



THE DISTRICT OF COLUMBIA COMPREHENSIVE PLAN PROGRESS REPORT

moving forward:

Building an Inclusive Future



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In December 2006, the District of Columbia adopted a new Comprehensive Plan (“Comp Plan”) that provides guidance for the future planning and development of the city. As a member of the DC Council at the time, I can tell you it was a big moment. Our previous Comp Plan was over 20 years old, and did not meet the needs of our growing, changing city. Washington had turned the corner and was coming back, and we needed to be ready.



The new Comp Plan set some bold goals for the District. It laid out a vision for an inclusive city—a place where all residents could share in the benefits of growth and enjoy the amenities that make Washington, DC one of the great cities of the world. It gave us a road map to create successful neighborhoods, increase access to education and employment, and connect the city through investments in transportation, technology, and public space.

The 2006 Plan included more than 600 specific actions to guide the City toward this vision. One of those actions was a requirement to provide periodic progress reports to the DC Council describing how we’re doing on Comp Plan implementation. In January 2010, the DC Office of Planning delivered the first progress report, focused on what was achieved from 2007 to 2009.

This is the second progress report. It focuses on achievements between 2010 and 2012.

I’m particularly excited to present this progress report because of how much we’ve accomplished during the last three years. The Comp Plan has provided the framework for many of the initiatives we’re carrying out today, from the update of our zoning regulations to the work of the Comprehensive Housing Strategy Task Force and Sustainable DC. Our city is growing, our streets are safer, our economy is on the rebound, our schools are improving, and we’ve become a national leader in green development. Planning is making a difference.

The Comp Plan is also working in tandem with the One City Action Plan introduced by my administration in July 2012. One

City embraces the Comp Plan vision of an inclusive city, and advances the idea that all residents—from infants to seniors—should be given an opportunity to succeed. Both the Comp Plan and One City attempt to level the playing field for District residents. Both plans recognize that, regardless of cultural background or neighborhood, all District residents share a desire to make the city a better place. These two important documents offer a consistent vision and unified direction for where the city is heading.

We have a long tradition of visionary urban planning in this city. I’m pleased to see that tradition continuing with the implementation of our Comprehensive Plan.

A handwritten signature in black ink that reads "Vincent C. Gray". The signature is written in a cursive, slightly slanted style.

Vincent C. Gray
Mayor



The Value
of Planning

Washington has a legacy of great plans, beginning with the L’Enfant Plan of 1791. Much of the city we know today—from the National Mall to the Metro—is the result of far-sighted urban planning.

As the city has evolved, so has the practice of planning. Today’s plans must deal with complex issues, such as social equity, sustainability, education, access to technology, and public health. A good plan must do more than just guide development. It must create and sustain *community*.

A decade ago, the District of Columbia stepped back and looked at the tools it had to shape Washington’s future. Like many American cities, the District had a Comprehensive Plan (“*Comp Plan*”) that guided decisions about land use, transportation, housing, natural resources, parks, and economic growth. That Plan had been in place since 1984, with a growing gap between its focus and the challenges facing the city in the new millenium. Thousands of residents came together to draft a new Comp Plan, harnessing the energy of a city that was optimistic about the future and

determined to make sure that all DC residents benefitted from the changes ahead.

What emerged from this process was a new vision for Washington, based around the concept of growing an “inclusive” city. In the six years since the Comp Plan was adopted, its policies have had a visible and positive effect on life in the District of Columbia. The Comp Plan has led to more job opportunities for DC residents, lower crime rates in DC neighborhoods, more shopping choices, better school facilities, and new housing serving residents of all incomes. It has inspired magnificent new parks and public




spaces, new transportation systems, and a bold initiative to make DC the greenest city in the nation. It has helped the city itself shed its image as a “government town” and allowed it to emerge as one of the most creative, innovative, forward-thinking places in America.

This report documents the progress that the District has made on implementing the Comp Plan during the last three years. It not only demonstrates the value of planning, but also the value of following through and turning a vision into reality.



The Future is Here

The Comp Plan helped the District of Columbia weather challenging economic times between 2010 and 2012 and is now helping to shape the city's recovery and growth.



We're Growing

The District's population was about 580,000 when the Comp Plan was adopted in 2006. In 2012, the Census estimated the District's population at 632,323, exceeding the Comp Plan's forecasts and representing the greatest growth the city has seen since World War II. In the last two years alone, the District gained almost as many residents as it lost during the entire decade of the 1990s.



We're Building

Between 2010 and 2012, over 4,900 new housing units were built in the city, and another 1,988 units were rehabilitated. The District also has one of the most robust commercial real estate markets in the country, with more than \$2.8 billion in office development completed between 2010 and 2012. Growth is largely taking place in the locations identified by the Comp Plan, resulting in revitalized neighborhoods and vibrant new communities.



We're Working

The District added 20,000 jobs between 2010 and 2012, recovering from job losses during the recession and reducing the unemployment rate from 10.5% in January 2010 to 8.4% in December 2012. The Comp Plan vision of a more diverse, knowledge-based economy is being realized.



We're Learning

There were over 80,200 students enrolled in DC Public and Public Charter Schools in 2012/13, an 11% increase since 2009/10 and a growth rate not seen since the 1960s. DC has nearly doubled enrollment in pre-K education since 2006, demonstrating its commitment to early learning and development. Indicators of educational performance, including the graduation rate and test scores, are moving in a positive direction. More than \$860 million has been spent on school modernization in the last three years alone.



We're Moving

District residents have more choices for getting around town—and these options will become even greater when streetcars start running later in 2013. The percentage of DC households without a car increased from 35.0% in 2010 to 38.5% in 2011. Meanwhile, the number of residents commuting by bicycle more than tripled between 2000 and 2011.



We're Greening

Environmental indicators show the District is becoming a greener, more sustainable city. We're driving less, walking and bicycling more, and improving the quality of our air and water. We're using more renewable energy, conserving water and power, and learning to reduce, reuse, and recycle. The Sustainable DC Initiative has been launched to make Washington the greenest city in the country by 2032. DC is a leader in green building development, with over 37 square feet of LEED certified space per resident added in 2012 alone. The square footage of green roofs in the city more than doubled between 2009 and 2012.

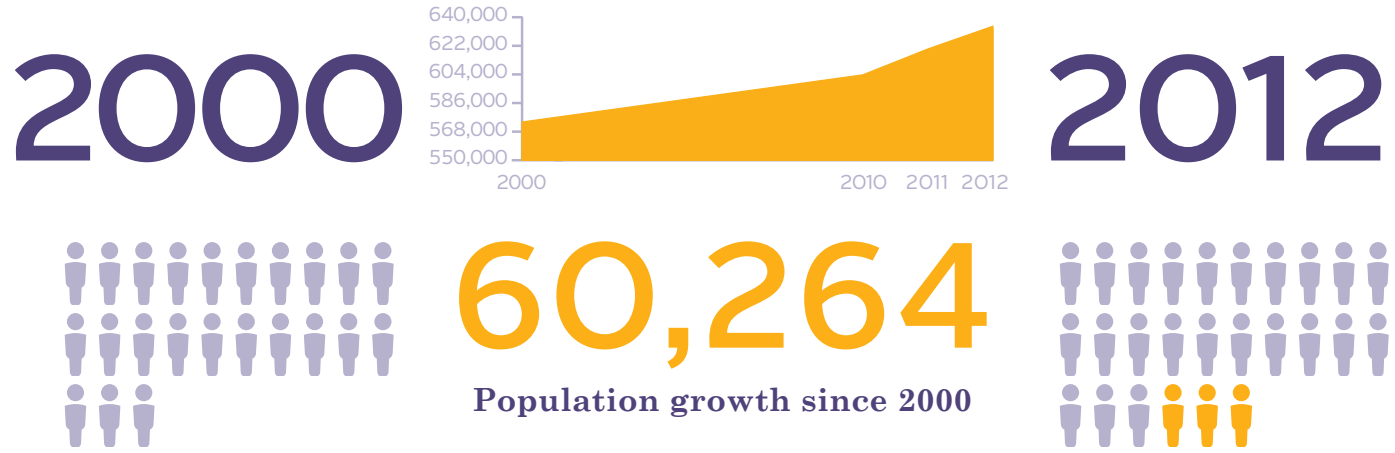


We're Sharing

We're sharing cars, bikes, homes, office space, gardens, and even commercial kitchens. DC's "sharing economy" is redefining the way many of us live, work, and travel. Changes in technology are making it easier to borrow instead of buy, saving money and resources. Since its launch in 2010, Capital Bikeshare has facilitated over 3.5 million bicycle trips alone, translating into 4.2 million bicycle miles traveled. At the same time, over 1,000 vehicles are now available from car-sharing companies like Car2Go and ZipCar, providing alternatives for households to reduce car-ownership and greenhouse gas emissions.

DC Population Growth 2000-2012

Sources: US Census for 2000, 2010; American Community Survey for 2011 estimate; US Census NST-EST 2012-01 for 2012 estimate; BAE, 2013.



LEED certified square footage per capita added in 2012 DC and next top ten states

Source: US Green Building Council 2013

In 2012, more than 22.4 million square feet of construction in the District received LEED certification. On a per capita basis, this was 10 times the rate for Virginia and 20 times the rate for Maryland, New York, and California.



The Family of Plans

The Comprehensive Plan is the centerpiece of a “family of plans” guiding planning and development in the District of Columbia. Other plans in the family address citywide systems such as transportation, housing, public schools, and economic growth. The Comp Plan provides overarching direction on each of these topics, but since it addresses hundreds of other topics under one cover, it is general in nature.

The Plan itself is comprised of “District” Elements prepared by the DC Office of Planning (OP) and “Federal” Elements prepared by the National Capital Planning Commission (NCPC). The focus of this Progress Report is on the District Elements. On the federal side, NCPC continues to implement and periodically amend the Federal Elements, focusing on issues such

as tourism, commemorative features, urban design, transportation, and historic preservation.

Because the Comp Plan covers the entire District, the level of detail it provides on any one neighborhood is general. OP has developed a system of “Small Area Plans” (SAPs) for parts of the city where more specific direction is needed to manage growth, promote revitalization, and achieve other long-range planning goals. The SAPs may cover areas as small as a few blocks, or they may include entire neighborhoods.

SAPs are an important tool to implement the Comp Plan at the neighborhood level. Like the Comp Plan, they typically cover land use, transportation, housing, park and open space systems, and economic issues. They are developed through a collaborative process that involves local residents

and businesses, as well as other District agencies. They often include detailed recommendations for capital improvement projects and the development of individual blocks and sites.

At the time the Comp Plan was approved in 2006, only six official SAPs had been adopted by the Council. During 2007-2009, 11 additional SAPs were adopted. Another four—covering Bellevue, Mt Pleasant Street, Maryland Avenue SW, and Central 14th Street—were adopted between 2010 and 2012, and a fifth is now pending for Walter Reed Army Medical Center.

This Report highlights progress on the SAPs as well as the Comp Plan. The SAP areas often provide the most visible evidence of how planning is helping to improve District neighborhoods.





THE YARDS PARK

The Comprehensive Plan has shaped the District's landscape in many ways.

One of the most remarkable examples of the last three years is the Yards Park—a testament to the fact that behind every great project is a great plan.

By the early 2000s, the Washington Navy Yard had become a shadow of its former self. Many of its buildings lay empty and its waterfront was cut off from public access. Working collaboratively with federal partners, the District prepared a plan for the Southeast Federal Center that defined a new vision for the area. Included was a new waterfront park, to be bracketed by housing, offices, restaurants, and amenities along the Anacostia River. The park concept was incorporated into the Comp Plan, along with policies to transform the Anacostia waterfront

into a signature gathering place for residents from across the city. A parallel effort—the Anacostia Waterfront Initiative—provided a more detailed framework for planning, implementation and design.

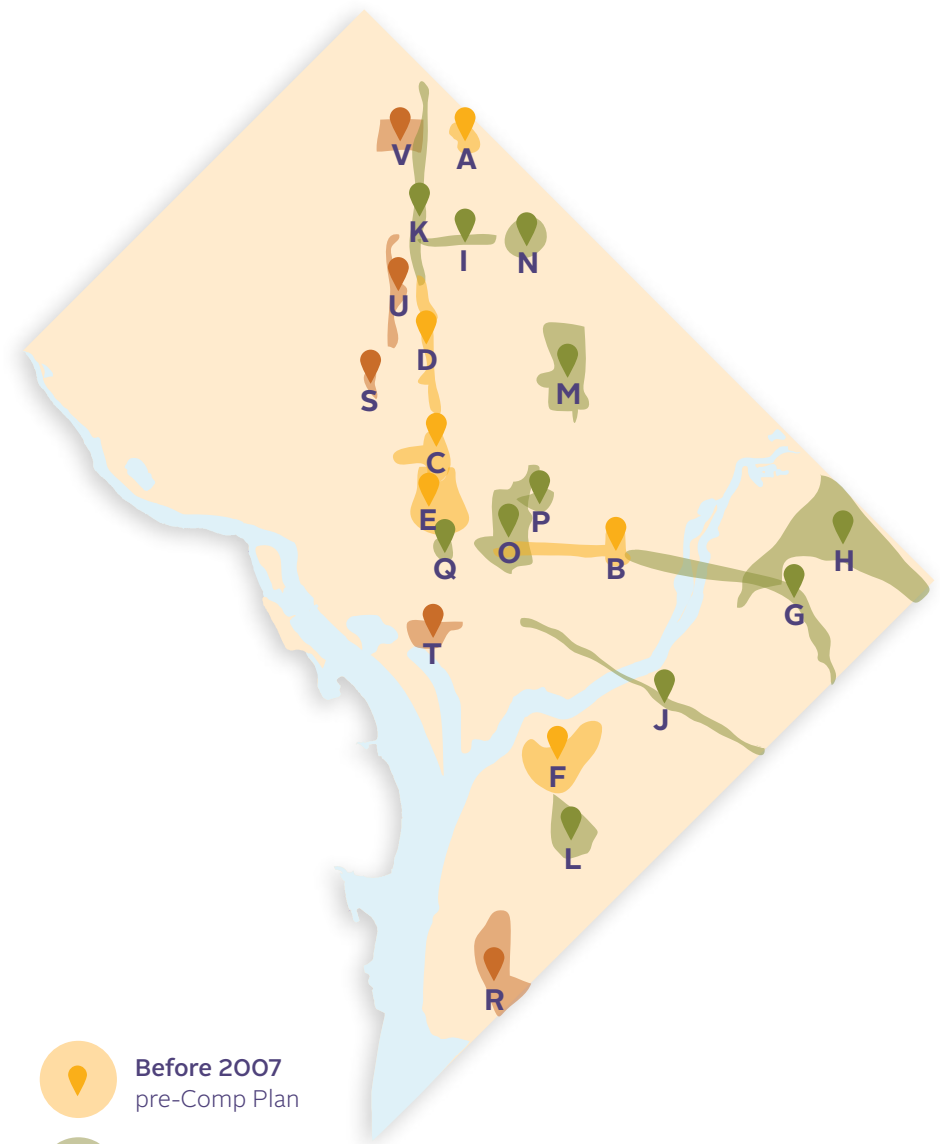
Groundbreaking for the 5.9-acre Yards Park took place in May 2009, with the first phase completed in 2010. The park features a great lawn, landscaped outdoor spaces, a dog play area, a waterfall and canal water feature, an elevated overlook, an iconic bridge and light sculpture, a terraced performance venue, and a riverfront promenade. Yards Park has quickly become one of Washington's most popular attractions, providing a place to stroll, picnic, play, or simply relax beside the water.



