

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the District of Columbia Comprehensive Plan Act of 1984.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA,
That this act may be cited as the “Comprehensive Plan Amendment Act of 2010”.

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

(a) Section 3 (DCMR Title 10-A) (“Comprehensive Plan”) is amended as follows:

[LAND USE ELEMENT]

(1) Section 302.1 is amended to read as follows:

“The Land Use Goal is:

“Ensure the efficient use of land resources to meet long-term neighborhood, citywide,
and regional needs; to help foster other District goals; to protect the health, safety, and
welfare of District residents, institutions, and businesses; to sustain, restore, or improve
the character and stability of neighborhoods in all parts of the city; and to effectively

balance the competing demands for land to support the many activities that take place within District boundaries.”.

(2) A new section 304.13a is added to read as follows:

“Policy LU-1.1.8 Re-Knitting the City through Air Rights

“Support the development of air rights over rail tracks and highways. In several parts of the central city, there is the potential to build over existing railway tracks and highways. These undeveloped “air rights” are the result of the interjection of massive transportation infrastructure after the establishment and development of the original city. The tracks and highways have created gaps in the historic urban fabric that have left large areas of the center city divided and difficult to traverse. With substantial investment, these sites represent opportunities for development of housing, retail, and commercial buildings, and for the reconnection of neighborhoods and the street grid.

“Where possible, streets should be reconnected and air rights development should be constructed at and measured from grade level consistent with adjacent land. When development at grade level is not physically possible, air rights should be measured from a point that provides for density and height relatively commensurate with their zone district. Establishment of a measuring point for any particular air rights development shall be consistent with the Height Act and should not be taken as precedent for other development projects in the city. Densities and heights should be sensitive to the surrounding neighborhoods and developments, and be sufficient to induce the investment needed for such construction.”

(3) A new section 304.15 is added to read as follows:

“Action LU-1.1.C: Development of Air Rights

“Analyze the unique characteristics of the air rights development sites within the District. Determine appropriate zoning and means of measuring height for each unique site consistent with the Height Act and taking into consideration the ability to utilize zone densities, the size of the site, and the relationship of the potential development to the existing character of the surrounding areas.”.

(4) Section 304.11 is amended to read as follows:

“Policy LU-1.1.5: Urban Mixed Use Neighborhoods

“Encourage new central city mixed use neighborhoods combining high-density residential, office, retail, cultural, and open space uses in the following areas:

- “1. Mt Vernon Triangle
- “2. North of Massachusetts Avenue (NoMA)
- “3. Downtown East
- “4. South Capitol Street corridor/Stadium area
- “5. Near Southeast/Navy Yard
- “6. Center Leg Freeway Air Rights
- “7. Union Station Air Rights

“The location of these areas is shown in the Central Washington and Lower Anacostia Waterfront/Near Southwest Area Elements. Land use regulations and design standards for these areas should ensure that they are developed as attractive pedestrian-oriented neighborhoods, with high-quality architecture and public spaces. Housing, including

affordable housing, is particularly encouraged and should be a vital component of the future land use mix.”.

(5) A new section 305.15 is added to read as follows:

“Action LU-1.2.B Encouraging Livability of Former Federal Lands

“When land is identified to shift from federal to private or local use, develop planning and zoning approaches that provide for, as appropriate, the reconstruction of historic rights-of-way and reservations, integration of the sites into the adjoining neighborhoods, and enhancement of special characteristics or opportunities of the sites. Encourage cultural, residential, and retail to ensure mixed-use neighborhoods, even if designated as high-density commercial on the District of Columbia Comprehensive Plan Future Land Use Map; coordinate with the National Capital Planning Commission as appropriate.”.

(6) Section 306.6 is amended to read as follows:

“While transit-oriented development is most commonly thought of as a strategy for Metrorail station areas, it is also applicable among premium transit corridors and the city’s “Great Streets.” ~~Six~~Seven “Great Streets” were named in 2005 as part of an integrated economic development, transportation, and urban design strategy. The location of these streets is shown in Map 3.5. While not officially designated, four other corridors—Rhode Island Avenue, North/South Capitol Streets, Lower 14th Street, and Bladensburg Road—are also shown on the map to recognize their potential for enhancement.”. *[correction]*

(7) Section 311.8 is amended to read as follows:

“Policy LU-2.3.6: ~~Houses of Worship~~ Religious Facilities

“Recognize ~~churches and other~~ religious ~~institutions~~ facilities as an ongoing, important part of the fabric of the city’s neighborhoods. Work proactively with the faith-based community, residents, ANCs, and neighborhood groups to address issues associated with ~~church~~ religious facilities’ transportation needs, operations, and expansion, so that ~~churches~~ existing and new religious facilities may be sustained as neighborhood anchors and a source of spiritual guidance for District residents.

(8) Section 306.19 is amended to read as follows:

“Action LU-1.3.B: TOD Overlay Zone

“During the forthcoming revision to the zoning regulations, ~~create a TOD overlay district.~~ The overlay develop zoning language in areas surrounding transit stations and stops. The language should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. Work with land owners, the DC Council, local ANCs, community organizations, WMATA, and the Zoning Commission to determine the stations where such a zone should be applied. The emphasis should be on stations that have the capacity to accommodate substantial increases in ridership and the potential to become pedestrian-oriented urban villages. Neighborhoods that meet these criteria and that would welcome a TOD overlay are the highest priority.”.

(9) A new section 309.18a is added to read as follows:

“Policy LU-2.1.14: Planned Unit Developments in Neighborhood Commercial

Corridors

“Consider modifying minimum lot size and other requirements for Planned Unit Developments (PUDs) for neighborhood commercial areas that are not included within existing neighborhood commercial overlay zoning districts, for the purpose of allowing small property owners to participate in projects that encourage high quality developments and provide public benefits.”.

(10) Section 313.1 is amended to read as follows:

“This section of the Land Use Element addresses five specific activities that require a greater level of direction than can be covered in the “Neighborhood” policies listed described above. These activities are an essential part of the District of Columbia and are vital to the city’s future. Each of these uses presents a unique set of challenges and land use compatibility issues. They include:

“(a) Public Works and Industrial Uses, which are essential to government operations and the local economy, but also create external impacts and face displacement from higher value land uses;

“(b) Institutional Uses, including religious facilities, which desire vacant land or developed properties for expansion but are often hemmed in by adjacent neighborhoods;

“(c) Foreign Missions, namely the chanceries and embassies of foreign governments, which seek to locate or expand in some of the city’s most desirable neighborhoods;

- “(d) Group Homes, Community Based Residential Facilities, and Supportive Housing, which provide for the essential housing and socialization needs of thousands of District residents but may end up concentrated in particular parts of the city; and
- (e) Federal Facilities, which often operate in immediate proximity to residential neighborhoods, creating the need for sensitive planning as these uses expand, contract, and implement new security measures.”

