol Street. 1512.6

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. 1512.7

[Photo Caption: South Capitol Street]

Policy AW-2.2.2: Ballpark Entertainment District
Leverage the construction of the Washington Nationals Ballpark to catalyze development of the South Capitol Street corridor with retail, high density residential, entertainment, and commercial uses. 1512.8

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. 1512.9

Policy AW-2.2.4: South Capitol Street Transit Improvements
Promote transit improvements along the South Capitol Corridor, including streetcar or bus rapid transit, and improved pedestrian connections to the Metrorail stations at Navy Yard and Waterside Mall /SEU. 1512.10

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," and a new waterfront park along the Anacostia shoreline. 1512.11

Policy AW-2.2.6: South Capitol Neighborhood Buffers
Ensure that the established communities adjacent to the South Capitol Street corridor, including the James Creek and Greenleaf Gardens housing projects and adjacent residential areas, are buffered from adverse impacts associated with increased density and traffic relating to stadium area development. Conserve these communities as important parts of the city fabric, and as affordable housing resources for the Southwest community. 1512.12

Policy AW-2.2.7: Buzzard Point
Support the long-term redevelopment of Buzzard Point with mixed medium- to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront. 1512.13

Action AW-2.2-A: Coordination with Federal Agencies
Continue to coordinate with the National Capital Planning Commission, the National Park Service, and other federal agencies on implementing and refining the South Capitol Street Urban Design Study. 1512.14

Action AW-2.2-B: Ballpark Area Plan
Work collaboratively with the Anacostia Waterfront Corporation in completing detailed area plans for the Ballpark entertainment district. 1512.15

Action AW-2.2.-C: Buzzard Point Plan
Work collaboratively with the Anacostia Waterfront Corporation in developing a detailed area plan for Buzzard Point. The Plan should address the future of industrial and utility uses in Buzzard Point, identify concepts and standards for new development, and address a range of related urban design, transportation, infrastructure, environmental, and community service issues. The feasibility of access along the Fort McNair waterfront also should be addressed. 1512.16

Action AW-2.2-D: 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 city gateway. 1512.17

Action AW-2.2-E: 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. 1512.18

AW-2.3 Near Southeast 1513

The Near Southeast includes the triangular area between the Southeast/Southwest Freeway, South Capitol Street, and the Anacostia River. This 350-acre area has played an important role in the history of Washington, D.C.—its initial settlement even predates the creation of the District of Columbia. 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 suffered substantial disinvestment during the second half of the 20th century, however, along with social and economic decline. The 2000 Census reported that the area had one of the highest poverty and unemployment rates in the city. Much of the land near the shoreline still sits vacant today and is fenced off from public access. 1513.1

Over the last ten years, District and federal initiatives have begun to transform the Near Southeast 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 project through the federal HOPE VI program, construction of a new headquarters for the US Department of Transportation, 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, housing, and most recently, groundbreaking for the new Washington Nationals ballpark (see discussion under Section AW-2.2). 1513.2

[PULLQUOTE: Over the last ten years, District and federal initiatives have begun to transform the Near Southeast into a dynamic waterfront neighborhood and workplace.]

Revitalization of the Near Southeast has been one of the cornerstones of the Anacostia Waterfront Initiative. A 2003 AWI Urban Design Plan for the area provides a framework for its redevelopment. The Plan seeks to harness the development momentum in the Near Southeast and provide the direction necessary to help the neighborhood reach its full potential. It also addresses the infrastructure, transportation, open space, and streetscape improvements necessary to support redevelopment. The Near Southeast Plan establishes strategies to reconnect the area to the river, create mixed income housing opportunities, provide pedestrian-friendly streets, and establish great public spaces both on the waterfront and in the adjacent neighborhood. One of its most important principles is to preserve existing low income housing in the area, while adding thousands of units of new market rate and workforce housing. 1513.3

The Near Southeast Plan envisions 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 city grid to the waterfront, terminating at a new shoreline park and waterfront promenade. The Plan calls for the preservation of important historic resources such as the "Blue Castle" trolley barn and Latrobe Gate at the Navy Yard, as well as the historic street grid and network of park reservations laid out by Pierre L'Enfant. Strategies to link the area with adjacent neighborhoods like Southwest and Capitol Hill also are provided. 1513.4

Several subareas are identified by the Near Southeast Plan, with land use and urban design goals are 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 WASA pump station area. Strategies to better connect and integrate these areas are provided. The Near Southeast Plan lays out a street and block plan for the entire area, as well 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) are provided to ensure that planned development fits into the framework for the overall area. 1513.5

The Near Southeast Urban Design Plan envisions 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 Plan also identifies more than 40 acres of new parks and open space. 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. 1513.6

[PULLQUOTE: The Near Southeast Urban Design Plan envisions 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 Plan also identifies more than 40 acres of new parks and open space.]

Policy AW-2.3.1: Restoring the Urban Pattern of the Near Southeast
Facilitate redevelopment of the Near Southeast 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. 1513.7

Policy AW-2.3.2: Near Southeast Shoreline Access
Improve shoreline access and movement to and through the Near Southeast 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. 1513.8

Policy AW-2.3.3: Near Southeast Housing Opportunities
Significantly increase residential land uses in the Near Southeast, 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 as well as commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types. 1513.9

Policy AW-2.3.4: M Street Southeast
Transform M Street 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 multi-modal boulevard, accommodating pedestrians, bicycles, and transit vehicles as well as cars. It should strengthen connections between the Near Southeast, Southwest, and Capitol Hill. 1513.10

Policy AW-2.3.5: Restoration of the L'Enfant Plan in Near Southeast
Restore key elements of the original L'Enfant street plan within Near Southeast, including the city street grid, the extension of New Jersey Avenue 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). 1513.11

Policy AW-2.3.6: Near Southeast Urban Amenities
Leverage new development in the Near Southeast to create amenities such as parks, trails, child care facilities, civic uses, and retail space that serve the area's residents and workforce. 1513.12

Policy AW-2.3.7: Near Southeast Historic Identity
Create an identity in the Near Southeast that celebrates the area's history and integrates important historic and cultural resources. These resources include the Navy Yard, local educational, religious, and cultural institutions, and historic landmarks, including industrial and utility buildings like the DC Pumping Station. 1513.13

[Photo Caption: Near Southeast, WASA building in foreground and US Capitol in background]

Action AW-2.3-A: Near Southeast Urban Design Plan Implementation
Implement the recommendations of the Near Southeast Urban Design Framework Plan, including zoning, financing, phasing, and infrastructure improvements. 1513.14

Action AW-2.3-B: Canal Blocks and Waterfront Park
Create the Canal Blocks Park on the three blocks between M Street and I Street that once contained the historic Washington Canal. Create a waterfront park of at least five acres along the shoreline at the Southeast Federal Center. These two parks should be designed as attractions and amenities for Near Southeast residents, employees, and visitors. They should be linked to each other and to Garfield Park and the Virginia Avenue playground by trails and greenways, and connected to other waterfront open spaces by the proposed Anacostia Riverwalk and Trail system. 1513.15

[Photo Caption: Aerial view of the site of the proposed Canal Blocks Park]

Action AW-2.3-C: Zoning Incentives
Continue to develop and apply zoning incentives to promote residential uses within the near Southeast, such as the Capitol Gateway Overlay District. Zoning changes should not diminish established provisions for transfer of development rights into the Capitol South area. 1513.16

Action AW-2.3-D: Cushing Place
Consider Cushing Place to be an "alley" rather than a "street" for the purpose of regulating future driveway locations, thereby ensuring that future development may be designed to minimize disruption of the street environment with curb cuts, and to maximize access to sunlight.

See also the Capitol Hill Area Element for policies on the connection between this area and Barracks Row and the importance of retaining the historic scale of 8th Street SE.

AW-2.4 Poplar Point 1514

Poplar Point encompasses the area on the east side of the Anacostia River bounded by South Capitol Street, I-295, and the 11th Street Bridge. The area contains U.S. Park Police and National Park Service facilities, the former Architect of the Capitol nurseries, a 700-space Metrorail parking garage, private land along Howard Road, a WASA 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. 1514.1

Poplar Point remains isolated today and is underutilized as a great waterfront open space. It is completely unknown to visitors and even most residents of the District of Columbia. Nearly half the site is fenced off from public access and much of the remainder is covered by freeway ramps and bridge approaches. Over the last ten years, a variety of alternatives for the site's future have been explored. Among others, these have included a regional big box shopping center, a Frederick Douglass National Memorial Park, an expanded WMATA parking lot, and a National African American Museum and Cultural Complex. 1514.2

In 2003, the Anacostia Waterfront Initiative called for the site's improvement as a green gateway to the Anacostia River Park network. Today, Poplar Point is envisioned as 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 this park will include restored wetlands, a daylighted Stickfoot Creek, and new cultural and entertainment facilities. Poplar Point has also been identified by the National Capital Planning Commission as a potential site for new monuments, commemorative works and museums. It has also been discussed as a possible site for a 27,000-seat soccer stadium. 1514.3

[PULLQUOTE: Poplar Point is envisioned as 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 this park will include restored wetlands, a daylighted Stickfoot Creek, and new cultural and entertainment facilities.]

The Poplar Point Target Area Plan recommends rebuilding Anacostia Drive along a crescent-shaped alignment that divides the 120-acre area into roughly two halves. The park will be developed to the north of the crescent and a new mixed use neighborhood will be developed to the south. 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 future public place for all Washingtonians. 1514.4

The new Poplar Point park and neighborhood will be well connected to the nearby Anacostia Metrorail station and to new modes of transit including water taxis, shuttles, and circulators. Connections to the historic neighborhoods east of I-295 will be strengthened by upgrading Howard Road, W Street SE, and Good Hope Road 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 St. Elizabeths Hospital, and rebuild Barry Farms. 1514.5

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 maintain a scale that is compatible with and contributes to the fabric of adjacent neighborhoods, breaking development into identifiable, distinctive parts rather than creating "superblocks." 1514.6

Policy AW-2.4.1: Poplar Point Park
Create a great urban park at Poplar Point that serves neighborhoods across the city, and that includes a variety of active and passive recreation areas. The park should be designed to serve a variety of users, including children, youth, families, and seniors. 1514.7

Policy AW-2.4.2: Environmental Restoration at Poplar Point
Restore the natural environment at Poplar Point, especially the wetlands and Stickfoot Creek. The creek should be daylighted and restored as a natural habitat area. 1514.8

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 Metrorail station and new Anacostia streetcar line. The neighborhood should include a significant component of affordable housing, and should also include retail and civic uses that benefit the adjacent communities east of I-295. To minimize the loss of useable open space, development should utilize the land recovered after the realignment and reconstruction of the Frederick Douglass Bridge. 1514.9

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. 1514.10

Policy AW-2.4.5: Scale of Development at Poplar Point
Provide a scale and pattern of development in Poplar Point that is compatible with the fine-grained pattern found in nearby Historic Anacostia. Development should be pedestrian-oriented and should 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. 1514.11

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 axis is particularly important, as it provides a clear line of sight to the Capitol dome from Poplar Point's prominent river bend. 1514.12

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 Farms 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 East of the River communities. 1514.13

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 Metrorail station to a mulit-modal terminal, adding provisions for pedestrians and bicycles along Howard Road, W Street SE, and Good Hope Road, and providing water taxi service on the Anacostia River. 1514.14

[Photo Caption: Poplar Point]

Action AW-2.4.A: Poplar Point Planning
Conduct additional detailed planning studies for Poplar Point, refining the preliminary development program set forth by the 2003 Target Area Plan. The desired mix of land uses and building intensities for the site should be further defined, and the specific transportation and infrastructure improvements necessary to support development and park construction should be identified. 1514.15

Action AW-2.4.B: Poplar Point Long-Range Transportation Improvements
As recommended by the 2003 Target Area Plan, assess the feasibility of long-term modifications to the regional highway system on the perimeter of Poplar Point. These include depressing I-295 to facilitate crossings from Historic Anacostia to the waterfront, improving the connection between Suitland Parkway and South Capitol Street, and building a tunnel between I-295 and I-395. 1514.16

See the Far Southeast and Southwest Area Element for additional language on the Anacostia Metrorail Station area.

CHAPTER 20
MID-CITY AREA ELEMENT

[Note: the map facing page 20-1 has been edited to label the neighborhoods Pleasant Plains, Park View, and Eckington]

Overview 2000

The Mid-City Planning Area encompasses the 3.1 square miles located in the geographic center of the District of Columbia. 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 and U Street NW, and its northern edge is formed by Spring Road and Rock Creek Church Road. The boundaries are shown in the Map at left. Most of this area has historically been Council Ward 1 although the easternmost portion is currently part of Ward 5 and the southernmost portion is currently in Ward 2. 2000.1

Mid-City is one of the most diverse parts of the city. Although it is one of the smallest of the ten 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, Columbia Heights, Eckington, Le Droit Park, Park View, and Mount Pleasant. It includes large apartment communities along streets such as 14th Street, 16th Street, and Columbia Road. It is also home to several large institutions, such as Howard University and Howard University Hospital. 2000.2

The Mid-City Planning Area is a cultural melting pot, with a strong international flavor. It is the heart of the city's Latino community, the home of some of Washington's most important African American landmarks and cultural resources, and a gateway for immigrants from across the globe. It includes the vibrant nightlife and ethnic restaurants of 18th Street and the "New U" Street, 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 Line, numerous bus lines, and several crosstown arterials. 2000.3

Many of the neighborhoods of Mid-City have a strong sense of identity. There are several historic districts, including Greater U Street, Mount Pleasant, Le Droit Park, and Striver's Section—along with historic landmarks such as the True Reformer Building, Meridian Hill Park, the Lincoln and Howard Theaters, and the Prince Hall Masonic Temple. Activities like Adams Morgan Day and the Georgia Avenue Caribbean Festival celebrate local culture and build community pride. 2000.4

The area also has a tradition of neighborhood activism, embodied by groups such as the Kalorama Citizens Association and the Cardozo-Shaw Neighborhood Association. Non-profits 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

Parts of the Mid-City have changed rapidly during the last ten years. Some 2,000 housing units were added between 2000 and 2005, and about 1,500 units are in some stage of construction today. While this change has been welcomed by some, it has also created concerns about a loss of community identity and the displacement of residents. Homeowners have faced sharp increase in property taxes, and many renters have faced soaring rents and low vacancies. The median sales price of a home in the Columbia Heights zip code rose a staggering 63 percent between 2004 and 2005 alone. Clearly, these kinds of

increases are not sustainable and over the long run will threaten the diversity that makes the Mid-City neighborhoods so unique. 2000.6

The area's economic diversity is threatened not only by rising housing costs, but also by the loss of subsidized rental housing. Mid-City includes many subsidized and lower cost units, including project-based Section 8 apartments that are at risk of conversion to market rents or condos. Over the last eight years, the District successfully conserved more than 1,000 units of at-risk affordable housing on the 14th Street corridor alone. 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 in the future. 2000.7

[Photo caption: Mid-City neighborhoods like Adams Morgan have a strong sense of identity.]

Mid-City neighborhoods still struggle with urban problems such as violent crime, homelessness, drug abuse, vagrancy, and blight. Despite the real estate boom, buildings continue to lie vacant along commercial corridors such as lower Georgia Avenue, Florida Avenue, and North Capitol Street. Public facilities like Cardozo High School and Bruce Monroe Elementary are in desperate need of modernization. The area also has a severe shortage of parkland. As the densest part of the city, and one with many young children, recreational needs are among the highest in the city. Most of the area's parks lack the land and amenities to meet these needs. 2000.8

A different set of urban tensions is present along the area's rapidly developing corridors such as 14th Street and U Street. Revitalization has brought traffic and parking pressures, caused construction-related street disruptions, and has burdened small businesses trying to keep up with rising costs. There are also visible threats to the historic integrity of many of the area's residential structures; particularly in areas like Adams Morgan, Columbia Heights, Bloomingdale, and Eckington, which are outside of designated historic districts. In some instances, row houses are being converted to multi-family flats; in others, demolitions and poorly designed alterations are diminishing an important part of Washington's architectural heritage. 2000.9

As the Mid-City area moves into the 21st century, the issues described above must be addressed to protect the quality of life, balance growth and conservation, and provide economic opportunity and stability for all members of the community. 2000.10

Context

History 2001

Urban development in the Mid-City area began in the early 19th century. Some of the city's earliest mansions were constructed on the high ground above the L'Enfant city, including the Porter Mansion (later to become Meridian Hill Park) and the Holmead Estate (later subdivided as Mount Pleasant). The Columbian College, which would eventually become George Washington University, was founded on Meridian Hill in 1822. Howard University was established 45 years later, in 1867. Still, much of the area remained rural until the late 19th century. Stagecoaches ran up and down what is now 14th Street, connecting the area's small hamlets, estates, and farms to the center city. 2001.1

The Mid-City's development boom was tied to the growth of the city's transportation system. Several streetcar lines were extended north from the city center in the 1880s, including lines along 7th Street and

14th Street. 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, U Street, 11th Street, 18th Street, Calvert Street, 11th Street, and out to LeDroit Park and beyond. Residential development was extensive, and neighborhoods like Adams Morgan, Columbia Heights, Kalorama, Bloomingdale, and Eckington emerged as the city's first generation suburbs. 2001.2

Many of the Mid-City neighborhoods were quite prestigious. Located above the Potomac escarpment, places like Mount Pleasant and Columbia Heights were felt to have healthier air and cooler summertime weather than the old city below. Elegant apartment buildings and embassies were developed along 16th Street, 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, neighborhoods like LeDroit Park became home to a growing community of upwardly mobile African-Americans. Howard University emerged as one of the country's leading African-American colleges and a seat of learning for Black scholars and professors. U Street thrived as the city's "Black Broadway" and a cultural legacy of music, art, and theater was born. 2001.3

[PULLQUOTE: Howard University emerged as one of the country's leading African-American colleges and a seat of learning for Black scholars and professors. U Street thrived as the city's "Black Broadway" and a cultural legacy of music, art, and theater was born.]

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. 2001.4

With the end of World War II in 1945 and desegregation of schools in 1954, conditions in the Mid-City neighborhoods began to change. Racial change accelerated in the 1950s and urban renewal created disruption in neighborhoods like Shaw and Eckington. Middle class Black and White households began to leave the 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. 2001.5

Mid-City was particularly hard hit by the 1968 riots. Many buildings along 14th and U Streets were burned and the psyche of the community was devastated. Reinvestment and recovery were slow. Urban renewal plans for Shaw and 14th Streets brought large numbers of subsidized apartments in the 1970s, but many of the commercial businesses never reopened. 2001.6

While parts of the area continued to decline during the 1980s and 90s; other areas began experiencing a renaissance. By the 1990s, Adams Morgan had gained a reputation as one of the city's most colorful neighborhoods and many of its homes were restored and upgraded. Loft and condominium construction and residential rehabilitation continues in the neighborhood today. 2001.7

During the 1980s and 90s, 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—the largest retail construction project in the city—will soon rise beside the station. Projects like Harrison Square, the Lincoln Condominiums, and Ellington Plaza have brought hundreds of new residents to U Street. Elsewhere in the Mid-City, vacant homes are being rehabbed throughout Shaw, LeDroit Park, Eckington, Bloomingdale, Park View, and Pleasant Plains. 2001.8

Land Use 2002

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 city's land area. 2002.1

[INSERT Figure 20.1: Land Use Composition: Mid-City 2002.3]
[Pie chart "slices" are unchanged since July Draft]

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. Parts of the Mid-City Planning Area contain row houses, flats, and high-rise apartments on the same block. This pattern has been perpetuated in part by high-density zoning, a vestige of a time when the older housing in the area was thought to be obsolete and in need of replacement. 2002.2

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, Columbia Road, 14th Street, Mount Pleasant Street, U Street, 7th Street/ Georgia Avenue, and North Capitol Street. There is little space for parking or loading in these business districts, and residential neighborhoods often lie immediately adjacent. Commercial land uses amount to 7 percent of the total land area, which is a larger percentage than is found in most of the city'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

Parks and open spaces occupy just 7 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 are very heavily used. Other public uses in the Planning Area include schools, libraries, community centers, and fire stations. These represent about 3 percent of the total area. Institutional uses consist primarily of Howard University and Howard Hospital and comprise 7 percent of the land area. 2002.5

About 2 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 DC-USA development and the Howard Town Center. Although there are scattered vacant lots, the area is almost completely built-out. 2002.6

[Photo Caption: U Street NW]

Demographics 2003

Basic demographic data for Mid-City is shown in Table 20.1. In 2000, the area had a population of 81,375 or about 14 percent of the city's total. Population declined slightly between 1990 and 2000, although change was uneven across the Planning Area. The western part of the Planning Area added residents, but the increase was offset by decline in neighborhoods on the eastern side. 2003.1

Population is estimated to have increased to 83,100 as of 2005, largely due to new housing construction. Opposing trends are affecting household size; on the one hand, most of the new construction has consisted of one and two bedroom apartments and condominiums, with small households. On the other hand, the influx of immigrants has brought larger families to the area, often crowding into existing housing units. Current household size is 2.20, which is higher than the citywide average of 2.14. This is likely to drop in the future, as the percentage of multi-family units increases. 2003.2

Table 20.1: Mid-City at a Glance 2002.3

Basic Statistics	
Land Area (square miles)	3.1
Population	
1990	81,941
2000	81,375
2005 (estimated) (*)	83,100
2025 (projected) (*)	96,500
Households (2005) (*)	35,200
Household Population (2005) (*) (excludes group quarters)	77,600
Persons Per Household (2005) (*)	2.20
Jobs (2005) (*)	28,300
Density (persons per sq mile) (2005) (*)	26,800

Year 2000 Census Data Profile			
	Mid-City Planning Area (*)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	15,228	18.7	20.0
18-65	59,430	73.0	67.8
Over 65	6,717	8.3	12.2
Residents Below Poverty Level	18,146	22.3	20.2
Racial Composition			
White	22,224	27.3	30.4
Black	42,385	52.1	60.3
Native American	402	0.5	0.3
Asian/ Pacific Islander	2,358	2.9	2.6
Other	9,891	12.2	2.8
Multi-Racial	4,115	5.1	5.2
Hispanic Origin	18,246	22.4	7.8
Foreign-Born Residents	21,166	26.0	12.8
Tenure			
Owner Households	10,671	31.3	40.7
Renter Households	23,462	68.7	59.3
Population 5+ yrs in same house in 2000 as in 1995	33,793	44.0	46.9
Housing Occupancy			
Occupied Units	34,132	89.7	90.4
Vacant Units	3,929	10.3	9.6
Housing by Unit Type			
1-unit detached	1,053	2.8	13.1
1-unit attached	10,798	28.4	26.4
2-4 units	3,620	9.5	11.0
5-9 units	2,203	5.8	8.0
10-19 units	3,585	9.4	10.3
20-49 units	5,794	15.2	7.4
50+ units	10,988	28.9	23.3
Mobile/ other	21	0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and the Department of Employment Services based on a variety of data sources.

(**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

African-Americans are the predominant racial group in the Planning Area, at approximately 52 percent. A growing Latino population stands at 22 percent, approximately three times the City's average. Between 1990 and 2000, the Latino population increased by about 30 percent. More than one-quarter of the Mid-City's residents are foreign-born, double the citywide average of 12.8 percent. About 27 percent of the population is non-Hispanic White, and about 3 percent are Asian or Pacific Islander. 2003.4

Relative to the city as a whole, the area has lower percentages of children and seniors. About 18 percent of the residents are under 18, compared to a citywide average of 20 percent. About 8 percent are over 65, compared to the citywide average of 12 percent. 2003.5

Housing Characteristics 2004

The 2000 Census reported that 28 percent of the area's housing stock consisted of single family attached homes (row houses and townhouses), while 44 percent consisted of apartments in multi-family buildings of 20 units or more. These are higher than the percentages for the city as a whole. Less than three percent of the homes in Mid-City were single family detached homes, significantly lower than the 13 percent for the city as a whole. In 2000, 10 percent of the housing units in Mid-City were vacant. 2004.1

[PULLQUOTE: The 2000 Census reported that 28 percent of the area's housing stock consisted of single family attached homes (row houses and townhouses), while 44 percent consisted of apartments in multi-family buildings of 20 units or more. These are higher than the percentages for the city as a whole.]

The 2000 Census reported that 31 percent of the households in the Planning Area were homeowners and 69 percent were renters. The ownership rate is lower than the 41 percent rate for the city as a whole. 2004.2

Income and Employment 2005

Data from the Department of Employment Services and the Office of Planning indicates there were about 28,300 jobs in Mid-City in 2005. Major employers included Howard University and Howard Hospital, District government and public schools, and numerous retail businesses and services. District residents fill only about 44 percent of the area's jobs. Based on 2000 Census journey-to-work data, 40 percent of the jobs in the Planning Area are filled by residents of Maryland, and about 14percent by residents of Virginia. 2005.1

There were approximately 38,000 employed residents in the Mid-City area in 2000. As of the 2000 Census, median household income in the Planning Area was $36,777, compared to a citywide median of $45,927. About nine percent of the Mid-City's employed residents worked within the Planning Area, 36 percent commuted to Central Washington, 30 percent commuted elsewhere in Washington, and 25 percent commuted to jobs outside of the District. More than 40 percent of the area's residents used transit to get to work, and about 17 percent walked or bicycled. 2005.2

Projections 2006

Based on approved development projects, local planning policies, and regional growth trends, Mid-City is projected to add 6,400 households during the next 20 years. Population is expected to increase by 16 percent, reaching about 96,500 in 2025. Much of the growth in the Mid-City area is expected to consist of moderate to medium-density housing, particularly along 14th Street and Georgia Avenue, 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 and North Capitol Streets. 2006.1

The number of jobs is expected to increase by about 5,000, to about 33,000 in 2025. Most of the increase is associated with development around the Columbia Heights Metro station, the Howard Town Center on Georgia Avenue; and the New York Avenue Metro station on the area's southeastern edge. 2006.2

Planning and Development Priorities 2007

Three Comprehensive Plan workshops took place in Mid-City during 2005 and 2006. These meetings provided an opportunity for residents to discuss both citywide and neighborhood planning issues. The Advisory Neighborhood Commissions 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 have covered topics such as public realm and transportation improvements in Columbia Heights, revitalization of Georgia Avenue, redevelopment of McMillan Reservoir, parking and traffic issues in Adams Morgan, and the arts districts along U Street and in the greater Shaw area. 2007.1

The community delivered several key messages during these meetings, summarized below: 2007.2

(a) The distinct and eclectic character that defines Mid-City neighborhoods should be protected 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 Comp 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 decline of neighborhood businesses.

[PULLQUOTE: 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 Comp Plan meeting in the Mid-City area.]

(b) Housing opportunities should be increased for people at all income levels so that Mid-City can remain a diverse neighborhood. The citywide run-up in housing prices has particularly impacted the Mid-City, as costs have soared beyond what many local residents can afford. Working families and lower income residents are being priced out of the area, and there are concerns that the community is becoming affordable only to upper income professionals. Preserving the existing stock of affordable units is important, either through rehabilitation or replacement of subsidized housing projects 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.

[Photo Caption: Row houses in Adams Morgan]

(c) New condos, 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, along the 14th Street corridor, along U Street—especially around the Metro station, along 7th Street and Georgia Avenue—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.

(d) 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 problems have resulted, 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.

(e) The community is in dire need of additional parkland. Mid-City is the densest part of the city, but the ratio of park acreage per resident is among the lowest in the city. 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 Area has a shortage of active play fields and recreational facilities, especially east of 16th Street. 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 suboptimal. Sites like 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.

[Photo Caption: The community is in dire need of additional parkland]

(f) Language barriers should be broken so that more foreign-born residents can get a proper education, find suitable housing, find a decent job, and participate in community life and civic affairs. With a growing population of immigrants and non-English speaking residents, the Planning Area needs alternative education options and better access to literacy and language programs. If residents are to fill the good quality jobs to be created in the new economy, better vocational training and bilingual services are needed. Local public schools, charter schools, universities, and non-profits should be integral partners in these efforts.