Small Area Plan	Year	Ward(s)
A Takoma Central District Plan	2002	4
B H Street Revitalization Plan	2004	5, 6
C Uptown Destination District Plan (DUKE)	2005	1, 6
D Georgia Avenue-Petworth Metro Station Area & Corridor Plan	2006	4
E Convention Center Area Strategic Development Plan	2006	1, 2, 6
F Anacostia Transit Area Strategic Investment & Development Plan	2006	8
G Benning Road Land Development Plan	2008	6, 7
H Deanwood Strategic Development Plan	2008	7
I Kennedy Street Corridor Revitalization Plan	2008	4
J Pennsylvania Avenue SE Land Development Plan	2008	6, 7
K Upper Georgia Avenue Land Development Plan	2008	4
L St. Elizabeths East Redevelopment Framework Plan	2008	8
M Brookland/CUA Metro Station Area Plan	2009	5
N Riggs Road/South Dakota Avenue Area Development Plan	2009	4, 5
O NoMA Vision Plan & Development Strategy	2009	6
P Florida Avenue Market Small Area Plan	2009	5
Q Chinatown Cultural Development Strategy	2009	2
R Bellevue Small Area Plan	2010	8
S Mt. Pleasant Street Revitalization Strategy	2010	1
T Maryland Avenue SW Small Area Plan	2012	6
U Central 14th Street Vision Plan and Revitalization Strategy	2012	4
V Walter Reed Army Medical Center Small Area Plan (* pending)	2013	4

Small Area Plans in the District of Columbia

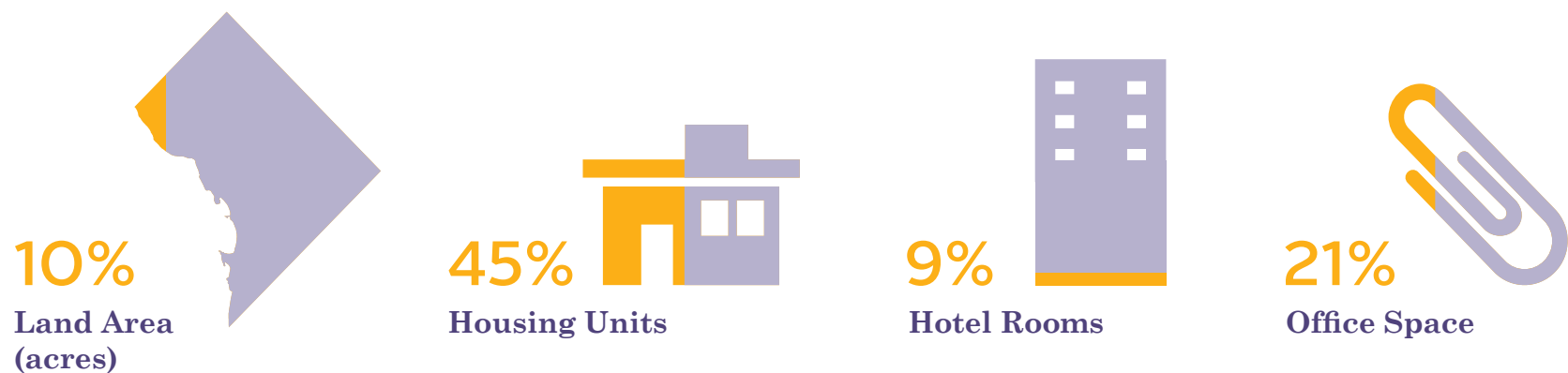
Small Area Plans (SAPs) are plans for parts of the city where more specific direction is needed to manage growth, promote revitalization, and achieve other long-range planning goals. Several of these areas are profiled in this report.



-  Before 2007
pre-Comp Plan
-  2007-2009
first progress report
-  2010-2012
this progress report

Percent of DC's growth occurring in SAP Areas
2010–2012

Small Area Plans (SAPs) cover only 10% of the District's land area but accounted for 45% of the new housing units and more than 20% of the new office and retail space added between 2010 and 2012.





Moving
from Vision
to Reality



The Comp Plan identified five core themes to guide planning in the District. The next section summarizes the programs that have been initiated to grow a more inclusive city, and showcases the programs, projects, agencies, and Small Area Plans that embody success. The five themes are:

1. Managing Growth and Change
2. Creating Successful Neighborhoods
3. Increasing Access to Education and Employment
4. Connecting the Whole City
5. Building Green and Healthy Communities

Several projects, plans, and initiatives are highlighted in colored call out boxes under each theme. These include:

Vision to Reality Profiles

Actual projects or initiatives that were referenced by the Comp Plan or that have been shaped by its policies.

Small Area Plan Spotlights

Highlights of the progress that has been made implementing individual SAPs , with a focus on each theme.

Making it Happen Profiles

A testimony to how District agencies are working together to implement the Comp Plan through their day to day activities.



THEME

1

Managing Growth and Change



Key Principles

The Comp Plan recognizes that growth and change are essential elements of a dynamic, healthy city. One of its major themes is to manage change in the District of Columbia in a way that enhances social and cultural diversity, provides housing and economic opportunities, and improves the quality of life for longtime residents as well as new arrivals. The Comp Plan places a priority on weaving large underutilized sites back into the fabric of the city, directing development to transit station areas, and attracting

a balanced mix of residential and non-residential growth. It strategically directs change to protect the positive aspects of life in the city while reducing negative elements such as poverty, crime, and blight.

Updating Zoning Regulations

One of the most important initiatives implemented since the Comp Plan's adoption is the Zoning Regulations Review, or "ZRR." Our current zoning regulations were adopted in 1958. The 2006 Comp Plan specifically calls for an update, stating that



“(t)he Zoning Regulations need substantial revision and reorganization...” The ZRR is nearing completion after a five-year public process involving more than 200 public meetings. The new regulations respond to current real estate trends and remove outdated terminology, while codifying many of the concepts advocated by the Comp Plan. As the primary tool for regulating land use, effective zoning is critical to achieving the Comp Plan’s goals.

The proposed zoning code revisions will help create a more walkable, sustainable city

while enhancing the character of District neighborhoods. Proposed regulations address topics such as urban agriculture, roof top gardens, corner stores, parking requirements, accessory dwelling units, and special design standards for development around Metro stations. Proposed changes also would modify the zoning code so that it responds to historic development patterns in areas such as Dupont Circle and Capitol Hill. This will reduce the need for future zoning variances while encouraging more compatible infill development.

Making Transit Oriented Development a Reality

One of the guiding principles of the Comp Plan is to focus future development around the District’s 41 Metrorail stations and along major transit lines. Concentrating growth in these areas achieves complementary goals, including reduced auto dependency, lower greenhouse gas emissions, shorter commutes, pedestrian-oriented streets, dynamic neighborhood centers, and capitalization of investment in mass transit. Since the Plan’s adoption,

SQUARE 54

Completed in 2011, “The Avenue” development on Square 54 exemplifies principles of transit-oriented development (TOD). Reuse of this site, which is located above the Foggy Bottom Metrorail station near George Washington University, was specifically called for by the Comp Plan. Boston Properties’ \$213 million investment on the site reflects the private sector’s support for the TOD concept and has created a development that fully capitalizes on the site’s proximity to Metro. The project includes 400,000 square feet of office space, 335 new residences, 80,000 square feet of retail space, and a new civic plaza.



the District has seen unprecedented levels of development around Metro stations in all quadrants of the city. Between 2010 and 2012, 80% of all newly constructed housing units and 91% of all newly added office development in the District were within one-half mile of a Metrorail station.

Planning for Large Sites

The Comp Plan has guided reuse planning on large sites such as the former Walter Reed Army Medical Center in Ward 4 and St. Elizabeths campus in Ward 8. Both of

these sites were the focus of multiple Comp Plan policies and actions.

A Small Area Plan (SAP) for Walter Reed was completed in September 2012 and was submitted to the DC Council in February 2013 for approval. The SAP calls for 67 acres of the 110-acre site to be reused, creating housing opportunities and jobs while maintaining the site’s historic character and open space. The development program allows for 1,954 dwelling units and 1.1 million square feet of commercial and institutional space.

Development Activity in the District of Columbia 2010-2012

Development activity includes new construction and renovation projects with a construction value of over \$5 million.

Sources: Washington, DC Economic Partnership, 2013; BAE, 2013.

Housing Units



1,988
renovation

4,937
new construction

Hotel Rooms



1,970
renovation

204
new construction

Commercial and Institutional (square feet)



2,923,940
renovation

4,417,665
new construction

Office



256,443
renovation

684,094
new construction

Retail



97,000
renovation

642,190
new construction

Medical Office



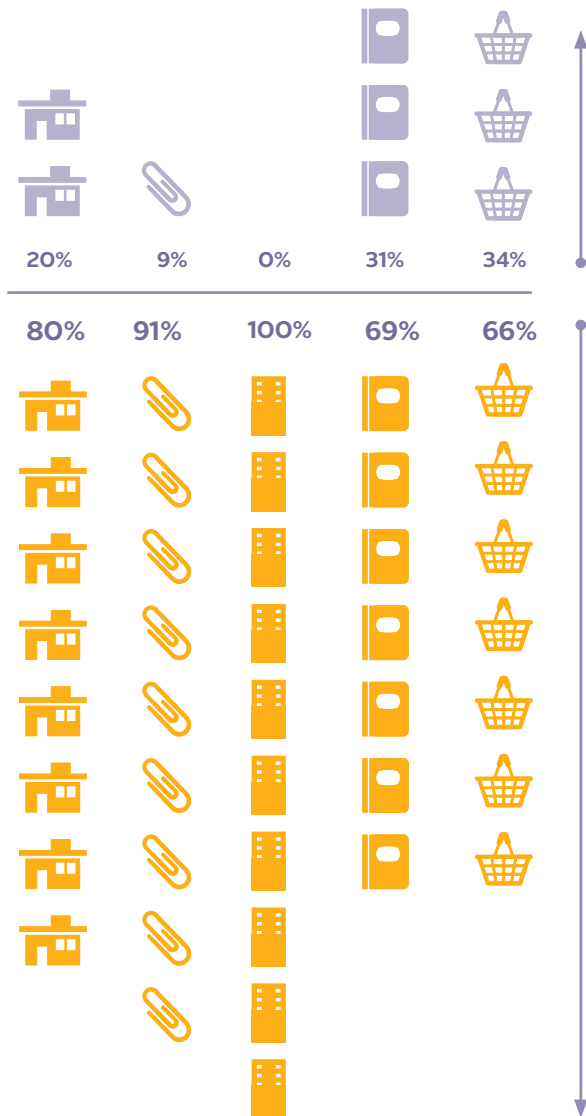
1,684,981
renovation

1,495,413
new construction

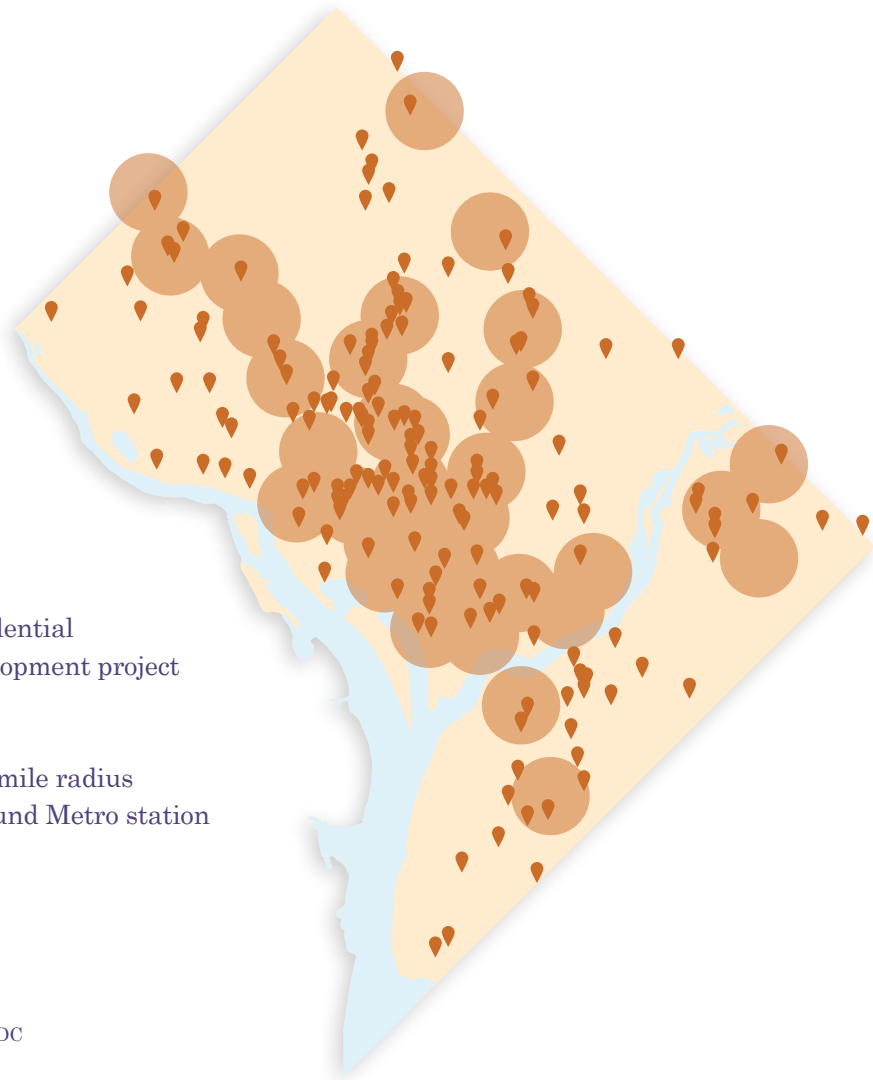
**Education/Public/
Institutional**

Development within ½ mile of Metro 2010–2012

Housing (new) Office Hotel Ed/Pub/Inst. Retail



📍 = Residential development project
 ● = 1/2 mile radius around Metro station



Sources: Washington, DC Economic Partnership, 2013; BAE, 2013.