(11) Section 315.1 is amended to read as follows:

“Institutional uses occupy almost 2,300 acres—an area larger than all of the city’s retail, office, and hotel uses combined. These uses include colleges and universities, private schools, child care facilities, ~~houses of worship and religious institutions~~ facilities, hospitals, private and non-profit organizations, and similar activities.”

[TRANSPORTATION ELEMENT]

(12) Section 403.8 is amended to read as follows:

“Policy T-1.1.2: Land Use Impact Assessment

“Assess the transportation impacts of development projects using multi-modal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including CO2 impacts, should be included in the assessment to land use impacts.”

(13) Section 403.14 is amended to read as follows:

“Action T-1.1.B: Transportation Improvements

“Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, transit resource and information kiosks, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process.

(14) Section 407.18 is amended to read as follows:

“Policy T-2.1.2: Bus Transit Improvements

“Enhance bus transit service by implementing Information Technology Systems (ITS) to improve ~~improving~~ scheduling and reliability, providing timed transfers, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections.”.

(15) A new section 407.22a is added to read as follows:

“Policy T-2.1.5: District Streetcar System

“Expand transit options for District residents by developing a citywide streetcar system. Create a streetcar network that will connect neighborhoods and key destinations, and create walkable, amenity-rich, and diverse communities along streetcar routes. Explore various value capture strategies to obtain private and other financial support for the construction and ongoing operation of streetcars.”.

(16) Section 407.23 is amended to read as follows:

“Action T-2.1-A: New Streetcar or Bus Rapid Transit Lines

“Develop transportation and land use plans to ~~€~~construct a network of new premium transit infrastructure, including bus rapid transit (BRT) and streetcar lines to provide travel options, better connect the city, ~~and~~ improve surface-level public transportation, and stimulate economic development. As needed, replace existing travel and/or parking

lanes along selected major ~~thoroughfares~~ corridors with new ~~rapid bus or streetcar lines~~ transit services (streetcar, BRT, and DC Circulator) to improve mobility within the city.”.

(17) A new section 407.30 is added to read as follows:

“Action T-2.1.H Transit Amenities

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

(18) A new section 407.31 is added to read as follows:

“Action T-2.1.I Performance Measures

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

(19) Section 408.10 is amended to read as follows:

“Action T-2.2.A: Intermodal Centers

“Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a “park-once” service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District’s Downtown should be located at Union Station, the Kennedy Center, ~~and~~ Banneker Overlook, and other locations that support motor carrier vehicle parking.”

(20) Section 408.11 is amended to read as follows:

“Action T-2.2.B: Pedestrian Connections

“Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected ~~Metrorail~~ transit stations, ~~stops streetcar~~ stops, and ~~bus major~~ transfer facilities to enhance pedestrian flow, efficiency, and operations.”.

(21) Section 408.12 is amended to read as follows:

“Action T-2.2.C: Bicycle and Car-Pool Parking

“Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key ~~bus~~ transit stops, and future streetcar stations.”.

(22) Section 408.14 is amended to read as follows:

“Action T-2.2.E: Bus Connections

“Promote cross-town ~~bus~~ transit services and new ~~bus~~ transit routes that connect neighborhoods to one another and to transit stations and stops.”.

(23) Section 408.15 is amended to read as follows:

“Action T-2.2.F: Regional Intermodal Transportation Plan

~~“Work with the other local governments in the region and the Metropolitan Washington Council of Governments to update a regional intermodal transportation plan.”~~

“Action T-2.2.F: Commuter Bus Management Initiative

“Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with tour bus parking, roaming, and idling around the city’s major visitor attractions.”.

(24) Section 409.9 is amended to read as follows:

“Policy T-2.3.2: Bicycle Network

“Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike infrastructure such as bike sharing programs like SmartBike, and identify bike boulevards or bike-only rights of way.”.

(25) A new section 409.14 is added to read as follows:

“Action T-2.3.D: Bicycle Sharing

“Support the expansion of bicycle sharing kiosks throughout the District of Columbia to develop a complete bicycle sharing network and encourage bicycling.”.

(26) Section 410.10 is amended to read as follows:

“Action T-2.4.B: Sidewalks

“Install sidewalks on ~~all major~~ streets throughout the District ~~where there are missing links~~ to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with ANCs and community organizations as plans for sidewalk construction are developed. All sidewalks will be constructed in conformance with the Americans with Disabilities Act Accessibility Guidelines.”.

(27) A new section 410.13 is added to read as follows:

“Action T-2.4.E: Pedestrian Master Plan

“Implement the recommendations of the Pedestrian Master Plan in order to improve accessibility, connectivity, and safety for pedestrians throughout the District.”.

(28) Section 411.9 is amended to read as follows:

“Since the District is a densely developed city with an historic built environment, the city does not foresee making significant investments in road widening to accommodate more autos. Instead, the District will continue to manage existing roadway resources and provide for viable transportation choices throughout the city. Some of the roadway and bridge investments the city is planning to make within the next five to eight years include:

- “(a) Rehabilitating the existing Frederick Douglass Memorial Bridge through structural steel repairs, lighting improvements, and preventive maintenance.
- “(b) ~~Constructing a tunnel between I-295 east of the Anacostia River and the existing I-395 Third Street tunnel to carry regional through traffic beneath the South Capitol Street corridor and to replace the Southeast Freeway.~~
- “(e**b**) Creating a traffic circle at the intersection of Potomac Avenue and South Capitol Street.
- “(e**c**) Extending Potomac Avenue to 2nd Street SE on the east and to Fort McNair on the west.
- “(e**d**) Reconfiguring the underpass arrangement at the intersection of M and South Capitol Streets.
- “(e**e**) Redesigning South Capitol Street for a continuous, at-grade 130-foot street section as originally specified in the L’Enfant Plan, with a narrow median.
- “(e**f**) Constructing an island to channelize traffic onto and off of Fairlawn Avenue at Pennsylvania Avenue.
- “(e**g**) Placing a directional ramp on the northwestern quadrant of Pennsylvania Avenue,

SE/Anacostia Freeway (I-295) interchange.

“(h) Placing a single point diamond interchange at Pennsylvania Avenue, SE/Anacostia Freeway (I-295).”.

(29) Section 414.11 is amended to read as follows:

“Action T-3.1.A: TDM Strategies

“Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, transit use; encouraging the formation of Transportation Management Associations; and undertaking other measures that reduce vehicular trips, particularly during peak travel periods. Identify TDM measures and plans as appropriate conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday for particular departments and agencies in an effort to reduce congestion. Assist employers in the District with implementation of TDM programs at their worksites in order to reduce drive-alone commute trips.”.

(30) Section 417.4 is amended to read as follows:

“Action T-3.4.A: Transit Directional Signs

“Establish a joint city/Wmata/ private sector Task Force to improve and augment pedestrian directional signs and system maps for transit riders, especially at ~~Metro~~ transit station exits and transit stops, and at various locations ~~in Central Washington~~ throughout the District.”.