(g) The arts should be recognized as an essential part of community life. While this is true in all parts of Washington, it is especially true in the multi-cultural neighborhoods of the Mid-City. 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 must also be part of the area's future.

(h) Better economic balance should be achieved in the neighborhood. The neighborhood centers on the west side of the Mid-City Planning Area are generally successful, with strong demand for commercial space. Neighborhood business districts on the east side, particularly along Georgia Avenue and North Capitol Street, are still struggling. There are numerous vacant and boarded up properties, along with concerns about fire safety, blight, and crime. Commercial gentrification 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.

(i) 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 Metro, Columbia Heights will become more congested as 700 new housing units and 500,000 square feet of new retail space come on line. Parking demand will continue to

exceed supply in Adams Morgan and Mount Pleasant. Commuter traffic along North Capitol Street and Florida Avenue 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 must not be the only parts.

[PULLQUOTE: 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.]

(j) Public facilities in the 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 the Mid-City has several outstanding new facilities, including the Girard Street Playground, the Columbia Heights Community Center, and Bell-Lincoln Multicultural Middle/High School, there are still unmet needs.

(k) The 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.

Policies and Actions

MC-1.0 General Policies

MC-1.1 Guiding Growth and Neighborhood Conservation 2008

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 and Revitalization Studies (Georgia Avenue, Columbia Heights, Uptown, etc.) are referenced in Section MC-2.0. 2008.1

Policy MC-1.1.1: Neighborhood Conservation
Retain and reinforce the historic character of Mid-City neighborhoods, particularly its row houses, older apartment houses, historic districts, and walkable neighborhood shopping districts. The area's rich architectural heritage and cultural history should be protected and enhanced. 2008.2

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 Metrorail station areas, as well as along the Georgia Avenue corridor and the North Capitol Street/ Florida Avenue business district. Opportunities for new mixed income housing, 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

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, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. Infill development should be compatible in scale and character with adjacent uses. 2008.4

Policy MC-1.1.4: Local Services and Small Businesses
Protect the small businesses and essential local services that serve the 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. 2008.5

[Photo Caption: African-American Civil War Memorial]

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 pattern. Land use controls should discourage the subdivision of single family row houses into multi-unit apartment buildings but should encourage the use of English basements as separate dwelling units, in order to retain and increase the rental housing supply. 2008.6

[Photo Caption: The City should recognize the value and importance of Mid-City's row house neighborhoods as an essential part of the fabric of the local community.]

Policy MC-1.1.6: Mixed Use Districts
Encourage preservation of the housing located within the Mid-City's commercially zoned areas. Within mixed use (commercial/residential) areas, such as Mount Pleasant Street and Columbia Road, encourage commercial uses that do not adversely impact the established residential uses. 2008.7

Policy MC-1.1.7: Protection of Affordable Housing
Strive to retain the character of the Mid-City as a mixed income community by protecting the area's existing stock of affordable housing units and promoting the construction of new affordable units. 2008.8

Policy MC-1.1.8: Traffic and Parking Management
Improve traffic circulation along major Mid-City arterial streets, with a priority on 14th Street, Georgia Avenue, U Street, 18th Street, Columbia Road, and Connecticut Avenue. Implement programs in these areas to improve bus circulation, 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 necessity of auto ownership, particularly where parking and traffic problems exist. 2008.9

See the Transportation Element for additional policies on reducing auto dependence

Policy MC-1.1.9: Transit Improvements
Improve public transit throughout the Mid-City Planning Area, with an emphasis on shorter headways 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 the elderly, students, and disabled. 2008.10

Action MC-1.1-A: Rezoning Of Row House Blocks
Selectively rezone well-established residential areas where the current zoning allows densities that are well beyond the existing development pattern. The emphasis should be on row house neighborhoods that are presently zoned R-5-B or higher, which include the areas between 14th and 16th Streets NW, parts of Adams Morgan, areas between S and U Streets NW, and sections of Florida Avenue, Calvert Street, and 16th Street. 2008.11

Action MC-1.1-B: Overconcentration of Liquor-Licensed Establishments
Identify the potential for regulatory controls to address the problem of excessive concentrations of liquor-licensed establishments within the neighborhood commercial districts, particularly on 18th Street and Columbia Road. 2008.12

Action MC-1.1-C: Transit Improvements
Support the development of a fully integrated bus, streetcar, subway, bicycle, and pedestrian system within the Planning Area by moving forward with plans for expanded service on the Metro Green Line, extension of the Metrorail Yellow Line, and bus rapid transit on Georgia Avenue. 2008.13

Action MC-1.1-D: Off-Street Parking
Support the development of off-street parking facilities in the Columbia Heights, Adams Morgan, and U Street commercial districts, and the implementation of parking management programs that maximize the use of existing parking resources (such as the Reeves Center garage), minimize traffic associated with "circling" for spaces, and reduce conflicts between users. 2008.14

See the Transportation and Land Use Elements for additional policies on off-street parking standards

MC-1.2 Conserving and Enhancing Community Resources 2009

Policy MC-1.2.1: Cultural Diversity
Maintain the cultural diversity of the 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 within the Planning Area. 2009.1

[ADD SIDEBAR QUOTE: "The Comprehensive Plan cannot begin to express the pride the community feels in its diversity and how important it is to the fabric of many Mid-City neighborhoods. Any future action and programs must honor and respect this diversitry of culture, economics, race, and ethnicity." ANC1A, October 2006 Hearing Testimony .]

Policy MC-1.2.2: English Language Programs and Vocational Training
Work with established institutions such as public schools, charter schools, and Howard University to support alternative education and vocational training options for non-English speaking residents. 2009.2

Policy MC-1.2.3: Rock Creek Park
Improve community access from the Mid-City area to Rock Creek Park. Work with the National Park Service to explore opportunities for new recreational amenities in the park that reduce the deficit of open space and recreational facilities in the Mid-City. 2009.3

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. Additionally, pocket parks and plazas such as those planned for the Columbia Heights Metro station area should be encouraged elsewhere in the Planning Area, particularly near higher density development. The dearth of parks in the

Mid-City area is a serious problem that must be addressed as its population grows—all recreation areas must be retained and new recreation areas must be provided wherever possible. 2009.4

Policy MC-1.2.5: Neighborhood Greening
Undertake neighborhood greening and planting projects throughout the Mid-City Area, particularly on median strips, public triangles, and along sidewalk planting strips. 2009.5

Policy MC-1.2.6: Mid-City Historic Resources
Protect the historic resources of the Mid-City area, with particular attention to neighborhoods that are currently not protected by historic district designation. Historic resources to be protected also include the Taft and Ellington Bridges, Meridian Hill Park, the First Church Christ Scientist, and the historic Holt House. The design integrity of the bridges shall be preserved, and Meridian Hill/ Malcolm X Park and the area around it shall be managed to preserve historic vistas and view corridors, as well as historic park features. 2009.6

Action MC-1.2-A: Conservation Districts:
Consider the designation of Columbia Heights, Eckington, Bloomingdale, and other Mid-City neighborhoods as "Conservation Districts." Design standards and review procedures for such districts would be less rigorous than those used in Historic Districts, but would strive for more compatible infill development and maintenance of historic building scale, mass, and height conditions. 2009.7

Action MC-1.2-B: Library Expansion
Modernize and upgrade the Mount Pleasant Branch Library, including expansion of library services. As funding allows, consider development of a new library in the eastern portion of Columbia Heights. 2009.8

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 to be particularly deficient for such uses in the 2006 Parks Master Plan. 2009.9

MC-2.0 Policy Focus Areas 2010

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 Table 20.2). These areas are:

- Georgia Avenue Corridor
- 14th Street Corridor / Columbia Heights
- U Street/ Uptown
- 18th Street and Columbia Road
- Mount Pleasant Street
- McMillan Sand Filtration Site
- North Capitol Street/ Florida Av/ New York Avenue 2010.1

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 area.

Table 20.2: Policy Focus Areas Within and Adjacent to Mid-City 2010.2

Within Mid-City	
2.1	Georgia Avenue Corridor (see p. 20-16)
2.2	14th Street Corridor/ Columbia Hts. (see p. 20-19)
2.3	U Street/ Uptown (see p. 20-22)
2.4	18th Street and Columbia Road (see p. 20-24)
2.5	Mount Pleasant Street (see p. 20-27)
2.6	McMillan Sand Filitration Site (see p. 20-28)
2.7	North Capitol/ Florida/ New York Av (see p. 20-30)
Adjacent to Mid-City	
1	Connecticut Avenue Corridor (see p. 23-19)
2	Dupont Circle (see p. 21-24)
3	14th Street/ Logan Circle (see p. 21-26)
4	Shaw/ Convention Center Area (see p. 21-19)
5	NoMA/ Northwest One (see p. 17-40)
6	Northeast Gateway (see P. 24-17)
7	Armed Forces Retirement Home/ Irving Street Hospital Campus (see P. 22-28)
8	Georgia Av/ Petworth Metro Station (see P. 22-22)

[INSERT Map 20.1: Mid-City Policy Focus Areas 2010.3]

MC-2.1Georgia Avenue Corridor 2011

Georgia Avenue is one of the city's most significant and historic avenues. As a traffic artery, it carries thousands of commuters in and out of the city 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 is in need of revival. Despite its distinctive building stock and the strong housing market around it, the avenue still has pockets of crime, deteriorating commercial and residential properties, a steady increase of automobile-oriented businesses, and declining infrastructure and public space. 2011.1

Several planning initiatives have been launched for the Georgia Avenue corridor during the past five years. In 2005, the Office of Planning completed a Revitalization Strategy for the portion of the corridor extending from Euclid Street on the south to Decatur Street on the north. Below Euclid, 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 residential and retail project. The University also has launched the "LeDroit Park Initiative"to spur improvement and reinvestment in the surrounding neighborhood. South of Barry Place, Georgia Avenue/7th Street is contained within the Strategic Development Plan for the Uptown Destination District. The entire corridor is also one of the city's designated "Great Streets." 2011.2

Although these initiatives cover different sections of the corridor, they share common goals. These include revitalization through strategic growth and development, preservation of historic assets and unique architecture, improvement of the streetscape and public space, creation of new housing and job opportunities, and upgrading of 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

Plans for Georgia Avenue seek to attract quality neighborhood-serving retail businesses and services, reduce vacancies, and explore shared parking strategies to meet parking demand. A number of specific actions have been recommended, including creation of an overlay zone to encourage redevelopment, market incentives such as tax increment financing, façade improvement programs, and targeted improvements on blocks with high vacancies. New parking lots or structures are suggested on specific sites along the corridor, and pedestrian safety measures such as more visible crosswalks and improved lighting have been proposed. The Georgia Avenue Revitalization Strategy includes an "Action Plan," to initiate and monitor these measures. 2011.4

[Photo Caption: Lower Georgia Avenue]

Policy MC-2.1.1: Revitalization of Lower Georgia Avenue
Encourage continued revitalization of the Lower Georgia Avenue corridor. Georgia Avenue 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. 2011.5

Policy MC-2.1.2: Segmenting the Corridor
Develop distinct identities for different segments of the Georgia Avenue Corridor. Within the Mid-City area, these should include a ParkView/Park Morton section (Otis to Irving), a Pleasant Plains section (Irving to Euclid), a Howard University section (Euclid to Barry Place), and the Uptown Arts District (Barry Place southward). 2011.6

Policy MC-2.1.3: Georgia Avenue Design Improvements
Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including tree planting, new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image. 2011.7

Policy MC-2.1.4: Howard University
Encourage and strongly support continued relationship-building between Howard University and the adjacent residential neighborhoods. Work with Howard University in the abatement of any outstanding community issues such as the redevelopment of vacant-owned property, façade/building enhancements, and buffering issues associated with campus expansion. Stimulate joint development opportunities with the University that benefit students and surrounding residents. 2011.8

Action MC-2.1-A: Georgia Avenue Revitalization Strategy
Implement the recommendations of the 2004 Revitalization Strategy for the Georgia Avenue and Petworth Metro Station Area and Corridor Plan. 2011.9

Action MC-2.1-B: Howard Town Center
Develop a new mixed use neighborhood center on land to the west of Howard University Campus. This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional medium-density housing development, civic space, cultural facilities, and public open space on surrounding sites. Appropriate transitions in scale should be established between this center and the lower density row house neighborhoods to the west. 2011.10

Action MC-2.1-C: Great Streets Improvements
Implement the Great Streets initiative recommendations for Georgia Avenue, including transit improvements, façade improvements, upgraded infrastructure, blight abatement, and incentives for housing and business development along the avenue. 2011.11

Action MC-2.1-D: Park Morton New Community
Pursue 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 "workforce" 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. Ensure that every effort possible is made to avoid permanent displacement of residents if this action is followed. 2011.12

Action MC-2.1-E: Reuse of Bruce School
Encourage the reuse of the vacant Bruce School (Kenyon Street) as a neighborhood-serving public facility, such as a library, recreation facility, education center for youth and adults, or vocational training center, rather than using the site for private purposes. Open space on the site should be retained for community use. 2011.13

Action MC-2.1-F: Senior Wellness Center
Develop a Senior Wellness Center on the Lower Georgia Avenue corridor to meet the current and future needs of area residents.

MC-2.2 14th Street Corridor / Columbia Heights 2012

14th Street is in the midst of an urban renaissance, with hundreds of new housing units under construction and new ground floor retail businesses opening on almost every block between Rhode Island Avenue and Park Road. Once a major commercial thoroughfare, the corridor was hard hit by the 1968 riots, and many of its buildings sat vacant for more than 30 years. 2012.1

[PULLQUOTE: 14th Street is in the midst of an urban renaissance, with hundreds of new housing units under construction and new ground floor retail businesses opening on almost every block between Rhode Island Avenue and Park Road. Once a major commercial thoroughfare, the corridor was hard hit by the 1968 riots, and many of its buildings sat vacant for more than 30 years.]

Much of the recent activity has focused on the Columbia Heights Metro Station area. The commercial district around 14th and Park Streets was initially developed in the early 1900s as a transit-oriented commercial center, anchored by the now-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 (RLA) around the Metro station. 2012.2

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 which when completed will add 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 new 800-student Bell Lincoln Middle and High School and Multi-Cultural Center, as well as other cultural and civic uses nearby. 2012.3

The goal of the Columbia Heights Public Realm Framework is to make the neighborhood more pedestrian friendly, coordinate infrastructure improvements, and create a stronger civic identity for Columbia Heights. Its recommendations 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

South of Columbia Heights, medium-density mixed use development is proposed on many blocks extending south from Irving Street to U Street. Redevelopment over the next ten years will reshape the corridor from auto-oriented commercial uses, including several "strip" shopping centers and warehouses, to an attractive urban residential street. Special efforts should be made to refurbish and preserve subsidized 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 neighborhood commercial district, located several blocks east of Columbia Heights, also should be encouraged. With the opening of the DC-USA project and other 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

[Photo Caption: Columbia Heights Metrorail Station]

The construction of hundreds of new housing units and one of the largest retail complexes in the city will have significant traffic impacts on Columbia Heights during the coming years. East-west traffic flow through the area is particularly problematic, since many of the east-west streets are residential in character and are already congested. Blocked travel lanes, double-parking, poorly marked lanes, angled intersections and poorly timed traffic signals contribute to the problem. Although DDOT completed a traffic study for the area in 2003 and identified potential transportation improvements, there is a need for additional traffic analysis to evaluate the impacts of planned development and develop appropriate mitigation measures. The goal of these measures should not be to increase vehicle speed on the east-west streets, but rather to improve mobility through the area and reduce the adverse effects of traffic on residents and businesses. 2012.6

Policy MC-2.2.1: Columbia Heights Metro Station Area Development
Develop 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 as development takes place, and place a priority on development and services that meet the needs of local residents. 2012.7

Policy MC-2.2.2: Public Realm Improvements
Improve the streets, sidewalks, and public rights-of-way in the 14th/Park vicinity to improve pedestrian safety and create a more attractive public environment. 2012.8

Policy MC-2.2.3: Pocket Parks
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. 2012.9

Policy MC-2.2.4: Traffic and Parking Management
Improve bus, pedestrian, bicycle, and vehicular movement; parking management; and pedestrian safety along the 14th Street 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 that is now under construction or planned around the Columbia Heights Metro station. These improvements should achieve a balanced multi-modal system that meets the needs of pedestrians, bicyclists, transit users, and motorists. 2012.10

Policy MC-2.2.5: 11th Street Commercial District
Retain the 11th Street corridor between Kenyon and Monroe Streets as a neighborhood shopping district. Preserve the mixed use character of the corridor and encourage new local-serving retail businesses and housing. 2012.11

Policy MC-2.2.6: Mid-14th Street Commercial District
Support ongoing efforts to strengthen the small businesses on Park Road and businesses on 14th Street between Newton Street and Shepherd Street, through façade improvements, technical assistance, enhanced public infrastructure, and other measures to sustain a thriving business community that serves the surrounding neighborhood. 2012.12

Action MC-2.2-A: Columbia Heights Public Realm Framework Plan
Implement the Columbia Heights Public Realm Framework Plan, including the installation of unique lighting and street furniture, improvement of sidewalks, tree planting, public art, and construction of a civic plaza along 14th Street at Park Road and Kenyon Street. Streetscape improvements should include not only the 14th Street corridor, but gateway points throughout Columbia Heights. 2012.13

[Photo Caption: Proposed civic plaza at 14th Street and Park Road NW in Columbia Heights (illustrative)]

Action MC-2.2-B: Park Improvements
Upgrade and re-design small neighborhood pocket parks within Columbia Heights, especially at Monroe and 11th Street, and at Oak/Ogden/14th Streets. 2012.14

Action MC-2.2-C: Mount Pleasant/Columbia Heights Transportation Improvements
Implement the recommendations of the Mount Pleasant/Columbia Heights Transportation Study, including traffic calming measures for the Columbia Heights community. Update the Study recommendations as needed based on follow-up analysis of projected traffic conditions in the area. The updated study should address alternative routing of east-west traffic to reduce impacts on residential streets. 2012.15

MC-2.3 U Street/ Uptown 2013

U Street and the adjacent Cardozo and Shaw neighborhoods are an important part of the city's African-American cultural history. African Americans 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 African American life in Washington. Black-owned theaters, restaurants, night clubs, billiard parlors, and dance halls extended along U Street from 7th Street to 14th Street. During its heyday, legendary jazz greats like Duke Ellington, Louis Armstrong, Dizzy Gillespie, and Pearl Bailey

performed at U Street venues. Today, the neighborhood is home to the African-American Civil War Memorial and Museum, and an African-American Heritage Trail that commemorates important historic landmarks in Black history. 2013.1

U Street has been in transition for the past decade. Some of the area's historic venues have been restored, and a new generation of restaurants and nightclubs is emerging. Hundreds of new housing units have been added, particularly west of 12th Street. The neighborhood has become more socially, culturally and economically mixed. The downside of U Street's success is that many of the long-time businesses, including basic services like barber shops and bookstores, are having difficulty paying the higher rents and taxes that have come with gentrification. Efforts to retain the street's character must do more than just preserve its buildings; measures to retain and assist existing businesses are needed. 2013.2

In 2004, the District completed a Strategic Development Plan for the Uptown Destination District (called "DUKE"), focusing on the area along U Street between 6th Street and 13th Street and along 7th Street/ Georgia Avenue between Rhode Island Avenue and Barry Place. The Plan proposes revival of these blocks as a cultural destination, anchored by a restored Howard Theater, new retail and entertainment uses along 7th and U Streets, outdoor performance space, and up to 800 new housing units on vacant and/or underutilized sites. Office and hotel uses also are discussed as possible uses, capitalizing on the proximity to Howard University. 2013.3

[Photo Caption: U Street NW]

The confluence of a strong real estate market, an excellent location near Metro and Howard University, and the desire of several government agencies to develop their vacant properties, will catalyze this area's redevelopment during the next decade. The DUKE Plan focuses on 16 publicly-owned sites, including sites owned by the District, WMATA, the Housing Finance Agency, and the Redevelopment Land Agency. It also addresses sites owned by Howard University and the private sector within the study area. As development takes place, continued efforts to improve the streetscape and public space, provide affordable housing, preserve historic buildings, and mitigate development impacts (particularly those associated with the increased concentration of restaurants, night clubs and entertainment uses) should be included. 2013.4

[PULLQUOTE: The confluence of a strong real estate market, an excellent location near Metro and Howard University, and the desire of several government agencies to develop their vacant properties, will catalyze this area's redevelopment during the next decade.]

Policy MC-2.3.1: Uptown Destination District
Encourage the redevelopment of U Street between 6th Street and 12th Street NW, and Georgia Avenue/7th Street between Rhode Island Avenue and Barry Place NW as a mixed use residential/commercial center, with restored theaters, arts and jazz establishments, restaurants, and shops, as well as housing serving a range of incomes and household types. 2013.5

Policy EW-2.3.2: Uptown Subareas
Create a distinct and memorable identity for different sub-areas 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

Policy MC-2.3.3: Uptown Design Considerations
Ensure that development in the Uptown Area is designed to make the most of its proximity to the Metro Stations at Shaw and 13th Street, to respect the integrity of historic resources, and to transition as seamlessly as possible to the residential neighborhoods nearby. 2013.7

Policy MC-2.3.4: Cultural Tourism
Promote cultural tourism initiatives, public art, signage, and other improvements that recognize the African-American historical and cultural heritage of the Uptown area. Such initiatives should bring economic development opportunities to local residents and businesses, and establish a stronger identity for the area as a nationally significant African-American landmark. 2013.8

Policy MC-2.3.5: Parking and Traffic Management
Encourage the development of shared parking facilities in the Uptown area, better management of existing parking resources, and improved surface transit to manage the increased parking demand that will be generated by new development. 2013.9

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 which assist small businesses as redevelopment along U Street, 9th Street, and 7th Street takes place. 2013.10

Action MC-2.3-A: Duke Development Framework Small Area Plan
Implement the DUKE Strategic Development Framework Plan to establish a destination-oriented mixed use development program for key vacant and existing historic sites between the historic Lincoln and Howard Theatres. 2013.11

Action MC-2.3-B: U Street/Shaw/Howard University Multi-Modal Transportation and Parking Study
Implement the recommendations of the U Street/Shaw/Howard University Multi-Modal Transportation and Parking Study to provided improved parking management, traffic safety and mobility, transit accessibility, pedestrian and bicycle safety, and streetscape design. 2013.12

See the Near Northwest Area Element for a discussion of the Shaw/Convention Center Area Plan

MC-2.4 18th Street/Columbia Road 2014

In the late 19th and early 20th century, Adams Morgan was a fashionable suburb of row houses and elegant 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. 2014.1

In the 1950s and early 1960s, the neighborhood saw an influx of Cubans and Puerto Ricans. 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 Latinos in the 1970s, are now a Washington tradition and are emulated throughout the city. The commercial district along 18th Street and Columbia Road has become a center of Washington nightlife, with an array of ethnic restaurants, coffee houses, bars, and funky shops that attract people from across the region, as well as visitors to the city. 2014.2

[Adams Morgan commercial district]
The neighborhood continues to experience growing pains as it grapples with strong demand for housing and the popularity of its entertainment scene. To the east of 18th Street, a zoning overlay was created for the Reed-Cooke area in 1989 to protect 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 today there are plans for a new grocery store in the former Citadel skating rink. 2014.3

[PULLQUOTE: The neighborhood continues to experience growing pains as it grapples with strong demand for housing and the popularity of its entertainment scene.]

Elsewhere in the neighborhood, there are still concerns about the conversion of row houses to apartments, over concentration of bars, the loss of affordable housing units, and inadequate buffering between residential and commercial uses. Public-private redevelopment of the Marie Reed School campus is currently under consideration. The project provides an opportunity for a new school and community facility—and possibly new affordable housing, but has raised concerns about additional density, congestion, and the loss of open space. The continued strong involvement of the Advisory Neighborhood Commission, local community organizations, and individual residents will be important as these conflicts and challenges are addressed. 2014.4

Policy MC-2.4.1: Protecting the Character of Adams Morgan
Protect the historic character of the Adams Morgan community through historic landmark and district designations, and by ensuring that new construction is consistent with the prevailing heights and densities in the neighborhood. 2014.5

Policy MC-2.4.2: Preference for Local-Serving Businesses
Enhance the local-serving, multi-cultural character of the 18th Street/ Columbia Road business district. Encourage small businesses that meet the needs of local residents, rather than convenience stores, large-scale commercial uses, and concentrations of liquor-licensed establishments. Consistent with this policy, the conversion of restaurants to night clubs or taverns and the expansion of existing night clubs or taverns into adjacent buildings should be discouraged. 2014.6

Policy MC-2.4.3: Mixed Use Character
Encourage retention of the older mixed use buildings along 18th Street and Columbia Road and facilitate infill projects which 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 threatened by the encroachment of incompatible uses. 2014.7

Policy MC-2.4.4: Transportation Improvements
Improve traffic movement, accessibility, and the flow of people along key arterial streets, particularly along 18th Street and Columbia Road and residential connector streets such as Kalorama Road and Euclid Street. 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” timeframe, with appropriate consideration given to the needs of residents, businesses, and visitors. 2014.8

Policy MC-2.4.5: Reed-Cooke Area
Protect existing housing within the Reed Cooke neighborhood, maintaining heights and densities at appropriate levels and encouraging small-scale business development that does not adversely affect the residential community. 2014.9

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. 2014.10

Action MC-2.4-A: 18th Street/Adams Morgan Transportation and Parking Study
Work closely with the Advisory Neighborhood Commission and community to implement appropriate recommendations of the 18th Street/Adams Morgan Transportation and Parking Study, which was prepared to better manage vehicle traffic, pedestrian and bicycle movement, on-street and off-street parking, and streetscape improvements along 18th Street and in the surrounding area of Adams Morgan. Appropriate recommendations are those on which a consensus can be developed, and those on which consensus may not be achieved but where the views and comments of all stakeholders have been duly considered and discussed. 2014.11

Action MC-2.4-B: Washington Heights and Lanier Heights
Support the designation of the Washington Heights area as a National Register Historic District. Conduct additional historical surveys and consider historic district designations for other areas around Adams Morgan, including Lanier Heights, portions of Reed-Cooke, the 16th Street area, and Walter Pierce Community Park. 2014.12

Action MC-2.4-C: Marie H. Reed Community Learning Center
Continue the community dialogue on the reuse of the Marie H. Reed Community Learning Center to determine the feasibility of modernizing the school, improving the playing fields and recreational facilities, and providing enhanced space for the health clinic and other community services. This dialogue should be undertaken in the context of addressing present and future local public facility needs, open space needs, school enrollment and program needs, and the community's priorities for the site. 2014.13

Action MC-2.4-D: 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 and Columbia Road. 2014.14

See also Action MC-1.1-A regarding the rezoning of row house blocks.

MC-2.5 Mount Pleasant Street 2015

The Mount Pleasant Street 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 12 DC "Main Streets." Today, the commercial district includes a variety of small businesses and services, many oriented toward the large Latino population in the area. The area between Mount Pleasant Street and 16th Street is one of the densest in the city, with numerous large apartment complexes. 2015.1

There is broad agreement that Mount Pleasant Street 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 protected. 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 promoting multi-culturalism through outdoor fairs, public art, and street performances. There is also strong interest in protecting 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

[PULLQUOTE: There is broad agreement that Mount Pleasant Street 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 protected.]

