

Comprehensive Plan Amendment Act of 2010

Section 3: Remaining Amendments from the 2009 Draft Amendment Report, previously referred to as the Part 2 set of Amendments

Chapter and page number	Policy or Action	New or existing element citation.*	10A DCMR citation	Amended or new text	Tracking Number
T-4 Pg. 4-21	Action	T-2.2.C	408.12	Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key bus stops , and future streetcar stations.	32
T-4	Action	<u>T-3.1.D</u>	n/a	<u>Improve the District's travel modeling capabilities to better analyze future changes in transportation network/infrastructure and land use/development projects. Further detail on transit service, non-motorized modes (biking and walking), and commercial (truck) traffic should be taken into consideration.</u>	35
T-4 Pg. 4-34	Action	T-3.1.A	414.11	Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, transit use; encouraging the formation of Transportation Management Associations; and undertaking other measures that reduce vehicular trips, particularly during peak travel periods. Identify TDM measures and plans as appropriate conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in vehicle trips and commit to measures to achieve those reductions. Encourage the federal and District governments to explore the creation of a staggered workday for particular departments and agencies in an effort to reduce congestion. <u>Assist employers in the District with implementation of TDM programs at their worksites in order to reduce drive-alone commute trips.</u>	36
T-4 Pg. 4-6	Action	T-1.1.B	403.14	Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, <u>transit resource and information kiosks</u> , and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process.	39

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T-4 Pg. 4-16	Policy	T-2.1.2	407.18	Enhance bus <u>transit service by implementing Information Technology Systems (ITS) to improve scheduling and reliability, providing timed transfers,</u> reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections.	40
T-4 Pg. 4-19	Action	T-2.1.A	407.23	Construct a network of new premium transit infrastructure, including bus rapid transit (<u>BRT</u>) and streetcar lines to provide travel options, better connect the city, and improve surface-level public transportation. As needed, replace existing travel and/or parking lanes along <u>selected major corridors with new transit services (streetcar, BRT, DC Circulator and Rapid Bus) to improve mobility within the city.</u>	41
T-4	Action	<u>T-2.1.H</u>	n/a	<u>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.</u>	42
T-4 Pg. 4-21	Action	T-2.2.A	408.10	Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a “park-once” service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District’s Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook <u>and other locations that support motor carrier vehicle parking.</u>	43
T-4 Pg. 4-21	Action	T-2.2.B	408.11	Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected <u>transit stations, stops and major transfer facilities</u> to enhance pedestrian flow, efficiency, and operations.	44
T-4 Pg. 4-21	Action	T-2.2.C	408.12	Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, <u>key transit stops and stations.</u>	45

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T-4	Action	<u>T-2.2.F</u>	n/a	<u>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.</u>	46
T-4 Pg. 4-22	Action	T-2.2.E	408.14	Promote <u>cross-town transit services and new transit routes</u> that connect neighborhoods to one another and to transit stations and stops.	48
T-4 Pg. 4-40	Action	T-3.4.A	417.4	Establish a joint city/WMATA/private sector Task Force to improve and augment pedestrian directional signs and system maps for transit riders, especially at <u>transit station exits and transit stops</u> , and at various locations <u>throughout the District</u> .	49
T-4	Action	<u>T-2.3.D</u>	n/a	<u>Support Expansion of bicycle sharing in DC: Support the expansion of bicycle sharing kiosks throughout the District of Columbia to develop a complete bicycle sharing network and encourage bicycling.</u>	157
T-4	Action	<u>T-2.4.E</u>	n/a	<u>Implement the recommendations of the Pedestrian Master Plan in order to improve accessibility, connectivity, and safety for pedestrians throughout the District.</u>	158
T-4 Pg. 4-26	Action	T-2.4.B	410.10	<u>Install sidewalks on streets throughout the District to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with ANCs and community organizations as plans for sidewalk construction are developed. All sidewalks will be constructed in conformance with the Americans with Disabilities Act Accessibility Guidelines.</u>	159
T-4 Pg. 4-40	Policy	T-3.5.1	418.2	Develop carefully-planned parking areas, loading zones, and dedicated routes for tour buses and commuter buses to prevent bus parking in residential neighborhoods. Enforce and apply fines and penalties when tour bus and commuter bus parking and route regulations are violated.	162
T-4 Pg. 4-6	Policy	T-1.1.2	403.8	Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle	163

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				standards to more accurately measure and more effectively mitigate development impacts on the transportation network. <u>Environmental and climate change impacts, including CO2 impacts, should be included in the assessment to land use impacts.</u>	
T-4 Pg. 4-24	Policy	T-2.3.2	409.9	Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. <u>Increase dedicated bike infrastructure such as bike sharing programs like SmartBike, and identify bike boulevards or bike-only rights of way.</u>	165
T-4	Action	<u>T-2.1.H</u>	n/a	<u>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.</u>	167
T-4	Policy Action	<u>T-2.1.5</u> T.2.1.A	n/a 407.23	<u>Expand transit options for District residents by developing a citywide streetcar system. Create a streetcar network that will connect neighborhoods and key destinations, and create walkable, amenity-rich and diverse communities along streetcar routes. Explore various value capture strategies to obtain private and other financial support for the construction and ongoing operation of streetcars.</u> <u>Action T.2.1.A: 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/or parking</u>	230