(31) Section 418.2 is amended to read as follows:

“Policy T-3.5.1: Tour Bus Facilities

“Develop carefully-planned parking areas, loading zones, and dedicated routes for tour buses and commuter buses to prevent tour bus parking in residential neighborhoods. Enforce and apply fines and penalties when tour bus and commuter bus parking and route regulations are violated.”.

[HOUSING ELEMENT]

(32) A new section 512.13 is added to read as follows:

“Action H-3.1.H: Foreclosure Prevention

“Develop public-private partnerships to raise awareness of foreclosure prevention efforts, and to offer assistance to households facing foreclosure.”.

(33) A new section 513.8 is added to read as follows:

“Action H-3.2.C: Lending Practices

“Review private sector lending practices for their impact on the stability of neighborhoods.”.

(34) Section 516.8 is amended to read as follows:

“Policy H-4.2.2: Housing Choice for Seniors

“Provide a wide variety of affordable housing choices for the District’s seniors, taking into account the income range and health care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing that meets universal design standards becomes a major

governmental priority. Acknowledge and support the establishment of Senior Villages throughout the city that allows seniors to remain in their homes and age in place.”.

[ENVIRONMENTAL PROTECTION ELEMENT]

(35) Section 600.5 is amended to read as follows:

“Fortunately, the District has turned the corner and begun to tackle these challenges head on. In 2005, legislation was passed creating a District Department of the Environment. The District, along with hundreds of other cities, has signed on to the U.S. Conference of Mayors Climate Protection Agreement and has taken on climate change as the most pressing global environmental challenge of this century. The District is committed to meeting or beating the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol – 7% reduction from 1990 levels by 2012. The most ambitious tree planting, water quality, and habitat restoration projects in decades are underway, and great strides are being made to promote more sustainable growth.”.

(36) Section 603.13 is amended to read as follows:

“Action E-1.1-D: Operating Procedures for Utility and Roadwork

“Develop standard operating procedures to minimize tree damage by public utility and road crews. All activities that involve invasive work around street trees should be reviewed by Urban Forestry Administration personnel. Such goals have been developed by the USDA and the Casey Trees Endowment Fund and tested in other cities as a way of evaluating the existing tree canopy and setting specific goals for its restoration. Promote the expansion of the urban tree canopy.”.

(37) A new section 608.3 is added to read as follows:

“The District’s Clean and Affordable Energy Act of 2008 provides for several policies and programs intended to foster more energy efficiency and conservation, energy diversification through the production of clean and renewable energy and energy security through a distributive energy infrastructure system.”

(38) A new section 610.2a is added to read as follows:

“Energy supply and demand must continue to be carefully managed and efficiency must be improved in all sectors. The text box to the right provides an overview of the Comprehensive Energy Plan, the District’s official guide for meeting future energy needs. With the District’s Renewable Energy Portfolio Standards (RPS), by 2020 a total of .04% of total electricity sold must be derived from District generated solar resources. To facilitate the construction of systems that will support the RPS goal, policies must be updated to reflect real market conditions currently at play in the region. Amended net metering, interconnection, and solar access laws will create favorable conditions for the continued adoption of climate neutral energy generation technologies.”

(39) Section 610.6 is amended to read as follows:

“Policy E-2.2.4: Alternative Energy Sources

“Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct

sunlight for distributed energy generators and passive solar homes relying on the sun as a primary energy source.”.

(40) Section 614.7 is amended to read as follows:

“Action E-3.2.D: ~~Sustainability Action~~ Green DC Agenda

“~~Develop a Sustainability Action~~ Fully implement the Green DC Agenda to promote green building practices and other forms of sustainable architecture, landscape architecture, and development in the city.”.

(41) Section 616.5 is amended to read as follows:

*“Policy E-3.4.3: **Environmental Assessments***

“Ensure full and meaningful compliance with the DC Environmental Policy Act, including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act. The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. The process should ensure that such information is available when a development is proposed and is available to the public and decision-makers before any decision is made. Carbon dioxide and other greenhouse gas (GHG) emissions impacts should also be included in the environmental impact assessments. The process should ensure that such information is available when a development is proposed and is available to the public and decision makers before any decision is made.”.

[ECONOMIC DEVELOPMENT ELEMENT]

(42) A new section 703.13a is added to read as follows:

“Policy ED-1.1.6 International Assets

“Draw on international business and institutional assets to develop international centers for learning, knowledge sharing, and trade. Expand cultural opportunities to residents and visitors, and create links between Washington, DC and foreign cities, industries, retail, institutions, and markets.”.

(43) A new section 703.13b is added to read as follow:

“Policy ED-1.1.7 Global Financial Center

“Enhance the District’s status as an international financial center by supporting the enactment of pending federal legislation to ensure that insurance reserves are held and invested in the U.S., rather than offshore in foreign jurisdictions, to cover losses from natural and man-made catastrophes. By making the District a special tax jurisdiction where billions of dollars of catastrophic insurance reserves and their investment income would be exempt from federal taxes, substantial new professional and service-support jobs would be generated for District residents, along with substantial new local tax revenues.”

(44) A new section 703.16 is added to read as follows:

“Action ED-1.1.C: Business Support Structures

“Streamline processes and create a more centralized system to assist businesses to meet regulatory requirements quickly and efficiently, with a particular focus on serving small businesses. Centralize information and assistance to small and local businesses about

starting a new business, business permitting processes, zoning, fees and regulations, incentives, financing, unique programs, and opportunities. Create a fast-track permits and approvals system for businesses interested in opening or expanding in priority, underserved neighborhoods.”.

(45) A new section 705.13 is added to read as follows:

“Action ED-1.3.D: Link Federal Research and Enterprises

“Create partnerships to better link federal agencies that conduct research with local businesses to foster the commercialization and production of new technology, enterprise development, and generation of patents in the District.”.

(46) Section 708.11 is amended to read as follow:

“Policy ED-2.2.7: Planning For Retail

“Coordinate neighborhood planning efforts with the District’s economic development planning and implementation programs in order to improve retail offerings in local commercial centers. Consolidate retail according to existing and forecasted demand, and consider converting retail to other uses where an increased consumer base is required.”.

(47) A new section 708.11a is added to read as follows:

“Policy ED-2.2.8: Innovative Retail

“Identify and implement new strategies to recapture retail sales leakage. This could include mobile retail units in neighborhoods in which there might not be enough market demand to support an entire store and for helping new businesses establish themselves, or pop-up stores to introduce new products and concepts, provide seasonal merchandise and services, and fill commercial buildings during short-term vacancies.”.

(48) A new section 708.11b is added to read as follows:

“Policy ED-2.2.9: Clustered Retail at Transit

“Cluster retail around areas of high foot-traffic, including Metrorail exits, bike trails, future streetcar stops and other multi-modal meeting points. Create strong nodes of character to effectively link retail and transit.”

(49) A new section 713.11a is added to read as follows:

“Policy ED-3.1.8: Neighborhood Retail District Identity and Promotion

“Brand the distinct character of retail districts through signature promotional events, signage, streetscape, district gateways, as well as building unique clusters where appropriate.”