Opinions on the extent of new development that should be accommodated along Mount Pleasant Street itself are mixed. Some residents strongly desire denser mixed-use development, with new affordable and market rate housing above retail space. Others remain concerned about the impacts of additional density on traffic, parking, and historic character, and the effects of retail and restaurant growth on nearby residential uses. A continued dialogue on growth and development issues will be necessary to find the right balance. 2015.3

Policy MC-2.5.1: Mount Pleasant Street's Character
Maintain and preserve the local neighborhood shopping character of Mount Pleasant Street to better serve the surrounding neighborhood. Support creative cultural design while protecting historic landmarks. 2015.4

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

Policy MC-2.5.3: Mount Pleasant As a Creative Economic Enclave
Support creative and multi-cultural 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 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

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

Policy MC-2.5.5: Promoting Affordable Housing in Mount Pleasant
Protect 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 and in the area between Mount Pleasant Street and 16th Street. 2015.8

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 residential uses along Mount Pleasant Street, 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. 2015.9

Action MC-2.5-B: Expanding Mount Pleasant Open Space
Restore access to the Bell Lincoln recreational facilities and ensure continued public access to (and restoration of) the Department of Parks and Recreation Headquarters property and playground on 16th Street for the benefit of residents of the surrounding community, including Mount Pleasant and Columbia

Heights. Access for pedestrians, wheelchairs, and bicycles between Mount Pleasant and Columbia Heights should be provided through this area. Consideration should also be given to combining Asbury and Rabeau Parks (at 16th , Harvard, and Columbia Road) into a single park. 2015.10

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. 2015.11

MC- 2.6 McMillan Sand Filtration Site 2016

The McMillan Sand Filtration site occupies 25 acres at the corner of North Capitol Street 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 of Columbia 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. The entire site is considered historically significant. When the filtration system was created in 1905, it was considered an engineering marvel and a model for other plants nationwide. 2016.1

The McMillan site has been the subject of community forums for nearly 20 years. 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 Comprehensive Plan designation of the site for mixed use development was itself the subject of a lawsuit in 1989-92. 2016.2

The District conducted planning workshops for the site in 2000 to explore potential new uses. Several options were considered, including a community park, a retail-hotel complex, and a mixed use residential-retail scenario. Each of the options dedicated a substantial portion of the site as parkland. In 2004, an unsolicited proposal to build 1,200 units of housing on the site was made by a private developer. In 2005, the site was transferred from the District to the National Capital Revitalization Corporation (NCRC). NCRC is currently developing plans for the property. 2016.3

Whatever the outcome, several basic objectives should be pursued in the re-use of the McMillan Sand Filtration site. These are outlined in the policies below. 2016.4

[Photo Caption: McMillan Reservoir Sand Filtration Site]

Policy MC-2.6.1: Open Space on McMillan Reservoir Sand Filtration Site
Require that reuse plans for the McMillan Reservoir Sand Filtration site dedicate a substantial contiguous portion of the site for recreation and open space. The open space should provide for both active and passive recreational uses, and should adhere to high standards of landscape design, accessibility, and security. Consistent with the 1901 McMillan Plan, connectivity to nearby open spaces such as the Armed Forces Retirement Home, should be achieved through site design. 2016.5

Policy MC-2.6.2: Historic Preservation at McMillan Reservoir
Restore key above-ground elements of the site in a manner that is compatible with the original plan, and explore the adaptive reuse of some of the underground "cells" as part of the historic record of the site. The cultural significance of this site, and its importance to the history of the District of Columbia must be recognized as it is reused. Consideration should be given to monuments, memorials, and museums as part of the site design. 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. Any change in use on the site should increase connectivity between Northwest and Northeast neighborhoods as well as the hospital complex to the north. 2016.7

Policy MC-2.6.4: Community Involvement in Reuse Planning
Be responsive to community needs and concerns in reuse planning for the site. Amenities which are accessible to the community and which respond to neighborhood needs should be included. 2016.8

Policy MC-2.6.5: Scale and Mix of New Uses
Recognize that development on portions of the McMillan Sand Filtration site may be necessary to stabilize the site and provide the desired open space and amenities. Where development takes place, it should consist of moderate- to medium-density housing, retail, and other compatible uses. Any development on the site should maintain viewsheds and vistas and be situated in a way that minimizes impacts on historic resources and adjacent development. 2016.9

Action MC-2.6-A: McMillan Reservoir Development
Continue working with the National Capital Revitalization Corporation and adjacent communities in the development and implementation of reuse plans for the McMillan Reservoir Sand Filtration site. 2016.10

MC-2.7 North Capitol Street / Florida/ New York Avenue Business District 2017

The area around the North Capitol Street, New York Avenue, and Florida Avenue intersections provides the commercial center for the surrounding Bloomingdale, Eckington, and Truxton Circle neighborhoods. 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 tripled since 2000, and many long-time residents are feeling the pressure of gentrification. 2017.1

[PULLQUOTE: Home prices in the Bloomingdale, Eckington, and Truxton Circle neighborhoods have tripled since 2000, and many long-time residents are feeling the pressure of gentrification.]

The commercial district itself is in need of revitalization. Although it was designated a DC Main Street in 2000, it suffers from a lack of neighborhood-serving businesses, high vacancies, crime, and inadequate access and parking. The North Capitol frontage is particularly challenged by a myriad of confusing and often congested intersections, and crisscrossing diagonal streets and triangles that making pedestrian movement difficult. The District addressed these issues in a transportation study in 2004-2005, with the goal of improving vehicle flow and improving safety. The Study explored the feasibility of reconstructing Truxton Circle (at North Capitol and Florida), and identified specific short-term and long-term transportation, streetscape, and infrastructure improvements. 2017.2

The North Capitol commercial district is just a few blocks west of the New York Avenue Metro station and lies on the northern edge of the North-of-Massachusetts-Avenue (NOMA) district. Conditions on the corridor are likely to change dramatically as NOMA is redeveloped with offices and high-density housing. The commercial district is well situated to benefit from these changes, but first needs a strategy to address the needs of the residential community, manage traffic, upgrade the public realm, and improve public safety. 2017.3

Policy MC-2.7.1: North Capitol/ Florida Business District
Upgrade the commercial district at Florida Avenue/ North Capitol/ New York Avenue, restoring vacant storefronts to active use and accommodating compatible neighborhood-serving infill development. 2017.4

Policy MC-2.7.2: Eckington/ Bloomingdale
Protect the architectural integrity of the Eckington/ Bloomingdale neighborhood, and encourage the continued restoration and improvement of the area's row houses. 2017.5

Action MC-2.7-A: North Capitol Revitalization Strategy
Prepare a Small Area Plan/ Revitalization Strategy for the North Capitol/ Florida Avenue business district, including recommendations for streetscape improvements, land use and zoning changes, parking management and pedestrian safety improvements, retail development, and opportunities for new housing and public services. 2017.6

Action MC-2.7-B: Conservation District
Consider the designation of the Eckington/ Bloomingdale/ Truxton Circle neighborhood as a Conservation District, recognizing that most of its structures are 80-100 years old and may require additional design guidance to ensure the compatibility of alterations and infill development. 2017.7

Action MC-2.7-C: North Capitol Transportation Study
Implement the recommendations of the North Capitol Street/ Truxton Circle Transportation Study. 2017.8

CHAPTER 21
NEAR NORTHWEST AREA ELEMENT

[Note: the map facing Page 21-1 has been corrected to delete the label for "Foxhall Village" and to move the label for Burleith/ Hillandale to the left, to correct location.]

Overview 2100

The Near Northwest Planning Area encompasses the 3.9 square miles located directly north and west of Central Washington. It extends from Glover Archbold Park on the west to North Capitol Street on the east. Its northern boundary is formed by Whitehaven Parkway west of Rock Creek, and by Connecticut Avenue, U Street, and Florida Avenue east of Rock Creek. The southern boundary is formed by the Potomac River, the Central Employment Area, and New York Avenue (east of 7th Street). These boundaries are shown on the Map at left. Most of this area has historically been Council Ward 2, although in past and present times parts have also been included in Wards 1 and 5. 2100.1

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 city's growth, from the 18th century to today's international city. The Georgetown Historic District, established in 1950 in response to the demolition of large numbers of waterfront and canal-related historic buildings, was the first historic district established in city. Today, more then half of Near Northwest is included in historic districts; historic landmarks are designated throughout the area with concentrations in Georgetown, on Washington Circle, within the campus of George Washington University, in Dupont and Logan Circles, and along Massachusetts Avenue. These designations include some of the oldest residential and commercial buildings in the city. 2100.2

The development pattern is one of the most dense in the 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; these 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 Avenue, New Hampshire Avenue, Massachusetts Avenue, Rhode Island Avenue, and 16th Street. More contemporary high-density construction defines the West End and the 14th Street corridor, as well as riverfront communities like the Watergate and Washington Harbour. 2100.3

The area is well connected to other part of the District and region by mass transit, including the Red, Green, Orange, and Blue subway lines and multiple bus lines. Several parkways, highways, and interstates also pass though or are immediately adjacent to the area. These include Interstate 66, the Whitehurst Freeway, Canal Road, Rock Creek and Potomac Parkway, 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

Shopping areas in Near Northwest range from regional destinations like M Street in Georgetown to neighborhood commercial districts like 17th Street in Dupont Circle. The more prominent retail areas are on the major streets and avenues like Connecticut Avenue, 14th Street, and 7th and 9th Streets. There are smaller retail districts throughout the area, and corner stores in almost every residential neighborhood. While there are 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

[Photo Caption: Near Northwest is known for its historic architecture, well-established neighborhoods, lively shopping areas, and nationally recognized institutions]

Near Northwest is home to a number of institutions known both locally and nationally. Georgetown University, on a hill and somewhat removed from the activity of the city, has a number of Gothic buildings that establish an image of tradition. George Washington University, in Foggy Bottom at the edge of the Central Business District, is a much more urban campus. Museums and historic sites - like the Phillips Collection, Woodrow Wilson House, and the Mary Mcleod Bethune Council House – attract visitors from the region and across the country. 14th Street is home to the Studio Theater as well as other performing arts venues and galleries. Foreign embassies are concentrated along Massachusetts Avenue and in Dupont Circle and Kalorama. 2100.6

There are a number of local community and business associations that play an active role in shaping Near Northwest land use decisions. In addition to seven Advisory Neighborhood Commissions that represent residents from three Wards, there are many community associations and active groups with a specific focus. Some, like the Georgetown Partnership, work toward building a stronger business community. Others, like the Georgetown Citizens Association, 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. For instance, Shaw EcoVillage is training youth to be more effective leaders and catalysts for sustainable change in the District. 2100.7

This Planning Area has seen a modest increase in its population in recent years. The recent trend toward urban living - occurring in cities across the United States - has made this area increasingly desirable and has contributed to higher home costs. Increasing values in long sought-after neighborhoods like Georgetown, Kalorama, Foggy Bottom, West End, and Dupont Circle, has 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

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 struggling to find the right balance between development and preservation. This struggle 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; foremost among them are the preservation and production of affordable housing, strengthening opportunities for small and local businesses, and addressing the conflicts that inevitably result from the area's highly diverse mix of land uses and densities. 2100.9

Context

History 2101

Near Northwest includes the oldest inhabited areas of the District. Georgetown, formerly established in 1751 by the Maryland Assembly, was a tobacco port and independent municipality incorporated into the District of Columbia 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 for the National Capital was prepared. 2101.1

[Photo caption: Near Northwest includes Georgetown, one of the oldest inhabited areas of the District]

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. Nearby, in the area just west of the White House, some of the first grand homes of the city 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

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 working class residents. A number of "alley dwellings" were built in these areas, often housing the city's poorest residents. 2101.3

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 fashionable addresses in Washington. The rowhouses in this area and along 14th Street 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 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's "high society." Kalorama, meanwhile, began to develop with townhomes and grand apartments, followed in the 1920s by large single family homes. 2101.4

By the late 19th century, horse-powered vehicles were replaced with independent street car 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 were transformed – the former into an exclusive shopping district and the latter as a center for automobile sales and maintenance. Street car lines on 7th and 11th Streets also attracted commercial businesses that served residents living in nearby areas, as well as those heading home to areas further north. 2101.5

The ethnicity of residents living in Near Northwest has always been diverse. Until the 1930s, about one-third of Georgetown's population was African American. An active, free African-American population also lived in the Dupont Circle area prior to the Civil War, leading some of the city's earliest African-American education initiatives. During the mid-20th century, parts of Logan Circle and the Strivers Section of Dupont Circle were home to prominent African Americans, and the Shaw neighborhood became a vibrant center of African American culture. 2101.6

By the 1950s, the close-in residential neighborhoods of this area were considered to be less desirable 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 city's most prestigious residential and business addresses. By the 1990s, industrial uses along the waterfront had been replaced by offices, shops, and upscale residences. Similarly, the growth of George Washington University in Foggy Bottom redefined much of that neighborhood. 2101.7

[PULLQUOTE: Working-class Georgetown evolved into one of the city's most prestigious residential and business addresses. By the 1990s, industrial uses along the waterfront had been replaced by offices, shops, and upscale residences.]

Today, 13 historic districts protect the character of the area's residential neighborhoods and campus plans guide further development of Georgetown and George Washington Universities. Commercial districts in Georgetown and Dupont Circle are home to boutiques, galleries, and local and national retailers. Fourteenth Street is emerging as a trendy restaurant, arts, and retail district with hundreds of new housing units added in recent years. The construction of the new convention center at Mount Vernon Square is prompting restoration, reinvestment and new construction in the Shaw and Mount Vernon Square neighborhoods. 2101.8

Land Use 2102

Land use statistics for Near Northwest appear in Figure 21.1. Near Northwest comprises about 2,446 acres, including 240 acres of water and about 2,260 acres of land. This represents about 6 percent of the city's land area. 2102.1

[INSERT Figure 21.1: Land Use Composition in the Near Northwest 2102.6]
[Pie Chart "slices" unchanged from July Draft]

Relative to other parts of the District, Near Northwest has higher percentages of commercial and institutional land. However, 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 the city, due to the prominent street grid and broad avenues of the L'Enfant plan. 2102.2

Residential uses occupy 26 percent of the total land area. Of the residential acreage, about 30 percent consists of mid-rise 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. 2102.3

Recreation and open space make up 16 percent of the 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 historic Dupont Circle, Logan Circle, and Washington Circle. There are three recreation centers – Georgetown, Stead in Dupont Circle, and Kennedy in Shaw – and other park areas with 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

Commercial and institutional uses represent a much larger share of the Planning Area than they do in the city as a whole. Collectively, they represent 21 percent of the Planning Area compared to 10 percent citywide. The most significant retail areas are along linear corridors such as Wisconsin Avenue and M Street, Connecticut Avenue, and 14th Street. Institutional uses, including Georgetown University and George Washington University, comprise 11 percent of the Planning Area. 2102.5

The Planning Area has virtually no industrial land, very little federal land other than its parks, and about 75 acres of local public facilities (primarily schools). Only about 30 acres of the Planning Area consists of vacant, private land, and most of this land is committed to future development projects. 2102.7

Demographics 2103

Basic demographic data for Near Northwest is shown in Table 21.1. In 2000, the area had a population of 68,324, or about 12 percent of the city's total. This is one of only a few Planning Areas where population increased during the 1990s – in fact, Near Northwest experienced a 3.8 percent increase in population between 1990 and 2000 while the city as a whole experienced a six percent decrease. 2103.1

Since 1990, residents of Near Northwest are more likely to be single, childless, and transient than the population at large. The percentage of seniors and children in the Planning Area dropped between 1990 and 2000, and average household size declined from 1.76 in 1990 to 1.64 in 2005. This is the lowest average household size in the city. In some census tracts such as the West End, more than 70 percent of the households had only one person in 2000. 2103.2

Between 1990 and 2000, every ethnic group in the area saw small increases with the exception of African-Americans, whose population decreased by 21 percent. Today, about 23 percent of the Planning Area's population is black and 63 percent is white. Asians and Pacific Islanders represent 7 percent of the population, which is triple the average for the city as a whole. About 10 percent of the Planning Area's population is of Hispanic origin, which is about equal to the citywide average. Almost one in five of the area's residents were born in another country, which is significantly higher than the citywide average. Only one-third of the area's residents lived in the same house in 2000 as they did in 1995, while the citywide average is closer to one-half. 2103.3

[PULLQUOTE: Almost one in five of the area's residents were born in another country, which is significantly higher than the citywide average. Only one-third of the area's residents lived in the same house in 2000 as they did in 1995, while the citywide average is closer to one-half.]

In 2000, almost 15 percent of the area's residents lived in group quarters. Much of this population was associated with dormitories on or adjacent to the university campuses. Several dormitories were built between 2000 and 2005, and today an estimated 10,700 people in Near Northwest reside in group quarters. 2103.4

Housing Characteristics 2104

The 2000 Census reported that 78 percent of the housing units in Near Northwest were in multi-unit buildings, a majority of which contained 50 units or more. The percentage of housing units in large apartment buildings is double the citywide average. In 2000, only 3.1 percent of the area's housing units were single family detached homes. Another 18 percent were rowhouses or townhomes. The number of housing units in the Planning Area increased by about 1,000 between 1990 and 2000, and another 2,000 units between 2000 and 2005. 2104.1

[Photo Caption: The 2000 Census reported that 78 percent of all housing units in Near Northwest were in multi-unit buildings]

Near Northwest experienced a striking drop in the number of vacant units between 1990 and 2005. In 1990, 13 percent of the area's housing units were vacant. That figure dropped to 8.4 percent in 2000 and is believed to be less than seven percent in 2005. Most of the vacant housing stock is located in the eastern side of the Planning Area in the Shaw neighborhood. 2104.2

The 2000 Census reported that 33 percent of housing units in the area were owner-occupied and 67 percent were renter-occupied. The percentage of renter-occupied units is much higher in the Planning Area than in the city as a whole. However, it has declined slightly from 1990 due to the conversion of apartments to condos and the development of new condominiums. 2104.3

Table 21.1: Near Northwest at a Glance 2103.5

Basic Statistics	
Land Area (square miles—excl. water)	3.6
Population	
1990	65,820
2000	68,324
2005 (estimated) (*)	71,700
2025 (projected) (*)	82,000
Households (2005) (*)	37,100
Household Population (2005) (excludes group quarters) (*)	61,000
Persons Per Household (2005) (*)	1.64
Jobs (2005) (*)	89,400
Density (persons per sq mile) (2005) (*)	19,900

Year 2000 Census Data Profile			
	Near Northwest Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	5,975	8.7	20.0
18-65	56,448	82.7	67.8
Over 65	5,901	8.6	12.2
Residents Below Poverty Level	12,968	19.0	20.2
Racial Composition			
White	42,846	62.7	30.4
Black	15,880	23.2	60.3
Native American	380	0.6	0.3
Asian/ Pacific Islander	4,537	6.6	2.6
Other	2,491	3.6	2.8
Multi-Racial	2,190	3.2	5.2
Hispanic Origin	6,783	9.9	7.8
Foreign-Born Residents	13,499	19.8	12.8
Tenure			
Owner Households	11,641	33.5	40.7
Renter Households	23,100	66.5	59.3
Population 5+ yrs in same house in 2000 as in 1995	22,078	33.2	46.9
Housing Occupancy			
Occupied Units	34,741	91.6	90.4
Vacant Units	3,201	8.4	9.6
Housing by Unit Type			
1-unit detached	1,179	3.1	13.1
1-unit attached	6,809	17.9	26.4
2-4 units	3,974	10.5	11.0
5-9 units	2,181	5.7	8.0
10-19 units	2,518	6.6	10.3
20-49 units	4,309	11.4	7.4
50+ units	16,960	44.7	23.3
Mobile/ other	12	>0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and the Department of Employment Services based on a variety of data sources. (**)Total population of subcategories may not match 2000 Census totals due to sampling errors.

Income and Employment 2105

The 2000 Census reported the area's median income to be $48,852, which is six percent higher than the citywide median of $45,927. Despite this fact, nearly 20 percent of the area's population was below the federal poverty line in 2000—about the same rate as in the District as a whole. The statistics are somewhat misleading, however, as the high poverty rate in some census tracts correlates to the large student population. 2105.1

The 2000 Census 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 77 percent of the area's residents worked within the District of Columbia and 23 percent commuted to the suburbs. Of those who worked within the District, 52 percent commuted Downtown, 26 percent worked within the Near Northwest, and 22 percent worked elsewhere in the city. One of the great advantages of living in Near Northwest is the potential proximity to work. Nearly 40 percent of the area's residents walked or bicycled to work in 2000, which far exceeded the citywide average. 2105.2

Data from the Department of Employment Services and the DC Office of Planning indicates that the Near Northwest has more jobs than any other planning area of the city except Central Washington. Major employers include universities and their affiliated hospitals. There were 89,400 jobs in 2005, or 12 percent of the city's total. According to the census, about one-third of these jobs were filled by District residents. . 2105.3

Projections 2106

Based on land availability, planning policies, and regional growth trends, Near Northwest is projected to continue adding households, population, and jobs through 2025. The Planning Area is expected to grow from 37,100 households in 2005 to 43,200 households in 2025, with a 14 percent increase in population from 71,700 to 82,000. More than 1,000 units of housing are currently under construction in the Planning Area. 2106.1

[PULLQUOTE: The Planning Area is expected to grow from 37,100 households in 2005 to 43,200 households in 2025, with a 14 percent increase in population. More than 1,000 units of housing are currently under construction in the Planning Area.]

Residential growth is expected to be concentrated on the eastern side of the Planning Area, particularly along corridors like 7th Street, 9th Street, 11th Street, and 14th Street. Existing zoning in these areas permits a level of development that exceeds what currently exists. Additional job growth is also expected to take place along these corridors, with the number of jobs anticipated to increase by 3,900 in the next 20 years. 2106.2

Planning and Development Priorities 2107

Comprehensive Plan workshops in Near Northwest during 2005-2006 provided an opportunity for residents to discuss both citywide and neighborhood planning issues. Advisory Neighborhood Commissions were briefed on the Comp 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. 2107.1

During these meetings the community delivered several key messages, summarized below: 2107.2

(a) 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 gentrification, 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 elderly and lower income residents, many who have lived in the community for generations. Economic diversity must be protected, and programs to retain and add affordable housing are urgently needed.

(b) 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.

(c) Much of the attraction of Near Northwest 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."

[PULLQUOTE: Much of the attraction of Near Northwest 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.]

(d) 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.

(e) 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 so 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.

[Photo Caption: The area's dense and historic development pattern results in many different uses adjacent to each other.]

(f) 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 carry high volumes of car and truck traffic into the central city 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 Comp 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.

(g) 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.

(h) 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 the city. 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 Comp 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.

[PULLQUOTE: 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 the city.]

(i) 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 Street and 9th Street, 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 "funky" 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 has effectively become a suburban mall in an urban setting. The changes along 14th Street 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.

(j) Expansion of institutional uses and non-profit organizations is an issue both for the community and the institutions themselves. The issue was most often raised in connection with George Washington University (GWU), but was also brought up more broadly with regard to the effects of institutional expansion on the city'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 protect 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.

[Photo Caption: Expansion of institutional uses and non-profit organizations is an issue both for the community and the institutions themselves.]

Policies and Actions

NNW-1.0 General Policies

NNW-1.1 Guiding Growth and Neighborhood Conservation 2108

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

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. 2108.2

Policy NNW-1.1.2: Directing Growth
Generally direct growth within the Near Northwest Planning Area to the eastern side of the Planning Area (Logan Circle and Shaw), given the strong market demand and limited land available on the west side, and the need for reinvestment and renovation on the east side. 2108.3

Policy NNW-1.1.3: Enhancing Stable Commercial Areas
Sustain and enhance the neighborhood, community, and regional shopping areas of Near Northwest, including M Street, P Street, Wisconsin Avenue, Connecticut Avenue, Florida Avenue, 18th Street NW, 17th Street NW, and 14th Street NW. Sustain these areas as diverse, unique, pedestrian-oriented shopping streets that meet the needs of area residents, workers, and visitors. 2108.4

[Photo Caption: Historic, mixed density land uses characterize many Near Northwest neighborhoods.]

Policy NNW-1.1.4 Neighborhood Commercial Revitalization
Improve the neighborhood shopping areas along 7th, 9th, and 11th Streets NW. The success of the established businesses on these streets should be strongly encouraged, and new businesses that provide needed goods and services to area residents should be attracted. 2108.5

Policy NNW-1.1.5: Over Concentration of Liquor-Licensed Establishments
Discourage the excessive concentrations of liquor-licensed on local shopping streets, especially in the Georgetown and Dupont Circle areas. 2108.6

Policy NNW-1.1.6: Non-Profits and Private Service Organizations
Work with private service organizations and non-profit organizations in the Near Northwest area to ensure that their locations and operations do not create objectionable impacts on neighboring properties. In particular, the development plans of Georgetown and George Washington Universities should avoid impacts likely to become objectionable to surrounding residential areas and should aspire to improve such areas through improved landscaping, better lighting, safer pedestrian connections, and enhanced community policing. 2108.7

Policy NNW-1.1.7: 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, foreign missions, and institutions. Maintain zoning regulations that limit the encroachment of non-residential uses into Near Northwest neighborhoods, particularly around the new Convention Center, along the west side of Connecticut Avenue, and in Foggy Bottom. 2108.8

Policy NNW-1.1.8: Student Housing
Support and promote efforts by the area's universities to develop on-campus dormitories in order to reduce pressure on housing in nearby neighborhoods. 2108.9

Policy NNW-1.1.9: Affordable Housing
Protect the existing stock of affordable housing in the Near Northwest Planning Area, particularly in the Shaw and Logan Circle neighborhoods. Sustain measures to avoid displacement, such as tax relief and rent control, and to encourage the production of new affordable housing throughout the community. 2108.10

[PULLQUOTE: Protect the existing stock of affordable housing in the Near Northwest Planning Area, particularly in the Shaw and Logan Circle neighborhoods.]

Policy NNW-1.1.10: 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, 17th Street, 14th Street, 9th Street, and 7th Street. Innovative methods for providing additional parking such as expanding the residential permit parking program, and leasing parking spaces at public facilities to parking operators for evening and weekend use, should be explored. 2108.11

Policy NNW-1.1.11: Pedestrian and Bicycle Safety
Improve safety for pedestrians and bicycles, and the security of parked bicycles, throughout the Near Northwest, especially in the Dupont Circle area. 2108.12

Policy NNW-1.1.12: Pedestrian Connections
Improve pedestrian connections through Near Northwest, especially along M Street between Connecticut Avenue and Georgetown, between the Dupont/Logan Circle areas and Downtown, and along 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. 2108.13

Policy NNW-1.1.13: Managing Transportation Demand
Strongly support buses, private shuttles, and other transit solutions that address travel needs within the Near Northwest area, including connections between Metrorail 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. Also, promote the formation of Transportation Management Associations to assist hotel operators, employers, and large apartment managers with efforts to promote transit use and alternatives to car ownership. 2108.14

Policy NNW-1.1.14: Transit to Georgetown
Connect Georgetown to the regional Metrorail system via light rail/ streetcar or bus rapid transit, consistent with WMATA's long-range plans. 2108.15

Action NNW-1.1-A: Retail Strategies for Foggy Bottom and Shaw
Complete market studies of West End/Foggy Bottom and the area between New Jersey Avenue and North Capitol Street 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 the appropriate mix of retail to each area. 2108.16

Action NNW-1.1-B: Alcoholic Beverage Control Laws
Analyze the patterns of alcohol beverage control (ABC) licensed establishments in the Near Northwest area, and the regulations and procedures that guide the siting and operation of these establishments. Identify possible changes to improve enforcement of ABC regulations and to reduce the problems associated with high concentrations of bars and night clubs in the area's commercial districts. 2108.17

Action NNW-1.1-C: Expanding Mass Transit
Alleviate parking and traffic congestion in neighborhoods by providing a dedicated lane for mass transit on K Street. The feasibility of expanding service on the DC Circulator bus to connect Mount Vernon Square to Foggy Bottom, West End, and Georgetown also should be explored. 2108.18

[Photo Caption: Georgetown Commercial area]

NNW-1.2 Conserving and Enhancing Community Resources 2109

Policy NNW-1.2.1: Scenic Resource Protection
Protect 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.