Approximately 80% of the new housing units built in the District between 2010 and 2012 were within one-half mile of a Metro station. The shaded circles indicate the one-half mile radius area, while the pinpoints represent new developments added between 2010 and 2012.



NoMa

The NoMa neighborhood took shape following an innovative public-private partnership leading to construction of a new Metrorail station near the intersection of New York Avenue, Florida Avenue and First Street, NE. In 2006, a Small Area Plan was prepared to guide the area's transition from older industrial and commercial uses to a high-density, mixed use neighborhood.

Since completion of the Small Area Plan, NoMa has been one of the most active urban development markets in the country and has emerged as a dynamic new neighborhood and workplace. In the three years from 2010–2012, more than 1,350 housing units and 1.3 million square feet of office space were constructed here. The area has become a magnet for

young professionals, drawn to the area's urban vibe.

NoMa also exemplifies principles of sustainable development. The area has one of the highest concentrations of green buildings in the District of Columbia, with 22 LEED or Energy Star buildings as of December 2012. First Street NW has been designed to absorb stormwater and reduce heat island effects. Innovative new developments are proposing green "walls" as well as green roofs, improvements to the Metropolitan Branch Trail, and the creation of new parks. The density and mix of uses, coupled with proximity to transit, make this one of the most walkable communities in the city.



NEW COMMUNITIES

The Office of the Deputy Mayor for Planning and Economic Development (DMPED) is spearheading an initiative to replace aging public housing projects with new communities that combine market rate and affordable housing. “New Communities” was specifically referenced in the Comp Plan as a short-term implementation measure. It seeks to improve the quality of life in neighborhoods which exhibit high rates of poverty, unemployment and blight.

New Communities is based on four guiding principles: (a) one for one replacement of all subsidized units to ensure that there is no net loss of affordable housing; (b) development of market rate units which cross-subsidize the affordable units; (c) construction of replacement housing

prior to the demolition of existing distressed housing to avoid displacement; and (d) the opportunity for existing residents to return and stay.

The four New Communities target areas are Northwest One, Park Morton, Barry Farm, and Lincoln Heights/ Richardson Dwellings. In 2012, over 200 units of new affordable housing units were built at Barry Farm and 83 affordable units were completed at Park Morton. The program takes a holistic approach to creating successful neighborhoods and includes reinvestment in schools and parks, as well as after school programs and job training for youth.



The St. Elizabeths Redevelopment Framework Plan presents a creative strategy for reuse of the 170-acre East Campus. The Plan builds on the site’s natural, scenic, cultural and historic setting to create new neighborhoods and economic opportunities in Ward 8. A subsequent planning process—the St. Elizabeths Innovation Strategy—has laid the groundwork for the site to become a national hub for research, education, creative industry, entrepreneurship, and technology.

Revitalizing Our Waterfronts

One of the most important initiatives of the Comp Plan is to reconnect Washington to its waterfront, particularly the Anacostia shoreline. A decade of planning for the Anacostia waterfront has resulted in new neighborhoods and workplaces, focused around catalytic projects such as Nationals Ballpark and the Yards Park.

The Capitol Riverfront (“The Front”)—an area extending from Buzzard Point to the Pennsylvania Avenue (Sousa) Bridge and north to the Southeast Freeway—is being transformed from an underused industrial and maritime area into a hub for sports and entertainment, urban living, and new parks and trails. In just a few years, the area has grown to over 35,000 daytime employees and 2,760 residential units, and attracts over 2 million visitors a year. More than \$6 billion of private investment is yet to come, with over 6,000 new housing units, 1,000 hotel rooms, and 8 million square feet of office space in the pipeline.

Other parts of the waterfront are also being restored, revitalized, and reinvented. The Comp Plan vision of a modernized Southwest Waterfront is coming to life. The former Waterside Mall has been replaced by Waterfront Station, a mixed

use complex oriented along a re-established 4th Street SW and adjacent to a Metrorail station. More than 500,000 square feet of office space and 80,000 square feet of retail space have been completed, and 4th Street SW is now an active pedestrian street. Five hundred units of housing are under construction and additional office and residential space is planned. A block away, Arena Stage re-opened in 2010 after a \$135 million renovation.

On the shoreline side of Maine Avenue, plans for The Wharf are taking shape. The 26-acre development will include 400,000 square feet of office space, 300,000 square feet of retail space, 625 hotel rooms, 1,500 housing units, a concert/cultural venue, new open spaces and trails, and reconfigured marina and boating facilities. The \$1.5 billion project is expected to break ground in 2013 with completion over an 8-year period.



DUKE / CONVENTION CENTER AREA

The DUKE Small Area Plan was adopted in 2004. The Plan presented a strategy for revitalizing the historic Shaw neighborhood, linking the Convention Center area to the U Street corridor, and promoting cultural tourism and local entrepreneurship. The Plan's focus is the area around the U Street and Shaw-Cardozo Metro stations. The Convention Center Small Area Plan, which covers an adjoining area to the south, was adopted in 2006. It included programs to strengthen neighborhood businesses, generate quality housing, and improve the public realm around the city's new Convention Center.

Both plans have brought new energy to the surrounding neighborhoods. Over \$1 billion has been invested in the Convention Area alone. Among the visible, positive outcomes are new green space along P Street NW, streetscape improvement projects on 11th Street and Sherman Avenue NW,

new athletic fields at Bundy Park, development of a new 1,200 room convention center hotel, improvements to historic buildings and retail facades, and restoration of the historic Howard Theater. In addition, the area is the site of some of the District's largest mixed use construction projects, including CityMarket at O and Progression Place. These two projects alone represent more than \$400 million in private investment.

Over time, developments in these areas have spurred an influx of new residents. Developments such as Jefferson at Market Place and City Market at O are providing both market rate and affordable housing opportunities near transit. City Market alone will bring 1,000 new residents to the area.





Re-envisioning Central Washington

Another aspect of managing growth and change is reshaping Washington’s Central Business District into a more vibrant “City Center.” This will allow Washington to take its place among other global capital cities such as London, Paris, and Tokyo.

Making this transition has required both planning and action. When the Center City Action Agenda was adopted in 2008, it expanded the horizon of Downtown to include emerging mixed use areas along

its perimeter. An ambitious strategy was launched to make Center City the location of choice for business, visitors, residents, and investors in the Washington Metropolitan Area. Since 2010, Center City has captured 97% of the office space and 37% of the housing units developed in the District of Columbia. Center City’s emerging districts are becoming more connected to one another, creating a stronger commercial core and redefining the traditional federal city.

CITY CENTER

The 10-acre site of the former Washington, DC Convention Center along H Street between 9th and 11th Streets NW is being transformed into a new hub for Downtown DC. At completion, the site will include a new hotel, 674 apartments and condominiums, more than 1 million square feet of office space, over 330,000 square feet of retail space, and a 1.5 acre public park. Consistent with Comp Plan recommendations, I Street NW is being extended through the site, integrating a former “super-block” back into the Downtown street grid.





THEME

2

Creating Successful Neighborhoods



Key Principles

The Comp Plan strives to make every neighborhood in the District of Columbia a “neighborhood of choice.” This means providing a variety of housing opportunities, quality schools, attractive parks, convenient shopping, and a high level of public safety in all parts of the city. The Plan provides policies and actions to create more distinctive neighborhood centers, preserve historic resources, increase the supply of affordable housing, and improve parks and public spaces.

Increasing Housing Opportunity and Affordability

The Housing Element of the Comp Plan contains the District of Columbia’s official policies for housing production and conservation. While the national economic downturn resulted in decreased housing values, sales, and production between 2008 and 2010, the market rebounded in 2011 and 2012. By September 2012, median home values in Washington DC exceeded their previous peak values from July 2007.



The turnaround in the housing market has prompted a renewed focus on housing affordability. In March 2013, the District's 36-member Comprehensive Housing Strategy Task Force released Bridges for Opportunity, a New Housing Strategy for DC. Among the Strategy's goals are the production of 10,000 new affordable units by 2020, preservation of 8,000 existing affordable units with subsidies that will expire by 2020, and development of 3,000 market rate units a year through 2020. Mayor Gray has announced an initiative

to invest \$100 million toward meeting the affordable housing production and preservation goals.

The District has also been implementing Comp Plan actions which encourage affordable housing production. In 2011 and 2012, more than 1,500 units of affordable housing were added and construction is now underway on 1,700 more. In addition, the District has provided \$6.2 million in new local funds to the DC Housing Authority for an increase in the local Rent Supplement Program.

Inclusionary Zoning requirements, adopted in 2009, have begun to noticeably affect affordable housing production. These requirements mandate that new rental or condo buildings with more than 10 units set aside 8-10% of the units as affordable to households earning 50-80% of Median Family Income (MFI). As of December 2012, the first 24 units had been produced, another 83 were under construction, and over 900 were in the pipeline.

GEORGIA AVENUE / PETWORTH

The Georgia Avenue / Petworth Metro Station Area and Corridor Plan was adopted in 2006. The Plan focuses on the commercially zoned properties along Georgia Avenue between Decatur and Euclid Streets, NW. Among its key objectives were achieving transit-oriented development around the Metro station, improving the Georgia Avenue retail district, enhancing neighborhood character, and prioritizing public investment.

In the years since the Plan was completed, the area has been one of the District's most active development markets. Between 2010 and 2012, more than 260 residential units were completed. New shops, restaurants, and services have located along Georgia Avenue and Upshur Streets.

Safeway has announced plans to replace its 21,000 square foot grocery store with 220 residential units above a new 62,000 square foot store.

Public investment has helped spur private investment in Petworth. Streetscape and façade improvements have improved the area's visual quality and increased pedestrian activity. The area has also benefitted from renovation of the Petworth Library, a new Ward 1 Senior Wellness Center, the new E.L. Haynes Charter School, and a new park on the former Bruce Monroe School site.



DC Median Home Price

Source: Washington Post, April 10, 2013

DC home prices are now at an all-time high, with a median sales price of

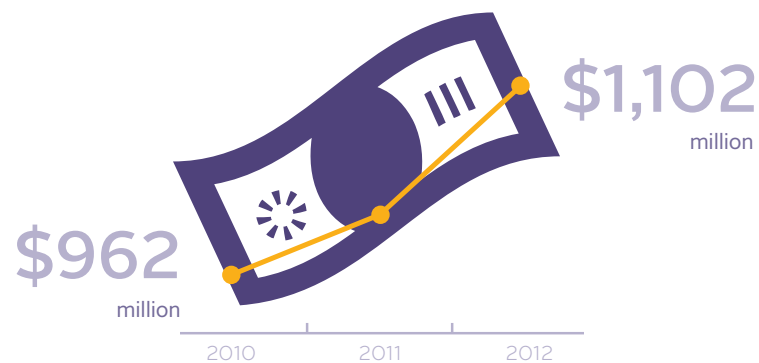
\$460,000  in March 2013

Retail Sales

Source: DC Office of Planning, 2013

Retail sales and use tax revenue in the District increased

11%
between 2010 and 2012



Number of Licensed Food Trucks in DC

Sources: District of Columbia Department of Consumer and Regulatory Affairs; BAE, 2013.

The number of licensed food trucks increased from

10 in 2009 to



2009

180 in 2012



2012

LIVE NEAR YOUR WORK

One of the objectives of the Comp Plan is to strengthen DC neighborhoods by encouraging those who work in the District to also live in the District. In 2011, OP launched the pilot Live Near Your Work (LNYW) Program for local employees to buy homes near their jobs or transit. The District has committed to match up to \$6,000 in employer contributions (or a total of \$12,000 per employee) for down payment and closing cost assistance. Both Gallaudet and American Universities are participating in the program. LNYW supports a number

of Comp Plan objectives, including attracting new DC residents, expanding the tax base, reducing traffic congestion and travel time, and strengthening the market for transit-oriented, central city development. The program also encourages residents to become more connected to the places they live and work, creating a civic connection which supports successful neighborhoods.





Preserving Washington's Heritage

Preservation safeguards our city's cultural heritage, supports the local economy, and fosters civic pride in Washington's history and beauty. The Historic Preservation Element of the Comp Plan guides the day to day activities of the District's Historic Preservation Office (HPO) and provides the foundation for OP's long-range preservation programs.

In the three years since the last progress report (2010-2012), the HPO distributed

\$650,000 through the Historic Homeowner Grant program, helping 40 low and moderate income homeowners in eligible historic districts with home repair and preservation projects. During 2010, 2011 and 2012, HPO evaluated nominations for 50 new historic landmarks, 41 of which were subsequently designated by the Historic Preservation Review Board; 36 properties were also forwarded for listing on the National Register of Historic Places.

H STREET NE

The vision for a more robust neighborhood retail scene is becoming a reality along H Street NE.

Investments in streetscape and façade improvements are adding aesthetic and economic value, making the street a more attractive place for shoppers, local businesses and entrepreneurs. Business is booming: over 150 retail tenants are now providing goods and services in 180,000 square feet of space. In 2010–2012 alone, new construction on the H Street NE corridor added some 257 residential units, 30,000 square feet of public / institutional space, and 5,000 square feet of new retail space. The District will initiate streetcar service on H Street in 2013, further spurring the retail renaissance.



There has been a dramatic increase in the number of District and federal government projects receiving HPO review since 2010. In 2012 alone, 457 District government projects were reviewed, three times the number reviewed in 2010. Review of federal projects increased 56% during this same period, with 584 reviews in 2012. OP has also significantly improved archaeological storage and curation facilities. Collections assembled over the last 40 years have been comprehensively catalogued, archived and re-boxed, safely preserving more than 339,000 individual artifacts.