[PARKS, RECREATION, AND OPEN SPACE ELEMENT]

(50) A new section 804.10a is added to read as follows:

“Policy PROS-1.1.4: Mini-Parks

“Develop a coherent identity for mini-parks through a coordinated approach to management among the various government agencies that can define the role of mini-parks in the larger park system, help the agencies manage them more efficiently, and promote system-wide investment of resources.”

(51) A new section 810.20 is added to read as follows:

“Action PROS-2.2.F: Integration of Federal and District Athletic Fields

“Better integrate federal and District athletic fields under the jurisdictions of NPS, DPR, and DCPS.”

(52) A new section 814.6a is added to read as follows:

“Policy PROS-3.3.3: Small Park and Mini-Park Cluster Improvements

“Prioritize improvements of small park and mini-park clusters in areas with limited access to parks and open space and a growing population. Apply common themes such as sustainability, place-making, or connectivity to plan, enhance, and maintain the small parks as a system.”.

(53) A new section 814.8 is added to read as follows:

“Action PROS-3.3.B: Small Parks Database

“Develop a shared database of small parks, as defined by the CapitalSpace Plan, to inform coordination efforts between agencies and with the public, including data on: ownership, size, location, function, level of use, historic or cultural value, commemorative elements, programs, and condition. Assess existing agency jurisdiction for certain small parks to ensure that each parcel is managed effectively to meet District and/or federal objectives, and clarify responsibilities of the managing agencies.”.

[URBAN DESIGN ELEMENT]

(54) Section 906.10 is amended to read as follows:

“Policy UD-1.4.4: Multi-Modal Avenue/Boulevard Design

“Discourage the use of the city’s major avenues/boulevards as “auto-only” roadways. Instead, encourage their use as multi-modal corridors, supporting bus transit lanes, bicycle lanes, and wide sidewalks, as well as conventional vehicle lanes.”.

(55) Section 913.12 is amended to read as follows:

“Policy UD-3.1.5: Streetscape and Mobility

“Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. ~~Bus~~ Transit shelters, benches, bicycle parking, safe pedestrian connections, and clear wayfinding signage should be provided to facilitate multi-modal travel.”.

(56) Section 915.5 is amended to read as follows:

“Policy UD-3.3.3: Design of New Public Transit

“~~Treat the design of mass transit systems, including the proposed streetcar and bus rapid transit systems,~~ as an important form of public architecture. ~~Bus~~ Transit shelters, waiting platforms, signage, off-board fare collection, on-street bicycle facilities, pedestrian connections, and other improvements should contribute to citywide urban design goals.”.

(57) Section 915.6 is amended to read as follows:

“Policy UD-3.3.4: Metro Station Entrances

“Promote design improvements and public art at ~~Metro~~ transit station entrances and transit stops, providing a stronger sense of arrival and orientation for travelers.”.

[EDUCATIONAL FACILITIES ELEMENT]

(58) Section 1202.4 is amended to read as follows:

“Understanding the Relationship of DC Public Schools to District Government

~~“The District of Columbia Public Schools (DCPS) is a charter independent agency within the District of Columbia government. DCPS is led by a Superintendent, who reports to an 11 member Board of Education—the official policy making body for education—~~

~~related issues in the city. The Board consists of five members elected by the District, four at-large members appointed by the Mayor, and two student representatives.~~

~~“Educational and facilities decisions are made by DCPS. While the District Government does not oversee the school system, it does provide DCPS with its annual capital and operating funds and thus has some influence over these decisions. Each year, the Chief Financial Officer for the District of Columbia Public Schools proposes an annual budget to the Mayor. After the budget is approved by the DC Council, it is submitted to the US Congress for federal approval. Congress passes a yearly resolution approving the District’s annual operating budget and allocates the necessary funds.~~

~~“DCPS manages its own property but may not sell it. If a school or administrative building is deemed surplus (a procedure that must be completed with approval of the Board of Education), the property reverts to the District’s Office of Property Management for disposal.~~

~~“The Superintendent of Schools and the Board of Education are also responsible for developing plans for the delivery of educational services. The Board adopts a Master Education Plan (MEP) that contains policies on topics such as school size, grade configuration, and educational curriculum. It also adopts a Master Facilities Plan (MFP), which includes recommendations for each campus and school service area based on modernization needs and enrollment projections.~~

“The District of Columbia Public Education Reform Amendment Act of 2007 created a new and re-organized structure of educational leadership. Direct Mayoral control of DCPS as a cabinet-level agency was established. The Mayor appoints a Deputy Mayor for Education to support the development and implementation of an education reform vision. In addition, the Mayor appoints a Chancellor to oversee day-to-day operations of DCPS, including academic improvement/student performance, and the hiring of teachers and principals. The Office of State Superintendent of Education (OSSE) requests, distributes, and monitors the use of federal grant monies, sets state policy and regulations, and supports and advises the DC State Board of Education. The DC State Board of Education is responsible for advising OSSE on educational matters, including: state standards; state policies, including those governing special, academic, vocational, charter, and other schools; state objectives, and state regulations proposed by the Mayor or the State Superintendent of Education. The Office of Public Education Facilities Modernization (OPEFM) oversees the maintenance, construction, and modernization of all DCPS facilities. All Public Charter Schools receive authority from the DC Public Charter School Board.”.

(59) Section 1207.4 is amended to read as follows:

“Policy EDU-1.5.5: Adaptive Re-Use

“In the event that surplus DCPS facilities are surplused or converted to non-school uses, require the new uses to be sensitive to neighborhood context and to mitigate impacts on parking, traffic, noise, and other quality of life factors. Provide for public review of potential new uses, and ensure that any issues related to prior jurisdiction over the site by the federal government are addressed.”.

[CAPITOL HILL AREA ELEMENT]

(60) Section 1510.4, which is a map (Map 15.1) that depicts Capitol Hill Policy Focus Areas, is amended by changing the color in the legend for the H Street/Benning Road area from pink to light blue.

(61) Section 1511.12 is amended to read as follows:

“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.~~ consistent with the Height Act and relate positively to the surroundings with special attention to Union Station and other historic buildings, the federal precincts on Capitol Hill, and existing neighborhoods to the east and west. Development must give special attention to the preservation and enhancement of and views to Union Station and its historic surroundings by ensuring the provision of exemplary architecture and encouraging upper story setbacks and minimized penthouses.”.

(62) A new section 1512.10a is added to read as follows:

“Policy CH-2.2.7: Hine Junior High School Site

“Promote continued and redevelopment of the Hine Junior High School, an important community public facility which was closed in the summer of 2008. Adaptive re-use of

this facility and redevelopment of the site should complement the adjacent neighborhood.”.

[CENTRAL WASHINGTON AREA ELEMENT]

(63) Section 1607.2 (h) is amended to read as follows:

“(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 ~~at~~ 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.”.