Policy NNW-1.2.2: Heritage Tourism
Promote 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

Policy NNW-1.2.3: Noise Reduction
Continue efforts to reduce noise in Georgetown and Foggy Bottom associated with air traffic in and out of Washington-Reagan National Airport. 2109.3

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 of Columbia. Encourage partnerships with the area's institutional and hospitality sector employers that help residents from across the city obtain a job and move up the employment ladder. 2109.4

Policy NNW-1.2.5: Park Partnerships
Encourage partnerships between the Department of Recreation and Parks and the National Park Service 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
[Photo Caption: Logan Circle]

Policy NNW-1.2.6: Increasing Park Use and Acreage
Identity 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

Policy NNW-1.2.7: Shoreline Access
Continue efforts to improve linear access along the Potomac River shoreline, and to improve access between the shoreline and adjacent neighborhoods such as Georgetown and Foggy Bottom. 2109.7

Policy NNW-1.2.8: Arts Districts
Encourage existing and new arts activities along 7th Street and 14th Street, in an effort to link these corridors to the arts district along the U Street 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, with steps take to reduce parking, traffic, and other impacts on the Shaw and Logan Circle communities. 2109.8

Policy NNW-1.2.9: Design Review
Use the Historic Preservation design review process to promote superior architecture and urban design in Near Northwest's designated historic districts, including Georgetown, Sheridan-Kalorama, Strivers

Section, Dupont Circle, Foggy Bottom, Massachusetts Avenue, Mount Vernon Square, Greater 14th Street, Logan Circle, Blagden Alley, and Shaw. 2109.9

Policy NNW-1.2.10: Sustainable Development
Encourage the use of green building practices within Near Northwest, with a particular emphasis on green roofs. Rooftop gardens should be encouraged in new construction and major rehabilitation projects as a way to create additional green space, reduce stormwater runoff, and provide an amenity for residents. 2109.10

Action NNW-1.2-A: Streetscape Plans
Design and implement streetscape plans for:
(a) Connecticut Avenue between Dupont Circle and the Taft Bridge;
(b) P Street between Dupont Circle and Rock Creek Park;
(c) M Street between Connecticut Avenue and Georgetown;
(d) 17th Street between Massachusetts Avenue and New Hampshire Avenue;
(e) 14th Street between Thomas Circle and U Street; and
(f) 7th Street and 9th Streets between Mount Vernon Square and U Street.
2109.11

Action NNW-1.2-B: Recreational Facilities
Develop additional recreational centers within the Planning Area, with a priority on the Logan Circle and Foggy Bottom-West End areas. The 2006 Parks and Recreation Master Plan identified these areas as being the parts of Near Northwest that are most deficient in recreational centers. 2109.12

[PULLQUOTE: Develop additional recreational centers within the Planning Area, with a priority on the Logan Circle and Foggy Bottom-West End areas.]

Action NNW-1.2.C: Historic Surveys
Conduct additional historic surveys within the Near Northwest, and consider additional areas for historic district designation, specifically in areas east of 7th Street NW. 2109.13

NNW-2.0 Policy Focus Areas 2110

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 Table 21.2). These areas are:
Shaw/ Convention Center Area

- Dupont Circle
- 14th Street/Logan Circle
- Georgetown Waterfront
- Foggy Bottom/ West End 2110.1

[INSERT Map 21.1: Near Northwest Policy Focus Areas 2110.2. Note: Map edited to show both sides of Caroline Street as clearly outside the U Street Policy Focus Area.]

Table 21.2: Policy Focus Areas Within and Adjacent to Near Northwest 2110.3

Within Near Northwest	
2.1	Shaw/ Convention Center Area (see p. 21-19)
2.2	Dupont Circle (see p. 21-24)
2.3	14th Street/ Logan Circle (see p. 21-26)
2.4	Georgetown Waterfront (see p. 21-27)
2.5	Foggy Bottom/ West End (see p. 21-28)
Adjacent to Near Northwest	
1	Wisconsin Avenue Corridor (see p.23-22)
2	Connecticut Avenue Corridor (see p.23-19)
3	18th Street/ Columbia Road (see p.20-24)
4	U Street/ Uptown (see p.20-22)
5	North Capitol St / Florida Av/ New York Av (see p. 20-30)
6	NoMA/ Northwest One (see p. 17-40)
7	Mount Vernon District (see p. 17- 36)
8	Golden Triangle/ K Street (see p. 17- 37)

NNW-2.1 Shaw/ Convention Center Area 2111

The Shaw/ Convention Center Area is bounded by Massachusetts Avenue and New York Avenue on the south, 12th Street and Vermont Avenue on the west, U Street and Florida Avenue on the north, and New Jersey Avenue 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 1968 riots and poor 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 publicly assisted housing complexes from the 1970s and older row houses from the late 19th and early 20th centuries. 2111.1

Recent market trends in the District, as well as the opening of the Washington Convention Center in 2004, have increased development pressure on the neighborhood. This has brought the opportunity to revitalize the struggling business districts along 7th, 9th, and 11th Streets, but it has also brought the threat of displacement for long-time low-income residents. Two historic districts were created in the area in 1999 to control growth and mitigate the effects of development sparked by the new convention center in the center of this neighborhood. 2111.2

In 2005, the Office of Planning 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 protect affordable housing, generate new quality housing, revitalize local businesses, improve sidewalks and public space, upgrade parks and public facilities, provide stronger design controls, and expand the Shaw Historic District. Nearly one-fifth of the housing units in the study area receive some form of public subsidy and are considered affordable. Many are part of the federal Section 8 program and are vulnerable to conversion to market rate rents in the next five to ten years. A recent market study of the area indicates that residents can support up to 600,000 square feet of commercial space, but until 2005 there was no strategy for where it should be located or how it might be attracted. 2111.3

[PULLQUOTE: The Convention Center Area Strategic Development Plan identified several issues, including the need to protect affordable housing, generate new quality housing, revitalize local businesses, and improve sidewalks and public space.]

The Strategic Development Plan identifies programs to address these issues and defines specific actions and municipal programs to preserve and enhance the quality of life for all residents living in the study area. It defines a number of sub-areas, including historic row house neighborhoods, the immediate vicinity of the Convention Center area, the 7th/9th retail corridors, the Uptown Area (in the adjacent Mid-City Planning Area), the 11th Street corridor, Shaw and Seaton Schools, the Rhode Island Av/ New Jersey Av intersection, the Bundy School/ NW Cooperative II, and the two metro station areas. The Plan calls for maintaining the current number of affordable housing units, targeting commercial development to sites where it is most likely to benefit the community, and providing a clear hierarchy of streets and public spaces. 2111.4

Policy NNW-2.1.1: Affordable Housing
Protect existing affordable housing within the Shaw/ Convention Center area, and produce new affordable housing and market rate housing on underutilized sites. Use a range of tools to retain and develop affordable housing in the study area, including tenant organization and public education, inclusionary zoning, renewing project-based Section 8 contracts, tax abatements, public-private partnerships, and including affordable housing when development on publicly owned land includes a residential component. 2111.5

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 Metrorail 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 consistent with the neighborhood's character. 2111.6

Policy NNW-2.1.3: Shaw/ Howard University and Mount Vernon Square 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. 2111.7

Policy NNW-2.1.4: Blagden Alley
Encourage adaptive reuse and mixed use infill development 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

Policy NNW-2.1.5: 7th and 9th Street Corridors
Locate retail development within the Shaw/ Convention Center Area in a manner that best serves residents, creates the best environment for businesses to succeed, and uses land already zoned for commercial uses. Continuous ground floor retail uses should be encouraged along sections of 7th and 9th Streets 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

[PULLQUOTE: Locate retail development within the Shaw/ Convention Center Area in a manner that best serves residents, creates the best environment for businesses to succeed, and uses land already zoned for commercial uses.]

Policy NNW-2.1.6: 11th Street Retail
Strengthen 11th Street between M and O Streets as a mixed use district with ground floor retail and upper story residential buildings with a mix of market rate and affordable units. Emphasize 11th and N Streets as the hub of this area. 2111.10

Policy NNW-2.1.7: 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. 2111.11

Policy NNW-2.1.8: 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. 2111.12

Action NN-2.1-A: Historic Resources
Establish an historic district in Shaw East Survey Area. Coordinate with the National Park Service to ensure that detailed plans for the Carter G. Woodson House are consistent with goals for the neighborhood. 2111.13

Action NNW-2.1-B: Retention of Non-Conforming Retail
Investigate zoning tools to retain Shaw's non-conforming retail corner stores and other existing retail uses within residential areas. 2111.14

Action NNW-2.1-C: Convention Center Spin-off Development
Leverage the presence of the Washington Convention Center to achieve compatible spin-off development on adjacent blocks, including a new Convention Center hotel at 9th and Massachusetts Avenue, leased streetfront space within the Convention Center for retail use, and upgrading facades along 7th and 9th Streets to attract retail tenants. Provide safe, well-marked, street-level pedestrian connections between the Convention Center and these areas. 2111.15

Action NNW-2.1-D: New Housing
Provide incentives for mixed-income housing above retail space on 7th and 9th streets, 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. 2111.16

[Photo Caption: Shaw neighborhood row houses]

Action NNW-2.1-E: Retail Rezoning
Rezone the following parts of the Shaw/ Convention Center area to require ground floor retail in new development or in major rehabilitation projects:

(a) 7th Street between Mount Vernon Square and M Street, and between O Street and Rhode Island Avenue;
(b) 9th Street between Mount Vernon Square and N Street, and between M and O Streets;
(c) O Street between 7th and 9th Streets; and
(d) 11th Street between M and O Streets. 2111.17

Action NNW-2.1-F: O Street Market and Environs
Support development of the O Street market site as a mixed use project that becomes the focal point for the 7th and 9th Street retail corridors. Encourage NCRC to develop their properties on adjacent sites along O and P Streets with mixed use projects containing ground floor retail and upper story housing. 2111.18

Action NNW-2.1-G: Watha Daniel Library
Rebuild the Watha T. Daniel/Shaw Neighborhood Library as a state of the art library that provides a community gathering place and attractive civic space as a well a source of books, media, and information. Realize the full potential of the site to address multiple community needs, including housing and local-serving retail use. 2111.19

Action NNW-2.1-H: Shaw Area Traffic Study
Study 6th, 7th, 9th, and 11th streets to determine current levels of traffic and the necessary number of travel lanes, and make recommendations to improve the use of the public right-of-way along these streets. 2111.20

Action NNW-2.1.I: Street Hierarchy and Public Realm
Undertake the following actions to improve the public realm in the Shaw/ Convention Center area:

(a) Develop, maintain, and enforce standards for residential and commercial streets that address sidewalks, tree boxes, and public rights-of-way.
(b) Improve the appearance of gateway intersections at New Jersey and Rhode Island Avenues, New Jersey and New York Avenues, Mount Vernon Square, and 11th and Massachusetts Avenue.
(c) Explore the designation of P Street NW as a “greenway” and identify opportunities for connecting open spaces along the street. 2111.21

Action NNW-2.1-J: Expiring Section 8 Contracts
Develop a strategy to renew the expiring project-based Section 8 contracts within the Shaw area, recognizing the vulnerability of these units to conversion to market rate housing. Consider the redevelopment of these sites with mixed income projects that include an equivalent number of affordable units, and additional market rate units. 2111.22

Action NNW-2.1-K: Bundy School Redevelopment
Explore re-zoning and public-private partnerships to facilitate redevelopment of the old Bundy School and adjacent surface parking lot. Construction of mixed income housing and recreational uses should be pursued on the site. 2111.23

Action NNW-2.1-L: Shaw Junior High Feasibility Study
Conduct a feasibility study for redeveloping Shaw Junior High School and Recreation Center through a public-private partnership that includes a reconstructed school and recreation center, new mixed income housing, upgraded green space to replace the one-acre concrete plaza, and restoration of the L'Enfant street right-of-way along 10th and Q Streets. Seaton School should be included within the study area. 2111.24

NNW-2.2 Dupont Circle 2112

The general pattern of land use in Dupont Circle is well established. Future development in the area is limited by the area's designation as an historic district and the application of the Dupont Circle zoning overlay. The area is an attractive 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 continued concerns about the displacement of local services by national chains and region-serving retail uses, as well as the impacts of commercial uses on parking, public safety, noise, and quality of life. 2112.1

[PULLQUOTE: Future development in the Dupont Circle area is limited by the area's designation as an historic district and the application of the Dupont Circle zoning overlay. The area is an attractive residential neighborhood due to its proximity to Downtown, restaurants and shopping, pedestrian-friendly streets, historic architecture, and diverse housing stock.]

Pedestrian connections between Dupont Circle and adjacent neighborhoods could be stronger than they are today. This is particularly true along P Street west of the Circle, which is an important link to Rock Creek Park and Georgetown. A streetscape plan for the corridor has been prepared but has yet to be implemented. Similarly, 17th Street between P Street and R Street could benefit from streetscape improvements, landscaping, updated street furniture, and other enhancements that create a more attractive public space. 2112.2

Policy NNW-2.2.1: Maintaining Dupont Circle's Residential Character
Maintain the Dupont Circle neighborhood as a primarily residential area and discourage the expansion of commercial uses into currently residential areas. 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 (east of Connecticut Avenue NW) and N Street (west of Connecticut Avenue) on the south, and Florida Avenue and U Street on the north. This area is shown on the Map at the beginning of this chapter. 2112.3

[Photo Caption: Dupont Circle row houses]

Policy NNW-2.2.2: Dupont Circle Area Policies
Use the following standards in evaluating new buildings and alterations in the Dupont Circle area:
(a) Require a scale of development consistent with the nature and character of the Dupont Circle area in height and bulk;
(b) Ensure a general compatibility in the scale of new buildings with older low-scale buildings by restricting the maximum permitted height and floor area ratio of the new buildings to that of the underlying zone;

(c) Preclude demolitions or partial demolitions that would lead to an increase in height and floor area ratio inappropriate to the area;
(d) 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
(e) Ensure compatibility of development with the Comprehensive Plan. 2112.4

Policy NNW-2.2.3: Q Street Plaza
Maintain the Dupont Circle Q Street Metrorail 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 to the Circle. 2112.5

Actions NNW-2.2-A: 17th Street Design Plan
Revise and implement the 17th Street NW Design Plan. The Plan calls for streetscape improvements to the entire right-of-way on both sides of the street between P and S Streets and the adjoining, contiguous commercial areas of R, Corcoran, Q, Church, and P Streets, NW. The plan was prepared several years ago and should be updated before it is implemented. 2112.6

Action NNW-2.2-B: P Street Improvements
Implement the recommendations of the P Street streetscape study, which calls for improvements to sidewalks, planting strips, vacant sites, and off-street parking. 2112.7

Action NNW-2.2-C: Dupont Circle Overlay Expansion
Consider expansion of the Dupont Circle overlay to include the 18th Street commercial area (between S and U Streets) and the south side of U Street between 14th and 18th Street. 2112.8

See the Central Washington Element (p. 16-XX) for a discussion of the Lower 16th Street Area

NNW-2.3 14th Street/Logan Circle 2113

The 14th Street corridor extending from Massachusetts Avenue north to S Street, and adjacent area between 12th Street and 15th Street NW, includes a wide range of residential development, from large historical mansions and rowhouses to high-rise apartment buildings. The southern part of this area along Massachusetts Avenue is one of the most densely developed areas in the city. Low-rise and garden apartments, including subsidized housing, also have been built within this area. The Logan Circle neighborhood also includes numerous churches. The area's only significant parks and open spaces are Logan Circle, owned and maintained by the National Park Service, and playing fields at Garrison Elementary School. 2113.1

Major building renovation has been taking place in the Logan Circle area for more than a decade. The development of a Whole Foods (Fresh Fields) supermarket on P Street just west of 14th Street in 2001 was a catalyst for revitalization, sparking additional commercial development on P Street as well as the development of many large-scale residential projects in the vicinity. Other catalytic projects, like the new Studio and Woolly Mammoth Theaters, have been helped transform 14th Street from its former life as the city's "auto row" into a lively arts, restaurant, and loft district. An Arts Overlay zone district along 14th Street includes incentives for arts-oriented businesses on the corridor. 2113.2

Current trends in Logan Circle are expected to continue into the future, with 14th Street emerging as an even stronger center for arts and 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

[Photo Caption: 14th Street is emerging as a pedestrian-oriented shopping street]

Policy NNW-2.3.1: 14th Street Arts District
Promote and encourage the presence of the arts along 14th Street between M Street and Florida Avenue, and preserve and protect the area's entertainment, arts, and architectural history. 2113.4

Policy NNW-2.3.2: 14th Street Mixed Use
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

Policy NNW-2.3.3: Public Realm
Address public safety, urban design, and public space issues along 14th Street to foster a safe, attractive environment conducive to the arts and arts-related businesses. 2113.6

Policy NNW-2.3.4: Lot Consolidation
Encourage lot consolidation to address the many narrow commercial sites that exist along 14th Street to encourage suitable scale and massing and improve conditions for new development along the corridor. 2113.7

Policy NNW-2.3.5: Arts Funding
Encourage the creation and funding of programs that promote arts activities along 14th Street, such as the "Design DC - 14th Street Corridor Project" sponsored by the Commission for the Arts and Humanities, and that assist in the development of new arts facilities. 2113.8

Action NNW-2.3-A: Urban Design Study
Undertake an urban design study and pursue funding to improve public space along 14th Street, including signage, tree planting and landscaping, special treatment of bus stops, public art, lighting, and street furniture that uniquely identifies the thoroughfare as an arts district. 2113.9

Action NNW-2.3-B: 14th Street Parking Study
Complete a parking study for the 14th Street corridor and adjacent side streets assessing options for meeting the parking needs of local theaters, churches, restaurants, businesses, and residents. Proposals for shared parking and restriping spaces (from parallel to diagonal) should be explored as part of this study. Any parking changes should ensure that additional parking spaces are managed efficiently, that pedestrian and bicycle safety and movement are ensured. 2113.10

NNW-2.4 Georgetown Waterfront 2114

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

The extension of the waterfront park from Washington Harbour to the Key Bridge remains a high priority. When the proposed 10-acre waterfront park is completed, the goal of closing the one remaining gap in an

otherwise continuous park extending from Hains Point to the District of Columbia line will be achieved. 2114.2

[PULLQUOTE: The extension of the waterfront park from Washington Harbour to the Key Bridge remains a high priority. When the proposed 10-acre waterfront park is completed, the goal of closing the one remaining gap in an otherwise continuous park extending from Hains Point to the District of Columbia line will be achieved.]

An extension of the park from Thompson Boathouse to the Kennedy Center also is planned, with separate paths for pedestrians and bicyclists along the water's edge. There are also plans to develop additional non-motorized boating facilities to supplement the Thompson Boathouse. At the present time, there is considerable unmet demand for boating and fishing facilities along this stretch of the waterfront. 2114.3

Policy NNW-2.4.1: Georgetown 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. 2114.4

Policy NNW-2.4.2: Erosion and Bank Stabilization
Work with the National Park Service to stabilize the Potomac River Banks, clean tidal flat areas, and reduce erosion along the Potomac shoreline and along Rock Creek. 2114.5

Action NNW-2.4-A: Waterfront Park Improvements
Complete the waterfront park and promenade west of Washington Harbour, including an extension of the bicycle and pedestrian path and parkway from the Thompson Boat House to the Kennedy Center. 2114.6

[Photo Caption: C&O Canal towpath in Georgetown]

NNW-2.5 Foggy Bottom/ West End 2115

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 the campus of George Washington University and GWU Hospital. Major federal uses, including the Department of State and the Kennedy Center, are located in the neighborhood. The neighborhood also includes Columbia Plaza and the Watergate, both mixed use complexes that are predominantly residential. There are also several hotels and office buildings in the area. 2115.1

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 cut off from the area by the freeway; moreover, there are inconsistencies between the Comprehensive Plan and zoning in the area, with the Comp Plan designating the public lands as parks and open space while zoning suggests high-density residential development. Open, green space is the preferred use where such conflicts exist (see Policy 2.5.4 below). 2115.2

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 was created to provide further protection to the area, and to maintain the residential development pattern. 2115.3

The 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 and residential development, and very few vacant sites remain. The opportunity remains to enhance the M Street corridor between Georgetown and Connecticut Avenue, and to strengthen Pennsylvania Avenue corridor, which currently defines the edge between Foggy Bottom and the West End. 2115.4

The expansion of George Washington University has been an ongoing issue of significant concern in Foggy Bottom and the West End, with neighbors expressing great concerns 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 major traffic and parking problems and concerns about air quality and disruption of the quality of life. 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 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. 2115.5

The area includes the Foggy Bottom/ GWU Metro Station, one of the busiest in the system. This station has only one entrance and elevator. A second entrance would be desirable and is encouraged in the future. 2115.6

[Photo Caption: Multi-family housing the District's West End]

Policy NNW-2.5.1: GWU/ Foggy Bottom Coordination
Encourage continued efforts to improve communication and coordination between George Washington University (GWU) and the Foggy Bottom and West End communities. Campus Plans for the university must demonstrate how the campus can manage its academic mission within its current boundaries and enrollment. These efforts must ensure protection of the residential character of Foggy Bottom. 2115.7

Policy NNW-2.5.2: Student Housing and Parking Issues
Support efforts by George Washington University 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. 2115.8

Policy NNW-2.5.3: GWU Building Intensity
Consider in principle the concept of increasing density on the existing George Washington University campus for future space and facility needs (as measured by the enrollment, staff, and faculty limits set in the approved Campus Plan) provided that steps are taken to avoid sharp contrasts in height and bulk between the campus and the surrounding community, and to mitigate the effects of increased traffic, parking, and other impacts. 2115.9

Policy NNW-2.5.4: West End/ Foggy Bottom Parkland
Protect and 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, and Rock Creek and Potomac Parkway. The publicly-owned land between M Street and Virginia Avenue and 26th and 29th Street, which includes both federally-owned and District-owned land, shall be retained as parkland and shall not be used for development or highways.2115.10

[Photo Caption: Foggy Bottom]

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, protecting 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. 2115.11

Action NNW-2.5-B: Washington Circle
Design and implement pedestrian access improvements to the Washington Circle open space. 2115.12

Action NNW-2.5-C: Zoning/ Comp Plan Conflicts on Open Space
Apply the proposed "Open Space" zoning designation (see Action PROS-1.3-A) to the publicly-owned properties north and south of K Street between 29th Street and Rock Creek Park. 2115.13

Action NNW-2.5-D: Metro Station Access
Support the development of an additional entry portal to the Foggy Bottom Metro station. 2115.14

CHAPTER 22
ROCK CREEK EAST AREA ELEMENT

Overview 2200

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. It also includes the Armed Forces Retirement Home and the Irving Street Hospital Center Complex. Its boundaries are shown in the Map at left. Most of this area has historically been Council Ward 4 although in past and present times, parts have been included in Ward 5. 2200.1

Rock Creek East is an attractive residential community containing many stable 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. Row house and semi-detached neighborhoods such as Lamond Riggs, Brightwood, Brightwood Park, Petworth, and Manor Park have similar positive qualities. The major planning objective throughout the community is to conserve these traits as the housing stock matures and infill development occurs. 2200.2

Georgia Avenue is the commercial heart of this Planning Area, with local shops that serve the adjacent neighborhoods. There are also small shopping districts in Takoma, near 14th Street and Colorado Avenue, along Kennedy Street, along Upshur near 3rd Street, and along 14th Street between Allison and Decatur Streets. Other major employment centers in the area include the Irving Street Hospital Complex, Walter Reed Army Medical Center, and the Armed Forces Retirement Home. The possible reuse of the latter two sites during the next 20 years presents planning challenges that must be addressed proactively so that the area's well-established neighborhoods are protected and enhanced. 2200.3

Rock Creek East is served by two major transit hubs—the Takoma and Georgia Avenue/Petworth Metrorail stations. Residents also use transit stations in adjacent Planning Areas, including Columbia Heights, Van Ness/UDC, and Cleveland Park. Historically, the major circulation routes through the Planning area have been the north-south arterials leading out of Downtown, such as 16th Street, 14th Street, Georgia Avenue (7th Street), New Hampshire Avenue, and North Capitol Street. East/west circulation is more limited. Missouri Avenue/ Military Road 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

The community includes many important open spaces and natural resources, the most significant of which is Rock Creek Park itself. The park provides a massive buffer of green space, as well as 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, and Takoma. The Fort Circle Parks also cross the area, providing a continuous linear green space from Rock Creek to Fort Totten and beyond. Rock Creek Cemetery, the oldest cemetery in the District of Columbia, is also located here. 2200.5

[PULLQUOTE: The community includes many important open spaces and natural resources, the most significant of which is Rock Creek Park itself. The park provides a massive buffer of green space, as well as opportunities for both passive and active recreation.]

Rock Creek East has always had a strong sense of community spirit, due in part to a well organized network of community associations, churches, and interest groups. Organizations include neighborhood groups like the civic and citizens associations in Shepherd Park, Brightwood, South Manor Park, Crestwood, Lamond Riggs, Carter Barron East, and Takoma. "Georgia Avenue Day" has always been special event for residents and visitors alike. Farmers markets are hosted in Petworth, Takoma, and 14th Street Heights. 2200.6

While the area has enjoyed a relatively stable existence, the future holds a number of land use and community development challenges. Georgia Avenue 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. As noted above, the future of Walter Reed Hospital continues to be debated, and portions of the Armed Forces Retirement Home may be developed in the coming years. These changes will impact traffic, parking, and the visual character of Rock Creek East neighborhoods. 2200.7

Rock Creek East also faces the challenge of retaining its economic and social diversity in the face of rising housing costs. Home prices in the Petworth/Brightwood/16th Street Heights zip code (20011) rose a staggering 35 percent between 2004 and 2005 alone, one of the sharpest increases in the city. 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 working families and for its large population of low and moderate income seniors. On the other hand, demographic changes are making the area more ethnically diverse than it used to be. The area's Hispanic population more than doubled between 1990 and 2000. 2200.8

Looking to the future, neighborhoods from Crestwood to Takoma share the goal of keeping Rock Creek East a stable, healthy, and attractive community. Residents seek to retain the residential character, appearance, and historical continuity of their neighborhoods. Sustaining these qualities will require that development is carefully and strategically directed, and that additional steps are taken 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 improve housing choices. 2200.9

Context

History 2201

European settlement in the Rock Creek East 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. 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 Fort Circle Parks, and the

Battleground National Cemetery on Georgia Avenue is on the National Register of Historic Places. 2201.1

[Photo Caption: Battleground National Cemetery on Georgia Avenue]

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 affluent 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

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

Federal facilities also shaped the growth of Rock Creek East. Chief among them were the U.S. Soldiers and Airmens Home, established in 1851 near Rock Creek Church Road, and Walter Reed Army Medical Center, built in 1909 on Georgia Avenue. 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 African-Americans and Jews 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 the city. 2201.4

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 Latino residents increased. 2201.5

Land Use 2202

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 city's land area. 2202.1

[INSERT Figure 22.1:Land Use Composition in the Rock Creek East Area 2202.4]
[Pie chart "slices" adjusted to reflect September 2006 change in Planning Area boundaries: Residential-33%, Comm/Ind-2%, Streets-29%, Parks/Open Space-18%, Public Facilities-3%, Federal-9%, Institutiuonal-3%, Rail/Utilities-2%, Vacant-1%]

The largest single land use in the Planning Area is residential, representing about 33 percent of the total area. Of the 1,635 acres of residential land in Rock Creek East, over 90 percent consists of single family homes and row houses. Densities are typically lower than the citywide average. The lowest density areas are located west of 16th Street and in the Takoma and Shepherd Park areas. Concentrations of more dense housing exist in Brightwood, Brightwood Park and Petworth. The largest concentration of apartments is along the 14th Street corridor, particularly near Missouri Avenue and just north of Spring Road. 2202.2

Commercial and industrial uses make up just 2.5 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 14th Street Heights. Industrial areas total less than 20 acres and are located along the Metrorail/CSX tracks, generally following Blair Road. There are also light industrial uses between Taylor and Upshur Streets on the northwest edge of Petworth. 2202.3

Open space and parks comprise about 18 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 National Park Service. Non-park federal properties comprise nine percent of the Planning Area. Almost all of this acreage is associated with Walter Reed and the Armed Forces Retirement Home. Public facilities and institutional uses each represent about three percent of the Planning Area. 2202.5

One of the largest land uses in the Planning Area is streets. Street rights-of-way, including roads, medians, alleys, traffic islands, and sidewalks, comprise 29 percent of Rock Creek East. There are only 22 acres of vacant land in the Planning Area, representing 0.5 percent of the total area. 2202.6

Demographics 2203

Basic demographic data for Rock Creek East is shown in Table 22.1. In 2000, the area had a population of 66,347 or about 12 percent of the city's total. Population in the area declined by six percent during the 1990s. The number of households also declined, although not as steeply. Since 2000, the number of residents has declined slightly. Average household size in 2005 was estimated at 2.53. Although household size in the Planning Area has been falling for several decades, it is still well above the citywide average of 2.12. 2203.1

Approximately 77 percent of the area's residents are African-American, which is higher than the citywide average of 60 percent. However, the number of Black residents in the Planning Area declined by over 10,000 during the 1990s. The number of White residents increased slightly, , representing about 10 percent of the total today. There was a 183 percent increase in the Hispanic population between 1990 and 2000; persons of Hispanic origin now represent 13 percent of the area's population. This is double the average for the city as a whole. The percentage of foreign-born residents is also much higher than the citywide average. 2203.2

[PULLQUOTE: There was a 183 percent increase in the Hispanic population between 1990 and 2000; persons of Hispanic origin now represent 13 percent of the area's population. This is double the average for the city as a whole.]

