

Volume 3 Implementation Element

Implementation Element Amendments

Chapter 25

Table 25.1: Action Planning ²⁵¹⁹

P Priority actions **Z** Zoning Commission action

Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
LAND USE			
STRENGTHENING THE CORE			
<p>P LU-1.1.C: Development of Air Rights. Analyze the unique characteristics of the air rights development sites within the District. Determine appropriate zoning and means of measuring height for each unique site consistent with the Height Act, taking into consideration the ability to utilize zone densities, the size of the site, and the relationship of the potential development to the existing character of the surrounding areas.</p> <p>Z</p>	OP, NCPC, OZ, DMPED, ZC,	Short-Term	N
LARGE SITES AND THE CITY FABRIC			
<p>Z LU-1.2.B: Encouraging Livability of Former Federal Lands. When land is identified to shift from federal to private or local use, develop planning and zoning approaches that provide for, as appropriate, the reconstruction of historic rights-of-way and reservations, integration of the sites into the adjoining neighborhoods, and the enhancement of special characteristics or opportunities of the sites. Encourage cultural, residential, and retail to ensure mixed-use neighborhoods, even if designated as high-density commercial on the District of Columbia Comprehensive Plan Future Land Use Map; coordinate with the National Capital Planning Commission, as appropriate.</p>	OP, NCPC, NPS, CC, EOM, DGS	On-going	N

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Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
TRANSIT-ORIENTED AND CORRIDOR DEVELOPMENT			
<p>Z LU-1.3.B: TOD Overlay Zone. During the forthcoming revision to the zoning regulations, develop zoning language in areas surrounding transit stations and stops. The language should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. Work with land owners, the DC Council, local ANCs, community organizations, WMATA, and the Zoning Commission to determine the stations where such a zone should be applied. The emphasis should be on stations that have the capacity to accommodate substantial increases in ridership and the potential to become pedestrian-oriented urban villages. Neighborhoods that meet these criteria and that would welcome a TOD overlay are the highest priority.</p>	<p>OP, OZ, ZC, CC, ANC, WMATA</p>	<p>Short-Term</p>	<p>N</p>
TRANSPORTATION			
TRANSIT ACCESSIBILITY			
<p>T-1.1.B: Transportation Improvements. Require transportation demand management measures and transportation support facilities, such as crosswalks, bus shelters, transit resource and information kiosks, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process.</p>	<p>DDOT, OP</p>	<p>On-going</p>	<p>N</p>
<p>P T-2.1.A: New Streetcar or Bus Rapid Transit Lines. Develop transportation and land use plans to construct a network of new premium transit infrastructure, including bus rapid transit (BRT) and streetcar lines to provide travel options, better connect the city, improve surface-level public transportation, and stimulate economic development. As needed, replace existing travel and parking lanes along selected major corridors with new transit services, such as the streetcar, BRT, and DC Circulator, to improve mobility within the city. Construct a network of new premium transit infrastructure, including bus rapid transit or streetcar lines, to provide travel options, better connect the city, and improve surface-level transit.</p>	<p>DDOT, WMATA</p>	<p>On-going</p>	<p>Y</p>

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P Priority actions
 Z Zoning Commission action

Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
T-2.1.H: Transit Amenities Lines. Seek opportunities to dedicate space in the right-of-way for surface transit amenities, such as bus stops, signage, and shelters. Follow best practices in bus-stop siting (most often on the far side of an intersection) yet evaluate each case on an individual basis. Consider opportunities for enhanced stops and amenities with large-scale developments and redevelopments.	DDOT, WMATA	On-going	N
T-2.1.I: Performance Measures. Develop, apply, and report on transit performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs.	DDOT, WMATA	On-going	Y
MAKING MULTI-MODAL CONNECTIONS			
T-2.2.A: Intermodal Centers. Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a so-called “park-once service,” where travelers, including operators of tour buses, can park their vehicles in one location and then travel efficiently and safely around the District by other modes of travel. The intermodal centers surrounding the District’s downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook, and other locations that support parking for motor vehicles, including tour buses.	DDOT, WMATA	Mid-Term	Y
T-2.2.B: Pedestrian Connections. Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected Metro rail stations, streetcar stations, and bus transit stations and stops and at major transfer facilities to enhance pedestrian flow, efficiency, and operations.	DDOT, WMATA	On-going	Y
T-2.2.C: Bicycle and Car-Pool Parking. Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metro rail stations, key bus stops, and future streetcar stations.	WMATA, DDOT	On-going	Y
T-2.2.E: Bus Connections. Promote cross-town bus services and new transit routes that connect bus routes that connect neighborhoods to one another and to transit stations <i>and stops</i> .	DDOT, WMATA	On-going	Y
T-2.2.F: Regional Intermodal Transportation Plan. Work with the other local governments in the region and the Council of Governments to update a regional intermodal transportation plan. Commuter Bus Management Initiative. Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with tour bus parking, roaming, and idling around the city’s major visitor attractions.	DDOT	Mid-Term	N

Table 25.3: Action Planning Amendments 25-3

I M P L E M E N T A T I O N

Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
BICYCLE ACCESS, FACILITIES, AND SAFETY			
T-2.3.D: Bicycle Sharing. Support the expansion of bicycle sharing kiosks throughout the District to develop a complete bicycle-sharing network and encourage bicycling.	DDOT, MWCOG, OP	On-going	Y
T-2.4.B: Sidewalks. Install sidewalks on all major streets throughout the District where there are missing links. to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with ANC's and community organizations as plans for sidewalk construction are developed. All sidewalks shall be constructed in conformance with the Americans with Disabilities Act Accessibility Guidelines.	DDOT, ANC	On-going	Y
T-2.4.E: Pedestrian Master Plan. Implement the recommendations of the Pedestrian Master Plan to improve accessibility, connectivity, and safety for pedestrians throughout the District.	DDOT	On-going	Y
TRANSPORTATION DEMAND MANAGEMENT			
T-3.1.A: TDM Strategies. Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, transit use, and encouraging encourage the formation of Transportation Management Associations; and undertake other measures that reduce vehicular trips, particularly during peak travel periods. Identify TDM measures and plans as appropriate conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in vehicle trips and commit to a set of measures to achieve to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday for particular departments and agencies in an effort to reduce congestion.	DDOT, NCPC	On-going	N
TRAVELER INFORMATION			
T-3.4.A: Transit Directional Signs. Establish a joint city District /WMATA/private sector Task Force to improve and augment pedestrian directional signs and system maps for transit riders, especially at Metro transit station exits, and transit stops , at various locations in Central Washington throughout the District. Assist employers in the District with implementation of TDM programs at their worksites to reduce drive-alone commute trips.	WMATA, DDOT	Mid-Term	N

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Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
HOUSING			
ENCOURAGING HOME OWNERSHIP			
P H-3.1.H: Foreclosure Prevention. Develop public-private partnerships to raise awareness of foreclosure prevention efforts, and to offer assistance to households facing foreclosure.	DHCD, DMPED, OP	Mid-Term	N
HOUSING ACCESS			
H-3.2.C: Lending Practices. Review private sector lending practices for their impact on the stability of neighborhoods.	DHCD, DMPED, OP	Mid-Term	N
ENVIRONMENTAL PROTECTION			
CONSERVING AND EXPANDING OUR URBAN FOREST			
E-1.1.D: Operating Procedures for Utility and Roadwork. Develop standard operating procedures to minimize tree damage by public utility and road crews. All activities that involve invasive work around street trees should be reviewed by Urban Forestry Administration personnel. Goals have been developed by the USDA and the Casey Trees Endowment Fund and tested in other cities as a way of evaluating the existing tree canopy and setting specific goals for its restoration. Promote the expansion of the urban tree canopy.	DDOT, DPW	On-going	N
PROMOTING GREEN BUILDING			
E-3.2.D: Green DC Agenda. Develop a Sustainability Action Fully implement the Green DC Agenda to promote green building practices and other forms of sustainable architecture, landscape architecture, and development in the city.	DDOE, OP	On-going	N
ECONOMIC DEVELOPMENT			
STABILIZING AND DIVERSIFYING OUR ECONOMIC BASE			
ED-1.1.C: Business Support Structures. Streamline processes and create a more centralized system to assist businesses to meet regulatory requirements quickly and efficiently, with a particular focus on serving small businesses. Centralize information and assistance to small and local businesses on starting a new business, the business permitting processes, zoning, fees and regulations, incentives, financing, unique programs, and opportunities. Create a fast-track permits and approvals system for businesses interested in opening or expanding in priority, under-served neighborhoods.	DSLBD, DCRA, DMPED	Mid-Term	N