(64) Section 1608.5 is amended to read as follows:

“Policy CW-1.1.5: 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, and the L’Enfant Plaza/Near Southwest. This area includes Mount Vernon Triangle, Northwest One, ~~and~~ NoMA, and the L’Enfant Plaza/Near Southwest. 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.”.

(65) Section 1612.7 is amended to read as follows:

“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~~ Harman 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.”.

(66) Section 1617.5 is amended to read as follows:

“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, and the potential for new residential uses if federal properties transfer from federal use.”.

(67) A new section 1617.7a is added to read as follows:

“Policy CW-2.7.4: Redevelopment of Maryland Avenue SW and Surrounding Lands

“Require residential uses and neighborhood livability standards for the creation of a new mixed use neighborhood, as part of any redevelopment of the Maryland Avenue SW area; provide for the reconstruction of Maryland Avenue SW, including cultural use and public space as appropriate.”.

(68) A new section 1617.9 is added to read as follows:

“Action CW-2.7.B: Residential Uses in the Near Southwest

“Use innovative zoning as appropriate to link development potential to identified infrastructure improvements; and coordinate with the National Capital Planning Commission to identify infrastructure consistent with local and federal planning goals for the area. Innovative zoning may include establishing a direct correlation between maximum zoning entitlements and infrastructure construction, and requiring minimum residential densities.”.

(69) Section 1618.10 is amended to read as follows:

“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. Mixed use squares in the NoMA area have unique characteristics that allow for a balance of industrial, residential, and office uses. The industrial striping on the Future Land Use Map anticipates some office use. These two areas should generally not be developed as large-scale commercial office buildings. Mixed use development, including housing, should be encouraged in both locations.”.

(70) A new section 1618.18 is added to read as follows:

“Action CW-2.8.E: Public Participation in Union Station Air Rights Development

“Because of the Union Station Air Rights’ uniquely diverse surroundings – including rowhouses, historic landmarks, and dense office development – and its potential to spur other investment in the neighborhood, implement a process that ensures public participation in the review of any development application for that site.”.

[FAR NORTHEAST & SOUTHEAST AREA ELEMENT]

(71) Section 1713.5 is amended to read as follows:

“Policy FNS-2.3.2: 61st and Dix

“Improve the commercial area along Dix Street NE between ~~60th~~ 61st and Eastern Avenue, encouraging new retail businesses and services that benefit the adjacent community.”.

[FAR SOUTHEAST/SOUTHWEST AREA ELEMENT]

(72) Section 1808.7 is amended to read as follows:

“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.”.

(73) Section 1812.7 is amended to read as follows:

“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~~. Areas for high density should include the North Campus subarea and the area surrounding the ravine to take advantage of the steep

topography to accommodate additional height and density without negatively impacting viewsheds.”.

(74) A new section 1812.7a is added to read as follows:

“Policy FSS-2.2.5: Leveraging Neighborhood Economic Development

“Leverage the location of the Department of Homeland Security on the West Campus and a portion of the East Campus to bring needed economic development opportunities to Ward 8, especially retail opportunities to serve both the new daytime and existing residential populations.”.

(75) Section 1814.3 is amended to read as follows:

“Policy FSS-2.4.1: Congress Heights Metro Station Mixed Use

“Encourage reuse of the Congress Heights Metro station site with mixed use ~~moderate~~ medium 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. Medium density development on the portions of the northwest quadrant of Square 5914 would be compatible with the adjacent lower density neighborhood to the west and south with appropriate design review through a Planned Unit Development process.”.

**[LOWER ANACOSTIA WATERFRONT/NEAR SOUTHWEST AREA
ELEMENT]**

(76) Section 1908.3 is amended to read as follows:

“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.”.

(77) Section 1911.4 is amended to read as follows:

“While the Southwest Waterfront Plan provides important guidance, the specific development square footage and housing unit targets should be interpreted as illustrative as they developed in 2003 under different market conditions. Final development plans for the Southwest Waterfront should respond to guidance of the Plan, as well as new policies that support sustainable and compact that enhances access to transit. Illustrative sketches in the Southwest Waterfront Plan envision ~~some 800~~ new residences, hotels, 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.”.

(78) Section 1911.7 is amended to read as follows:

“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 Future Land Use Map shows high density development and it is expected that the project will capitalize on height opportunities to provide public spaces and, where appropriate, a mix of medium development density in order to transition to the surrounding neighborhoods. The development should also be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline.”.

(79) Section 1914.11 is amended to read as follows:

“Policy AW-2.4.5: Scale of Development at Poplar Point

“Provide a scale and pattern of development in Poplar Point that recognizes the area’s proximity to a Metrorail station and other major surface arterials and that the area is physically separated from surrounding neighborhoods and may therefore accommodate

buildings and site plans unlike but 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.

(80) Section 1914.15 is amended to read as follows:

“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. Development and proposed projects shall be guided by the Poplar Point Small Area Plan, and by large tract review and planned unit development processes. However, as set forth in Council Resolution 18-472, because of the importance of benefits from development in the Howard Road Private Development Zone (“HRPDZ”) to the community and the city as a whole, high density commercial and residential mixed use shall be considered as a matter of right only on a provisional basis should a large federal tenant select the HRPDZ site. Projects anchored by large federal tenants that are required to be submitted under large tract review or as planned unit developments can be reviewed and go forward on an expedited basis, notwithstanding whether or not a small area plan has been completed. The preceding two sentences of this amendment shall expire upon Council approval of a Poplar Point Small Area Plan submitted by the Mayor.”

[MID-CITY AREA ELEMENT]

(81) Section 2011.10 is amended to read as follows:

“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-high 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.”.

[ROCK CREEK EAST AREA ELEMENT]

(82) Section 2214.3 is amended to read as follows:

~~“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. The diverse population in the Brightwood area provides an opportunity to bolster the tenant mix and attract new mixed use development. Because of existing services, such as the recently built Hattie B. Holmes Senior Wellness Center at the 300 block of Kennedy Street, new mixed use development, with street activated uses and mixed income housing above, will catalyze revitalization along the corridor.”.~~

[to be consistent with the Council-approved small area plan]

(83) Section 2214.5 is amended to read as follows:

“Policy RCE-2.4.2: Housing along Kennedy Street

“Encourage moderate density mixed use projects along Kennedy Street, including mixed-income housing to serve all generations of residents in the neighborhood. ~~Capitalize on the new Wellness Center by promoting new housing for seniors in its vicinity.”.~~

[to be consistent with Council-approved small area plan].

[ROCK CREEK WEST AREA ELEMENT]

(84) Section 2308.3 is amended to read as follows:

“Policy RCW-1.1.2: Economic Development

“Given the strength of the private market within Rock Creek West, ~~generally discourage~~ carefully consider 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.”.~~

[UPPER NORTHEAST AREA ELEMENT]

(85) Section 2409.6 is amended to read as follows:

“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~~ linking the Gallaudet campus as an institutional open space with the adjacent open spaces to the east, including

the Mt. Olivet Cemetery and the National Arboretum, and extending to the Anacostia River. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through Northeast DC for bicycle and pedestrian movement from the Mall/Union Station area to the Anacostia River and back down to the Mall along the proposed Anacostia River Walk. Provide amenities and facilities in the planned waterfront parks that meet the needs of Upper Northeast residents.”.