Relative to the city as a whole, the area has higher percentages of children and seniors. About 21 percent of the residents are under 18, compared to a citywide average of 20 percent. About 17 percent are over 65, compared to the citywide average of 12 percent. 2203.3

Table 22.1: Rock Creek East at a Glance 2203.4

Basic Statistics	
Land Area (square miles)	7.4
Population	
1990	70,564
2000	66,347
2005 (estimated) (*)	65,700
2025 (projected) (*)	74,400
Households (2005) (*)	25,400
Household Population (2005) (*)	64,400
Persons Per Household (2005) (*) (Excludes group quarters)	2.53
Jobs (2005) (*)	31,600
Density (persons per sq mile) (*) (2005)	8,800

Year 2000 Census Data Profile			
	Rock Creek East Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	13,683	20.6	20.0
18-65	41,245	62.2	67.8
Over 65	11,419	17.2	12.2
Residents Below Poverty Level	8,645	13.0	20.2
Racial Composition			
White	6,891	10.4	30.4
Black	51,422	77.5	60.3
Native American	245	0.4	0.3
Asian/ Pacific Islander	666	1.0	2.6
Other	4,843	7.3	2.8
Multi-Racial	2,280	3.4	5.2
Hispanic Origin	8,850	13.3	7.8
Foreign-Born Residents	12,174	18.3	12.8
Tenure			
Owner Households	15,208	58.6	40.7
Renter Households	10,746	41.4	59.3
Population 5+ yrs in same house in 2000 as in 1995	38,631	61.5	46.9
Housing Occupancy			
Occupied Units	25,954	93.1	90.4
Vacant Units	1,922	6.9	9.6
Housing by Unit Type			
1-unit detached	6,613	23.7	13.1
1-unit attached	10,860	39.0	26.4
2-4 units	2,060	7.4	11.0
5-9 units	971	3.5	8.0
10-19 units	2,199	7.9	10.3
20-49 units	2,937	10.5	7.4
50+ units	2,212	7.9	23.3
Mobile/ other	24	0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and Department of Employment Services based on a variety of data sources. (**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Housing Characteristics 2204

More than 60 percent of the housing units in Rock Creek East are single family homes, compared to 39 percent citywide. The 2000 Census reported that 24 percent of the area's homes were single family detached units and 39 percent were single family attached units (row houses and townhouses). Only 18 percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to 31 percent for the city as a whole. 2204.1

[Photo Caption: More than 60 percent of the housing units in Rock Creek East are single family homes, compared to 39 percent citywide]

The home ownership rate in Rock Creek East is higher than in the city as a whole. The 2000 Census reported that 59 percent of the households in the Planning Area were homeowners (compared to 41 percent in the District) and 41 percent were renters (compared to 59 percent in the District). About 61 percent of the area's residents lived in the same house in 2000 as they did in 1995. This compares to a citywide average of 46.9 percent, and is indicative of the stability of the Rock Creek East community. 2204.2

Income and Employment 2205

Data from the Department of Employment Services and the Office of Planning indicates there were 31,600 jobs in Rock Creek East in 2005, primarily in health care, local-serving businesses, public schools, and government. This represents 4.2 percent of the city's job base. The largest employment centers are hospitals, including Walter Reed Hospital, the Washington Hospital, the National Rehabilitation Hospital, Children's National Medical Center, and the VA Hospital. Based on 2000 Census data, approximately 58 percent of the area's jobs are held by Maryland residents and 12 percent by Virginia residents. Only about 30 percent of those who work in the Planning Area are District residents. 2205.1

Most employed residents in Rock Creek East commute to jobs within the District of Columbia. The 2000 Census indicated that 30 percent of the area's commuters worked in Downtown Washington, nine percent worked within the Planning Area, 29 percent worked elsewhere in the District, and 32 percent commuted to the Maryland or Virginia suburbs. The Rock Creek East Planning Area has a higher percentage of residents driving alone to work than any of the other nine Planning Areas in the city—about 50 percent in 2000. 2205.2

The Planning Area's median household income was $46,884 in 1999, which was slightly higher than the citywide median of $45,927. Approximately 13 percent of the area's residents were below the federal poverty line. 2205.3

Projections 2206

Based on land availability, planning policies, and regional growth trends, Rock Creek East is projected to experience modest growth between 2005 and 2025. An increase of 3,400 households is projected, with the Planning Area reaching 28,800 households by 2025. Population is projected to grow by 13 percent over the 20-year period, reaching about 74,400 in 2025. The population forecasts presume that the federal government will proceed with redevelopment of portions of the Armed Forces Retirement Home; this growth represents more than one-third of the total for the Planning Area. Most of the remaining growth is projected to occur along Georgia Avenue, and near the Metro stations in Takoma and Petworth, consistent with the adopted Small Area Plans for each location. The forecasts do not assume housing development on Walter Reed Hospital. 2206.1

[PULLQUOTE: Based on land availability, planning policies, and regional growth trends, Rock Creek East is projected to experience modest growth between 2005 and 2025. An increase of 3,400 households is projected, with the Planning Area reaching 28,800 households by 2025. The number of jobs is expected to increase from about 30,900 today to 32,400 in 2025.]

The number of jobs is expected to increase from about 31,600 today to 33,500 in 2025. These forecasts presume a sharp drop in employment between 2010 and 2015 as federal jobs at Walter Reed Hospital are repositioned. However, they presume that most of these jobs will be replaced in the long run by new jobs on the site, and that additional employment growth will occur on Georgia Avenue, Kennedy Street, in the Washington Hospital Center complex, at the Armed Forces Retirement Home, and in other established business districts within the Planning Area. 2206.2

Planning and Development Priorities 2207

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 citywide issues. The Advisory Neighborhood Commissions and several Civic Associations were briefed on the Plan, providing additional input. There have also been 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 city's Parks and Recreation Master Plan, and various transportation studies. 2207.1

The community delivered several key messages during these meetings, summarized below: 2207.2

(a) Land use planning for Rock Creek East should protect and enhance the stable neighborhoods for which the area is known. Residents at Comp Plan meetings described their neighborhoods as "park-like" due to their tree cover, low densities, and proximity to Rock Creek Park. An important part 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.

(b) While protecting 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 seniors, lower income households, young professionals, middle class families, and persons with special needs, as well as affluent households. Appropriate sites for infill housing have been identified along Georgia Avenue, around the Takoma Metro station, between Upshur and Taylor near 14th Street, along Kennedy Street, and on a limited number of other properties in the community. Development on these sites must 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 seniors and low-income residents and avoid displacement.

(c) Neighborhood serving commercial facilities need to be upgraded and expanded throughout the Planning Area. Some of the commercial areas have suffered for decades from declining activity. Small Area Plans for Takoma and Georgia Avenue 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, 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 must be a very high priority.

[Photo Caption: Neighborhood serving commercial on Colorado Avenue]

(d) 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 addressed more effectively. This is particularly true in Petworth (along Georgia Avenue) and in Takoma and Lamond-Riggs near the CSX Railroad. For years, these neighborhoods have dealt with semi-industrial uses such as auto repair shops, bus storage, maintenance yards, and distribution centers, in some cases immediately adjacent to single family homes. These uses are important to the city 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 visual blight associated with industrial uses in such locations as Blair Road, Chillum Place, and Upshur Street. In a few cases, this may mean phasing out industrial and "heavy commercial" uses and replacing them with housing or mixed uses.

(e) Residents of Rock Creek East have expressed concerns about the growth of particular land uses, including group homes, churches, 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 attractive 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 special needs housing but to broader issues such as unpermitted construction and blighted properties.

(f) Growth and development in neighboring jurisdictions particularly affects Rock Creek East. This is most apparent along Eastern Avenue 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 exciting 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, Georgia Avenue, and 16th Streets. These entries define "first impressions" for residents on both sides of the state line, and to do not convey as positive an image of Washington as they could.

(g) 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 in Takoma, Georgia Avenue and Missouri Avenue in Brightwood and Riggs Road 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 the city. 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 and will need to be explored along Georgia Avenue as plans for Bus Rapid Transit along the avenue move forward.

[PULLQUOTE: 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.]

(h) A high priority must 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 deficient in facilities like 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, and there are fire stations in Petworth and Brightwood Park, but areas like North Portal and Colonial Village areas 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 (other than Walter Reed) in the north. The new senior wellness center on Kennedy Street will provide a much needed facility in a community where nearly one in five residents is over 65.

(i) The important historic resources in the Planning Area should be recognized and protected. 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 gracious homes and small-town architecture of Takoma, but other older neighborhoods and structures are not similarly protected. Important architectural resources like the Wardman rowhouses of Brightwood, the elegant older homes of 16th Street, and the legacy of early 20th century commercial buildings along Georgia Avenue 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.

[Photo caption: Row houses in Petworth]

(j) The Georgia Avenue corridor remains a source of great interest, concern, and hope. In March 2005, the entire 5.6 mile corridor was designated as one of six "Great Streets" in the city to be targeted for reinvestment. Participants in Comp Plan meetings pointed to various successes and failures along the Avenue, noting some positive signs but focusing on the large amount of 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 problem land uses, and provide appropriately designed infill housing for seniors 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 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 and the neighborhoods around it.

[PULLQUOTE: Participants in Comp Plan meetings pointed to various successes and failures along the Avenue, noting some positive signs but focusing on the large amount of 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.]

Policies and Actions

RCE-1.0 General Policies

RCE-1.1 Guiding Growth and Neighborhood Conservation 2208

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

Policy RCE-1.1.1: Conservation of Low Density Neighborhoods
Maintain and conserve the attractive, stable neighborhoods of the Rock Creek East Planning Area. Any new development in the Planning Area should be attractively designed and should contribute to the community's positive physical identity. 2208.2

[Photo Caption: Single family homes in Brightwood]

Policy RCE-1.1.2: Design Compatibility
Ensure that renovation, additions, and new construction in the area's low density neighborhoods respects the scale and densities of adjacent properties, avoids sharp contrasts in height and mass, and preserves park-like 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.

Policy RCE-1.1.3: Directing Growth
Concentrate economic development activity and employment growth in Rock Creek East around the Georgia Avenue/Petworth Metrorail and Takoma station areas, along the Georgia Avenue corridor, along Kennedy Street, and on 14th Street NW between Allison and Decatur Streets. Provide improved pedestrian, transit, and bicycle access to these areas, and improve their visual and urban design qualities in order to create a unique destination for the local community to enjoy. 2208.4

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 on the Future Land Use Map. The encroachment of commercial

and other non-residential uses into the stable neighborhoods adjacent to these locations shall be strongly discouraged. 2208.5

Please consult the Land Use Element for policies addressing the mitigation of commercial development impacts, such as traffic, parking, litter and noise, on surrounding residential areas.

Policy RCE-1.1.5: Housing Renovation
Strongly encourage the rehabilitation and renovation of existing housing in Rock Creek East, taking steps to ensure that housing remains affordable for current and future residents. 2208.6

Policy RCE-1.1.6: Development of New Housing
Encourage the retention of existing subsidized 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 mixed income housing along Georgia Avenue, and the encouragement of mixed income housing in the industrially zoned area west of Georgia Avenue between Upshur and Shepherd, and on District-owned land along Spring Road near the Petworth Metro Station. A particular emphasis should be placed on providing low cost affordable housing for seniors. 2208.7

Policy RCE-1.1.7: Cross Jurisdictional Coordination
Work closely with the Maryland National Capital Parks and Planning Commission and the City of Takoma Park to guide development along the Maryland/District line, especially at the gateway areas along Eastern Avenue at 16th Street, Georgia Avenue and New Hampshire Avenue. 2208.8

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, Chillum Place, 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 Production, Distribution, and Repair (PDR) on the Future Land Use Map. 2208.9

[PULLQUOTE: Provide improved buffering and screening along the interface between residential areas and industrial areas, especially along Blair Road, Chillum Place, and the CSX/Metrorail corridor.]

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 of residential streets. These strategies should include improvements to buses, 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, Missouri Avenue, New Hampshire Avenue, Kennedy Street, and Piney Branch Road. 2208.10

See also the Transportation Element for policies on transportation demand management, transit, bicycles, and pedestrians, including pedestrian safety.

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

Policy RCE-1.1.11: Bus Service Improvements
Promote more efficient bus service in the Planning Area, with a particular emphasis on connecting residents to the Metrorail stations, providing faster and more reliable service along Georgia Avenue, and improving circulation between the east and wide sides of Rock Creek Park. Explore the concept of jitneys and shuttles as a more economical alternative to additional bus routes. 2208.12

[Photo Caption: Takoma Metrorail Station]

Policy RCE-1.1.12: Enforcement
Mitigate traffic, parking, noise, and related safety problems that result from nonresidential uses through strict enforcement of zoning, parking, and other municipal regulations. 2208.13

Action RCE-1.1-A: Small Area Plan Priorities
Prepare Small Area Plans for the following areas in Rock Creek East:

- Upper Georgia Avenue NW (between Decatur Street and Eastern Avenue) including the Brightwood neighborhood
- Kennedy Street NW
- Spring Road Public Facility Campus 2208.14

Action RCE-1.1-B: Façade Improvements
Implement urban design and façade improvements in the established commercial districts along Georgia Avenue, Kennedy Street, and 14th Street. These improvements should be based on standards that can be enforced through city codes such as zoning and building regulations. 2208.15

Action RCE-1.1-C: Industrial Zone Buffers
Develop a design plan to implement buffering techniques that protect residential areas from adjacent industrial sites, especially along Blair Road and Chillum Place. 2208.16

Action RCE-1.1-D: 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, North Capitol Street, Missouri Avenue the 4th/ Blair intersection, and New Hampshire Avenue. 2208.17

RCE-1.2 Conserving and Enhancing Community Resources 2209

Policy RCE-1.2.1: Fort Stevens and Fort Slocum
Maintain and improve 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

[Photo Caption: Fort Stevens]

Policy RCE-1.2.2: Historic Resources
Increase public awareness of facilities and places of historic and archaeological significance in Rock Creek East, including the Fort Circle Parks, the Lucinda Caddy House, and the Takoma Historic District. These resources and others should be enhanced and protected through regulatory enforcement. 2209.2

Policy RCE-1.2.3: Gateways
Enhance 16th Street, Georgia Avenue, and New Hampshire Avenue as gateways into the District of Columbia. 2209.3

Policy RCE-1.2.4: Rock Creek Park
Improve multi-modal access to Rock Creek Park by providing additional parking, public transit service, bicycle trails, and walking paths. Expand outdoor recreational activities at the park to better meet community needs. 2209.4

Policy RCE-1.2.5: 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 in the past. 2209.5

Policy RCE-1.2.6: Small and Minority Businesses
Assist small and minority businesses along Kennedy Street, Georgia Avenue and other Rock Creek East commercial districts in providing neighborhood services and creating job opportunities for area residents. 2209.6

Policy RCE-1.2.7: Multi-Cultural Services
Ensure that community services are responsive to cultural changes in the Rock Creek East community, particularly the growing number of Latino residents in Petworth, Brightwood, Brightwood Park, and 16th Street Heights. 2209.7

Policy RCE-1.2.8: Health Care Facilities for Special Needs Populations
Provide additional facilities to meet the mental and physical health needs of Rock Creek East residents, especially facilities for the elderly. 2209.8

See also Land Use Element Section LU-3.4 on the distribution and siting of Community Based Residential Facilities

Policy RCE-1.2.9: Recreational Acreage
Expand access to parkland in the southern part of the Planning Area (Petworth, Brightwood, and 16th Street Heights). The 2006 Parks and Recreation Master Plan identified these areas as being particularly deficient in parkland acreage. The opportunity for publicly accessible open space at the Armed Forces Retirement Home should be realized in the event the site is redeveloped. 2209.9

[Photo Caption: William HG Fitzgerald Tennis Center in Rock Creek Park]

Action RCE-1.2-A Rock Creek Park and Fort Circle Parks Coordination
In collaboration with the National Park Service, 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. 2209.10

Action RCE-1.2-B: Historic Surveys
Continue to conduct historic surveys 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. Consider expanding the Takoma Historic District to include appropriate structures and places. Consider the creation of additional historic districts or conservation areas along the Upper 16th Street corridor to recognize its significant historic anchors and architectural resources. 2209.11

Action RCE-1.2-C: Shepherd Park Recreation Center
Determine the feasibility of developing a new recreation center in the Shepherd Park/ Colonial Village area. The 2006 Parks Master Plan identified this area as needing such a facility. 2209.12

RCE-2.0 Policy Focus Areas 2210

The Comprehensive Plan has identified five 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 Table 22.2). These five areas are:

- Takoma Central District
- Georgia Avenue - Petworth Metro Station Area
- Upper Georgia Avenue/ Walter Reed
- Kennedy Street NW
- Armed Forces Retirement Home/ Irving Street Hospital Campus 2210.1

[INSERT Map 21.1: Rock Creek East Policy Focus Areas 2210.2]

Table 22.2: Policy Focus Areas Within and Adjacent to Rock Creek East 2210.3

Within Rock Creek East	
2.1	Takoma Central District (see p. 22-19)
2.2	Georgia Avenue/ Petworth Metro Station (see p. 22-22)
2.3	Upper Georgia Avenue/ Walter Reed (see p. 22-24)
2.4	Kennedy Street NW (see p. 22-26)
2.5	Armed Forces Retirement Home/ Irving Street Hospital Campus (see p. 22-28)
Adjacent to Rock Creek East	
1	14th Street/ Columbia Heights (see p. 20-19)
2	McMillan Sand Filtration Site (see p. 20-28)
3	Fort Totten Metro Station Area (see p. 24-27)
4	Georgia Avenue Corridor (Mid-City) (see p. 20-16)

RCE-2.1 Takoma Central District 2211

Takoma is one of Washington's most distinctive communities. 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 links the District and Maryland portions of the community. While the border is seamless, the District's side lacks the streetscape, retail mix, and vitality of the Maryland side. Many Takoma DC residents find themselves shopping across the border in Maryland, even though their own commercial district has the capacity to offer many of the same retail amenities. 2211.1

[PULLQUOTE: Takoma is one of Washington's most distinctive communities. It shares its history and its name with Takoma Park, Maryland. Both communities embody classic pedestrian-scale streets and a rich architectural legacy.]

A number of planning studies for the area have been completed over the years, including a 1977 Plan that anticipated the opening of Metro, a 1999 study that looked at ways to link the Maryland and DC commercial districts, and a 2002 Strategic Plan for the Takoma Central District. The Central District Plan was developed through an intensive public process and was adopted by the City Council as a Small Area Plan. It covered an area extending from Chestnut Street on the north, the Maryland/DC state line on the east, 4th and 5th Streets on the west, and Aspen and Laurel Streets on the south. The area includes the Metrorail station and the shopping districts along Carroll Street and 4th Street. It includes small shops with a variety of neighborhood serving businesses, a vacant theater, homes and apartments, parking lots, and vacant land. 2211.2

The Central District Plan (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 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 DC, emphasizing development that is in keeping with the low scale and businesses that serve the local community. 2211.3

Several specific sites were identified in the Central District Plan as housing opportunities. Since 2002, mixed use development projects such as Elevation 314 and Cedar Crossing have already been completed on some of these sites. A townhome development is currently proposed on the 6.8-acre Metrorail site itself, including live-work space, parking for Metro riders, and a new public park. Improvements to Carroll Avenue and Blair Road are planned to maintain traffic flow, and make the area safer for pedestrians. Future development in the Central Takoma area should maximize Metrorail access while taking care to provide appropriate buffers and transitions to adjacent uses. 2211.4

The Central District Plan was immediately followed by preparation of a Transportation Study for Takoma. The Study had several objectives, including improving safety for all modes of travel, reducing cut-through traffic, improving aesthetics, and balancing the needs of autos with those of pedestrians, transit users, and bicyclists. The Study also tested the effects of proposed development on the transportation network to ensure that impacts would be mitigated and that traffic flows would remain acceptable. A number of short-term and long-term recommendations were developed and are currently being implemented. 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 revitalization, urban design, and marketing strategies and initiatives. 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. 2211.7

Policy RCE-2.1.3: Takoma Central District Housing Strategy
Accommodate housing demand at the short-term and long-term opportunity sites identified in the Takoma Central District Plan. Short-term sites include vacant land, an auto service site, and the station parking area. Longer-term development sites include parking lots and light industrial areas which could potentially strengthen the Takoma Central District as a mixed-use, mixed income neighborhood. 2211.8

Policy RCE-2.1.4: Takoma Central District Retail Strategy
Concentrate retail activities on key sites along Carroll Street and 4th Street 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. 2211.9

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. 2211.10

Action RCE-2.1-A: Traffic Congestion and Parking
Mitigate intersection and corridor congestion on Blair Road and Carroll Street. Improve parking for local businesses by encouraging better management of existing parking, including shared parking arrangements with WMATA and other landowners in locations that can better support the commercial district. 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. 2211.12

Action RCE-2.1-C: Takoma Metro Station Redevelopment
Enforce the Takoma Central District Plan redevelopment guidelines for the Metro station and implement the recommendations of the Takoma Transportation Study. 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. 2211.14

See the Takoma Central District Plan and the Takoma Transportation Study for additional action items relating to this Policy Focus Area.

RCE-2.2 Georgia Avenue - Petworth Metro Station Area 2212

The Georgia Avenue – Petworth Metro Station Focus Area extends from Decatur Street on the north to Euclid Street on the south. The text below addresses the area between Decatur Street and Spring Road, 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.

The Rock Creek East portion of the Study 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

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 reenergize Georgia Avenue as a thriving and attractive street, building on historic assets like the area's building stock and relatively new assets like the Metrorail 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. One of the Plan's transportation recommendations—extension of Yellow Line train service—is already moving forward. 2212.3

[PULLQUOTE: 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 reenergize Georgia Avenue as a thriving and attractive street, building on historic assets like the area's building stock and relatively new assets like the Metrorail station.]

Several mixed use projects are planned for the area. One of these is located on the 1.4-acre Metro station site at Petworth and will include ground floor retail and upper floor housing. This project should be a catalyst for other residential and mixed use projects planned or underway on Georgia Avenue. Future projects should include a diversity of housing types and retail amenities, oriented toward the needs of the surrounding community. 2212.4

Policy RCE-2.2.1: Development Character
Encourage development in the Georgia Avenue/ Petworth area to respect the area's pedestrian-oriented, moderate 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. Any development of larger-scale buildings shall require architecturally sensitive scale transitions to adjacent, less dense development. 2212.5

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. These capital investments should include façade improvements, streetscape amenities, pedestrian safety measures, parking management improvements, and public art. 2212.6

Policy RCE-2.2.3: Limiting Undesirable Uses in Petworth
Discourage uses deemed undesirable along Georgia Avenue, 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

Policy RCE-2.2.4: Upshur/Taylor Industrial Area
Recognize the opportunities for new housing, loft, and live-work development in the heavy commercial area located between Upshur, Shepherd, Georgia Avenue, and 13th Street. 2212.8

Action RCE-2.2-A: Site Acquisition
Continue acquisition of underused or vacant land to facilitate public-private infill development that catalyzes the revitalization of Georgia Avenue and reinforces its role as the central business district of Petworth. 2212.9

Action RCE-2.2-B: Petworth Co-Location Opportunities
Explore opportunities to co-locate new and improved public facilities along Spring Road and on the Petworth Library/Roosevelt Senior High School/MacFarland Middle School campus. Consider other uses in the co-location development programs, such as a health care center, housing and senior living. 2212.10

Action RCE-2.2-C: Petworth Overlay Zone
Consider an overlay zone for Georgia Avenue in Petworth that would restrict new uses deemed undesirable along the corridor, such as used automobile lots and automobile repair shops, and that would provide existing businesses with an allowance for additional floor area ratio to help them expand. 2212.11

Action RCE-2.2-D: Georgia and New Hampshire Avenue Intersection
Enhance pedestrian safety, aesthetics and streetscape quality at the intersection of Georgia Avenue and New Hampshire Avenue, adjacent to Metro. This intersection is the hub of Petworth and requires crosswalk improvements and other changes to create a more desirable shopping district and favorable climate for new investment. The need for such improvements at the Georgia and Kansas Avenue intersection also should be assessed. 2212.12

Action RCE-2.2-E: Financial Incentives
Consider financial and management incentives to assist existing businesses and new investors along Georgia Avenue, including a Tax Increment Financing District, a retail and leasing management strategy, and changes to the Façade Improvement Program. 2212.13

[Photo Caption: Illustrative rendering of planned development at the Petworth Metro station]

RCE-2.3 Upper Georgia Avenue NW / Walter Reed 2213

The Upper Georgia Avenue 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 Street and Fern Street, where Walter Reed Army Medical Center occupies the west side of the avenue and row houses and low-rise apartments line the east side. 2213.1

Portions of Upper Georgia Avenue lack retail diversity and has poor 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

One of the street's challenges is its continuous "strip" development pattern. Looking to the future, development along Georgia Avenue should emphasize "nodes" at key locations. Nodes should be clearly identified by signage, lighting, paving, landscaping, and other physical features that define their identities and create a clearer sense of place. One example of such a node is the intersection of Georgia Avenue and Missouri Avenue/Military Road. This historic crossroads provides a logical location for a more well-defined, walkable retail district serving nearby neighborhoods. Another example is the area near Eastern Avenue, which is a gateway to the District and an established shopping area. 2213.3

SIDEBAR: One of the street's challenges is its continuous "strip" development pattern. Looking to the future, development along Georgia Avenue should emphasize "nodes" at key locations. Nodes should be

clearly identified by signage, lighting, paving, landscaping, and other physical features that define their identities and create a clearer sense of place.