OP has continued to promote high quality reinvestment in the District's historic properties. There were 13,740 permits for work on historic properties reviewed by the HPO in 2010-2012. Some 1,249 inspections were performed and 517 enforcement actions were taken. Programs

to increase awareness of the city's historic resources have also continued, including expansion of the African American Heritage Trail, support for the DC Community Heritage Project, and the annual Historic Preservation Awards program.

Revitalizing Neighborhood Retail Centers

Since publication of the last Progress Report, the District of Columbia has continued to implement Comp Plan policies to create vibrant shopping districts in all parts of the city. Retail growth is a major theme of the Plan's Economic Development Element. It supports walkable, healthy neighborhoods, generates jobs and revenue, and enhances the city's reputation as a great place to live. The District is actively pursuing strategies to reduce leakage and retain consumer spending within the City.

In 2010, OP produced the Retail Action Strategy, providing the first ever assessment of the District's retail potential, along with ideas for strengthening the city's retail base. The Strategy examined 20 neighborhood shopping areas and provided tailored recommendations that recognize the advantages and challenges of each location. In 2012, OP published the Vibrant Retail Streets Toolkit, a hands-on manual for improving retail streets. The Toolkit is currently being applied in Congress Heights and Anacostia, with workshops and technical assistance offered to local businesses to improve retail success.

Activating Public Space

The Urban Design Element of the Comp Plan recognizes the critical role of public space in shaping neighborhood character. Parks, plazas, streets, and sidewalks





enhance the quality of life and are an important part of becoming a more sustainable, walkable city.

In 2011, OP and DDOT collaboratively produced the District's first Public Realm Design Manual. This richly illustrated document provides guidelines for the design and treatment of streets, sidewalks, driveways, landscaping, parking areas, and building facades. It also guides the siting and design of sidewalk cafes, street trees, fences, walls, and bike racks. Improvements

to public space have brought about increased demand for the use of that space. More than 200 public space applications were reviewed in 2012 alone.

The Arts and Culture Element of the Comp Plan has provided the framework for new initiatives that are redefining perceptions of public and private space. As called for by the Comp Plan, the District adopted a Public Arts Master Plan in 2009. More recently, OP's Temporary Urbanism program has reactivated vacant lots and buildings

LUMEN8 ANACOSTIA

LUMEN8Anacostia was one of four “temporary urbanism” projects funded by an ArtPlace America grant. From April to June 2012, the historic Anacostia Business District was transformed into a beacon of light, art, and creative expression. The event re-activated vacant lots, buildings, and public spaces along Good Hope Road and Martin Luther King Jr Avenue SE through temporary illumination, and included gallery open houses showcasing the work of local artists. LUMEN8 was so successful it is returning to Anacostia in 2013 and will become an annual community event.





with temporary uses such as art, “pop-up” stores, food trucks, and festival space. The program stimulates private investment and street life while providing business development opportunities for local artists and entrepreneurs.

In 2010, OP facilitated the conversion of the vacant R.L. Christian Library kiosk into the H Street NE Temporium, a pop-up retail boutique showcasing 20 local designers. This was followed by Temporiums in Shaw and Mount Pleasant in 2011. OP also received a \$250,000 grant from ArtPlace America to

create Arts and Culture Temporiums in the Anacostia, Brookland, Central 14th Street NW, and Deanwood neighborhoods. Tapping into the creative energy of each community, the temporiums hosted pop-up art galleries, impromptu dance performances, and colorful urban street furniture. Activities like these have propelled DC to the forefront of the nation’s contemporary arts scene. Adams Morgan/ U Street was ranked one of America’s “Top 12 Art Places of 2013” by ArtPlace, a national arts advocacy organization.

Improving Parks and Open Spaces

The Recreation and Open Space Element of the Comp Plan includes policies and actions to improve the District’s neighborhood parks and ensure that recreational services respond to changing demographics. These policies are being implemented by the Department of Parks and Recreation (DPR), the Office of Planning, National Park Service (NPS) and other partner agencies through capital improvements and the delivery of high-quality recreation programs and services to residents.



Since 2010, NPS developed new signage and trail maps for the Fort Circle Parks (Civil War Defenses of Washington), and DPR renovated 10 recreational centers, including facilities at Coolidge, Stoddert, and Watkins Schools, as well as Chevy Chase, Guy Mason, Joe Cole, Rosedale, Takoma, Bald Eagle, and Deanwood. The past three years also saw completion of Phase 2 of the Georgetown Waterfront Park, improvements to DPR athletic fields, NPS' renovation of McPherson Square, and pocket park improvements on 10th St NW and New York Avenue NW.

Local park planning is being closely coordinated with land use decisions so that improvements are programmed in high-growth areas. For instance, the District and federal governments are working collaboratively to add state-of-the-art amenities in Franklin Square to meet the needs of the growing Downtown community. Open space planning has also been an integral component of each Small Area Plan.

PLAY DC

The Department of Parks and Recreation (DPR) has launched a bold, new Master Plan initiative called Play DC. Play DC will develop a conceptual vision for the District's parks and a 10-year plan of programmatic and capital improvements. As an immediate down payment on this plan, the District has committed more than \$30 million to improve the safety and quality of neighborhood playgrounds. Over the next year, the Department of General Services (DGS) will renovate 32 playgrounds. Moving forward, all 78 playgrounds in the DPR system will be evaluated using a consistent set of criteria to establish priorities for their improvements. Play DC is advancing Comp Plan policies supporting reinvestment in the District's park system and acknowledging the critical role that parks play in creating successful neighborhoods.





THEME

3

Increasing Access to Education and Employment



Key Principles

The Comp Plan strives to increase access to education and jobs for all District residents. It recognizes the link between quality education and broader social goals, such as strengthening families, reducing poverty, and creating economic opportunity for youth. These principles have been carried forward in the Mayor's One City Action Plan, with specific strategies for improving DC's schools, reducing unemployment, and improving the quality of life.

The Comp Plan's Educational Facilities Element includes policies to improve school campuses and strengthen the role of schools as neighborhood centers. The Economic Development Element focuses on the link between education and the District's economy. It includes policies and actions to diversify the economy and connect the workforce to local jobs and entrepreneurial opportunities. The Community Services Element emphasizes modernization and rebuilding of the District's library system.



Improving School Facilities and Educational Quality

DC Public Schools (DCPS) and Public Charters have been working collaboratively to improve educational quality in the District. These efforts have resulted in measurable positive change, both in academic performance and enrollment. After years of decline, enrollment began to grow again in 2009. By 2012-13, combined enrollment in the District's Public Schools and Public Charters was 80,231, an 11% increase over the 72,379 students enrolled just three years earlier.

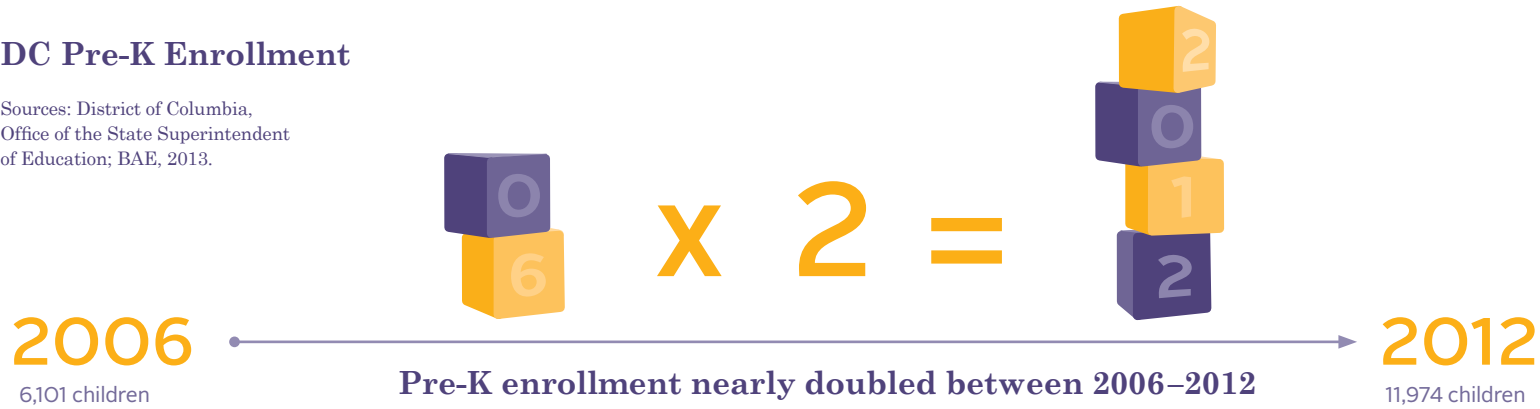
Despite these gains, enrollment is still far lower than it was several decades ago. Moreover, residential growth has been much greater in some parts of the city than others and demand for classroom space has been uneven. As a result, there are still numerous schools around the city that are under capacity. Since 2007, District government has invested strategically in school modernization to ensure that all students have access to the best facilities possible, taking into account financial constraints and operational efficiency issues. Over the last six years, the District has consolidated

its portfolio of facilities and has spent \$1.4 billion to modernize 47 schools.

OP's demographic analyses have been integral in shaping decisions about school closures and investments. The latest forecasts indicate that the number of students will continue to increase in the future, leading to demand for additional classroom space during the next decade. Therefore, in accordance with Comp Plan policies, several school facilities will be repurposed for interim uses but retained in public ownership in the event they are needed again.

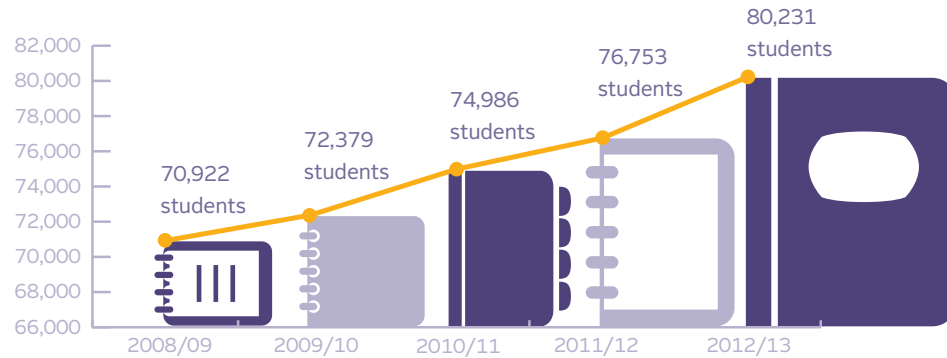
DC Pre-K Enrollment

Sources: District of Columbia, Office of the State Superintendent of Education; BAE, 2013.



Number of students enrolled in DC Public and Public Charter Schools 2008–2012

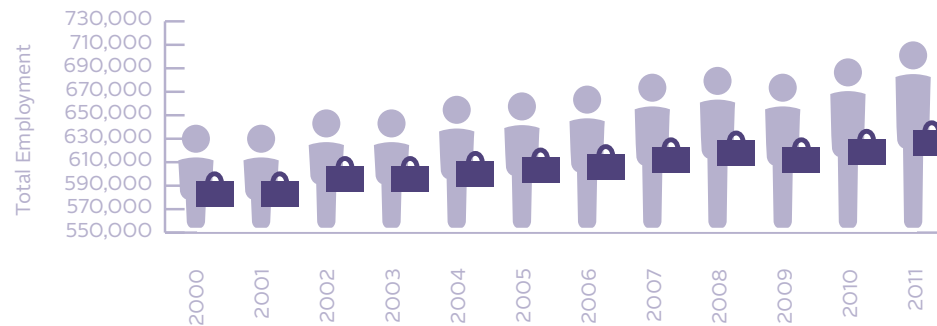
Source: Office of the State Superintendent of Education, 2013



DC Employment Growth 2000–2011

The number of jobs in the District has been growing steadily since 2009, reaching 707,000 in 2011.

Sources: Quarterly Census of Employment and Wages, 2000–2011; BAE, 2013.





The Mayor's Education Reform Agenda has resulted in measurable improvements in student performance. Investment in early childhood education programs are helping to ensure that the District's families can access high quality learning and development opportunities for their children at an early age. The District has been a national leader in carrying out universal Pre-K initiatives, and pre-K enrollment has increased 96% since 2006.

Linking Education to the Economy

The Economic Development Element of the Comp Plan seeks to align the District's educational curricula and workforce development programs with the growing sectors of the District's economy. This goal was reinforced by the Mayor's One City Action Plan in 2012.

Over the last few years, the Workforce Investment Council (WIC) has continued to advise the Mayor, DC Council, and District government on the delivery of job training

PLANNING FOR HIGHER EDUCATION

The Comp Plan defines requirements for campus plans for the District's colleges and universities, and includes policies to mitigate the impacts of campus growth on nearby neighborhoods. In 2011, campus plans were completed for the University of the District of Columbia, Georgetown, and American Universities. In 2012, campus plans were completed for George Washington, Howard, Catholic, and Gallaudet Universities. These plans have effectively resolved land use conflicts and led to greater student housing opportunities, while enabling DC's colleges and universities to achieve their academic missions.





and workforce development services. The District is also developing action plans to reach at-risk youth and expand financial incentives for employers hiring District residents.

In 2009, the University of the District of Columbia (UDC) established the District's first community college program. Beginning in Fall 2009, the UDC-CC assumed responsibility for the university's associates degree program, certificate program, continuing education program,

and workforce development program. A Strategic Plan has been adopted to guide the expansion of community college services in the coming years. New UDC-CC facilities have been developed in satellite locations, including the renovated Bertie Backus School in Ward 5, and the PR Harris Education Center in Ward 8.

Growing the Economy

In 2010, the District completed a Comprehensive Economic Development Strategy (CEDS) to incorporate 2006 Comp

ONE CITY

ONE HIRE

The Department of Employment Services (DOES) is working to lower the District's unemployment rate through

the Mayor's One City–One Hire program. As of December 2012, nearly 5,200 DC residents had been hired through the program, finding work with 870 different employers across the region.

One City–One Hire provides tax credits and subsidized job training to employers while matching District residents to available jobs.

The program has helped reduce unemployment in the District from 10.4% in September 2011 to 8.4% in December 2012.