(86) Section 2409.7 is amended to read as follows:

“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,~~ and Gallaudet University/Trinidad. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through Northeast DC for bicycle and pedestrian movement. 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.”.

(87) Section 2411.11 is amended to read as follows:

“Action UNE-2.1-C: Crummell School Reuse

“~~Rehabilitate the~~ A high priority should be given to the rehabilitation of the historic Crummell School with a mix of uses for community benefit use, such as ~~adult education,~~ workforce /affordable housing, job training, or meeting ~~a trade school, or art studio space~~

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.”.

(88) Section 2412.5 is amended to read as follows:

“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, particularly uses consistent with creating an arts and entertainment district, and upper floor housing. Such development should be linked to transportation investments along these streets, including the proposed streetcar along H Street/Benning Road.

(89) A new section 2412.9a is added to read as follows:

“Policy UNE-2.2.6: Extension of H Street NE Arts District

“Work with area stakeholders to develop a strategy for promoting development of an arts district along the eastern end of Florida Avenue NE by considering: linkages with the H Street NE arts and entertainment district and planned development on lower Bladensburg Road; support of additional development on the corridor; and support of visual improvements.”.

(90) Section 2415.5 is amended to read as follows:

“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. Review the Rhode Island properties west of and

proximate to the Rhode Island Avenue Metro station for transit connections and appropriate land use recommendations.”.

(91) A new section 2416.5a is added to read as follows:

“Policy UNE-2.6.4 Brookland’s 12th Street Corridor

“In consultation with property owners, community groups, and residents, use zoning, incentives, and other tools to facilitate mixed-use projects with retail and service uses at street level, and with residential and commercial uses on upper stories. Create productive synergies between 12th Street and planned adjacent economic development projects; assist with connectivity and parking policies; ensure quality project designs; and encourage voluntary preservation of buildings on 12th Street most emblematic of Brookland’s history and character.”.

(92) A new section 2416.7 is added to read as follows:

“Action UNE-2.6.B: Parking Strategy

“Develop a strategy for shared parking and implementation of car sharing programs in new development so that it addresses the transit and pedestrian orientation and the need for more parking to serve area businesses and residents and prevent spillover into the surrounding low-density neighborhoods.”.

[IMPLEMENTATION ELEMENT]

(93) Section 2519, entitled Action Planning Table 25.1 , which is a summary of all of the actions contained in the District elements of the Comprehensive Plan, including a listing of the responsible implementation agencies, the time frame for implementation, and whether or not capital funds would be needed, is amended by adding

all of the new or revised actions adopted in the Comprehensive Plan Amendment Act of 2010.

[MAP AMENDMENTS]

(b) The District of Columbia Comprehensive Plan Future Land Use Map, which was enacted as part of the Comprehensive Plan in the Comprehensive Plan Amendment Act of 2006, effective March 8, 2007 (D.C. Law 16-299), is amended as follows:

[WARD 1]

(1) The moderate density residential land use area in the northeastern corner of the square bounded by 13th Street, N.W., Euclid Street, N.W., 14th Street, N.W., and Clifton Street, N.W., including both sides of Euclid Street, N.W., is changed to medium density residential. *[correction]*

(2) The eastern edge of the medium density residential area in the square bounded by 13th Street, N.W., Fairmont Street, N.W., 14th Street, N.W., and Euclid Street, N.W., is changed to moderate density residential. *[correction]*

(3) The medium density residential land use area in the square bounded by 13th Street, N.W., Euclid Street, N.W., 12th Street, N.W., and Clifton Street, N.W., is changed to moderate density residential. *[correction]*

(4) The parcel (Lot 803 in Square 2210) located at 2269 Cathedral Avenue, N.W., which is on the north side of the street and east of Hawthorne Street, N.W., is changed from parks, recreation, and open space to moderate density residential. *[correction]*

(5) The moderate density residential land use area east of Connecticut Avenue, N.W., between the north side of Cathedral Avenue, N.W., the west side of Hawthorne Street, N.W., and the south side of Devonshire Place, N.W., is changed to high density residential. *[correction]*

(6) The District Department of Public Works site around the McMillan Reservoir, bounded by Michigan Avenue, N.W., 1st Street, N.W., Bryant Street, N.W., and 4th Street, N.W., is changed from the parks, recreation, and open space land use designation to the production, distribution, and repair land use designation. *[correction]*

(7) The residential and commercial land use designations on the south side of U Street, N.W., and Florida Avenue, N.W., between 7th Street, N.W., and Vermont Avenue, N.W., in Squares 361, 393, and 416, are changed from low to moderate density mixed use and moderate density residential to moderate and medium density mixed use. *[to be consistent with the Council-adopted small area plan]*

(8) The Grimke School site located at 1925 Vermont Avenue, N.W. (Lot 827 in Square 361) is changed from moderate density residential to mixed use moderate density residential and moderate density commercial.

(9) The moderate density residential area in the Park Morton housing complex in Squares 3039, 3040, and 3043, bounded by Park Road, N.W., Lamont Street, N.W., Warder Street, N.W., and the mixed use area along Georgia Avenue, N.W., is changed to medium density residential. *[to be consistent with the Council-adopted small area plan]*

[WARD 2]

(10) The mixed use moderate density residential and low density commercial land use area along the Georgetown waterfront that is south of K Street, N.W., and the Whitehurst Freeway, N.W, is changed to mixed use moderate density residential and moderate density commercial. *[correction]*

(11) The east side of Potomac Street, N.W., between Prospect Street, N.W., and mid-block toward M Street, N.W., is changed from low density commercial to moderate density residential.

(12) The mixed use high density residential and medium density commercial area in the northwestern and northeastern corners of 16th and I Streets, N.W., is changed to mixed use high density residential and high density commercial.

[WARD 4]

(13) The land use designation for the parcels located at 210 and 220 Riggs Road, N.E. (Lots 855, 856, and 211 in Square 3710), which are on the north side of Riggs Road, N.E, between the Metrorail tracks and 2nd Street, N.E., is changed from production, distribution, and repair to mixed use medium density residential and medium density commercial. *[to be consistent with the Council-adopted small area plan]*

(14) The Riggs Road North Industrial Park, as defined in the Riggs Road and South Dakota Area Development Plan adopted by the Council in March 2009, bounded on the north by New Hampshire Avenue, N.E., on the east by 3rd Street, N.E., on the south by Riggs Road, N.E., and on the west by 1st Street, N.E., is changed from production, distribution and repair to mixed use moderate density residential and

moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(15) The Rudolph School parcel located at 5200 2nd Street, N.W., which is located on the west side of 2nd Street, N.W., between Hamilton and Ingraham Streets, N.W., is changed from local public facilities to moderate density residential.