More detailed assessments of Georgia Avenue are needed to identify the appropriate locations and "themes" for activity nodes, and to develop strategies for the commercially zoned areas in between them. Some of these areas may redevelop with housing over the next 20 years, particularly where existing uses are vacant or obsolete. 2213.4

Strategies for Upper Georgia Avenue must be coordinated with the evolving plans for the Walter Reed Army Medical Center (WRAMC). In 2005, the site was identified for closure through the Base Realignment and Closure (BRAC) law. The law requires WRAMC-related employees, services and programs to vacate the site and move to other existing and/or planned facilities by the year 2011. As of Spring 2006, the Department of the Army had accepted the applications of the General Services Administration (GSA) and the Department of State (DOS) for reuse of the site. The decision means the entire site will be conveyed to these agencies and none of the property will be declared surplus. GSA's proposal includes secure office space for the northern portion of the site and DOS' proposal calls for foreign missions on the rest of the site. It is possible that these plans will change before the site is vacated. 2213.5

While the District does not have jurisdiction over Walter Reed, consultation between local and federal officials is necessary on many issues. These include historic preservation, adaptive reuse of existing buildings, environmental remediation, and transportation. 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 parking and community character. 2213.6

Policy RCE-2.3.1: Upper Georgia Avenue
Develop Upper Georgia Avenue (from Decatur to Eastern) as a walkable shopping street with distinct and clearly identifiable activity centers along its course. Encourage development that reinforces a nodal pattern of development, 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 and support its maintenance and renovation. 2213.7

Policy RCE-2.3.2: Pedestrian and Transit Improvements to Upper Georgia Avenue
Improve transit access along Georgia Avenue to support existing and planned commercial activities. This should include transit improvements on the Avenue itself and better connections between the Avenue and other parts of the city. Improvements to the public realm also should be made, to make transit use safe, comfortable, and convenient. 2213.8

Policy RCE-2.3.3: Walter Reed Development
Work with federal officials in ongoing discussions and on the disposition of Walter Reed Hospital. 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, and create educational and employment opportunities that benefit District residents. 2213.9

[Photo Caption: Walter Reed Hospital]

Action RCE-2.3-A: Upper Georgia Avenue Area Plan
Develop a small area plan and implementation strategy focused on the properties fronting on Georgia Avenue between Decatur Street and Eastern Avenue. The small area plan should identify the commercial

nodes along the corridor, develop strategies for encouraging housing in areas in between these nodes, and provide guidance on the appropriate mix of land uses and measures to avoid the over-concentration of undesirable uses. 2213.10

Action RCE-2.3-B: Land Acquisition on Upper Georgia Avenue
Acquire vacant and/or underutilized private land along Upper Georgia Avenue which can be leveraged to support private revitalization and reinvestment. The production of mixed income housing should be a top priority where land is acquired. 2213.11

RCE-2.4 Kennedy Street NW 2214

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, rowhouses 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

During the last several years, the District has targeted resources to the area for crime prevention, community clean-up, and public safety. This has generated interest in the area and attracted new residents. While the neighborhoods surrounding the corridor are quite stable, demographic changes have altered the kinds of retail services that are needed. Typical businesses on the corridor currently include convenience stores, beauty/barber shops and carry-outs. Over the next two decades, Kennedy Street should evolve into a more vibrant mixed use shopping area, with vacant storefronts reoccupied once again and new opportunities for local-serving businesses. The success of existing businesses also should be encouraged as this revival occurs. 2214.2

The large senior population in the Brightwood area creates the need for additional senior housing and assisted living facilities in this area. The revitalization of Kennedy Street provides an opportunity for such development, possibly combined with retail uses and senior services. A new Wellness Center on the street will provide a potential catalyst for new senior housing. 2214.3

[Photo Caption: Kennedy Street]

Policy RCE-2.4.1: Kennedy Street Improvement
Improve Kennedy Street between Georgia Avenue and 1st Street NW as a locally-oriented neighborhood shopping street. A distinct identity should be created for the street in order to boost the performance of existing businesses and attract new businesses to the vacant storefronts on the corridor. 2214.4

Policy RCE-2.4.2: Housing along Kennedy Street
Encourage moderate density mixed use projects along Kennedy Street, including housing. Capitalize on the new Wellness Center by promoting new housing for seniors in its vicinity. 2214.5

Action RCE-2.4.A: Complete Kennedy Street Strategic Development Plan
Develop a small area plan and implementation strategy focused on vacant and underutilized commercial properties along Kennedy Street. The Plan should identify the potential for new and expanded residential, commercial and mixed-use development, and should include actions to make the area more a more attractive place for local residents to shop. 2214.6

Action RCE-2.4-B: Main Street Designation
Consider the designation of Kennedy Street as a DC Main Street, thereby creating a vehicle for business improvement and technical assistance 2214.7

RCE-2.5 Armed Forces Retirement Home/ Irving Street Hospital Campus 2215

The Armed Forces Retirement Home (AFRH), formerly known as the U.S. Soldiers and Airmens Home, is a functioning home for almost 1,400 veterans of the U.S. Military. It occupies a 272-acre site in the southeast part of the Planning Area. 2215.1

The AFRH has been an institution of national importance for more than 150 years, and is both a DC Historic Landmark and is a National Register of Historic Places landmark. The property has exceptional significance as a natural, cultural, historic, and scenic resource and is one of the largest contiguous properties in the District of Columbia. 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 public open space. 2215.2

[PULLQUOTE: The property has exceptional significance as a natural, cultural, historic, and scenic resource and is one of the largest contiguous properties in the District of Columbia.]

The AFRH completed a new master plan in 2005. Because of a limited revenue stream, the AFRH was authorized by Congress to leverage its principal asset—land—to make up shortfalls in the trust fund that finances its operations. Its master plan calls for consolidation of operations in the northern core of the campus, retention of the golf course, and development of the remainder of the campus over the next 20 years. Preliminary federal plans call for urban densities on much of the site, with a combination of residential, retail, institutional, and office uses. 2215.2

The prospect of redevelopment creates exciting opportunities but also raises concerns about the scale of development, provisions for open space, traffic and environmental impacts, effects on visual and historic resources, and the compatibility of the development with the surrounding row house neighborhoods. The District currently has limited jurisdiction over the site, but is working with the federal government to ensure that the impacts of future development are mitigated, and that the site plan establishes compatible transitions in density and preserves appropriate areas as open space. As portions of the site are sold to the private sector, they should be subject to zoning and new Comprehensive Plan Map designations by the District. 2215.3

To the south of the AFRH, the Irving Street Hospital Campus 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 includes approximately 8,000 employees. Facilities include the Washington Hospital Center, Children's Hospital National Medical Center, the National Rehabilitation Hospital and the Veterans Administration Hospital. The Washington Hospital Center, founded in 1958, is the largest private hospital in the District. 2215.4

In the future, expansion of hospital facilities may be necessary to maintain appropriate levels of care to 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. 2215.5

Policy RCE-2.5.1: AFRH Redevelopment
Ensure that any future development of the Armed Forces Retirement Home is sensitive to and compatible with surrounding uses. The scale of development should reflect prevailing densities in adjacent communities. The highest densities should be clustered along North Capitol Street and near the Irving Street Hospital area. It is critical that the western edge of the site near the Park View, Pleasant Plains, Petworth, and University Heights areas be retained as open space, with public access restored as it was when these neighborhoods were initially developed. 2215.6

Policy RCE-2.5.2: Housing Opportunities
Strongly support a variety of housing types, developed at a range of densities and serving a range of incomes, in the event the Armed Forces Retirement Home is developed. The opportunity to develop larger units suitable for families on the site should be recognized. Gated communities should be discouraged on this site. 2215.7

Policy RCE-2.5.3: Resource Protection
To the greatest extent possible, require the protection of panoramic views, historic landmarks, and important historic landscapes on the Armed Forces Retirement Home 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. 2215.8

[Photo Caption: The Armed Forces Retirement Home (AFRH) has been a functioning home for veterans of the U.S. Military for more than a century]

Policy RCE-2.5.4: Open Space Conservation
Encourage the designation of a substantial portion of the Armed Forces Retirement Home 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. A linear park connection extending from this site south through the Irving Street Hospital Campus and McMillan Reservoir Sand Filtration site to LeDroit Park should be pursued. 2215.9

Policy RCE-2.5.5: Irving Street Hospital Campus Development
Encourage continued development of the Irving Street Hospital Campus 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 impact to the District's roadway, infrastructure and public service resources. 2215.10

Action RCE-2.5-A: AFRH Master Plan Coordination
Coordinate with the AFRH, NCPC, and General Services Administration to review the AFRH Master Plan with attention to desired land uses, zoning, building height, intensity of proposed development, circulation, open space, infrastructure, and public services. Site plan review must be carefully coordinated to address potential impacts. 2215.11

Action RCE-2.5-B: Irving Street Hospital Campus Strategic Planning
Coordinate with hospital operators on the Irving Street Hospital campus to ensure that necessary facility expansions are well planned and mitigate potential adverse impacts on surrounding areas. Review existing hospital facility strategic plans to determine appropriate land uses and determine if zoning changes are needed. 2215.12

CHAPTER 23
ROCK CREEK WEST AREA ELEMENT

[Note: The map which appears on the page facing 23-1 has been corrected so that Foxhall Village is shown in the correct location and Georgetown Reservoir is deleted]

Overview 2300

The Rock Creek West Planning Area encompasses 13 square miles in the northwest quadrant of the District of Columbia. The Planning Area is bounded by Rock Creek on the east, Maryland on the north/west, and the Potomac River and Whitehaven Parkway on the south. Its boundaries are shown in the Map at left. Most of this area has historically been Council Ward 3 although in past and present times, parts have been included in Wards 1, 2, and 4. 2300.1

Rock Creek West's most outstanding characteristic is its stable, attractive neighborhoods. These include predominantly single family neighborhoods like 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. Although these communities retain individual and distinctive identities, they share a commitment to proactively addressing land use and development issues and conserving neighborhood quality. 2300.2

Some of the District'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 churches; and several museums, including the Kreeger and Hillwood. The neighborhoods themselves are an important cultural resource, with several historic districts and many historic landmarks. Rock Creek West is also the location of the Naval Observatory and the home of the U.S. Vice President. 2300.3

Despite its residential character, Rock Creek West actually has more jobs than households. The community is host to major corporations such as Fannie Mae and Intelsat, and three of the region's commercial television stations. It includes a large number of foreign missions, including the International Chancery Complex at Van Ness Avenue. Several large hotels are located in the community, including the Omni-Shoreham and Marriott Wardman Park near the Woodley Park Metro station.

Some of the District's most vibrant retail districts are located around the area's Metro stations and along its major corridors. Commercial overlay 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 corridors in shopping districts like Friendship Heights and Cleveland Park. While the presence of these uses is generally positive and creates some of the most livable neighborhoods in the city, the downside is that major thoroughfares are often congested and residential side streets are burdened with parking problems. 2300.4

The Rock Creek West area has strong economic momentum, leading to past and present concerns about the effects of unrestrained development on traffic, public services, and quality of life. This creates a different dynamic than is present in many District neighborhoods, and reduces the need for government

programs to stimulate private investment. The combination of a relatively affluent population, excellent transportation (including five Metro stations with some of the system's highest non-CBD ridership levels), stable and attractive neighborhoods, high-quality retail, and a limited supply of vacant land, has led to very strong market demand. This in turn has led to an emphasis on growth control rather than growth incentives. The need to appropriately control and guide growth, and to protect neighborhoods, remains a top priority throughout the community and is a major theme of this Element. 2300.5

The demand for housing also has been consistently strong in Rock Creek West. During the 1980s and 1990s, when the District 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 access, active community organizations, and relatively high-performing public schools with strong parental support. 2300.6

These same factors have created a continuing affordable housing dilemma in the community. In 2005, the median purchase price of a home exceeded $800,000 in every zip code west of the Park. Tax assessments have escalated as home prices have increased, placing a burden on many residents—especially seniors and those with low and moderate incomes. Rents have also escalated, and the overall supply of rental units has decreased as apartments have converted to condominiums. Although there are limited opportunities for new housing development in the area, there continues to be a substantial unmet need for new affordable units and a need to protect the remaining affordable units in an environment where affordable units are being eliminated. 2300.7

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 city, 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. Tree and slope overlay zones have been created in several locations to address this issue. 2300.8

The sense of community in Rock Creek West is reinforced by a particularly active network of neighborhood associations, Advisory Neighborhood Commissions, 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. 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.
2300.9

[Photo Caption: Single family homes in North Cleveland Park]

Context

History 2301

The first settlements in Rock Creek West developed along roads connecting the port of Georgetown to the countryside north and west of the city. 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

The C&O Canal was completed in 1843, and a parallel road (now MacArthur Boulevard) was constructed to the city'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

The area remained rural after the Civil War. The Potomac Palisades became popular as a summer retreat for wealthy Washingtonians. Land adjacent to Fort Reno, meanwhile, was occupied by former slaves who 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 developed Fort Reno Reservoir. Another community of freed slaves developed along Chain Bridge Road in the Palisades. 2301.3

Development in the Rock Creek West area began in earnest around 1890. In that year, Senators William Steward 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—defining development, transportation, and demographic patterns that would shape the city 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

[PULLQUOTE: Development in the Rock Creek West area began in earnest around 1890. In that year, Senators William Steward 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.]

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. 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, 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

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. 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 over 1,000 residents today. 2301.6

By the 1960s, the land use pattern was well established. Connecticut Avenue had apartment buildings interspersed with retail shopping areas. Wisconsin Avenue 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 the 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 well kept housing stock, tree-lined streets, neighborhood-oriented shopping districts, and well-used parks and public facilities make this one of the most desirable parts of the city. 2301.7

Land Use 2302

Land use statistics for the Rock Creek West Planning Area appear in Figure 23.1. The Planning Area comprises about 8,300 acres, or about 19 percent of the District. This total includes 7,980 acres of land and 315 acres of water. 2302.1

[INSERT Figure 23.1: Land Use Composition: Rock Creek West 2302.3]
[Pie Chart "slices" unchanged from July draft]

Residential uses represent the largest single land use in the Planning Area, accounting for about 37 percent of the total. Of the residential acreage, 80 percent is developed with single family detached homes. About 10 percent is developed with semi-detached homes, row houses, and other attached single family housing. The remaining 10 percent is developed with apartments. Higher density housing is concentrated along the Connecticut Avenue corridor, along Massachusetts Avenue between Ward Circle and Idaho Avenue, and along Lower Wisconsin Avenue. Densities in most of the area are well below the citywide average, although individual blocks along the avenues contain some of the densest housing in the city. 2302.2

Commercial land uses occupy just 2 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 8 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. 2302.4

Parks and open space comprise 25 percent of the Planning Area. The majority of this acreage is owned by the National Park Service, including Rock Creek Park, the national parklands along the Potomac River, and Glover Archbold Park. Street rights-of-way represent about 22 percent of the Planning Area, which is somewhat lower than the citywide average. Local public and federal government facilities comprise about 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 about one percent of the Planning Area consists of private, undeveloped (vacant) land. 2302.5

Demographics 2303

Basic demographic data for the Rock Creek West Planning Area is shown in Table 23.1. The area was one of the only parts of the city to experience an increase in population during the 1990s, adding about 2,000 residents while the city as a whole lost over 30,000 people. Population has continued to increase since 2000. The 2005 population is estimated at 85,800, or about 15 percent of the city's total. 2303.1

[Photo Caption: The area was one of the only parts of the city to experience an increase in population during the 1990s]

In 2005, the average household size is estimated to be 1.86. This is well below the citywide median of 2.12, although household size has not fallen as fast in this Planning Area as it has in other parts of the city. Whereas household size in the District as a whole dropped from 2.42 in 1990 to 2.12 in 2005, it only dropped from 1.91 to 1.86 in Rock Creek West. The area continues to sustain a large population of one-person households in apartment buildings, and a large number of families in single family homes. 2303.2

Approximately 83 percent of the area's residents are white, which is significantly higher than the citywide average of 30 percent. Only about 6 percent of the area's residents are black, and only about 6 percent are of Hispanic origin. Nearly 20 percent of the residents are foreign born, which is substantially higher than the citywide average. The area has a lower percentage of children and a higher percentage of seniors relative to the city as a whole. About 12 percent of the residents are under 18, compared to a citywide average of 20 percent. About 15 percent are over 65, compared to the citywide average of 12 percent. The percentage of seniors has declined since 1990, when it was 17 percent. 2303.3

Housing Characteristics 2304

The 2000 Census reported that 30 percent of the housing units in Rock Creek West were single family detached homes, and 10 percent were single family attached homes (row houses, semi-detached homes, and townhouses). The percent of single family detached housing is more than twice the citywide percentage. At the same time, the Planning Area also contains almost twice the percentage of units in large multi-family buildings compared to the city as a whole. More than 42 percent of the housing units in Rock Creek West are contained in multi-family buildings of 50 units of more, compared to 23 percent citywide. 2304.1

The 2000 Census reported that 52 percent of the households in the Planning Area were homeowners and 47 percent were renters. This compares to citywide figures of 41 percent and 59 percent respectively. The percentage of homeowners in the Planning Area has been increasing; whereas renters outnumbered homeowners in 1990, the reverse was true by 2000. The percentage of vacant housing units in the Planning Area is low—standing at less than 4 percent in 2000 compared to a citywide average of almost 10 percent. 2304.2

[Photo Caption: More than 30 percent of the housing units in Rock Creek West are single family detached homes—more than twice the citywide percentage]

Income and Employment 2305

Data from the Department of Employment Services and the Office of Planning indicates there were 48,500 jobs in Rock Creek West in 2005, primarily in professional offices, international organizations, local-serving businesses, public schools, universities, and government. This represents approximately 6.5 percent of the city's job base. According to Census "journey to work" data, about 34 percent of the jobs in the Planning Area are filled by District residents, about 42 percent by Maryland residents, and about 18 percent by Virginia residents. This same data indicates that 39 percent of employed Rock Creek West residents commute to Downtown Washington, 13 percent work within the Rock Creek West Area, 22 percent commute elsewhere in the District, and 26 percent commute to the suburbs. 2305.1

The Rock Creek West Planning Area has the highest median income in the city. The 2000 Census reported the median at $80,802, compared to a citywide median of $45,927. The area's stability and affluence benefit the city by significantly contributing to the tax base while requiring a lower level of publicly subsidized services. Nonetheless, approximately seven percent of the area's residents lived below the federal poverty level in 2000. Many were elderly, with special housing and transportation needs. 2305.2

Table 23.1: Rock Creek West at a Glance 2303.4

Basic Statistics	
Land Area (sq. miles — excl. water)	12.5
Population	
1990	82,428
2000	84,119
2005 (estimated) (*)	85,800
2025 (projected) (*)	91,200
Households (2005) (*)	42,400
Household Population (2005) (*) (excludes group quarters)	78,900
Persons Per Household (2005) (*)	1.86
Jobs (2005) (*)	48,500
Density (persons per sq mile) (2005) (*)	6,900

Year 2000 Census Data Profile			
	Rock Creek West Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	10,448	12.4	20.0
18-65	60,966	72.4	67.8
Over 65	12,705	15.2	12.2
Residents Below Poverty Level	5,829	6.9	20.2
Racial Composition			
White	70,132	83.4	30.4
Black	5,401	6.4	60.3
Native American	197	0.2	0.3
Asian/ Pacific Islander	4,398	5.2	2.6
Other	1,746	2.1	2.8
Multi-Racial	2,246	2.7	5.2
Hispanic Origin	5,397	6.4	7.8
Foreign-Born Residents	15,804	18.8	12.8
Tenure			
Owner Households	21,488	52.1	40.7
Renter Households	19,784	47.9	59.3
Population 5+ yrs in same house in 2000 as in 1995	37,112	46.0	46.9
Housing Occupancy			
Occupied Units	41,272	96.2	90.4
Vacant Units	1,646	3.8	9.6
Housing by Unit Type			
1-unit detached	12,866	30.0	13.1
1-unit attached	4,511	10.5	26.4
2-4 units	1,238	2.9	11.0
5-9 units	1,631	3.8	8.0
10-19 units	1,346	3.1	10.3
20-49 units	3,149	7.3	7.4
50+ units	18,157	42.3	23.3
Mobile/ other	20	0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and the Department of Employment Services based on a variety of data sources.

(**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Projections 2306

Given its largely built out character, Rock Creek West is projected to be among the slowest growing areas of the city during the next 20 years. Fewer than 3,000 additional households are forecast for the 2005-2025 period, which is comparable to the annual growth rate experienced during 1990-2005. A 6 percent increase in population, from 85,800 to about 91,000, is projected. Most of the growth is expected to consist of multi-family housing in mixed use projects along the avenues, and single family homes on scattered vacant sites such as the 17-acre St. Patrick's property on Foxhall Road. 2306.1

The number of jobs is expected to increase from about 48,500 today to 51,600 in 2025. Most of the increase is likely to take place in proximity to the Metro stations as additional retail and local-serving office development occurs. 2306.2

Planning and Development Priorities 2307

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 citywide 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 and neighborhood organizations. 2307.1

There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focusing on related long-range planning issues. These meetings have covered topics such as the future development of Upper Wisconsin Avenue, streetscape improvements along the Glover Park commercial corridor, and proposals for individual properties. 2307.2

The community delivered several key messages during these meetings, summarized below. 2307.3

(a) 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 approval of 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 lead residents to conclude that the only acceptable growth rate is one which matches infrastructure capacity.

[PULLQUOTE: 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.]

(b) Rock Creek West has the unique characteristic of containing some of the city's most dense and least dense neighborhoods—sometimes side by side. Along parts of Connecticut and Wisconsin Avenues, multi-story apartment buildings abut single family homes along rear lot lines. These uses successfully co-exist 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.

(c) Like the rest of the District of Columbia, Rock Creek West is facing an affordable housing crisis. Home prices here are the highest in the city 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, seniors, and young workers just entering the job market. On the other hand, these conversions have provided a more affordable alternative to individuals and families that would otherwise have been priced out of the community entirely. There is broad support for requirements to include affordable or "workforce" 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.

[Photo Caption: Woodley Park row houses]

(d) A better variety of retail choices is needed in some parts of the Planning Area. It is acknowledged that the area does not need public action or the involvement of non-profit 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 are having a negative effect on some of the area's small businesses, leading to a loss of small "mom and pop" 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.

(e) Some of the area's commercial streets lack the vitality and elegance of great pedestrian-oriented neighborhood shopping streets. Recent efforts to renovate existing commercial buildings in Friendship Heights have generally been well-received and have 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.

(f) Traffic congestion and pedestrian safety are also major problems. The radial street pattern results in very high volumes along major corridors, particularly Connecticut, Wisconsin, Massachusetts, and Western Avenues, MacArthur Boulevard, Military Road, River Road, and Canal Road. Local trips combine with commuter traffic to and from the Maryland suburbs and I-495, pushing many intersections beyond their design capacities. As is the case in many parts of the city, major arterials are at Level of Service "D" or "E" during the 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 could never be attained without massive road reconstruction and removal of major trip generators. This is neither a realistic or 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.

(g) 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 clearly pros and cons to these options. One downside of building more parking garages is that they may attract yet more non-local traffic to the area, particularly near Metro stations.

(h) The community's public facilities are experiencing the strains of age and increased demand. While enrollment has fallen at DC Public Schools in other parts of the city, 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. The Tenley-Friendship Library has been closed since December 2004, depriving the community of a vital gathering spot. 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 also substandard and amenities found in other parts of the city are lacking 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.

(i) The character of new development is an issue, particularly as more modest 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 have expressed interest in the "conservation district" concept—preserving 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.

[PULLQUOTE: The character of new development is an issue, particularly as more modest homes are expanded or torn down and replaced with larger homes. While many decry "mansionization" and "tear downs," others believe the District should not overly restrict the scale or design of new homes.]

(j) The preservation of the natural environment and improvement of environmental health remain top priorities. Like the rest of the city, 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 continues to cause erosion, despite tree and slope overlay 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 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.

(k) Aesthetic improvements are needed along some of the area's roadways so that they can becomethe gracious gateways to the nation's capital they were intended to be. In other areas, aesthetic qualities are already outstanding, and must be protected from future degradation. This is true on roads traversing national parklands such as Canal Road, Dalecarlia Parkway, and Rock Creek Parkway.

[PULLQUOTE: Aesthetic improvements are needed along some of the area's roadways so that they can becomethe gracious gateways to the nation's capital they were intended to be. In other areas, aesthetic qualities are already outstanding, and must be protected from future degradation.]

(l) There are far fewer community-based residential facilities (CBRFs) in Rock Creek West than other parts of the city. There is no question that the community must share in the social challenges of the city, but the high cost of land and limited availability of sites continues to make this difficult. There is

support in the community for scattering small-scale homeless shelters (which is actively being promoted in churches), providing social service facilities on the commercial corridors, and accepting small community residence facilities within single family neighborhoods.

(m) Institutional uses, including private schools, non-profits, 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 citywide total. Local institutions provide a resource for local families, and include some of the most architecturally distinctive buildings and attractive settings in the community. Yet 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 must be maintained, their expansion carefully controlled, and conversion to other non-conforming uses avoided. Solutions to traffic, parking, and other issues must continue to be developed so that the quality of life in surrounding neighborhoods is not diminished.

Policies and Actions

RCW-1.0 General Policies

RCW-1.1 Guiding Growth and Neighborhood Conservation 2308

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

Policy RCW-1.1.1: Neighborhood Conservation
Protect the low density, stable residential neighborhoods west of Rock Creek Park and recognize the contribution they make to the character, economy, and fiscal stability of the District of Columbia. Future development in both residential and commercial areas must be carefully managed to address infrastructure constraints and protect and enhance the existing scale, function, and character of these neighborhoods. 2308.2

Policy RCW-1.1.2: Economic Development
Given the strength of the private market within Rock Creek West, generally discourage public sector initiatives that would stimulate additional development in the area. Economic development and growth in this area can be achieved without the leveraging of public dollars that may be needed in other parts of the city. 2308.3

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. These centers should be protected from encroachment by large office buildings and other non-neighborhood serving uses. Compatible new uses such as multi-family housing or limited low-cost neighborhood-serving office space (above local-serving ground-floor retail uses) should be considered within the area's commercial centers to meet affordable housing needs, sustain new neighborhood-serving retail and small businesses, and bring families back to the District. . 2308.4

[Photo Caption: Neighborhood retail along Connecticut Avenue]

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 projects that combine housing and commercial uses rather than projects than contain single uses. Heights and densities for such development should be appropriate to the scale and character of adjoining communities. Buffers should be adequate to protect existing residential areas from noise, odors, shadows, and other impacts. 2308.5

Policy RCW-1.1.5: Preference for Local-Serving Retail
Support new commercial development in the Planning Area that provides the range of goods and services necessary to meet the needs of local residents. Such uses are preferable to the development of new larger-scale or "big-box" retail uses that serve a regional market. "Destination" retail uses are not appropriate in smaller-scale commercial areas, especially those without Metrorail access. Regardless of scale, retail development must be planned and designed to mitigate traffic, parking, and other impacts on adjacent residential areas. 2308.6

Policy RCW-1.1.6: Metro Station Areas
Recognize the importance of the area's five Metrorail stations to the land use pattern and transportation network of Northwest Washington and the entire District of Columbia. Each station should be treated as a unique place and an integral part of the neighborhood around it. The development of large office buildings at the area's metro stations should be discouraged. The preference is to use available and underutilized sites for housing and retail uses in a manner consistent with the Future Land Use Map, the Generalized Policies Map, and the policies of the Comprehensive Plan. Careful transitions from development along the avenues to nearby low-scale neighborhoods must be provided. 2308.7

[Photo Caption: Woodley Park-Zoo/Adams Morgan is one of five Metrorail stations in Rock Creek West]

Policy RCW-1.1.7: Housing for Seniors and Disabled Residents
Maintain and increase housing for elderly and disabled residents, especially along the major transportation and commercial corridors of Wisconsin and Connecticut Avenues. 2308.8

Policy RCW-1.1.8: Managing Institutional Land Uses
Manage institutional land uses in the Rock Creek West Planning Area in a way that ensures that their operations are harmonious with surrounding uses, that expansion is carefully controlled, and that potential adverse effects on neighboring properties are minimized. Ensure that any redevelopment of institutional land is compatible with the physical character of the community and is consistent with all provisions of the Comprehensive Plan and the underlying zoning rules and regulations. Densities and intensities of any future development on such sites should reflect surrounding land uses as well as infrastructure constraints and input from the local community. 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.