Plan objectives. The Strategy was specifically called for by the Comp Plan as a tool for diversifying the local economy. It addresses the city's economic competitiveness, economic disparities, and challenges such as the District's fiscal imbalance and rising infrastructure costs. Eight geographic areas are targeted for economic reinvestment. The federal Economic Development Administration (EDA) certified the CEDS in September 2010, making the District eligible for federal funds. Following certification, EDA awarded the District a grant to explore the feasibility of creating an innovation cluster at St Elizabeths Hospital.

The CEDS provided the groundwork for a Five-Year Economic Development Strategy published by the Office of the Deputy Mayor for Planning and Economic Development in November 2012. The Strategy includes six transformative visions for the DC economy: (1) create the most business friendly economy in the nation; (2) grow the largest technology center on the East Coast; (3) be the nation's destination of choice; (4) end retail leakage; (5) develop a best-in class global medical

center; and (6) become the top North American destination for foreign investors, businesses, and tourists. There are 52 specific initiatives described to achieve this vision. The Strategy aspires to create 100,000 new jobs and generate \$1 billion in new revenue over the next five years.

In 2012, the District approved the Technology Sector Enhancement Act. The Act provides financial resources and incentives for the tech industry and will help attract and nurture new technology businesses. It implements a Comp Plan policy to diversify DC's economy, with an emphasis on growth in local tech employment. Approximately 2,000 technology start-up companies already operate in DC and more are on the way.

Building America's Creative Capital

One of the goals of the Comp Plan was to change Washington's image as a "government town" by attracting new creative sector industries. Such industries bring with them a talented and highly educated work force, and support the cultural amenities associated with a world class city.

In 2010, OP published Creative Capital: the Creative DC Action Agenda. The Agenda identified key segments of the creative economy in the District, including media and communications, museums and historic sites, building arts, culinary arts, performing arts, and visual arts and crafts. These industries account for more than 75,000 jobs in the city and generate \$5 billion annually in wages.

The focus of the Action Agenda is to provide the support system needed for creative businesses to thrive. It promotes the creative sector through marketing and outreach, and identifies new career opportunities for residents, especially youth. The Agenda sets immediate priorities, such as enhancing visitor awareness of creative assets, partnering with the private sector to attract creative businesses, and providing affordable housing and live-work space for those in creative industries.

Policies in the Comp Plan have helped enhance DC's reputation as a center of innovation. Start-ups and tech companies are changing the city's traditional business profile and are drawing new talent and

ST. ELIZABETHS

The Comp Plan included a vision for St. Elizabeths Hospital which has guided plans for its redevelopment over the last six years. A

Redevelopment Framework Plan for the East Campus was adopted in December 2008. The Plan provided a strategy for economic revitalization of the 170-acre facility, which is one of the largest development sites in the District of Columbia.

The Framework Plan for the East Campus focuses on economic development and job creation, leveraging the site's proximity to the new headquarters for the Department of Homeland Security on the West Campus. The Plan calls for restoration of historic buildings, improved connections to surrounding neighborhoods, and design improvements which reflect citywide sustainability and urban design objectives. Illustrative plans

envision up to 4.8 million square feet of new or refurbished floor area, including a mix of residential, commercial, office, and public uses.

A more recent initiative for St. Elizabeths—the Innovation Strategy—was released in October 2012. The Strategy promotes the site's future role as a hub for research, education, training, entrepreneurship, technology transfer, and private sector commercial activities. The District is proceeding with a \$113 million capital budget investment in infrastructure on the site. St. Elizabeths will place the District at the core of the regional innovation economy, capitalizing on the site's proximity to defense industry and homeland security activities.





energy. The Wall Street Journal ranked Washington the top “youth magnet city” in the country in 2009, and Forbes Magazine named DC a top ten city for young adults in 2011. Young professionals are drawn to the city’s international character, arts and music scene, transportation choices, walkable neighborhoods, and commitment to sustainable development.

Modernizing our Libraries and Information Infrastructure

The District is responding to the evolving

role of libraries in the 21st Century. Changes in technology and communication have made libraries more essential and relevant to our communities than ever before. The DC Public Library (DCPL) system plays a crucial role in providing access to information, leisure, and education, and its facilities provide multi-generational gathering places for neighborhoods across the city.

In 2011, DCPL released its “Framework for Continued Success,” presenting a strategy

1776 DC

1776 exemplifies the rise of the technology sector in DC. This new initiative taps into local talent by bringing technology firms, mentors, and investors together in the heart of the city. The Downtown campus, which launched in early 2013, provides co-working space for local start-ups to collaborate, learn, and grow their businesses.

1776 will offer 20% of the seats in its startup school to unemployed District residents. The initiative will work with incubators in underserved areas to improve youth access to careers in technology. The initiative aligns with the Mayor’s Five-Year Economic Development Strategy, which targets technology entrepreneurship as key to the city’s economic diversification.



UNION KITCHEN

The Creative Action Agenda has fostered the success of enterprises such as Union Kitchen.

This unique facility in the Florida Avenue Market area, provides 4,500 square feet of shared food prep and cooking areas, along with storage space for restaurateurs.

It provides a resource for local entrepreneurs starting out in the restaurant business—without the high cost of long-term leases and equipment. In February 2013, Union Kitchen entered into a partnership with District government to train residents to develop kitchen and restaurant management skills. This will create new pathways to employment while enhancing DC’s dining and entertainment scene.

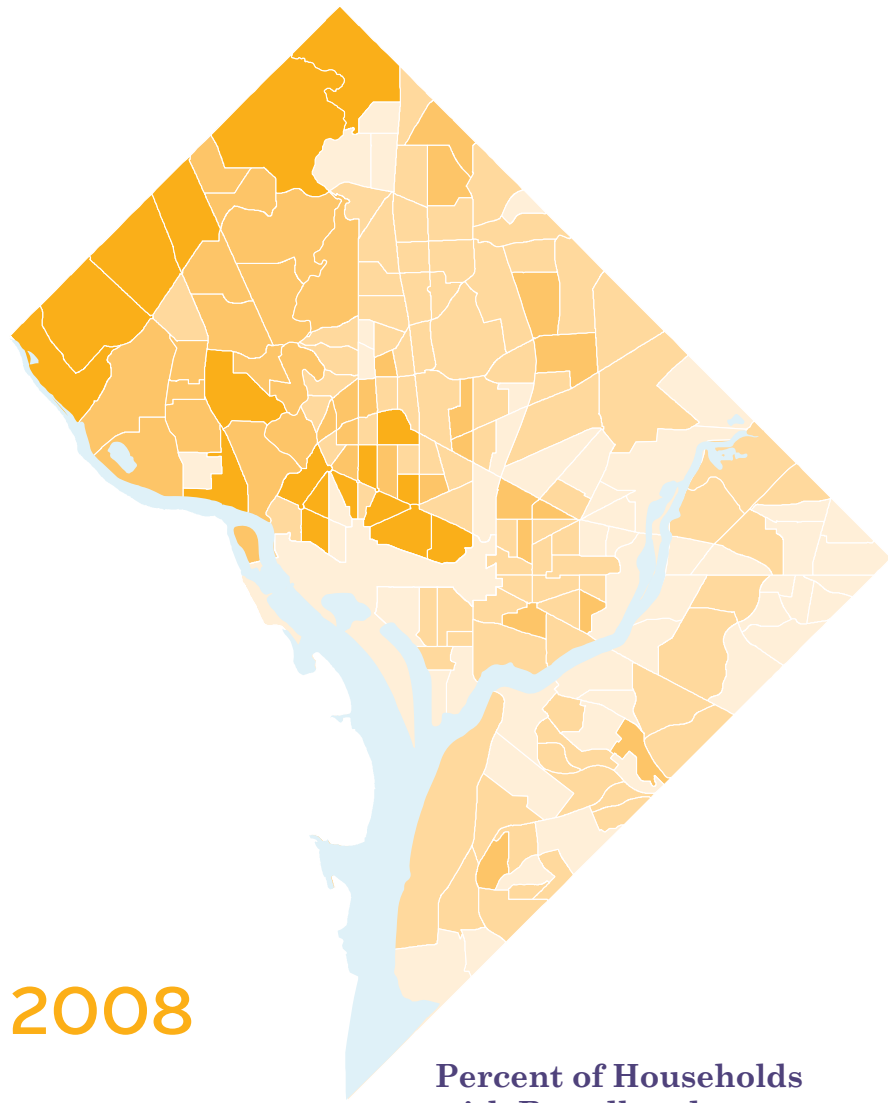


for sustaining world-class library services in the 21st Century. The Framework provides the guidance needed to ensure that the District’s libraries are among the best in the nation, and can help persons of all ages learn and flourish in the future.

The Community Services and Facilities Element of the Comp Plan called for modernization of the District’s branch libraries and a major upgrade or rebuilding of the Main Library. As of the end of 2012, 14 of the 24 branches had been renovated or replaced. The Main Library has not yet

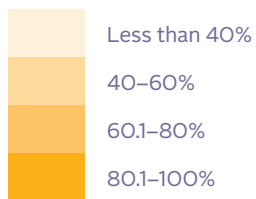
been renovated, but DCPL continues to implement projects which improve its functionality.

The District is also working to level the “digital divide” by increasing internet access across the city. In 2011, the District broke ground on a new high-speed fiber network which will greatly improve broadband access. The network will bring ultrahigh-speed internet service to schools, senior centers, libraries, residents, and businesses in neighborhoods.

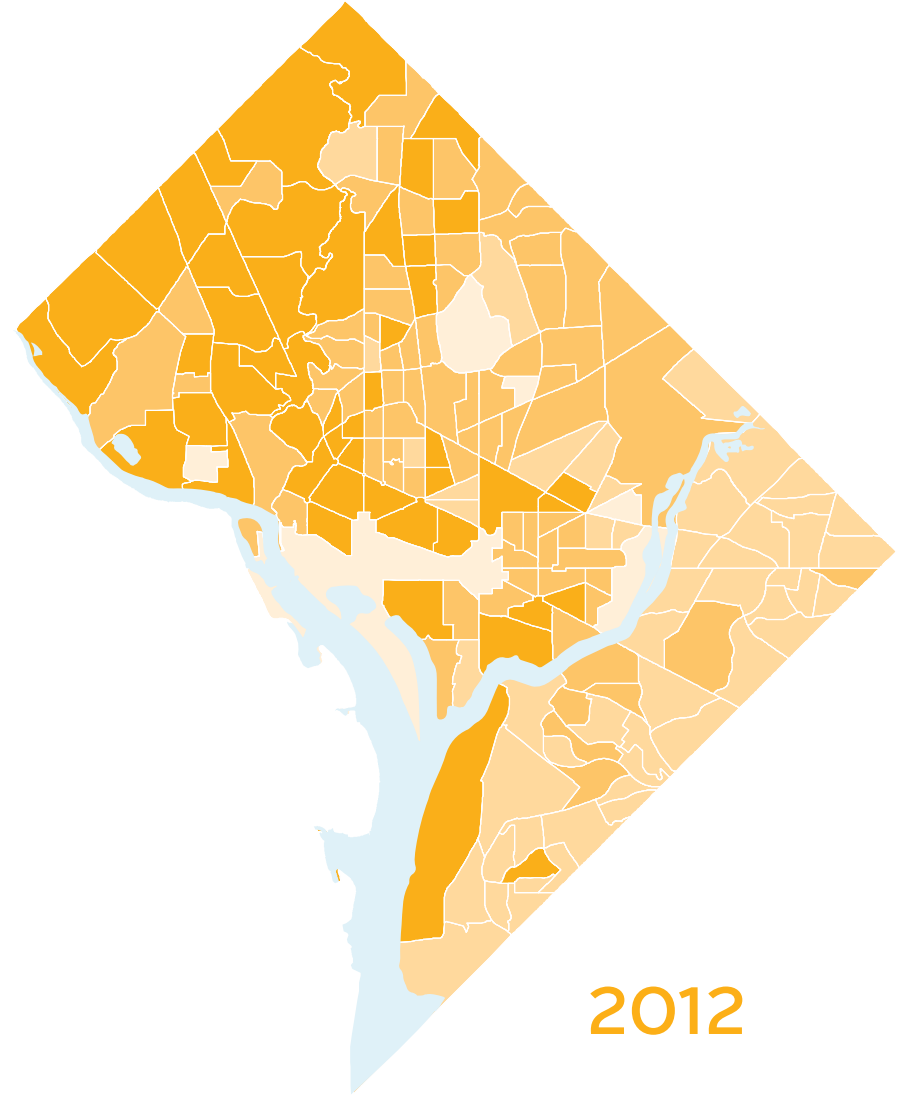


2008

Percent of Households with Broadband



Sources: District Office of the Chief Technology Officer; BAE, 2013.



2012

Broadband Adoption

District-wide use of residential broadband increased from 58% in 2008 to 73% in 2012. The District is working to bridge the “digital divide” and achieve higher rates of broadband use east of the Anacostia River.



THEME

4

Connecting the Whole City



Key Principles

Connecting the city is about overcoming physical and cultural divides within the city. In its most literal sense, it is about improving the transportation network to increase mobility for all residents. It is also about preserving and building on the legacy of the city's historic avenues as a defining feature of Washington's urban form.

Connecting the city is also about finding creative solutions to the physical barriers—such as expressways and railroads—that divide the District today.

Increasing Transportation Choice

The Comp Plan laid the groundwork for fundamental changes in the way we think about getting around DC. Since the plan's adoption, the District has continued to move toward a multi-modal transportation system. The priority is on moving people and not just vehicles.

In 2010, the DC Council approved the District Department of Transportation's (DDOT) Streetcar System Plan. Consistent with the vision described in the Comp Plan,



the Streetcar Plan indicates how the H Street / Benning Road streetcar line will be activated, how the initial phase of the Anacostia line will be implemented, and how the system will eventually be extended to serve all eight wards with 37 miles of streetcar lines.

Streetcar tracks are already in the ground along segments of H Street NE and Firth Stirling Avenue / South Capitol Street SE in Anacostia. Detailed planning has begun for the K Street alignment Downtown as well as other extensions. When the entire system

is complete, nearly 50% of DC households will be within walking distance of rail transit, and 85% of DC jobs will be located within streetcar corridors.

Other important transit services also have been introduced, including Metro Express Bus Lines on key corridors like Pennsylvania Ave SE, 16th Street and Wisconsin Avenue. The Circulator bus system has also expanded, including a line that links neighborhoods east of the Anacostia River with Capitol Hill. These improvements are making it easier to

get to work, creating car-free housing opportunities, and reducing vehicle miles traveled.