[WARD 5]

(16) The triangular District government parcel located at 219 Riggs Road, N.E., bounded by Riggs Road, N.E. to the north, South Dakota Avenue, N.E., to the east, Kennedy Street, N.E., to the south, and 1st Place, N.E., to the west, is changed from production, distribution, and repair to mixed use medium density residential and medium density commercial. *[to be consistent with the Council-adopted small area plan]*

(17) The low density residential land use area bounded by Adams Street, N.E., to the north, 31st Street, N.E., to the east, the rail line near V Street, N.E., to the south, and 30th Place, N.E. (including Lot 25 in Square 4376) to the west, is changed to moderate density residential.

(18) The parcel located at 1700 1st Street, N.W. (Lot 800 in Square 3103), at the northwestern corner of 1st and R Streets, N.W., is changed from low density residential to mixed use low density residential and low density commercial. *[correction - conforms with existing and historic use]*

(19) The fringe parking lot at the southwestern corner of Michigan Avenue, N.E., and Irving Street, N.E., in Square 3499, is changed from federal to mixed use medium density residential and moderate density commercial.

(20) The Langston School parcel at 33 P Street, N.W., which is located on the north side of P Street, N.W., between North Capitol Street, N.W., and 1st Street, N.W., is changed from moderate density residential to mixed use moderate density residential and moderate density commercial.

(21) The Slater School parcel at 45 P Street, N.W., which is located on the north side of P Street, N.W., between North Capitol Street, N.W., and 1st Street, N.W., is changed from moderate density residential to mixed use moderate density residential and moderate density commercial.

(22) The MM Washington School parcel at 27 O Street, N.W., which is located on the north side of O Street, N.W., between North Capitol Street, N.W., and 1st Street, N.W., is changed from moderate density residential to mixed use moderate density residential and moderate density commercial.

(23) Both sides of Monroe Street, N.E., west of the Metrorail tracks, and between 7th Street, N.E., and Michigan Avenue, N.E. (Lot 800 in Square 3656, and Lot 1 in Square 3655), is changed from institutional to mixed use moderate density residential and moderate density commercial. *[to be consistent with Council-adopted small area plan]*

(24) The production, distribution, and repair area bounded by Kearney Street, N.E., to the north, Franklin Street, N.E., to the south, 8th Street, N.E., to the west, and the Metrorail tracks to the east (Squares 3832, 3835, 3836, and 3839), is changed from production, distribution, and repair to mixed use moderate density residential and low density commercial. *[to be consistent with the Council-adopted small area plan]*

(25) The east side of 4th Street, N.E., between Rhode Island Avenue, N.E., and Edgewood Street, N.E. (Lot 808 in Square 3629), is changed from mixed use medium density residential and moderate density commercial to mixed use high density residential and medium density commercial.

(26) The area bounded by Rhode Island Avenue, N.E., 5th Street, N.E., W Street, N.E., and the Metrorail right-of-way, is changed from production, distribution, and repair to mixed use high density residential and medium density commercial.

(27) The Florida Avenue Market plan area in Square 3585 and 3587 bounded by 4th Street, N.E., on the east and north, Florida Avenue, N.E., on the south, and the railroad tracks and New York Avenue, N.E., on the east, and the triangular area in Square 3594 bounded by Penn Street, N.E., and 4th Street, N.E., on the south, New York Avenue, N.E. on the east, and Brentwood Park on the north, are changed from production, distribution, and repair, to mixed use high density residential, high density commercial, and production, distribution, and repair.

[to be consistent with the Council-adopted small area plan]

(28) The Florida Avenue Market plan area in Squares 3588, 3589, 3591, and 3592, bounded by Florida Avenue, N.E., and Morse Street, N.E., on the south, 4th Street, N.E., on the west, Penn Street, N.E., on the north, and 6th Street, N.E., on the east, is changed from production, distribution, and repair, to mixed use medium density residential, high density commercial, and production, distribution, and repair. *[to be consistent with small area plan]*

(29) The Florida Avenue Market plan area in Square 3590 bounded by Florida Avenue, N.E., on the south, 5th Street, N.E., on the west, Morse Street, N.E., on

the north, and 6th Street, N.E., on the west is changed from production, distribution, and repair, to mixed use medium density residential and moderate density commercial.

[to be consistent with the Council-adopted small area plan]

[WARD 6]

(30) The Hine School parcel at 335 8th Street, S.E., which is located on the west side of 8th Street, S.E., between C and D Streets, S.E., is changed from local public facilities to mixed use moderate density residential and moderate density commercial.

(31) The southwestern corner of Maryland Avenue, N.E., and Benning Road, N.E., west of 15th Street, N.W. (the C-3-A zoned portions of Squares 1027, 1049, and 1050), is changed from moderate density residential to mixed use moderate density residential and low density commercial. *[to be consistent with the Council-adopted small area plan]*

(32) The southeastern corner of Maryland Avenue, N.E., and Benning Road, east of 15th Street, N.E. (the C-2-B zoned portion of Square 4509) is changed from moderate density residential to mixed use medium density residential and medium density commercial.

[to be consistent with the Council-adopted small area plan]

(33) The federal and parks, recreation and open space areas within the Southeast Federal Center site in Squares 770 and 771, bounded by M Street, S.E., to the north, 4th Street, S.E., to the east, Tingey Street, S.E., to the south, and New Jersey

Avenue, S.E., to the west, are changed to mixed use high density residential and high density commercial.

(34) The northwest, southwest, and southeast quadrants of Square 772, which is bounded by 3rd Street, N.E., M Street, N.E., 4th Street, N.E., and N Street, N.E., are changed from mixed use medium density residential and production, distribution, and repair, to mixed use medium density residential, medium density commercial, and production, distribution and repair.

(35) The Randle School parcel located at 65 I Street, S.W. (Lot 801 in Square 643-S) is changed medium density residential to mixed use high density residential and medium density commercial.