Table 25.5: Action Planning Amendments 25-5

I M P L E M E N T A T I O N

Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
CREATING A KNOWLEDGE ECONOMY			
ED-1.3.D: Link Federal Research and Enterprises. Create partnerships to better link federal agencies that conduct research with local businesses to foster the commercialization and production of new technology, enterprise development, and generation of patents in the District.	DMPED, DSLBD, OP, NCPC	Mid-Term	N
PARKS, RECREATION, AND OPEN SPACE			
PROVIDING QUALITY SERVICE TO ALL RESIDENTS			
PROS-2.2.F: Integration of Federal and District Athletic Fields. Better integrate federal and District athletic fields under the jurisdictions of NPS, DPR, and DCPS.	DPR, DCPS, NPS, OP	Long-Term	N
PROS-3.3.B: Small Parks Database. Develop a shared database of small parks, as defined by the Capital Space Plan, to inform coordination efforts between agencies and with the public, including data on ownership, size, location, function, level of use, historic or cultural value, commemorative elements, programs, and condition. Assess existing agency jurisdiction for certain small parks to ensure that each parcel is managed effectively to meet District and/or federal objectives, and clarify responsibilities of the managing agencies.	DPR, NPS, NCPC, OP, DCPS	Long-Term	N
COMMUNITY SERVICES AND FACILITIES			
HEALTH FACILITIES AND SERVICES			
Z CSF-2.1.B: Review Zoning Issues. Review and assess zoning regulations to identify barriers to, and create opportunities for, the development of primary care facilities and neighborhood clinics, including the reuse of existing non-residential buildings in residential zones, after a public review and approval process that provides an opportunity to address neighborhood impacts.	OP, OZ, ZC, DOH	Mid-Term	N
EDUCATIONAL FACILITIES			
UNIVERSITY OF THE DISTRICT OF COLUMBIA			
EDU-3.1.A. Develop a Satellite UDC Campus East of the Anacostia River. Pursue the development and expansion of a satellite campus of the University of the District of Columbia and the Community College of the District of Columbia east of the Anacostia River.	UDC	Short-Term	Y

IMPLEMENTATION

P Priority actions **Z** Zoning Commission action

Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
CENTRAL WASHINGTON			
L'ENFANT PLAZA/ NEAR SOUTHEAST			
Z CW-2.7.B: Residential Uses in the Near Southwest. Use innovative zoning, as appropriate, to link development potential to identified infrastructure improvements, and coordinate with the National Capital Planning Commission to identify infrastructure consistent with local and federal planning goals for the area. Innovative zoning may include establishing a direct correlation between maximum zoning entitlements and infrastructure construction and requiring minimum residential densities.	OP, OZ, ZC, NCPC	Mid-Term	N
NoMA AND NORTHWEST ONE			
CW-2.8.E: Public Participation in Union Station Air Rights Development. Because of the Union Station air rights' uniquely diverse surroundings – including rowhouses, historic landmarks, and dense office development – and its potential to spur other investment in the neighborhood, implement a process that requires public participation in the review of any development application for that site.	OP, OZ, ZC, DMPED	Mid-Term	N