Becoming a More Walkable, Bike-Friendly City

The Transportation Element of the Comp Plan provided broad direction for making Washington more pedestrian friendly in the future. Since the Comp Plan's adoption, the District has continued to become a safer, easier place to walk and cycle.

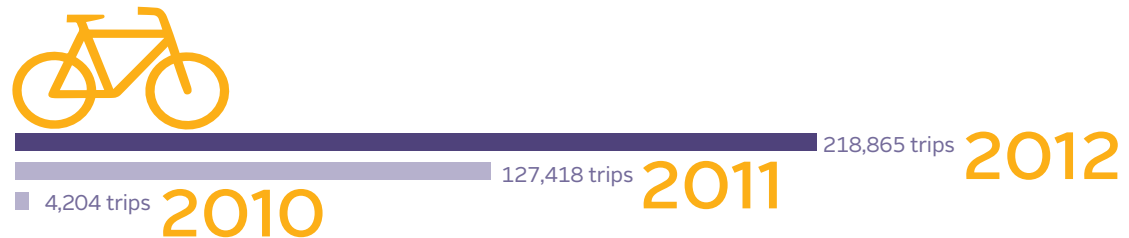
Number of DC residents commuting by bicycle, 2000 and 2010

Sources: US Census, 2000; ACS, 2011; BAE, 2013.



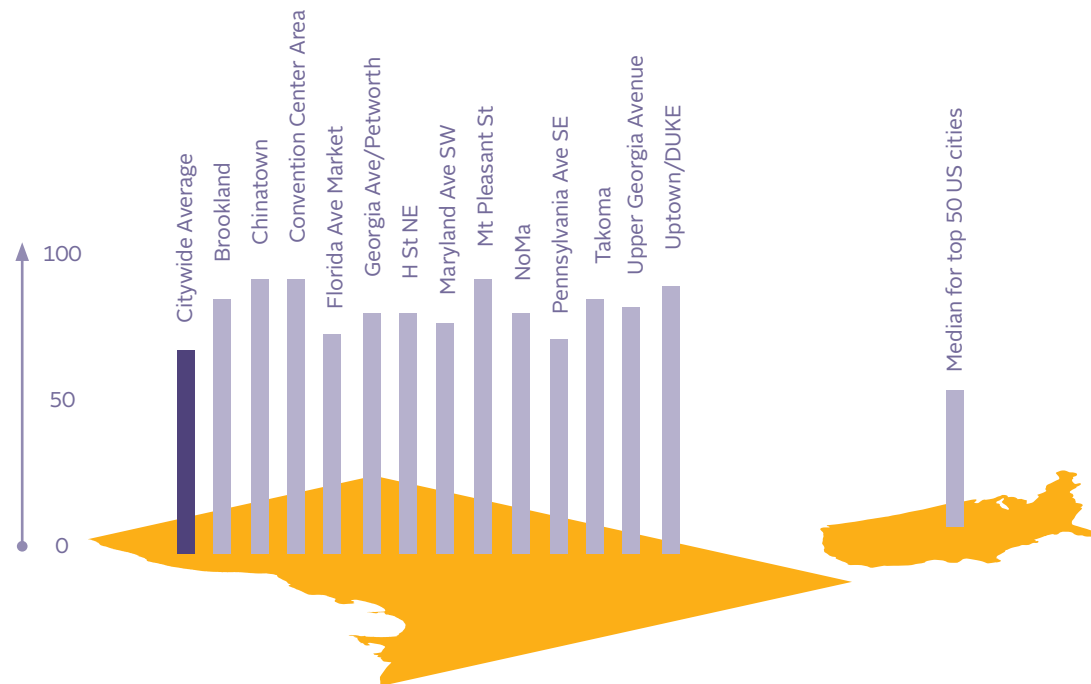
Capital Bikeshare Total Trips

Sources: District Department of Transportation; ALTA Capital Bike Share; BAE, 2013.



Walk Score

Walkscore is a private company that has developed a walkability index for neighborhoods and cities across the United States based on access to services and retail businesses within walking distance. A rating scale of 0 to 100 is used, with 100 being a perfect score. On the whole, Washington DC's Walk Score was 73.2, making it the seventh most walkable city in America. OP establishes a baseline Walk Score when it begins a Small Area Plan. This is used as a benchmark to measure the improved convenience of neighborhoods later on. Today, SAP neighborhoods typically have higher Walk Scores than the City as a whole, including 97 in Chinatown, the Convention Center area and Mount Pleasant Street.



Sources: Walkscore.com, 2013; DC Office of Planning, 2013



In 2009, DDOT published its first Pedestrian Master Plan. The Plan sets the aspirational goal that any trip in the District should be able to be made safely and comfortably on foot. Innovative technologies are being used to improve pedestrian safety, including Leading Pedestrian Intervals (LPIs) at nearly 100 intersections, Rapid Flashing Beacons at five locations, and an experimental pedestrian hybrid (HAWK) signal on Georgia Avenue. The District has dedicated federal stimulus funds to closing gaps in the sidewalk network

and has added roughly 10 miles of new sidewalks. The Safe Routes to School Program has implemented improvements at 25 schools to protect DC children.

The Comp Plan also called for major improvements to the bicycle network. Between 2010 and 2012, DDOT added 8.3 miles of new bike lanes, 3.0 miles of cycle tracks, and 9.3 miles of new shared lanes. As the network has expanded, the percentage of DC residents using bicycles to commute continues to grow.

CAR2GO

Car2Go started in DC in March 2012 with 200 “smart cars” designed with technology that allows the cars to be shared among all Car2Go members in DC. By March 2013, the service had more than 19,000 members, and the fleet had increased to 350 cars. Car2Go is helping more DC residents make the choice to forego car ownership, enabling them to save on fuel, parking, and insurance.



BENNING ROAD

In 2008, the DC Council adopted a Small Area Plan for the Benning Road

corridor, extending from H Street NE to the Maryland border. The Plan seeks to strengthen existing neighborhoods and encourage new mixed use and mixed income development, while making Benning Road more beautiful, walkable, and safe. The Plan recognizes the important function of Benning Road as a connector across the Anacostia River, and an opportunity for transit oriented development around several Metrorail stations and future streetcar stops.

Since adoption of the Plan, public investment has brought new life to the Benning corridor. A new government center housing the Department of Employment Services opened near the Minnesota Avenue intersection in 2010, followed by a new Benning Road Library a few blocks away. Entire portions of Benning Road have been reconstructed, with new curbs, gutters, crosswalks, landscaping, and

pedestrian safety improvements. Streetcar tracks have been installed as far east as Oklahoma Avenue NE in preparation for streetcar service in 2013-2014. The District has also received a federal grant to reconfigure the intersection of Benning and East Capitol, facilitating safer pedestrian access to the Metro Station.

Private and non-profit investment is following these public investments. A \$68 million mixed use development consisting of 376 apartments and 22,000 square feet of retail space—one of the largest projects in Ward 7 in the last 50 years—is now under construction at the Minnesota Avenue-Benning Road intersection. The iconic Shrimp Boat restaurant has received funding for renovation, and other businesses are being upgraded.



Bike sharing services also continue to grow. In 2008, there were just 10 bike share stations in the city, with 120 bicycles. By March 2013, there were 215 stations and Capital Bikeshare was serving more than 22,000 members and 7,000 daily trips. Since its launch in 2010, Capital Bikeshare has facilitated over 3.5 million bicycle trips in DC alone, translating into 4.2 million bicycle miles traveled. The system has become the largest bike sharing service in the United States, serving not only the District of Columbia but also Arlington and Alexandria, Virginia. Bikeshare is taking thousands of vehicle trips off the road each day, offsetting an estimated 1.5 million pounds of carbon in the last year while alleviating congestion.

Progress is also being made on expansion of the District’s recreational trails and pathways, as called for by the Comp Plan. DDOT has plans for trails along Oxon Run, South Capitol Street, Rock Creek, Klingle Valley, and Suitland Parkway. Construction is progressing on a three-mile section of the Anacostia Riverwalk between River Terrace and the Douglass Bridge, including a trail

bridge over the railroad tracks near Barney Circle. DDOT recently received a \$15 million grant to build the Kenilworth section of the Anacostia Trail. Work on the Metropolitan Branch Trail also is continuing, with recent construction between New York Avenue and Franklin Street.

Reinvesting in Great Streets

The initial mission of DC’s Great Streets Initiative was to reinvigorate the city’s signature boulevards. Carrying out this mission involved exceptional levels of coordination among District agencies. This cross-disciplinary spirit remains today. The District is continuing to implement “Great Streets” as described in the Land Use and Transportation Elements of the Comp Plan. Neighborhoods are being connected to one another while enhancing aesthetics, increasing safety and mobility, and boosting economic vitality.

Over the past few years, DDOT has completed reconstruction efforts on H Street/ Benning Road, Pennsylvania Avenue SE, Nannie Helen Burroughs, and

Georgia Avenue. More investments are planned for Martin Luther King Jr. Avenue/ South Capitol Street, Minnesota Avenue, and Rhode Island Avenue, including the integration of streetcars and other premium transit services. Altogether, over \$130 million has been spent to make these corridors great again.

Investments in infrastructure are being paired with economic reinvestment. For example, the Office of the Deputy Mayor for Planning and Economic Development recently implemented a Retail Priority Grant program along H Street NE to support small business development on this corridor. Almost \$1 million in grants were awarded in 2012 and the program has become a model for recharging other emerging retail streets.

Promoting Livable Transportation Solutions

Policies in the Comp Plan’s Transportation Element aim to reduce the impacts of motor vehicle traffic on our neighborhoods. These policies are being implemented through



CYCLE TRACKS

The District Department of Transportation (DDOT) is in the process of developing six “cycle tracks,” each consisting of protected bike-only lanes within street rights-of-way. Some of the city’s cycle tracks are handling as many bicycles during the peak hour as an equivalent lane of auto traffic.

According to a June 2012 traffic count, 355 cyclists used the 15th St cycle track between P and Church Street NW during the peak hour. The number of bicycle travelers exceeds the average number of vehicles per lane during that same rush hour period.

According to a 2011 survey by the Metropolitan Washington Council of Governments, the average number of bicycles per household in the neighborhood around 15th and P Street is 0.82, while the average number of cars is just 0.65.





actions which address safety, parking, noise, and the visual quality and appearance of District streets.

In 2010, DDOT launched its Livability Program. Livability Studies include measures to improve the quality of life in District neighborhoods by making streets safer, greener, and more attractive. They focus on deterring cut-through traffic, slowing speeds, and treating the transportation network more holistically. Three studies were completed in 2011,

including two covering communities East-of-the-River and one covering the Tenleytown-AU Park area. DDOT has also adopted a Complete Streets Policy, which ensures that capital projects consider the mobility needs and service levels for all modes of transport.

On-street parking is also being more efficiently managed. In 2010, the District launched a pilot program to enable motorists to pay for parking using their mobile phones. Today, mobile phones can be used to pay for parking at all 17,000

SHERMAN AVENUE NW STREETScape PROJECT

DDOT recently completed a major streetscape project on Sherman Avenue NW between Barry Place and Park Road. The project reconstructed the street, while adding wider sidewalks, pedestrian-scale lighting and a green median with ornamental shrubs and trees. Wider curbs around the intersections and new cross-walks make the street safer for pedestrians. Wider travel lanes include “sharrow” pavement markings, designed to allow bicycles to more safely share the road with cars. New traffic signals, signage, and bike racks were included in the project.





metered spaces in the city, and a mobile app can be downloaded to pay for parking by smartphone. The District is also exploring new approaches to managing its metered spaces based on market demand.

While innovative strategies are being developed to manage parking demand, the District is also developing new ways to manage parking supply. Zoning revisions by OP are proposing to eliminate mandatory parking minimums for development downtown and near high-capacity transit while expanding requirements for bicycle parking. More developments are setting

aside spaces for car-share vehicles, making it more convenient and appealing to go “car-free.”

One of the benefits of becoming a less auto-dependent city is a reduction in household transportation costs. According to the Center for Neighborhood Technology, the average District household spends 9% of its annual income on transportation, compared to 19% nationwide. The District is striving to keep transportation affordable, providing residents with more disposable income for other household expenses.

Building Bridges

The last three years have seen construction of the new 11th Street Bridges, replacing the existing 1960s era freeway bridges with new bridges that separate local and freeway traffic. The new local bridge includes a 16-foot wide pedestrian and bicycle path that connects both sides of the river and links to the Anacostia Riverwalk. A second phase of the project will include boulevard connections between 11th Street and Pennsylvania Avenue SE, as well as streetcar connections. The \$390 million bridge reconstruction is critical to achieving



the vision of a connected city and a restored Anacostia waterfront.

Decommissioning of the old 11th Street Bridges provides an opportunity to create an exciting new public space unlike any that exist in the city today. OP has partnered with DDOT to explore reuse of the bridge as a potential recreation and arts hub for the entire city. Ideas range from adventure recreation facilities, such as a zip line or climbing wall, to passive facilities for walking, chess playing, and environmental

education. Initial public outreach on this project started in 2012. OP has invited residents on both sides of the river to share their ideas.

Elsewhere in the city, DDOT's overhaul of the New York Avenue Bridge across the CSX tracks is nearing completion, with enhanced sidewalk and lighting added. A new bridge on 9th Street NE has also been completed, with more space for pedestrians and bicycles.

CAPITOL CROSSING

Capitol Crossing will transform 5.7 acres of air rights above the I-395 freeway into a new mixed use development between Massachusetts Av and E Street NW. Three blocks of the city grid, which have been cut off for decades by sunken freeway lanes, will be rejoined. The new development by Property Group Partners (PGP) will include 2.2 million square feet of office, retail, and residential space over the freeway. Outdoor public spaces and plazas are also planned. Air rights development over I-395 is specifically called for by the Urban Design Element and the Central Washington Area Element of the Comp Plan.





THEME

5

Building Green and Healthy Communities



Key Principles

An important part of the Comp Plan vision is for Washington to become a greener, healthier city. This includes restoring air and water quality, expanding the urban forest, and using natural resources more wisely and efficiently. The Plan's Environmental Protection Element advocates for more sustainable construction techniques, lower impact development, more recycling and composting, and a shift toward renewable energy. It recognizes opportunities to grow the District's economy

by attracting green jobs and expanding environmental education.