Policy RCW-1.1.9: Protecting Common Open Space
Protect 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, such as Cathedral Mansions and the Broadmoor. Where these open spaces are recognized to contribute to the integrity of the site or structure, stringent protection from inappropriate infill shall be maintained. 2308.10

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. Require that the future use of these sites is compatible with their landmark status and protects the integrity of their architectural and landscape design. In the event development does occur, it must be sensitive to surrounding natural areas and adjacent low density residential uses, and not harm historic resources on the site. The use of conservation easements to protect open space on these properties should be considered. 2308.11

Policy RCW-1.1.11: Managing Transportation Demand
Improve traffic service levels on the area's thoroughfares by developing transportation systems management programs, transportation demand management programs, , and other measures to more efficiently use the area's road network and reduce the volume of vehicle trips generated by new development. Ensure that new development does not unreasonably degrade traffic conditions, and that traffic calming measures are required to reduce development impacts. This policy is essential to protect and improve the quality of life and the residential character of the area. 2308.12

Policy RCW-1.1.12: Congestion Management Measures
Ensure that land use decisions do not exacerbate congestion and parking problems in already congested areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations. When planned unit developments are proposed in these areas, require traffic studies which identify the mitigation measures that must occur to maintain acceptable transportation service levels—and secure a commitment to implement these measures through transportation management plans. Traffic studies and mitigation plans should consider not only the impacts of the project under consideration but the cumulative impact of other projects which also may impact the community, as well as the impact of non-resident drivers using local streets. Car-sharing, bicycle facilities, and designs which promote transit use should be encouraged as mitigation measures, in addition to measures addressing passenger and service vehicles. 2308.13

[PULLQUOTE: Ensure that land use decisions do not exacerbate congestion and parking problems in already congested areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations]

Please consult the Transportation Element of the Comprehensive Plan for policies on traffic levels of service and transportation demand management programs.

Policy RCW-1.1.13: Parking
Consider the use of easements with private developers to provide additional public parking in the area's commercial districts. On-street public parking should not be removed within these districts. 2308.14

Policy RCW-1.1.14: Bicycle Facilities
Improve facilities for bicyclists, to the extent feasible and consistent with traffic safety considerations, along Connecticut, Wisconsin, and Massachusetts Avenues, along MacArthur Boulevard, along Calvert Street (to Rock Creek Park), and at each of the Metrorail stations. 2308.15

Policy RCW-1.1.15: Metro Access
Ensure pedestrian, bicycle, and bus access to the five Metro Station areas, and improve their visual and urban design qualities. Space for car-share vehicles should be provided near the stations where feasible to reduce parking congestion in neighborhoods and encourage car-sharing as an alternative to vehicle ownership. 2308.16

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 overlay zones at the Van Ness/ UDC, Tenleytown, and Friendship Heights Metro stations, and at neighborhood commercial centers and "main streets" throughout the area. Such overlays should ensure that new development is pedestrian-oriented, achieves neighborhood compatibility, and is responsive to community concerns about building height, buffers, and transitions between uses. 2308.17

[Photo Caption: Spring Valley Shopping Center]

Action RCW-1.1-B: Protection of Neighborhood Architecture and Aesthetics
Consider new tools such as Conservation Districts and changes to the Zoning Regulations to reduce the incidence of "teardowns" in Rock Creek West's single family and row house neighborhoods. While this is a citywide issue (see Policy LU-2.1.6 and Action LU-2.1-D), it is a particular concern in this part of the city. 2308.18

Action RCW -1.1-C: Joint Planning Agreement with Montgomery County
Develop a joint planning agreement with the Maryland National Capital Park and Planning Commission/ Montgomery County to coordinate the mutual review of projects and area plans on both sides of the District/Maryland line. 2308.19

Action RCW-1.1-D: Traffic Flow Improvements
Conduct and regularly update transportation 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 ensure pedestrian safety on smaller neighborhood side streets, especially in residential areas adjacent to Wisconsin Avenue, Connecticut Avenue, Western Avenue, River Road and Military Road. 2308.20

Action RCW-1.1.-E: Transportation Management Association
Consider creation of a Transportation Management Association to provide professional assistance in trip reduction strategies for employers and new residential development in the Wisconsin and Connecticut Avenue corridors, and to develop new programs to reduce parking conflicts. Parking changes such as the extension of meter hours and residential permit parking restriction hours could be considered as part of this effort. 2308.21

RCW-1.2 Conserving and Enhancing Community Resources 2309

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.

Policy RCW-1.2.2: Scenic Resource Protection
Conserve the important scenic and visual resources of Rock Creek West, including:

(a) Views from Fort Reno National Park, which is the highest point of land in the city and a place of historic significance;

(b) The Potomac Palisades, which should be protected 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;
(c) Dalecarlia Reservoir, which is environmentally important because of its large land area and proximity to the Potomac River;
(d) The US Naval Observatory Grounds, which contain abundant woodlands, are proximate to parkland, and are vulnerable to light and heat pollution;
(e) Stream valleys, including Rock Creek Park and its tributaries, and Glover Archbold Park
(f) Neighborhoods developed on hilly terrain on or near stream valleys such as Barnaby Woods, Forest Hills, Hawthorne, Spring Valley, and Woodland-Normanstone; and
(g) The Fort Circle Parks, including Fort Bayard Park, and Whitehaven Parkway. 2309.2

Any future development adjacent to these areas must be designed to respect and maintain their parklike settings, and conserve their environmental quality. 2309.3

[Photo caption: The Norman-style water tower at Fort Reno is located near Tenley Hill, highest point in the District of Columbia.]

Policy RCW-1.2.3: National Park Service 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. Support efforts to restore water quality and improve natural habitat, along with capital improvements to improve trails and provide appropriate recreational features. 2309.4

Policy RCW-1.2.4: Cultural and Tourist Attractions
Protect 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 Fort Circle Parks. Ensure that tourist activity does not disrupt the quality of life for nearby residents by requiring strict adherence to traffic routing, transportation and parking management plans, and reasonable visitation hours. 2309.5

[Photo caption: The National Cathedral is one of the best known cultural and visitor attractions west of Rock Creek Park]

Policy RCW-1.2.5: Historic Resources
Conserve the important historic resources of the neighborhoods west of Rock Creek, including but not limited to the Glover, Taft, and Ellington bridges; the Washington National Cathedral; mansions such as the Tregaron, Twin Oaks, Cloverdale, and Rosedale Estates, and the Babcock-Macomb House, the Rest, and Owl's Nest; the Pine Crest/ Greystone/ Klingle Mansion cluster of houses near Rock Creek; the historic districts such as Cleveland Park, Woodley Park, and Grant Road; historic apartment buildings such as the Kennedy-Warren, Cathedral Mansions, the Ponce de Leon, 3901 Connecticut, and Alban Towers; the Chevy Chase arcade and Avalon and Uptown Theaters; the Spring Valley Shopping Center; the sites of significance inventoried in the Historic Resources Survey conducted by the Tenleytown Historical Society, and the National Park System. 2309.6

Policy RCW-1.2.6: Naval Observatory
Ensure that planning decisions in the vicinity of the Naval Observatory consider the possible effects of light pollution and take appropriate steps to avoid adverse impacts. 2309.7

Policy RCW-1.2.7: Fire and EMS Services
Renovate and enlarge fire stations while remaining sensitive to their historic architectural qualities and avoiding the loss of adjacent open space. Ensure that there are a sufficient number of fire stations to serve the needs of area residents and businesses.2309.8

Policy RCW-1.2.8: Schools and Libraries
Place a very high priority on the 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 DCPS facility planning, and in the approval of any residential development that could further exacerbate school overcrowding. Changes to school service boundaries and the development of additional school facilities should be aggressively pursued to ensure that school overcrowding is proactively addressed. 2309.9

Policy RCW-1.2.9: Recreation Centers and Aquatic Facilities
Expand recreation grounds where and when feasible, with a particular emphasis on athletic fields for activities such as soccer, softball, and regulation baseball. Expand aquatic facilities to a level of service that is comparable to the level provided in other parts of the District. 2309.10

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, provided that such facilities are consistent with the area's low-density character. Local religious institutions should be encouraged to host small shelters to provide for the homeless, 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 overlay zone, 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.

Action RCW-1.2-A: Combined Sewer Separation
Continue efforts to separate storm sewers and sanitary sewers within the area's stream valleys, with a priority on the combined sewer in Glover Archbold Park (conveying Foundry Branch). 2309.12

Action RCW-1.2-B: Recreation Center and Pools
Develop a new recreation center and community pool in the eastern part of the Planning Area. An analysis conducted as part of the District's 2006 Parks and Recreation Master Plan determined a shortage of such facilities in the Tenleytown/North Cleveland Park/ Forest Hills area and suggested that immediate planning begin to select appropriate sites. 2309.13

Action RCW-1.2-C: Palisades Open Space Protection
Protect the historic linear open space that once supported the Palisades/Glen Echo trolley line. 2309.14

[Photo Caption: Palisades gateway signage on MacArthur Boulevard]

Action RCW-1.2-D: Senior Center Development
Develop an additional senior center in the Rock Creek West Planning Area, in order to improve the delivery of services to the area's large elderly population. 2309.15

Action RCW-1.2-E: Tenley-Friendship Library
Complete the renovation/ reconstruction of the Tenley-Friendship Library as a community gathering space and repository for books and media serving the surrounding community. 2309.16

Action RCW-1.2-F: Façade Improvements
Encourage urban design and façade improvements in the established commercial districts along Wisconsin Avenue and Connecticut Avenue. 2309.17

Action RCW-1.2-G: Spring Valley Remediation Program
Continue the public health evaluation for the Spring Valley community and take appropriate follow-up actions to remediate any hazards that are identified. This evaluation is being conducted to determine if residents who live in the vicinity of the former American University Experiment Station have elevated exposure to arsenic or other contaminants. 2309.18

RCW-2.0 Policy Focus Areas 2310

The Comprehensive Plan has identified two 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 Table 23.2. The policy focus areas include the Connecticut and Wisconsin Avenue corridors. Each corridor is addressed below. 2310.1

[INSERT Map 23.1: Rock Creek West Policy Focus Areas 2310.2]

Table 23.2: Policy Focus Areas Within And Adjacent to Rock Creek West 2310.3

Within Rock Creek West	
2.1	Connecticut Avenue Corridor (see p. 23-19)
2.2	Wisconsin Avenue Corridor (see p. 23-22)
Adjacent to Rock Creek West	
1	Mount Pleasant Street (see p. 20-27)
2	18th and Columbia Road (see p. 20-24)
3	Dupont Circle (see p. 21-24)

RCW-2.1 Connecticut Avenue Corridor 2311

From the Taft Bridge across Rock Creek, Connecticut Avenue 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 35,000 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. In many respects, Connecticut Avenue epitomizes the model of a "great street" that the city seeks to emulate in other parts of the District. 2311.1

[PULLQUOTE: In many respects, Connecticut Avenue epitomizes the model of a "great street" that the city seeks to emulate in other parts of the District]

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, there are ongoing parking and traffic issues relating to the presence of two large hotels with a combined total of over 2,100 rooms. Proposals to convert rooms to condominiums and develop additional units at one of the hotels could generate the need for additional traffic and parking improvements during the coming years. 2311.2

Further north, the Van Ness commercial district includes a multi-neighborhood shopping district (with a supermarket, several national retailers, and smaller businesses), office buildings, and several mid- to high-rise residential buildings. Intelsat and the International Chancery Complex are located here. The area also includes the campus of the University of the District of Columbia (UDC), enrolling 6,000 students from across the city. 2311.3

While the Van Ness area functions as an important community shopping district, it suffers from a harsh street environment, an excessive amount of hardscaped surfaces, parking problems, a lack of distinctive facades and storefronts, a limited range of retail goods and services, and a loss of ground floor retail space to institutional and school uses. The area does not create the same welcoming appearance that is present in the older commercial districts to the south. The UDC plazas, in particular, could be redesigned to provide a more inviting civic space for students and area residents. 2311.4

Complementary uses such as public art, greenery, and additional local-serving ground floor retail space could help make this center a more attractive gathering place. If and when private redevelopment of older commercial properties is proposed in the vicinity, every effort should be made to achieve more attractive architecture, and a mixing of residential and pedestrian-oriented retail uses rather than further concentration of office space and ground floor institutional/ school space. 2311.5

A Campus Plan for UDC was completed in September 2005 to guide campus growth and development for the next 20 years. As the Plan is implemented, efforts should be made to improve the public space around the Metro station and ensure that any future facility development is compatible with the surrounding neighborhood. 2311.6

Policy RCW-2.1.1: Connecticut Avenue Corridor
Sustain the high quality of the Connecticut Avenue corridor. The positive qualities of the corridor, particularly its attractive 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. 2311.7

Policy RCW-2.1.2: Infill Development
Recognize the opportunity for additional housing with some retail and limited office space along the Connecticut Avenue corridor. Any development along the corridor should be consistent with the designations of these areas on the Future Land Use Map, zoning overlay requirements, and the scale of adjoining uses. 2311.8

Policy RCW-2.1.3: Van Ness/ UDC Station Area
Improve the design and appearance of the Van Ness/ UDC Station area, particularly the "hardscaped" portion of the UDC Campus. 2311.9

Policy RCW-2.1.4: Coordination Between Community and UDC
Support greater coordination and communication between UDC officials and the surrounding community on issues such as parking, traffic, property maintenance, and facility development. Establish complementary goals between the University and the community at large, so that the university becomes even more of a community asset and resource than it is today. 2311.10

Action RCW-2.1-A: Improving the UDC Plazas
Work with UDC and with local community groups and the Advisory Neighborhood Commission in the "greening" of public open space on the UDC Campus. 2311.11

Action RCW-2.1-B: Large Hotel Sites
Carefully monitor future proposals for the Omni-Shoreham and Marriott Wardman Park hotels to ensure compliance with the Zone regulations and prevent adverse effects on the adjacent residential community. Proactively address ongoing issues at the hotels, such as tour bus and visitor parking. 2311.12

RCW-2.2 Wisconsin Avenue Corridor 2312

Wisconsin Avenue extends north from the Georgetown waterfront approximately 4.5 miles to the Maryland state line. The road pre-dates the 1791 L'Enfant Plan. At one time it was one of the main commercial routes serving the Port of Georgetown and was lined with houses and estates, some of which remain today. Today, the avenue serves as the "Main Street" of several District neighborhoods, including Glover Park, Cathedral Heights, Tenleytown, and Friendship Heights. 2312.1

[PULLQUOTE: Wisconsin Avenue pre-dates the 1791 L'Enfant Plan, and at one time was one of the main commercial routes serving the Port of Georgetown. Today, the avenue serves as the "Main Street" of several District neighborhoods, including Glover Park, Cathedral Heights, Tenleytown, and Friendship Heights.]

The current mix of uses along the avenue is eclectic. Its lower portions include pedestrian-oriented shopping, mid- and high-rise apartment buildings, and prominent institutional uses including the Russian Embassy and the National Cathedral. Further north, the avenue passes through relatively low-density single family neighborhoods, with a mix of retail uses, mid-rise office buildings including the national headquarters of Fannie Mae, churches, 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

Most of the planning focus along the corridor has been on the portion of the Avenue north of Van Ness Street, particularly around the Metro stations at Tenleytown and Friendship Heights. During the past five years, land around the two Metro stations has been developing in a manner that is consistent with the previous Comprehensive Plan, with an 8-story residential building now under construction adjacent to the Friendship Heights station (Chase Point) and a new mixed use project combining condominiums and retail uses at the Tenleytown station (Cityline). There are other sites similar to Chase Point and Cityline in the vicinity of both stations, and along the mile-long stretch of the avenue in between the stations. Private proposals to redevelop several of these sites are currently under consideration. 2312.3

This Comprehensive Plan does not propose any significant departure in policy for the Upper Wisconsin Avenue corridor from the previous Comprehensive Plan. As stated in the prior plan, the Tenleytown and Friendship Heights metro stations continue to be opportunity areas for new housing. Friendship Heights continues to be a regional center, and Tenleytown continues to be a multi-neighborhood center, each with limited opportunities for new retail and residential uses. 2312.4

Between Jennifer and Brandywine Streets, there are a number of vacant commercial buildings on the corridor. Their reuse with new local-serving retail uses and housing is encouraged. Additional measures are needed to upgrade the streetscape, improve traffic flow, and address parking problems. Some of these measures are laid out in a traffic study for the Wisconsin Avenue corridor completed in 2005. 2312.5

Friendship Heights and Tenleytown are stable, transit-oriented neighborhoods, and their conservation should be ensured during the coming years. 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 respect the scale of existing neighborhoods, promote walkability, and create a more attractive street environment. The impact of new development on traffic, parking, infrastructure, and public services must be mitigated to the greatest extent feasible. The scale and height of new development on the corridor should reflect the proximity to single family homes, as well as the avenue's intended function as the neighborhood's main street. This means an emphasis on low- to mid-rise mixed use buildings rather than high-rise towers or auto-oriented strip development. 2312.6

[PULLQUOTE: Any redevelopment along the corridor should respect the scale of existing neighborhoods, promote walkability, and create a more attractive street environment. The impact of new development on traffic, parking, infrastructure, and public services must be mitigated to the greatest extent feasible.]

Urban design improvements should make the Tenleytown Metro station a more attractive community hub in the future. The low density commercial area on the east side of Wisconsin between Albemarle and Brandywine would specifically benefit from streetscaping and façade improvements. The Metro station entrance located on the east side of Wisconsin Avenue at Albemarle Street is poorly designed and uninviting. Improving the public realm in this location would contribute to the vibrancy of the block as a whole and improve pedestrian safety and comfort. Amenities such as public art, more attractive facades, and street trees should be encouraged. Attention also should be paid to reducing pedestrian-vehicle conflicts along Albemarle Street and ensuring safe pedestrian access to the east side Metro entrance. 2312.7

Policy RCW-2.2.1: Housing Opportunities
Recognize the opportunity for additional housing with some retail and limited office space on the east side of Wisconsin Avenue between Albemarle and Brandywine Streets, on the Lord and Taylor parking lot, on the Metro (WMATA) bus garage site west of the Friendship Heights metro station, and on underutilized commercially zoned sites on Wisconsin Avenue. Any development in these areas should be compatible with the existing residential neighborhoods . 2312.8

Policy RCW-2.2.2: Tenleytown Metrorail Station Area
Stimulate a well-planned economic activity center at the Tenleytown Metrorail station area, generally defined as the area bounded by Albemarle, Brandywine, Fort Drive, and 42nd Street. This center should:

(a) Utilize the public transit infrastructure and maximize Metrorail access;
(b) Enable merchants to upgrade existing businesses, attract new customers and new business establishments, and give residents needed services;
(c) Provide for the development of new housing;

(d) Protect and preserve existing low density residences in the vicinity, and the surrounding institutions and local public facilities from the adverse effects of development; and
(e) Maintain heights and densities at appropriate levels, with architectural design that is sensitive to the area's topography relative to the District. 2312.9

Policy RCW-2.2.3: National Cathedral
Protect the Washington National Cathedral from development that would despoil its setting or further exacerbate traffic on its perimeter. Ensure that traffic, parking, and activity impacts generated by the Cathedral do not diminish the quality of life in the surrounding neighborhoods. 2312.10

Policy RCW-2.2.4: Wisconsin and Western Avenues
Require that any changes to facilitate through-traffic on Wisconsin and Western Avenues include measures to minimize adverse affects on adjacent residential neighborhoods. 2312.11

Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue
Ensure that future development along Wisconsin Avenue is physically compatible with and architecturally sensitive to adjoining residential neighborhoods and is appropriately scaled given the lot depths, widths, and parcel shapes. Use a variety of means to improve the interface between commercial districts and residential uses, such as architectural design, the stepping down of building heights away from the avenue, landscaping and screening, and additional green space improvements. 2312.12

Action RCW-2.2-A: Friendship Heights Task Force
Improve inter-jurisdictional cooperation to address transportation issues related to Friendship Heights. Continue the efforts of the Friendship Heights Task Force established in 1998 to review and coordinate land use and transportation decision-making in the Friendship Heights area. 2312.13

[Photo Caption: Friendship Heights]

Action RCW-2.2-B: Implement Traffic Signal Improvements From WACTS
Implement the recommendations from the 2005 DDOT Wisconsin Avenue Corridor Study regarding traffic light synchronization as well as semi-actuating lights at specific intersections along Wisconsin Avenue. Ensure that signal timing changes do not adversely affect neighborhoods by causing long queues of idling cars on side streets. 2312.14

Action RCW-2.2-C: Zoning and Design Measures
Continue to work with the community, the Advisory Neighborhood Commissions, and local property owners to address concerns regarding building density and height, planned unit developments 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 and instead create a more pedestrian-oriented street, distinct in function and visual character from adjacent residential areas. 2312.15

CHAPTER 24
UPPER NORTHEAST AREA ELEMENT

[Map facing p 24-1 edited to add "Michigan Park" neighborhood label]

Overview 2400

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 Council Ward 5. 2400.1

Upper Northeast is principally known as a residential community, with stable single family neighborhoods like Arboretum, Brookland, Woodridge, Queens Chapel, and Michigan Park. It also includes row house neighborhoods like Stronghold and Trinidad, and apartments and higher-density housing in communities like Fort Lincoln, Edgewood, and Carver Terrace. 2400.2

The mix of uses in Upper Northeast is particularly diverse compared to other parts of the city. The Planning Area contains the largest concentration of industrial land uses in the District of Columbia, following the CSX rail lines north and east from Union Station. It includes three major institutions of higher learning—the Catholic University of America (CUA), Trinity University, and Gallaudet University—and numerous other institutions serving other missions. It includes two hospitals—Providence and the Hospital for Sick Children. It includes several large federal properties, including the Brentwood Postal Facility. It includes the corporate headquarters of Black Entertainment Television (BET) network, one of the city's largest night clubs, a Federal Express distribution center, and the now-vacant Hecht's Warehouse facility. 2400.3

Upper Northeast is also home to the city's fresh produce district, as well as dozens of small shops and local businesses along neighborhood commercial streets like 12th Street, 18th Street, and Rhode Island Avenue. Historically, the area had many more neighborhood shopping districts like these, but they have declined or in some cases disappeared entirely due to competition from larger auto-oriented and suburban-style shopping centers, including shopping centers in the District of Columbia. 2400.4

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 historic buildings. The Franciscan Monastery, and the homes of the Josephites, the Carmelites, and many other religious orders are located here. In addition to these historic institutions, the Planning Area also includes portions of the Fort Circle Parks and the historic Langston Golf Course. It is also the gateway to the National Arboretum. 2400.5

[Photo Caption: The area is especially well known for its large concentration of religious institutions, including the Basilica of the National Shrine of the Immaculate Conception.]

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 rail stations, served by Metro's

Red Line. The Metropolitan Branch Trail is being developed through this area, linking Upper Northeast neighborhoods to Downtown Washington. 2400.6

Upper Northeast neighborhoods are home to many lifelong Washingtonians and have a strong tradition of civic involvement. Civic associations, Advisory Neighborhood Commissions, churches, block clubs and garden clubs are actively involved in discussions about the community's future. Non-profit 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. 2400.7

Upper Northeast shares some of the same challenges facing other parts of the District. The area's poverty, crime, and unemployment rates are all above the city average. Schools are aging; some are significantly "under-enrolled" and will probably be closed in the coming years. Many parts of the area lack access to open space, parks, and retail services. The area has a large population of seniors, 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 "discovered" Upper Northeast—driving up prices and increasing housing demand. Between 2004 and 2005 alone, the median purchase price of a home in the two ZIP codes that encompass most of the Planning Area (20017 and 20018) increased 45 percent. The greatest future challenge will be to respond to change in a way that keeps Upper Northeast a socially, culturally, economically diverse community. 2400.8

Context

History 2401

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

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

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 D.C. The houses went for as little as $300 and were affordable for teachers, tradesmen, and government workers. 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 charm. 2401.3

Catholic University was established in the area in 1887. Several other religious organizations settled nearby. The Sisters of Notre Dame de Namur founded Trinity College in 1901, and the Domincans 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 had

already been flourishing for half a century on a campus near Ivy City, growing from humble beginnings in the 1860s to become the nation's premier college for the deaf and hearing-impaired. 2401.4

[Photo Caption: Gallaudet University, the nation's premier college for the deaf and hearing-impaired, has been an important Upper Northeast institution since the 1860s]

Much of the Upper Northeast was developed between 1920 and 1950. Major industrial and commercial development occurred during this period, and the rail corridors became as a well-established regional distribution center. New York Avenue became the major route into Washington from the northeast, attracting hotels, motels, and tourist services. Large-scale housing construction took place during the 1920s in Ivy City and Trinidad, and the 1930s saw construction of Langston Dwellings, the nation's second public housing complex and now a National Historic Landmark. 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

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 senior citizen apartments and 157 garden apartments. During the 1970s, the National Park Service built a playground and park area, and the city built an elementary school and indoor swimming pool. Only about half of the original plan was actually carried out, however. Most of the remaining acreage at Fort Lincoln is slated for development in the next 10 years, however, so the promise of the initial plans for the community may yet be fulfilled. 2401.6

Land Use 2402

Upper Northeast is made up of approximately 5,640 acres, or about 14 percent of the city'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 the city. 2402.1

[INSERT Figure 24.1:Land Use Composition in Upper Northeast 2402.4]
[Pie Chart "slices" adjusted to reflect September 2006 change in Planning Area boundaries.Streets-22%, Commercial-5%, Industrial-5%, Vacant-2%, Public Facilities-3%, Institutional-13%, Residential-26%, Parks/ Open Space-18%, Rail/Utilities-6%]

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. 2402.2

Commercial and industrial uses make up about 10 percent of Upper Northeast's land area. With the addition of railroads, utilities, and municipal facilities such as salt domes and bus garages, the percentage rises to almost 17 percent of the Planning Area. In fact, Upper Northeast contains almost two-thirds of the city'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 tend to congregate along New York Avenue, Bladensburg Road, Brentwood Road, Florida Avenue, V Street, and West Virginia Avenue, as well as 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 Home Depot/Giant on Brentwood Road, and Hechinger Mall. 2402.3

Institutional land makes up 13 percent of the Planning Area, one of the largest percentages in the city. Most of this total is associated with colleges, universities, and religious institutions. The area also contains more than 1,000 acres of open space, representing 18 percent of its total area. However, much of the open space is actually 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, and are located on the area's northern and eastern perimeter. 2402.5

Demographics 2403

The population of Upper Northeast has been falling for the past five decades. In 1990, the area had 68,879 residents. In 2000, this figure dropped 15 percent to 59,394. By 2005, the population had fallen to an estimated 58,500. The decline has been steeper than in the city as a whole, and the area has yet to experience the reversal in decline that has taken place in much of the District. 2403.1

While some of the decline has been due to a drop in household size (from 2.41 persons per household in 1990 to 2.20 persons per household in 2005), there has also been a net loss of households. During the 1990s, the area lost 1,600 households, many in the Ivy City and Trinidad communities. By 2000, these communities had some of the highest rates of abandoned housing stock in the city. Since 2000, the number of households has increased slightly. 2403.2

As indicated in Table 24.1, approximately 87 percent of the area's residents are African-American, which is significantly higher than the citywide average of 60 percent. Only about 3.0 percent of the area's residents are of Hispanic origin, and five percent are foreign born. 2403.3

Relative to the city as a whole, the area has a much higher percentage of seniors. More than one in five residents of Upper Northeast is over 65, and the percentage is even higher in neighborhoods like North Michigan Park and Woodridge. Approximately eight percent of the area's residents reside in group quarters, such as dormitories, seminaries, nursing homes, and community based residential facilities. This is slightly higher than the percentage for the city as a whole, reflecting the large number of institutional uses that are present. 2403.4

Housing Characteristics 2404

More than half of the housing units in Upper Northeast are single family homes. According to the 2000 Census, about 21 percent of the units were single-family detached homes, and 32 percent were row houses and townhomes. Both of these figures exceed than the citywide average. About 18 percent of the units are in duplexes, triplexes, and fourplexes, also higher than the citywide average. Conversely, only 8.3 percent of the area's housing stock consists of multi-family buildings of 50 units or more, compared to 23 percent in the city as a whole. 2404.1

[Photo Caption: More than half of the housing units in Upper Northeast are single family homes]

The 2000 Census also reported that the number of renter households and the number of owner households in Upper Northeast was about equal. Much of Upper Northeast consists of stable, well-established housing stock with relatively low turnover. In 2000, almost 60 percent of the population had been living in their homes for five years or longer, significantly higher than the citywide average of 47 percent. 2404.2

Table 24.1: Upper Northeast at a Glance 2403.5

Basic Statistics	
Land Area (square miles)	8.8
Population	
1990	68,879
2000	59,394
2005 (estimated)	58,500
2025 (projected)	70,000
Households (2005) (*)	24,400
Household Population (2005) (*) (excludes group quarters)	53,700
Persons Per Household (2005) (*)	2.20
Jobs (2005) (*)	39,000
Density (persons per sq mile) (2005) (*)	6,700

Year 2000 Census Data Profile			
	Upper Northeast Planning Area (**)		**Citywide**
	Total	% of Total	% of Total
Age			
Under 18	12,411	20.9	20.0
18-65	36,440	61.3	67.8
Over 65	10,543	17.8	12.2
Residents Below Poverty Level	11,564	19.5	20.2
Racial Composition			
White	5,316	9.0	30.4
Black	51,705	87.1	60.3
Native American	202	0.3	0.3
Asian/ Pacific Islander	496	0.8	2.6
Other	845	1.4	2.8
Multi-Racial	830	1.4	5.2
Hispanic Origin	1,769	3.0	2.9
Foreign-Born Residents	2,998	5.0	5.1
Tenure			
Owner Households	11,501	48.4	40.7
Renter Households	12,240	51.6	59.3
Population 5+ yrs in same house in 2000 as in 1995	32,775	58.4	59.0
Housing Occupancy			
Occupied Units	23,741	88.4	90.4
Vacant Units	3,111	11.6	9.6
Housing by Unit Type			
1-unit detached	5,506	20.5	13.1
1-unit attached	8,483	31.6	26.4
2-4 units	4,845	18.0	11.0
5-9 units	1,902	7.1	8.0
10-19 units	3,001	11.2	10.3
20-49 units	851	3.2	7.4
50+ units	2,239	8.3	23.3
Mobile/ other	25	0.1	0.2

(*) Figures noted with an asterisk are estimates developed by the Office of Planning and the Department of Employment Services based on a variety of data sources.
(**) Total population of subcategories may not match 2000 Census totals due to sampling errors.