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Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
LOWER ANACOSTIA WATERFRONT/NEAR SOUTHWEST			
POPLAR POINT			
<p>Z AW-2.4.A: Poplar Point Planning. (a) Conduct additional detailed planning studies for Poplar Point, refining the preliminary development program set forth by the 2003 Target Area Plan. The desired mix of land uses and building intensities for the site should be further defined, and the specific transportation and infrastructure improvements necessary to support development and park construction should be identified. Development and proposed projects shall be guided by the Poplar Point Small Area Plan, and by large tract review and planned unit development processes. (b) However, as set forth in the Sense of the Council in Support of the Howard Road Private Development Zone Emergency Resolution of 2010, effective May 4, 2010 (Res. 18-472; 57 DCR 4140), because of the importance of benefits from development in the Howard Road Private Development Zone (HRPDZ) to the community and the city as a whole, high density commercial and residential mixed use shall be considered as a matter of right only on a provisional basis should a large federal tenant select the HRPDZ site. Projects anchored by large federal tenants that are required to be submitted under large tract review or as planned unit developments can be reviewed and go forward on an expedited basis, notwithstanding whether or not a small area plan has been completed. This subsection shall expire upon Council approval of a Poplar Point Small Area Plan submitted by the Mayor.</p>	<p>OP, DMPED, OZ, ZC</p>	<p>Mid-Term</p>	<p>N</p>
MID-CITY			
GEORGIA AVENUE CORRIDOR			
<p>Z MC-2.1.B: Howard Town Center. Develop a new mixed use neighborhood center on land to the west of Howard University Campus. <i>This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional medium-high density housing development, civic space, cultural facilities, and public open space on surrounding sites. Appropriate transitions in scale should be established between this center and the lower density row house neighborhoods to the west.</i></p>	<p>DMPED, OP, other</p>	<p>Mid-Term</p>	<p>N</p>

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Action	Responsible Agency(ies)	Time Frame	Capital Funds Needed (Y/N)
ROCK CREEK EAST			
UPPER GEORGIA AVENUE NW/ WALTER REED			
<p> P RCE-2.3.C: Walter Reed Small Area Planning and Zoning. As the Walter Reed property progresses through the BRAC process, the District and an implementation LRA should take a proactive approach to connect the site with the community, accelerate the timeline for reuse, and mitigate potential development risks. Steps to achieve this goal include: </p> <ul style="list-style-type: none"> (a) Undertaking a small area planning process to determine land use designations and zoning; (b) Working with the Army to establish interim uses and activity on the site; (c) Actively marketing the site to potential tenants and developers; (d) Identifying an appropriate public-private financing plan that includes a mix of local and federal incentives and grants; and (e) Establishing appropriate standards for environmental remediation and site-wide sustainability. 	OP, DMPED, OZ, ZC	Short-Term	N
UPPER NORTHEAST			
NORTHEAST GATEWAY			
<p> UNE-2.1.C: Crummell School Reuse. A high priority should be given to the Rehabilitate the historic Crummell School for a with a mix of uses for community benefit use, such as adult education, a trade school, or art studio space workforce/ affordable housing, job training, or meeting space. Crummell School was built in 1911 and educated African-American children from that time until 1972. The structure, which is a designated historic landmark, has been vacant for more than 30 years. </p>	DGS, DMPED	Mid-Term	Y
BROOKLAND/ CUA METRO STATION AREA			
<p> UNE-2.6.B: Parking Strategy. Develop a strategy for shared parking and implementation of car-sharing programs in new development so that it addresses the transit and pedestrian orientation and the need for more parking to serve area businesses and residents and prevent spillover into the surrounding low-density neighborhoods. </p>	DDOT, OP, DMPED	Mid-Term	N

Table 25.9: Action Planning Amendments 25-9

IMPLEMENTATION

IMPLEMENTATION

 Priority actions  Zoning Commission action