The Comp Plan also recognizes the relationship between land use, transportation, and public health. It supports access to fresh, healthy food and quality health care facilities in all parts of the city. It calls for environmental justice and equity in land use decisions and capital investments. The Comp Plan promotes public health by encouraging physical activity, and creating a city where it is as easy to travel on foot or bicycle as it is in a car.



Achieving a Sustainable DC

The vision for a greener, healthier future has taken a great step forward through the Sustainable DC Initiative. The Initiative implements Mayor Gray's vision to make Washington the greenest, healthiest city in the nation within 20 years. It builds on the District's position as a national leader in areas such as green building, multi-modal transportation, and green energy purchasing. Co-led by OP and the District Department of the Environment (DDOE), this collaborative effort has involved many

District government agencies, more than 700 working group participants, and thousands more who submitted ideas on line or participated in more than 180 public meetings and events.

A Vision for a Sustainable DC was published in April 2012. The Vision set forth ambitious goals and targets for nine topic areas, including Climate, Energy, Water, Waste, Transportation, the Built Environment, Nature, Food, and the Green Economy. In February 2013, the District published the Sustainable DC Plan. It

includes 32 goals, 31 targets, and 143 specific actions to reach the targets set by the Vision.

One of the most exciting aspects of Sustainable DC is how much has been achieved in just 20 months since the Initiative was launched. In December 2012, 12 District agencies received \$4.5 million through the Sustainable DC Budget Challenge contest to implement sustainability projects across the city. Among the funded projects are new community gardens, tree planting

DC Green Roofs Installed 2009–2012

Between 2009 and 2012, the number of green roofs in the District of Columbia increased from 79 to 138. By 2013, there was almost 1.5 million square feet of green rooftop space in the city.

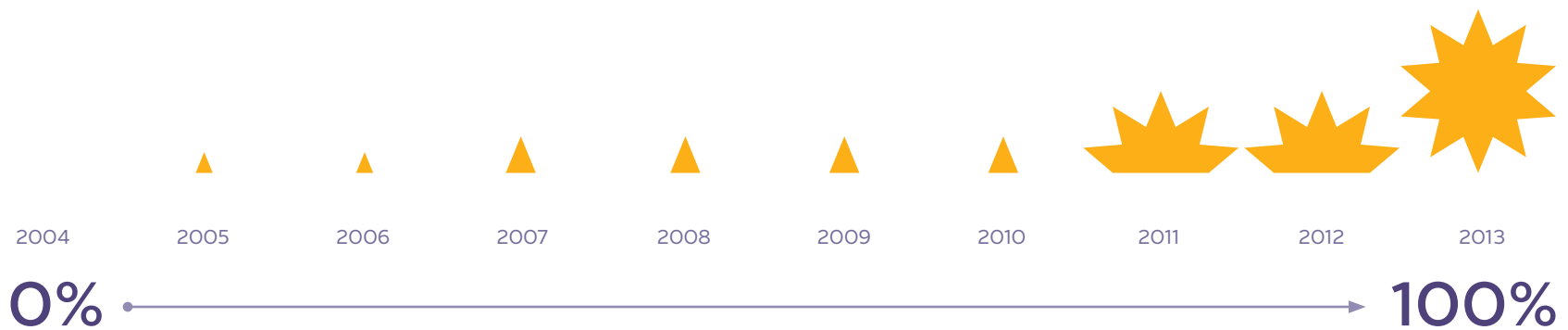
Sources: District of Columbia Department of the Environment, 2013. BAE, 2013.



% of Renewable Energy Purchased by District 2004-2013

In 2004, all of the energy used by DC government came from fossil fuels. By 2013, the District had shifted to a 100% renewable energy portfolio.

Sources: District of Columbia Department of the Environment, Green Dashboard, 2013; BAE, 2013.





programs, composting facilities, and a green purchasing program. During the coming years, Sustainable DC will provide a framework for creating more green jobs, renewable energy systems, clean transportation options, and a healthier environment for DC residents.

Building Greener

The DC Green Building Act became effective in 2007, just months after the Comp Plan was adopted. It established high-performance planning, design, and

building standards and created incentives for green construction. Green building requirements have been strengthened several times since then, and a revised set of construction codes is under consideration for adoption in 2013. The new requirements will reduce energy use by 30% relative to existing building codes, and will require water consumption through landscaping to be cut in half. The updated construction code will result in increased use of recycled and locally manufactured materials, and higher recycling rates for construction debris.

THE K STREET GREENWAY IN MVT

In the last decade, Mount Vernon Triangle (MVT) has emerged as one of the District's most vibrant new neighborhoods.

A decade of public and private sector collaboration has led to the replacement of parking lots and dilapidated buildings with modern mixed use development. K Street NW (above) has been reconstructed as the “green” spine of MVT — a central boulevard that boasts bicycle lanes, public art and 20-foot wide rain gardens in its sidewalks.



The District continues to be a leader in low impact development (LID). The intent of LID is to retain and treat rainwater on-site, thereby reducing pollution of rivers and streams from urban runoff. As prescribed by the Comp Plan, the District is encouraging the use of permeable pavement, green roofs, and bioswales to capture runoff. OP is also incorporating low impact development into its revision of the District's zoning regulations. The proposed regulations include an innovative benchmark called "Green Area Ratio" (GAR) for multi-family and non-residential development. GAR establishes a minimum standard for landscape elements on a site, including green roofs, vegetated walls, pervious pavement, and similar measures. Although the comprehensive update of the zoning code is still underway, the Zoning Commission has already reviewed the GAR text and took action last year to approve the changes to the existing code.

As these programs are administered, the number of green buildings in the District continues to rise. According to the US Green Building Council, there were 333 LEED (Leadership in Energy and Environmental

Design) certified buildings in the District in 2012, compared to eight at the time the Comp Plan was adopted in 2006 and 165 at the time of the January 2010 Progress Report. There were 138 green roofs in 2012, more than six times the number when the Comp Plan was adopted in 2006.

Improving Environmental Quality

The District is implementing Comp Plan actions to improve water quality and restore biodiversity across the city. Restoration of a 1.75 mile stretch of Watts Branch was completed in 2011, correcting long-standing erosion problems while restoring riparian vegetation and natural hydraulic functions. Work is continuing to reach the target of a swimmable, fishable Anacostia River by 2032.

Sustainable DC has established a target of achieving a 40% tree canopy in 20 years. The District continues to work with the Casey Trees Foundation and other organizations to reach this goal. Between 2009 and 2012, more than 10,000 street trees were planted in the city by District government and its partners.

New imperatives are driving environmental planning in the District today. The District faces the threat of prolonged periods of excessive heat, rising sea level, and more severe storms brought about by global climate change. The District is in the process of developing a Climate Action Plan with strategies to reduce greenhouse gas emissions by 50% between 2006 and 2032. The strategies echo those outlined in the Comp Plan, including denser development around Metro stations, improvements to non-auto travel modes, and a jobs-housing balance which reduces commute lengths. The Climate Action Plan will also include adaptation strategies for every part of the city.

Moving Toward Energy Independence

Reducing dependence on non-renewable energy is an especially important part of planning for a changing climate. This is being achieved by shifting to cleaner energy sources such as solar and wind power, and by reducing energy consumption in the transportation sector.

In 2011, the District adopted the Distributed Generation Amendment Act, effectively



RIVERSMART PROGRAM

DC Department of the Environment's (DDOE) RiverSmart program is providing incentives to homeowners interested in reducing stormwater runoff from their properties. Reducing runoff from yards and rooftops provides many environmental benefits, including reduced flow of harmful pesticides and fertilizers to local rivers, less erosion, improved wildlife habitat, lower flood risks, and higher groundwater recharge rates. Homeowners also benefit through landscape improvements and savings on property maintenance.

The program provides up to \$1,200 to homeowners to install improvements such as shade trees, rain barrels, pervious pavers, rain gardens, and bay-friendly landscaping.

Since RiverSmart was rolled out in 2009, DDOE has distributed over 2,300 rain barrels, installed 350 rain gardens, planted 1,950 trees, and treated over 65 acres in the District with stormwater best management practices.



DEANWOOD

The Deanwood Strategic Development Plan (SDP), completed by the Office of Planning, was adopted by the DC Council in July 2008. A major focus of the SDP was to conserve and restore Deanwood's "green legacy," including its substantial tree canopy and the wooded corridor along Watts Branch Creek. The SDP Plan provided the framework for two DDOT alley greening projects between 56th and 59th Streets NE, and a multi-year creek restoration initiative by District, federal, and community partners. Tree planting and greening improvements have also been a key component of a "Great Streets" makeover of Nannie Helen Burroughs Avenue, one of Deanwood's major thoroughfares. A

\$13.4 million streetscape project by DDOT has made the street greener, safer, and more attractive for retailers.

Deanwood's reputation as a green community has been bolstered by the recent construction of "Empowerhouse," the District's first net-zero energy home and an award-winning entry in the national Solar Decathlon design competition. Organizations such as Groundwork Anacostia are working to implement the SDP's environmental restoration goals while promoting stewardship and economic growth.



requiring 2.5% of the energy consumed in the District to be generated by local solar facilities. The DC Sustainable Energy Utility was launched in March 2011 and immediately began coordinating energy efficiency projects across the city. In 2012 alone, these projects saved enough energy to power 2,000 homes for a year.

The District is leading by example in its own energy procurement standards. In 2010, just 10% of the energy purchased by District government came from renewable sources. In 2013, that figure will be 100%, as the District fulfills a commitment to procure all of its energy from renewables. In addition, almost \$9 million has been budgeted to improve the energy efficiency of District-owned buildings during FY 13. The District has also converted 1,700 alley light fixtures to low emitting diode (LED) lights and is proceeding with the conversion of its street lights to LEDs. These lights use 50% less electricity and require less frequent replacement than conventional street lights.

DC is also promoting cleaner transportation, and reduced dependence on gasoline-powered vehicles. The District has set

a 2032 target that at least 75% of all trips originating in the City will be by walking, biking, transit, or another clean transportation alternative. One indicator of progress toward this goal is the increase in the number of hybrid vehicles registered in the city. According to DMV statistics, there were more than 6,800 hybrids registered in 2011, compared to just 923 in 2005.

Eating and Living Healthier

Over the last three years, the District has worked to bring grocery stores to neighborhoods without convenient access to fresh, affordable food. In addition to the health consequences of poor food access, there are fiscal and economic consequences. More than \$100 million in grocery spending that might take place in the District is lost to Maryland and Virginia each year.

The Food, Environmental and Economic Development Act (FEED DC Act) of 2010 created financial incentives and partnerships to bring more supermarkets, healthy food, and jobs to the city. Due in part to these incentives and others, access to grocery stores in the District is

expanding. In 2009, only 43.2% of DC was within a 15-minute walk of a grocery store. By 2014, this is expected to rise to over 56%, as new and planned grocery stores are opened. When these stores are opened, approximately 425,000 residents will be within walking distance of a grocery store, a 20% increase from 2009 levels.

The District is also working to tackle obesity, asthma, and other health challenges which are compounded by environmental factors. The District Department of Health launched a host of healthy living initiatives between 2010 and 2012 to promote physical fitness, healthy eating, stress reduction, and overall wellness. These initiatives aim to cut the District's 22% obesity rate in half in the next 20 years. Additionally, the DC Council passed the DC Healthy Schools Act in 2010. This legislation has improved the quality of school meals and the number of students participating in school meal programs. It has increased physical education and health education requirements, and improved the overall health and environmental safety of the school environment.



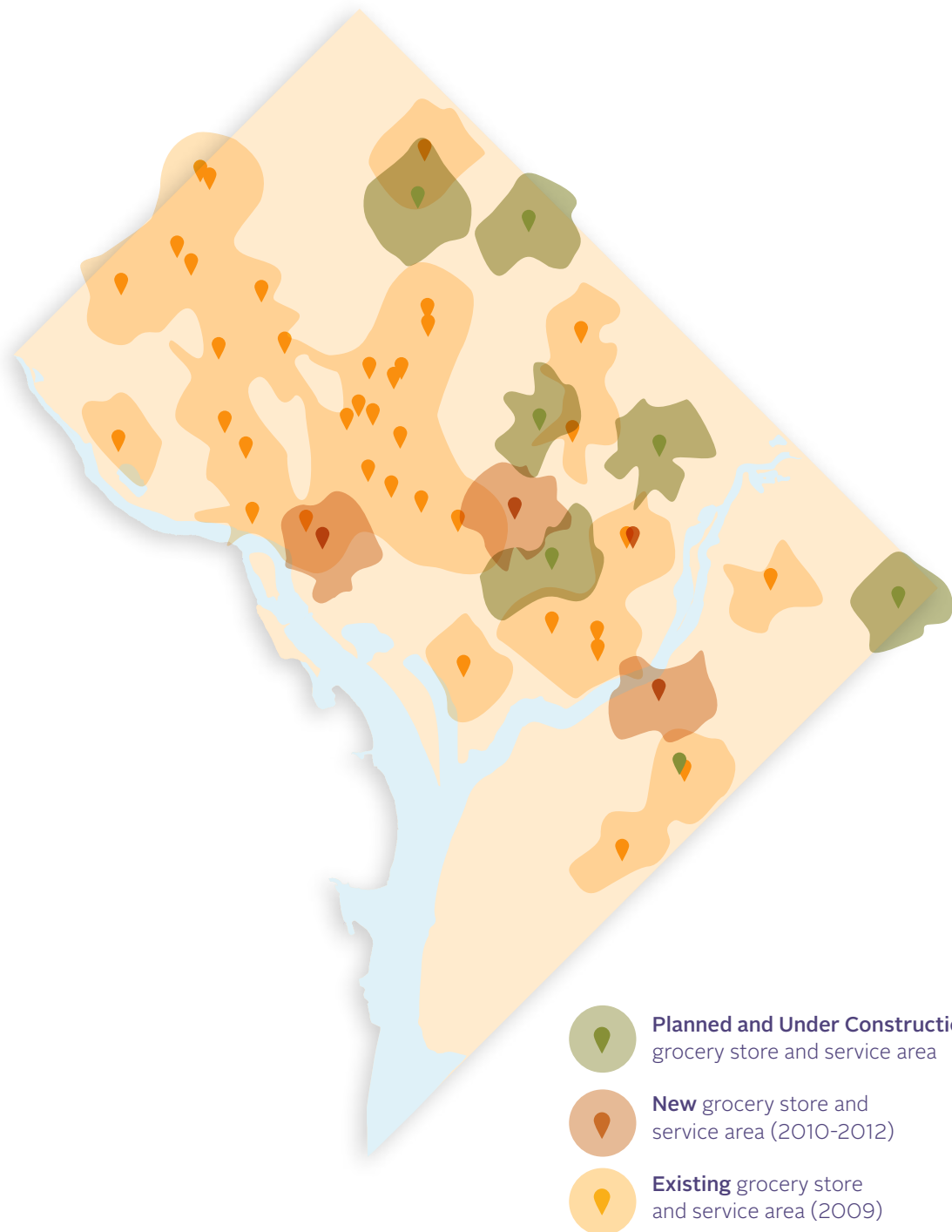
HEALTHY CORNER STORES

When the DC Council adopted the 2010 FEED-DC Act, it created a “Healthy Food Retail Program” within the Department of Small and Local Business Development (DSLBD). The program’s objective was to expand access to healthy foods across the District. DSLBD received funding for this program and in turn awarded a grant to the DC Central Kitchen to start a “Healthy Corner Stores” initiative.