Income and Employment 2405

According to the 2000 Census, median household income in Upper Northeast was $36,453, compared to a citywide median of $45,927. Approximately 19 percent of the area's residents lived below the federal poverty level. This is an increase from 1990, when the figure was 15.1 percent. 2405.1

Data from the Department of Employment Services and the Office of Planning indicates that Upper Northeast had 39,000jobs in 2005, primarily in institutional uses and in the production, distribution, and repair sector. This represents 5.2 percent of the city's job base. On the surface, the Planning Area appears to have an excellent balance between jobs and households, with about 1.5 jobs per household. However, most of the jobs are held by non-District residents, and most of the residents in Upper Northeast work elsewhere. Based on 2000 Census data, about 54 percent of the Planning Area's jobs are filled by Maryland residents and about 12 percent are filled by Virginia residents. Only 8 percent are filled by residents of Upper Northeast. 2405.2

The 2000 Census found that about 31 percent of the residents of Upper Northeast worked in Central Washington and about 39 percent worked elsewhere within the District of Columbia. About 30 percent commuted to the suburbs. 2405.3

Projections 2406

Based on an analysis of approved development, available land, regional growth trends, and local planning policies, the population decline experienced in Upper Northeast since the 1950s has come to an end. In fact, the Planning Area is projected to add approximately 5,000 households by 2025, and its population is projected to rise about 19 percent to 70,000. The primary areas of population growth are around the Metro stations at Fort Totten, Brookland, and Rhode Island Avenue; at Fort Lincoln; and in the vicinity of Hechniger Mall/ Benning Road. 2406.1

[PULLQUOTE: Based on an analysis of approved development, available land, regional growth trends, and local planning policies, the population decline experienced in Upper Northeast since the 1950s has come to an end. In fact, the Planning Area is projected to add approximately 5,000 households by 2025, and its population is projected to rise about 19 percent to 70,000.]

More than half of the additional households are associated with specific sites that are in various stages of planning right now. These include the remaining vacant parcels at the Fort Lincoln New Town, WMATA-owned land at the three metro stations, and private development projects such as the 500-unit Arboretum Place north of Hechinger Mall. 2406.2

The number of jobs is expected to increase by about 15 percent over the next 20 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 conversion of former industrial land to new uses, especially near Metro. 2406.3

Planning and Development Priorities 2407

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, community groups, and individual residents. Many other meetings have been 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. 2407.1

Several important messages and priorities were expressed at these meetings:
2407.2

(a) Upper Northeast neighborhoods take pride in their stability as middle-class, 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.

(b) 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 assisted 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 and stability for existing residents.

[PULLQUOTE: 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.]

(c) 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 city, there are concerns about their continued concentration in Upper Northeast simply because the area has a large supply of industrially zoned land.

(d) Upper Northeast neighborhoods have lived with the heavy truck traffic, noise, and visual blight 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 "brownfields" 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.

(e) 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.

[Photo Caption: 12th Street NE retail district in Brookland]

(f) 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.

(g) 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 of Columbia) 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.

(h) Upper Northeast did not experience the kind of large-scale development experienced elsewhere in the city 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 must be carefully managed to avoid negative impacts, and should be leveraged to provide benefits for the community wherever possible.

(i) 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.

(j) 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 9 percent unemployment rate is unacceptably high. Trade schools, vocational schools, and apprenticeship programs are needed to strengthen labor force skills and provide more pathways to employment for local residents.

[PULLQUOTE: 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.]

(k) 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 senior care. The need for senior services is particularly high, given the high percentage of seniors (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 a particularly troubling example. The modernization of Noyes Elementary and Luke Moore Academy are promising, but there is much more to accomplish.

[Photo Caption: Noyes Elementary]

Policies and Actions

UNE-1.0 General Policies

UNE-1.1 Guiding Growth and Neighborhood Conservation 2408

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

Policy UNE-1.1.1: Neighborhood Conservation
Protect and enhance the stable 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 shall be conserved, and places of historic significance, gateways, parks, and special places shall be enhanced. 2408.2

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. Such development should be consistent with the designations on the Future Land Use Map. 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

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. The District will coordinate with WMATA to ensure that the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; serves a variety of household incomes; and mitigates impacts on parking, traffic, and public services. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, the provision of appropriate open space, and mitigation of impacts on traffic, parking, and public services. 2408.4

Policy UNE-1.1.4: Reinvestment in Assisted Housing
Continue to reinvest in Upper Northeast's publicly-assisted 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

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

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 also should be encouraged around the area's Metro stations. 2408.7

[Photo caption: Capital City Market]

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

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, and Bladensburg Road, and around the Capital City 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 M and CM-1 zones are expected to remain for the foreseeable future. 2408.9

Policy UNE-1.1.9: Production, Distribution, and Repair Uses
Retain the existing concentration of production, distribution, and repair (PDR) uses in Upper Northeast, but encourage the upgrading of these uses through higher design standards, landscaping, and improved screening and buffering. Emphasize new 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

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 in either the city as a whole or the surrounding residential areas of Upper Northeast. 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 employees and for those who live or work nearby. 2408.11

Policy UNE-1.1.11: Buffering
Improve the interface between residential neighborhoods, industrial/commercial areas, and the railroad and Metro rail lines. Protect neighborhoods such as Gateway, South Central, Ivy City, North Michigan 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 Metrorail and commercial train traffic for homes along the CSX and Metro lines in Brookland, Queens Chapel, North Michigan Park, Brentwood and Gateway. 2408.12

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

Action UNE-1.1-A: Industrial/Residential Buffers
Develop additional solutions to buffer residential and industrial areas from one another. One possibility is to consider extending the Langdon Overlay (L-O) zone, which prohibits certain types of industrial uses in immediate proximity to residential uses and which requires screening to protect residential areas. Other approaches to buffering, such as design guidelines, also should be considered. 2408.14

[Photo Caption: CSX Rail corridor]

Action UNE-1.1-B: Industrial Land Use Study
Implement the applicable recommendations of the 2006 Industrial Land Use Study for Upper Northeast (see the Land Use and Economic Development Elements for a description of this Study). 2408.15

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

UNE-1.2 Conserving and Enhancing Community Resources 2409

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, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways. 2409.1

Policy UNE-1.2.2: Protecting Local Historic Resources
Protect 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 project, Langston Golf Course, the Hospital for Sick Children, Glenwood Cemetery, and the Fort Circle Parks. 2409.2

[Photo Caption: Brooks Mansion]

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

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 40,000 working age adults fill the approximately 40,000 jobs located within the Planning Area. Achieve this linkage by developing additional vocational and trade schools within Upper Northeast, 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

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, and around the Metro stations. 2409.5

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, and improved access to the National Arboretum. Provide amenities and facilities in the planned waterfront parks that meet the needs of Upper Northeast residents. 2409.6

[PULLQUOTE: 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, and improved access to the National Arboretum.]

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 and Woodridge. 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 also should be pursued. 2409.7

See also Land Use Element policy LU-2.3.7, Section LU-3.2, and the Park and Open Space Element (Section PROS-4) for policies on institutional uses

Policy UNE-1.2.8: 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. 2409.8

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 2006 Parks and Recreation Master Plan, these areas include Edgewood, Ivy City, the Carver/Langston area, and the southwest part of Brookland. 2409.9

Action UNE-1.2-B: Hazardous Materials Transport
Continue to lobby for restrictions on the transport of hazardous cargo through the Upper Northeast Planning Area, particularly on the rail lines which abut the community's residential neighborhoods. 2409.10

Action UNE-1.2-C: Main Streets/Great Streets
Consider the designation of additional commercial areas as DC Main Streets, including the Woodridge shopping area along Rhode Island Avenue, and portions of Bladensburg Road. Consider adding Rhode Island Avenue to the city's "Great Streets" program, making it eligible for funding for transportation, streetscape, and façade improvements. 2409.1

UNE-2.0 Policy Focus Areas 2410

This Area Element includes more detailed policy direction for seven specific areas (see Map 24.1 and Table 24.2). 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, including Capital City Market and Ivy City
- Lower Bladensburg Road / Hechinger Mall
- New York Avenue Corridor and Brentwood
- Upper Bladensburg Corridor and Fort Lincoln
- Rhode Island Avenue Metro Station Area and Corridor
- Brookland Metro Station Area
- Fort Totten Metro Station Area 2410.1

[INSERT Map 24.1: Upper Northeast Policy Focus Areas 2410.2]

Table 24.2: Policy Focus Areas Within and Adjacent to Near Upper Northeast 2410.3

Within Upper Northeast	
2.1	Northeast Gateway (see p. 24-17)
2.2	Lower Bladensburg Road/ Hechinger Mall (see p. 24-19)
2.3	New York Avenue Corridor and Brentwood (see p. 24-21)
2.4	Upper Bladensburg Rd/ Fort Lincoln (see p. 24-23)
2.5	Rhode Island Avenue Metro Station (see p. 24-24)
2.6	Brookland Metro Station Area (see p. 24-26)
2.7	Fort Totten Metro Station Area (see p. 24-27)
Adjacent to Upper Northeast	
1	Armed Forces Retirement Home / Irving Street Hospital Campus (see p. 22-28)
2	McMillan Sand Filtration Site (see p. 20-28)
3	North Capitol St/ Florida Av / New York Ave (see p. 20-30)
4	NoMA/Northwest One (see p. 17-40)
5	H Street/ Benning Road (Capitol Hill) (see p. 16-21)

UNE-2.1 Northeast Gateway 2411

Northeast Gateway includes the neighborhoods of Ivy City and Trinidad, as well as the Capital City Market and Gallaudet University (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

The diverse residents of the Northeast Gateway share a proud heritage as an African American community within sight of the US Capitol building. They benefit from proximity to amenities like the Langston Golf Course, the National Arboretum, and the new Metro station at New York Avenue. However, the community also suffers the effects of concentrated poverty, a poor image, and perceptions of neglect. Some residents perceive their neighborhood as a “dumping ground” for undesirable land uses. Today, they ask for the same quality public services and facilities that other residents of the District receive. 2411.2

The Capital City Market (also known as the Union Terminal market or the Florida Avenue Market) is one of the most notable and unique features of the Northeast Gateway area. The market was initially constructed to house businesses displaced from Downtown Washington because of federal building

expansions. 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 plagued by code violations and traffic circulation and congestion, environmental, and safety issues. 2411.3

In 2005, the District completed a revitalization strategy for the Northeast Gateway to address key planning and development issues. The Strategy addressed five key issues: housing revitalization, commercial revitalization, human capital, public facilities, and community image/ public realm. It identified four key areas for revitalization, including Bladensburg Road, the Montana/New York/ Bladensburg Triangle, the central part of Ivy City, and the Capital City Market. 2411.4

[Photo Caption: Row houses in Ivy City]

Policy UNE-2.1.1: Ivy City Infill Development
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. Rehabilitation and renovation of the existing housing stock also should be strongly encouraged. 2411.5

Policy UNE-2.1.2: Capital City Market
Redevelop the Capital City Market into a regional destination that may include residential, dining, entertainment, office, hotel, and wholesale food uses. The wholesale market and the adjacent DC Farmers Market are important but undervalued amenities that should be preserved, upgraded, and more effectively marketed.. 2411.6

Policy UNE-2.1.3: Consolidating DC Government Operations
Make more efficient use of the DC government owned properties in the Northeast Gateway area, including the DC Housing Authority Motor Pool site and the DC school bus parking lot, and the DC Vehicle Maintenance complex. Avoid the further concentration of human service and transportation facilities in this area, and improve buffering between these uses and nearby residential areas. 2411.7

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 as specified in the Northeast Gateway Revitalization Strategy, and improving conditions for pedestrians along Florida Avenue and other neighborhood streets. 2411.8

Action UNE-2.1-A: Capital City Market
Develop and implement plans for the revitalization and development of the Capital City Market into a mixed use residential and commercial destination. 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. 2411.9

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 green on West Virginia Avenue, open space on the current site of the DCPS school bus parking lot, and improved open space at the Trinidad Recreation Center and the Crummell School grounds. 2411.10

Action UNE-2.1-C: Crummell School Reuse
Rehabilitate the historic Crummell School for a community benefit use, such as adult education, a trade school, or art studio space. Crummell School was built in 1911 and educated African-American school

children from that time until 1972. The structure—which is a designated historic landmark—has been vacant for more than 30 years. 2411.11

UNE-2.2 Lower Bladensburg Road / Hechinger Mall 2412

Bladensburg Road extends from the "starburst" intersection at H Street/ Benning Road approximately 2.7 miles northeast to the DC/ 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

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 DC following the demise of H Street NE after the 1968 riots. 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 area includes the western end of Benning Road, which is included in the city's "Great Streets" program. 2412.2

The area immediately to the east includes the Langston Terrace and Carver Terrace public housing projects, historic Langston Golf Course, and the "Schools on the Hill" campus comprised of 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 African-American community. Langston Terrace Dwellings was the District's first public housing complex and was designed by renowned African American architect Hilyard Robinson. When it opened in 1938, prospective residents had to be gainfully employed African American residents with children. Langston Golf Course shares a similar history; when it opened in 1939, it was the only golf course in the city open to African Americans. The nearby 42-acre Schools on the Hill Campus provides a particularly attractive academic setting above the Anacostia River, and is one of the largest complexes of public school buildings in the city. 2412.3

[Photo Caption: Hechinger Mall anchors the lower end of the Bladensburg corridor]

The Hechinger/Benning area is expected to undergo significant change during the next 20 years, driven in part by the revival of northeast Capitol Hill, the H Street corridor, and the Anacostia Waterfront area. Some 500 units of housing are planned 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. Langston Terrace has been suggested as a possible "new community" site, raising the possibility of infill development and new mixed income housing around the complex. The 42-acre Schools on the Hill campus also has been considered as the showpiece for a "city of learning" initiative (Hilltop Career Academies), with new educational facilities, mixed use development, and services that are integrated with the adjacent neighborhood. 2412.4

[PULLQUOTE: The Hechinger/Benning area is expected to undergo significant change during the next 20 years, driven in part by the revival of northeast Capitol Hill, the H Street corridor, and the Anacostia Waterfront area.]

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. Such development should be linked to transportation investments along these streets, including the proposed streetcar along H Street/Benning Road. 2412.5

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 pedestrian-oriented character and adding new uses such as housing. 2412.6

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

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. Important historic elements of Langston Terrace should be protected and restored. 2412.8

Policy UNE-2.2.5: Schools on the Hill Campus
Improve the integration of the Schools on the Hill Campus (Spingarn, Brown, and Young Schools) with the adjacent Carver/Langston neighborhood. 2412.9

Action UNE-2.2-A: Schools on the Hill Campus Planning
Undertake a planning process to enhance the physical environment of the Schools on the Hill Campus, enabling the campus to function more effectively as a neighborhood resource, a gateway from the neighborhoods of Upper Northeast to the Anacostia River parklands, and an educational complex ("city of learning") that benefits residents of all ages. 2412.10

Action UNE-2.2-B: Lower Bladensburg Road Development
As described in the Northeast Gateway Small Area Plan, consider the use of form-based zoning along Bladensburg Road to encourage housing and mixed use development and to discourage additional auto dealerships and automotive uses. 2412.11

Action UNE-2.2-C: Reconfiguration of the "Starburst" Intersection
As recommended by the H Street Small Area Plan, redesign the starburst intersection at Florida Avenue, Benning, Bladensburg, H Street, and Maryland Avenues, and provide a public plaza in the northeastern quadrant of the intersection, adjacent to Hechinger Mall. 2412.12

UNE-2.3 New York Avenue Corridor/ Brentwood 2413

The New York Avenue corridor 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. In 2001, the Brentwood neighborhood gained notoriety as the site of the US postal sorting facility where anthrax-contaminated mail addressed to two members of the U.S. Senate was handled. Two postal workers died from anthrax exposure, and the 633,000-square foot facility was closed for more than two years. Other large uses in the area include a Metrorail maintenance facility, the Ivy City railyards, the WMATA Bladensburg Bus Division, and the 725,000 square foot art-deco Hecht's warehouse. New

York Avenue itself is lined by strip commercial uses such as hotels, fast food restaurants, and gas stations. 2413.1

The corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered obsolete by today's s market standards and are being considered for new uses such as retail development. Tall pole-mounted signs create a cluttered and unattractive image and poorly designed intersections create traffic hazards. New York Avenue itself is carrying far more traffic than it was designed to handle. 2413.2

[PULLQUOTE: The New York Avenue corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered obsolete by today's market standards and are being considered for new uses such as retail development.]

In 2005, the District's Department of Transportation completed a multi-modal corridor study for New York Avenue and presented a number of recommendations for consideration. These included adding a tunnel from I-395 to 1st Street NE, building a "signature" bridge across Florida Avenue, reconstructing the Brentwood Avenue bridge, adding a traffic circle at Montana Avenue, and adding a grade-separated traffic circle at Bladensburg Road (through traffic on New York Avenue would pass beneath the circle). The recommendations also include widening the road and adding a landscaped median and turning lanes in selected areas, a linear park on the road's north side, and significantly upgrading the corridor's appearance from Bladensburg Road to South Dakota Avenue. The Corridor study included land use recommendations for key sites along New York Avenue, and also recommended architectural guidelines to reinforce the street edge. 2413.3

Additional land use recommendations for the New York Avenue industrial area are contained in an Industrial Land Use Study commissioned by the Office of Planning in 2005. These include strengthening and enhancing light industrial (production, distribution and repair) 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 a transition to other uses (such as retail) on strategic sites. 2413.4

[Photo caption: Hecht's Department Store Warehouse on New York Avenue]

Policy UNE-2.3.1: New York Avenue Corridor
Improve the appearance of New York Avenue as a gateway to the District of Columbia. Support road design changes, streetscape improvements, and new land uses that improve traffic flow and enhance the road's operation as a multi-modal corridor that meets both regional and local needs. 2413.5

Policy UNE-2.3.2: Production, Distribution, and Repair Land Uses
Retain a significant concentration of production, distribution, and repair (PDR) land uses in the New York Avenue corridor. While the conversion of industrial land to other uses can be considered on key sites, including 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. Retail and office uses have existed historically along both sides of V Street between Bladensburg Road and South Dakota Avenue NE and should continue in accordance with the existing CM- and M- zoning. 2413.6

Policy UNE-2.3.3: Infill Development
Support infill development and redevelopment on underutilized commercial sites along New York Avenue. Particularly encourage large-format destination retail development that would provide better access to goods and services for residents, and sales tax dollars for the District. 2413.7

Policy UNE-2.3.4: Consolidate and Formalize Auto-Related Uses
Use zoning, enforcement, and other regulatory mechanisms to reduce the number of illegal auto-related activities on Bladensburg Road. Consistent with the Northeast Gateway Plan, create a more attractive environment for the car dealerships and automotive businesses along Bladensburg Road, possibly including the development of an "auto mall." 2413.8

Action UNE-2.3-A: New York Avenue Traffic Study
Refine the road design recommendations contained in the 2005 New York Avenue Corridor Study and identify capital improvements to carry out these recommendations. A high priority should be given to the redesign of the intersections at Montana Avenue and Bladensburg Road. 2413.9

Action UNE-2.3-B: Brentwood Road Improvements
Implement the recommendations of the Brentwood Road Transportation Study, intended to improve traffic flow, address parking issues, upgrade transit, and provide new pedestrian and bicycle facilities along Brentwood Road. 2413.10

Action UNE-2.3-C: Hecht's Warehouse
Encourage the reuse of the historic Hecht's warehouse building as an incubator for technology-oriented uses, creative industries, and other activities which help grow the District's "knowledge economy." 2413.11

Action UNE-2.3-D: Business Improvement District
Consider the creation of a Business Improvement District (BID) serving the New York Avenue corridor. 2413.12

UNE-2.4 Upper Bladensburg Road and Fort Lincoln 2414

The Upper Bladensburg corridor has suffered from disinvestment for many years. Although it continues to support some neighborhood retail activity, it is dominated by automotive repair shops, auto parts shops, car lots, and vacant businesses. 2414.1

[PULLQUOTE: The Upper Bladensburg corridor has suffered from disinvestment for many years. Although it continues to support some neighborhood retail activity, it is dominated by automotive repair shops, auto parts shops, car lots, and vacant businesses.]

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 moving forward, with more than 200 three- and four-bedroom townhomes already under construction. 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

Policy UNE-2.4.1: Fort Lincoln New Town
Support the continued development of Fort Lincoln New Town consistent 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

[Photo Caption: Fort Lincoln]

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 transition of this area from an industrial "strip" to a more pedestrian-oriented retail area, providing services to the adjacent Woodridge, South Central, and Fort Lincoln neighborhoods. 2414.4

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

Action UNE-2.4-B: South Dakota Avenue Transportation Study
Implement the recommendations in the DDOT South Dakota Avenue Transportation study, intended to improve traffic safety, reduce conflicts caused by heavy truck traffic, and reduce speeding. 2414.6

UNE-2.5 Rhode Island Avenue-Brentwood Metro Station and Corridor 2415

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 DC, its current configuration has a suburban feel. The station is adjoined by one of the largest surface parking lots in the District of Columbia on its southeast, and by an aging shopping center on the northwest. Other uses in the vicinity include the new "big box" retail center on Brentwood Road, light industrial uses, and strip commercial uses on Rhode Island Avenue. 2415.1

Land around the Rhode Island Avenue Metro station is underutilized and does not provide the community focal point it could. The WMATA parking lot presents the most immediate and obvious opportunity for redevelopment, but 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 are planned through this area. 2415.2

Extending east from the station, Rhode Island Avenue is a wide tree-lined street with well kept 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. 2415.3

The general character of the Avenue is not expected to change significantly over the next 20 years, but there are opportunities for moderate density infill development in several locations. 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 and upper story housing would be desirable. The surrounding area is under-served by retail uses and would benefit from new restaurants, local-serving stores, and other services. 2415.4

[Photo caption: Metrorail near Rhode Island Avenue]

Policy UNE-2.5.1: Rhode Island Avenue/ Brentwood Metro Station
Encourage the development of additional medium-to high-density mixed use development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. 2415.5

Policy UNE-2.5.2: 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 higher-value mixed uses, including housing. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.6

Policy UNE-2.5.3: 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. 2415.7

Policy UNE-2.5.4: 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. 2415.8

Action UNE-2.5-A: Rhode Island Avenue Station Area Planning
Work with WMATA, the local Advisory Neighborhood Commission, local businesses, and the community to ensure that plans for the Rhode Island Avenue Metrorail parking area enhance the surrounding neighborhoods and address issues such as traffic, parking, and station access. 2415.9

UNE-2.6 Brookland/CUA Metro Station Area 2416

The Brookland/Catholic University of America (CUA) Metrorail Station is located between the Brookland commercial district (12th Street NE) on the east and the Catholic University/ 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. Major property owners include WMATA and Catholic University. 2416.1

The Office of Planning is scheduled to conduct a comprehensive study of the area surrounding the Metro station during 2006 and 2007, including an assessment of land use and zoning, the retail environment, transit/traffic safety, urban design, cultural tourism, and heritage development. The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th St NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. 2416.2

[Photo caption: Brookland Metro Station]

Policy UNE-2.6.1: Brookland/CUA Metro Station Area
Encourage moderate-density mixed use development on vacant and underutilized property in the vicinity of the Brookland/ CUA Metro station, including the parking lot east of the station. Special care should be taken to protect 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

Policy UNE-2.6.2: Pedestrian Access
Improve pedestrian safety and access to the Brookland Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to Catholic University). 2416.4

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 2006 Industrial Land Use Study, the industrially zoned area within ¼ 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

Action UNE-2.6-A: Brookland Metro Small Area Plan
Prepare a Small Area Plan for the Brookland Metro station area to provide guidance on the future use of vacant land, buffering of existing development, upgrading of pedestrian connections to Catholic University and 12th Street, urban design and transportation improvements, and the provision of additional open space and community facilities in the area. Ensure that community partners such as Catholic University and CSX are involved in this process. 2416.6

UNE 2.7 Fort Totten Metro Station Area 2417

The Fort Totten Station is served by the Metrorail 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 conceptual development projects are under study. The station itself sits within the boundary of the Fort Circle Parks. Fort Totten Park, immediately west of the station, is an important DC historic site and contains the remnants of one of the most important civil-war fortifications in the Fort Circle chain. 2417.1

[PULLQUOTE: The Fort Totten Station is served by the Metrorail 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.]

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. Zoning in the area already permits medium density mixed use development, and the area has been slated for transit-oriented development in the Comprehensive Plan for more than 20 years. 2417.2

The "Y-intersection" of Riggs Road and South Dakota Avenue is located about one-quarter mile northeast of the station. The Department of Transportation is currently redesigning the intersection to improve traffic flow, enhance conditions for pedestrians, and make more efficient use of the very large right-of-way. The intersection is currently missing basic amenities like sidewalks, curb cuts, and pedestrian signals, making it difficult to navigate on foot. These improvements are being coordinated with redevelopment planning for adjacent commercial and residential uses along Riggs Road, including the Riggs Plaza Shopping Center between 3rd Street NE and Chillum Place. 2417.3

[Photo Caption: Fort Totten Metrorail Station]

Policy UNE-2.7.1: Fort Totten Metro Station
Encourage the reuse of WMATA-owned land and other underutilized property in the immediate vicinity of the Fort Totten Metrorail 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 medium-density housing, ground floor retail, local-serving office space, new parkland and civic uses, and structured parking. Redevelopment should occur in a way that protects 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

Policy UNE-2.7.2: Traffic Patterns and Pedestrian Safety
Improve pedestrian access to the Fort Totten Metrorail Station, with a particular emphasis on pedestrian and vehicle safety improvements at the South Dakota/Riggs intersection. 2417.5

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 station 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

Action UNE-2.7-A: Fort Totten Small Area Plan
Prepare an updated study of the Fort Totten/ Riggs Road area to more precisely determine the mix of desired land uses; and to address transportation, parking, open space, urban design, and other issues related to the area's future development. The study area for the Small Area Plan should include Riggs Plaza and the adjacent Riggs/South Dakota intersection. 2417.7

Action UNE-2.7-B: Riggs Road/South Dakota Avenue Redesign
Reconstruct the intersection at Riggs Road and South Dakota Avenue to improve pedestrian and vehicular safety. Consider opportunities for new development, parkland, and community facilities on the excess right-of-way. 2417.8

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