[WARD 7]

(36) The parcels located at 5000-5026 Benning Road, S.E, and at 5002-5010 H Street, S.E, which are in the corner of the intersection of Benning Road, S.E., and H Street, S.E., are changed from moderate density residential to mixed use moderate density residential and moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(37) The area bounded by Benning Road, N.E., to the north, 42nd Street, N.E., to the east, Blaine Street, N.E., to the south, and 41st Street, N.E., to the west, is changed from parks, recreation, and open space, to mixed use moderate density commercial and parks, recreation, and open space. *[to be consistent with the Council-adopted small area plan]*

(38) The parcel located at 4202 Benning Road, N.E., at the northeastern corner of Benning Road, N.E., and 42nd Street, N.E. (Lot 955 in Square 5087), is changed from moderate density residential to mixed use moderate density residential and moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(39) The parcels located at 3401 Benning Road, N.E., 3423-3435 Benning Road, N.E., 3355-3399 Benning Road, N.E., 502-506 34th Street, N.E., 3443-3461 Benning Road, N.E., and 3621 Benning Road, N.E., which are on the south side of Benning Road, N.E., between Kenilworth and Anacostia Avenues, N.E., are changed from medium density commercial, to mixed use moderate density residential and medium density commercial. *[to be consistent with the Council-adopted small area plan]*

(40) The low density commercial area and mixed use low density residential and low density commercial area generally bounded by Eads Street, N.E., to the north, Eastern Avenue, N.E., to the east, Clay Street, N.E., to the south, and 56th Street, N.E., to the west, are changed to mixed use moderate density residential and moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(41) The production, distribution, and repair area bounded by Minnesota Avenue, N.E., the CSX rail line, Sheriff Road, N.E., and Eastern Avenue, N.E.), is changed to mixed use moderate density residential and moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(42) The low and moderate density residential land use designation in the area bounded by Minnesota Avenue, N.E., the CSX rail line, Sheriff Road, N.E., and

Eastern Avenue, N.E., are changed to include a mixed use low density commercial land use designation. *[to be consistent with the Council-adopted small area plan]*

(43) The parcels located at 4200-4279 Nannie Helen Burroughs Avenue, N.E., and at 4256-4282 Minnesota Avenue, N.E., in Square 5096, are changed from low density commercial to mixed use moderate density residential and low density commercial. *[to be consistent with the Council-adopted small area plan]*

(44) The Penn Branch shopping center (Lots 838, 839, and 840 in Square 5539) is changed from mixed use low density residential and low density commercial to mixed use moderate density residential and low density commercial.

[WARD 8]

(45) The Congress Heights School parcel located at 600 Alabama Avenue, S.E. (Lot 800 in Square 5954), on the north side of Alabama Avenue, S.E., between Randall Place, S.E., and 7th Street, S.E., is changed from institutional to mixed use moderate density residential and moderate density commercial.

(46) The southern portion of the Saint Elizabeths East Campus in Square 5868-S, adjacent to the Congress Heights Metrorail station and north of Alabama Avenue, S.E., is changed from mixed use medium density residential, moderate density commercial, and institutional, to mixed use medium density residential and moderate density commercial. *[to be consistent with the Council-adopted small area plan]*

(47) The mixed use designated area south of Alabama Avenue, S.E., and east of 13th Street, S.E., in the northwest quadrant of Square 5914, is changed from mixed

use medium density residential and moderate density commercial to mixed use medium density residential and medium density commercial.

(48) The commercially zoned lots along South Capitol Street, S.E., from Martin Luther King, Jr. Avenue, S.W. (north), to Chesapeake Street, S.E. (south), are changed from low density commercial to mixed use moderate density residential and low density commercial. *[to be consistent with the Council-adopted small area plan]*

(49) The commercially zoned lots along the intersection of South Capitol Street, S.E., and Southern Avenue, S.E., are changed from low density commercial to mixed use moderate density residential and medium density commercial. *[to be consistent with the Council-adopted small area plan]*

(50) The mixed use designated area located in Squares 5860 and 5861 fronting on Howard Road, S.E., or Suitland Parkway, S.E., known as the Howard Road Private Development Zone, is changed from mixed use high density residential, medium density commercial, and institutional, to mixed use high density residential, high density commercial, and institutional; Provided that this amendment shall expire upon Council approval of a Poplar Point Small Area Plan that includes a different land use designation or density for this area.

(c) The District of Columbia Comprehensive Plan Generalized Policy Map, which was enacted as part of the Comprehensive Plan in the Comprehensive Plan Amendment Act of 2006, effective March 8, 2007 (D.C. Law 16-299), is amended as follows:

[WARD 5]

(1) The Main Street Mixed Use Corridor designation along 12th Street, N.E. is extended to cover the entire retail core corridor between Michigan and Rhode

Island Avenues, N.E., by changing the following areas from the Neighborhood Conservation Area designation to the Main Street Mixed Use Corridor designation: the area between Lawrence Street, N.E., 10th Street, N.E., 12th Street N.E., and Michigan Avenue, N.E.; the area along 12th Street, N.E., between Otis Street, N.E., and Michigan Avenue, N.E.; and the area along 12th Street, N.E., between Evarts Street, N.E., and Rhode Island Avenue, N.E.

(2) The institutional use area bounded by Taylor Street, N.E., to the north, John McCormack Road, N.E., to the east, Michigan Avenue, N.E., to the south, and Harewood Road, N.E., to the west, is changed from being designated as part of Armed Forces Retirement Home East to instead being designated as part of Catholic University of America.

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

“(e)(1) The Mayor shall transmit 2 generalized maps—a Future Land Use Map and a Generalized Policy Map—to the Council within 90 days after the effective date of the Comprehensive Plan Amendment Act of 2010.

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

“(A) Incorporate the map amendments enacted in sections 2(b) and 2(c) of the Comprehensive Plan Amendment Act of 2010;

“(B) Conform to the requirements of sections 223 through 226 of Chapter 200 ("the Framework Element") of the Comprehensive Plan;

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

“(D) Use standardized colors for planning maps;

“(E) Indicate generalized land use policies; and

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

“(3)(A) The Council shall hold a public hearing to determine if the maps transmitted under this section conform to the requirements of paragraph 2 of this subsection. If the Council determines that a map transmitted under this section conforms as required, the Council shall approve the map by resolution.

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

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

“(c) Within 90 days of the effective date of the Comprehensive Plan Amendment Act of 2010, the Mayor shall publish the Comprehensive Plan, as amended, in its entirety. The Comprehensive Plan shall be consolidated by the District of Columbia Office of Documents into a single new or replacement title of the District of Columbia Municipal Regulations to be designated by the District of Columbia Office of Documents. The Comprehensive Plan shall be published in the format furnished by the Mayor and need not conform to the Office of Documents’ publication standards.”.

(f) Section 7(b) of the District of Columbia Comprehensive Plan Act of 1984 Land Use Element Amendment Act of 1984, effective May 23, 1990 (D.C. Law 8-129; D.C. Official Code § 1-306.07(b)), is amended by striking the date “March 8, 2007” and the phrase “the effective date of the Comprehensive Plan Amendment Act of 2010” in its place.

Sec. 3. D.C. Register publication requirement exemption.

Notwithstanding section 5 of this act, section 308(b) of the District of Columbia Administrative Procedure Act, effective March 6, 1979 (D.C. Law 2-153; D.C. Official Code § 2-558(b)), and section 204 of the District of Columbia Administrative Procedure Act of 1975, October 8, 1975 (D.C. Law 1-19; D.C. Official Code § 2-602), the text, maps, and graphics of the District elements of the Comprehensive Plan for the National Capital, as amended by this act, need not be published in the District of Columbia Register in order to become effective.

Sec. 4. Fiscal impact statement.

The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(3)).

Sec. 5. Effective date.

(a) This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of Congressional review as provided in section 602(c)(1) of the District of Columbia Home

Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.

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