Today, DC Central Kitchen delivers fresh fruits and vegetables to more than 30 corner stores in parts of the

District without convenient access to full-service supermarkets. “Healthy Corners” also includes nutrition education, cooking demonstrations, marketing support, and technical assistance. The program has been structured to make economic sense for storeowners while providing healthier food options for lower-income communities.





Grocery Store Service Areas in the District of Columbia

This map illustrates the progress that is being made in eliminating “food deserts” in the District of Columbia. The dots indicate grocery stores, while the shaded areas indicate a 15-minute walking radius around each store. The brown and green shaded areas represent the service areas of grocery stores built since 2010 or planned for completion by 2014. By 2014, almost 425,000 residents will have grocery store access (store within 15-minute walk from home), compared to 352,000 residents in 2009.



Adding it
All Up



Progress on Actions

When the DC Council adopted the Comp Plan in December 2006, the Plan included 626 specific implementing actions. Subsequent amendments added another 13 actions, bringing the total to 639.

Each action was assigned to a District agency and given a timetable for implementation (see chart on Page 68). The 2006 Plan identified 4% of the actions as immediate, 27% as short-term, 22% as mid-term, and 9% as long term. Another 38%

were identified as on-going, meaning they were underway at the time of Comp Plan adoption and would continue in the future. Of the 626 actions, 130 were also specifically called out as “Priority,” meaning they were particularly important to achieving Comp Plan goals.

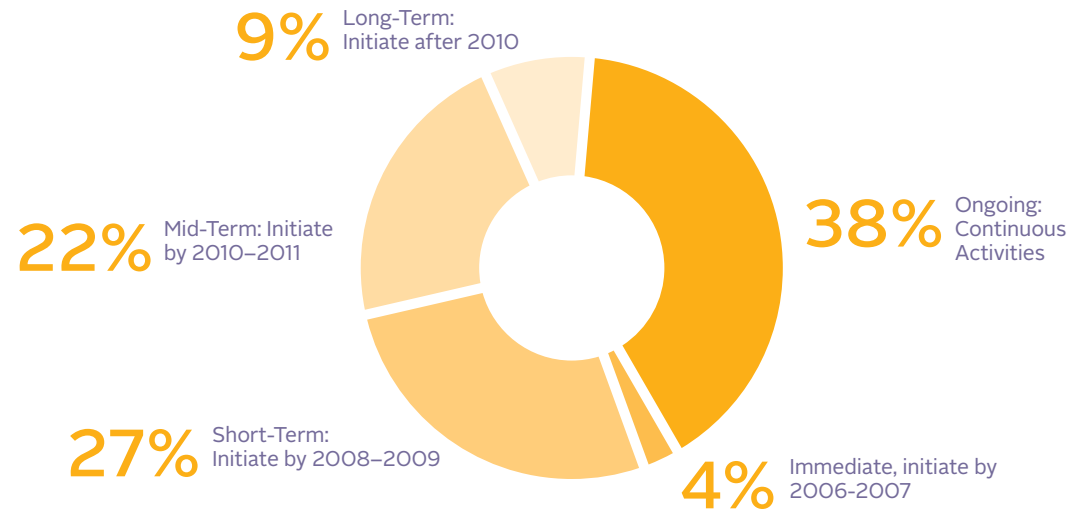
As of January 2013, 35% of the immediate and short-term actions have been completed. Another 41% are underway and another 24% have not yet started. As shown in the chart on Page 68, the percentages

of actions that are completed or underway have increased since the 2010 Progress Report as the District Government has rolled out new initiatives.

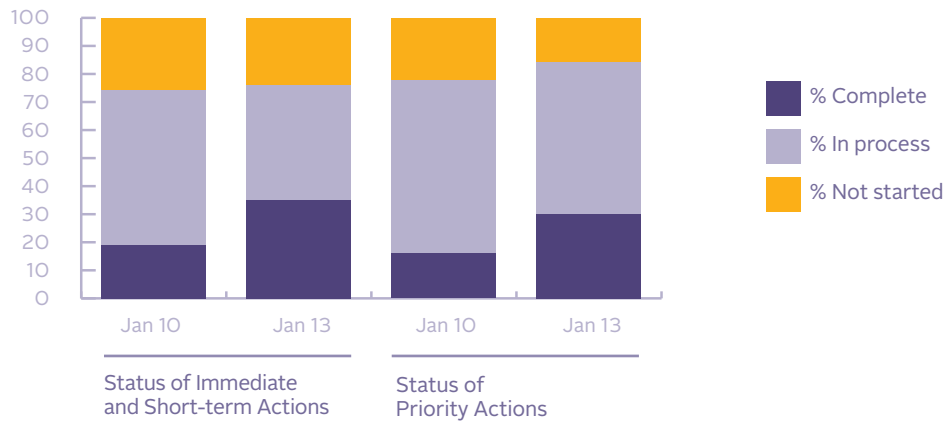
OP continues to track implementation progress on a quarterly basis. Reporting is done by each OP division and by staff across 30 District agencies. Quarterly reporting helps provide accountability and raise awareness of the Comp Plan among District staff. It helps ensure that agencies are making decisions consistently and in

Comprehensive Plan Action Items 2006

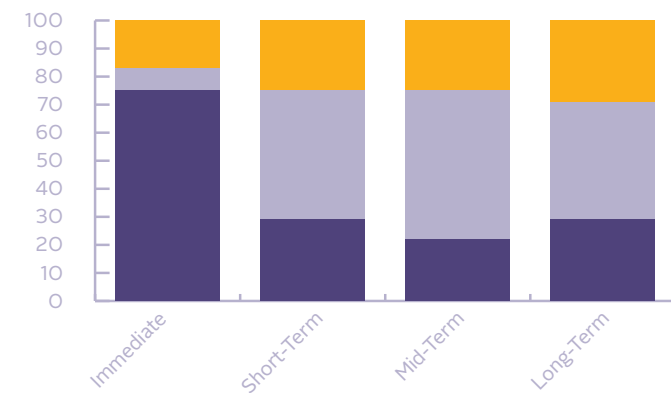
The Comp Plan included 626 actions when it was adopted in 2006. Of this total, 4% were to be initiated immediately, 27% were to be initiated by 2009, and 22% were to be initiated by 2011. Some 38% of the actions were described as “ongoing.”



Implementation Status of Immediate and Short Term Actions Jan 2010 vs Jan 2013



Implementation Status of all Comp Plan Actions January 2013





pursuit of common goals. Additionally, OP tracks implementation on each of the Small Area Plans and prepares periodic progress reports on SAP actions. In 2012 a series of “After the Small Area Plan” (ASAP) reports was prepared highlighting the major achievements in several SAP areas.

2009-2011 Comp Plan Amendments

The Comp Plan includes provisions for periodic amendments and updates. The first amendment cycle began in April 2009, with community input solicited on possible new

policies, actions, and map designations. The Mayor transmitted Plan amendments to the DC Council on June 17, 2010. After a series of public hearings and approval by the Council and the National Capital Planning Commission (NCPC), text amendments became official on April 8, 2011. The Comp Plan map amendments were submitted for Council approval as separate legislation and became official in December 2012. A total of 123 text amendments and 54 map amendments were adopted as part of this amendment cycle.

The next amendment cycle is tentatively scheduled to begin in 2014, and new text and map amendments will be considered at that time. Periodic amendments are essential to make sure the Plan stays current, relevant, and responsive to changing conditions. Taken together, the amendments and the Progress Report are an essential part of keeping the Comp Plan a living document.



New Directions, New Frontiers

While the focus of the Progress Report is on the accomplishments of the last few years, it also provides an opportunity to look forward. New citywide initiatives and Small Area Plans (SAPs) are getting started, continuing the positive momentum on Plan implementation.

In the coming years, the District will complete a Public Safety Facilities Master Plan, a Parks and Recreation Master Plan, additional school facilities plans, and

moveDC, a multi-modal master plan for the District's transportation infrastructure. OP is also launching a study of industrial lands in Ward 5 to explore how industrial land might be made more productive and provide additional amenities to residents.

New SAPs also are getting started. During the coming year, OP will initiate an SAP for Mid-City East, providing a framework for future development and revitalization in the Eckington-Bloomingdale area. OP is also in the early stages of a SAP for the

Near Southwest area, tying together new transit-oriented development with existing neighborhoods to create a more cohesive and vibrant community. These plans will be coordinated with a recent joint effort by OP and NCPC to create a Southwest Eco-District extending from the waterfront to Independence Avenue.

OP continues to serve not only as the Mayor's designated planning entity, but also as advocates for positive change in the community. Initiatives such as Citizen



Planner and Temporary Urbanism are bringing planners closer to neighborhoods while bringing neighborhoods closer to planning. The intellectual resources of the District's colleges, universities, hospitals, think tanks, and institutions are also being

leveraged through new urban planning partnerships. For example, Gallaudet University has taken an active role in the development of Union Market and is working with the District on food policy and the Live Near Your Work initiative.

REDEFINING THE ROLE OF THE PLANNER

In the Central 14th Street, NW neighborhood, OP not only developed a Small Area Plan (approved by the DC Council in November 2012)—they also worked to bring a community together. Leveraging an ArtPlace grant to support art, music and culinary events during the summer of 2012, OP made implementation part of the planning process itself. The Central 14th Street SAP became a tool for community organizing and partnerships, as well as a guide for land use, transportation, and neighborhood improvement.



The Road Ahead

As the District prepares for the next Amendment cycle, it is taking stock of new challenges that may require consideration in the Comp Plan. Big changes on the horizon could include:



Faster Growth

The Comp Plan projected that the District would gain 120,000 residents between 2005 and 2025, or about 6,000 new residents a year. Actual growth during the last two years has been more than double that rate, averaging more than 15,000 residents a year. In April 2012, Sustainable DC set a target of 250,000 new residents by 2032. What would this kind of growth mean for DC? New initiatives and policies may be needed to strategically direct growth and expand services and infrastructure.



Retaining Families

Much of the District's growth since 2006 has been fueled by young, single adults. As these adults have formed families, the District has seen a baby boom and experienced unprecedented increases in pre-K enrollment. Can the District retain these families as children reach school age? Getting to "yes" will require more than just school modernization and education reform—it will also require providing more diverse housing choices and neighborhood amenities that serve families.



Rising Housing Costs

How can the District provide more of its residents with access to safe, affordable housing? While the recovery of the housing market since 2010 is good news for many DC households, it has created challenges for others. The DC Housing Authority reports a waiting list of over 67,000 applicants who need public housing or a housing choice voucher. In addition, some 42% of all District households spend more than 30% of their income on housing. Proactive steps must be taken to close the affordability gap and reduce the housing cost burden for many District residents.



The New Workplace

Is the traditional 9-to-5 commute becoming a thing of the past? The Washington workplace is evolving in ways that could not have been imagined two decades ago. Technology is redefining how and where we work and the ways we communicate. Our economy is diversifying, and new skills are in demand. In the long run, these trends may reshape the commercial office market and bring new uses and activities to the District's neighborhoods and commercial districts.



A Changing Climate

How will Washington cope with a warming planet? The District is currently responding to climate change through initiatives to reduce greenhouse gas emissions, including shifting to alternative energy sources and cleaner modes of transportation. In the future, the District will also need to develop adaptation strategies which respond to rising sea level, prolonged episodes of excessive heat, and increased severe weather events.



The Comprehensive Plan has been an effective tool for shaping growth since its adoption in 2006. The District has become safer, greener, and more exciting. Thousands of new residents have been attracted by an improving quality of life. Growth has improved fiscal stability and created economic opportunity. However, there is more work to do to level the playing field for all DC residents. The vision of an inclusive city is more relevant than ever and continues to provide an appropriate framework for long-range planning policies and actions. The District remains committed to keeping this vision in the forefront as it works to achieve a more sustainable, prosperous future.

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PAGE 3:	Executive Office of the Mayor (EOM), Mayor	PAGE 33:	Arch Development Corp., Lumen8	PAGE 62:	Martin Seck, Empowerhouse in Deanwood
PAGE 4:	M.V. Jantzen, Yards Park	PAGE 34:	Rebar, Central 14th St. ArtPlace Event	PAGE 64:	DC Central Kitchen (Creative Commons Flickr), Healthy Corner Store
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PAGE 6 (RIGHT):	M.V. Jantzen, H Street NE Festival	PAGE 37:	DC Public Schools (DCPS), Andy Le Kids in Classroom	PAGE 69:	Capitol Riverfront BID, Canal Park Skating Rink
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PAGE 16 (LOWER):	M.V. Jantzen, Union Row, 2125 14th St. NW	PAGE 49:	Car2Go, Car2Go		
PAGE 18:	WDCEP, Square 54 Development, Foggy Bottom	PAGE 50:	Department of General Services (DGS), Department of Employment Services HQ Building		
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PAGE 24:	DDOT, Duke Ellington Statue	PAGE 55:	Property Group Partners, Capitol Crossing		
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PAGE 26 (UPPER):	M.V. Jantzen, Retail on 14th St. NW in Columbia Heights	PAGE 56 (LOWER):	Department of Parks & Recreation (DPR), Community Garden		
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