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				lanes along selected major <u>corridors with new transit services (streetcar, BRT, DC Circulator and Rapid Bus)</u> to improve mobility within the city.	
H-5 Pg. 5-32	Policy	H-4.2.2	516.8	Provide a wide variety of affordable housing choices for the District's seniors, taking into account the income range and health care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing <u>that meets universal design standards</u> becomes a major governmental priority. <u>Acknowledge and support the establishment of Senior Villages throughout the city that allows seniors to remain in their homes and age in place.</u>	82
H-5	Action	<u>H-3.2.C</u>	n/a	<u>Review private sector lending practices for their impact on the stability of neighborhoods.</u>	214
H-5	Action	<u>H-3.1.H</u>	n/a	<u>Develop public-private partnerships to raise awareness of foreclosure prevention efforts, and to offer assistance to households facing foreclosure.</u>	216
E-6	Action	<u>E-5.3.E</u>	n/a	<u>Assess opportunities to establish designated areas to support, attract, and/or grow businesses and institutions in the creative and green sectors. The assessment should compare the costs and benefits of distinct locations, required incentives, job growth opportunities, and infrastructure requirements. Consider if/where opportunities exist for the production of green or creative sector inputs, as well as ancillary services.</u>	109
E-6 Pg. 6-14	Policy	E-2.2	610.2	(Add paragraph at end of 610.2) <u>Energy supply and demand must continue to be carefully managed and efficiency must be improved in all sectors. The text box to the right provides an overview of the Comprehensive Energy Plan, the District's official guide for meeting future energy needs. With the District's Renewable Energy Portfolio Standards (RPS), by 2020 a total of .04% of</u>	148

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				<u>total electricity sold must be derived from District generated solar resources. To facilitate the construction of systems that will support this RPS goal, policies must be updated to reflect real market conditions currently at play in the region. Amended net metering, interconnection and solar access laws will create favorable conditions for the continued adoption of climate neutral energy generation technologies.</u>	
E-6 Pg 6-2	Policy	n/a	600.5	(Add paragraph to end of 600.5 on page 6-2) Fortunately, the District has turned the corner and begun to tackle these challenges head on. In 2005, legislation was passed creating a District Department of the Environment. <u>The District, along with hundreds of other cities, has signed on to the U.S. Conference of Mayors Climate Protection Agreement and has taken on climate change as the most pressing global environmental challenge of this century. The District is committed to meeting or beating the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol -- 7% reduction from 1990 levels by 2012. The most ambitious tree planting, water quality, and habitat restoration projects in decades are underway, and great strides are being made to promote more sustainable growth.</u>	149
E-6 Pg. 6-21	Action	E-3.2.D	614.7	<u>Fully implement the Green DC Agenda to promote green building practices and other forms of sustainable architecture, landscape architecture, and development in the city.</u>	150
E-6 Pg. 6-4	Action	E-1.1.F	603.13	Determine the extent of the District's tree canopy at a sufficient level of detail to establish tree canopy goals for neighborhoods across the city. <u>Such goals have recently 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.</u>	151

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E-6	Policy	<u>n/a</u>	n/a	<u>(Replace third paragraph) The District's Clean and Affordable Energy Act of 2008 provides for several policies and programs intended to foster more energy efficiency and conservation, energy diversification through the production of clean and renewable energy and energy security through a distributive energy infrastructure system.</u>	154
E-6 Pg. 6-23	Policy	E-3.4.3	616.5	Ensure full and meaningful compliance with the DC Environmental Policy Act, including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act. The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. <u>Carbon dioxide and other greenhouse gas (GHG) emissions impacts should also be included in the environmental impact assessments. The process should ensure that such information is available when a development is proposed and is available to the public and decision makers before any decision is made.</u>	155
E-6	Policy	E-2.2.4	610.6	<u>A key goal is the continued availability and access to unobstructed, direct sunlight for distributed energy generators and passive solar homes relying on the sun as a primary energy source.</u>	210
ED-7	Action	<u>ED-1.1.C</u>	n/a	<u>Streamline processes and create a more centralized system to assist businesses to meet regulatory requirements quickly and efficiently, with a particular focus on serving small businesses. Centralize information and assistance to small and local businesses about starting a new business, business permitting processes, zoning, fees and regulations, incentives, financing, unique programs and opportunities.</u>	105

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ED-7	Policy	<u>ED-2.2.9</u>	n/a	<u>Cluster retail around areas of high foot-traffic including metro exits, bike trails, future street-car stops and other multi-modal meeting points. Create strong nodes with character to effectively link retail and transit.</u>	107
ED-7	Action	<u>ED-1.3.D</u>	n/a	<u>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.</u>	108
ED-7	Policy	<u>ED-2.2.8</u>	n/a	<u>Identify and implement new strategies to recapture retail sales leakage. This could include mobile retail units in neighborhoods in which there might not be enough market demand to support an entire store and for helping new businesses establish themselves, or pop-up stores to introduce new products and concepts, provide seasonal merchandise and services, and fill commercial buildings during periods of short-term vacancy.</u>	110
ED-7	Policy	<u>ED-1.1.6</u>	n/a	<u>Draw on international business and institutional assets to develop international centers for learning, knowledge sharing and trade. Expand cultural opportunities to residents & visitors, and create links between Washington, DC and foreign cities, industries, retail, institutions, and markets.</u>	111
ED-7	Policy	<u>ED-3.1.8</u>	n/a	<u>Brand the distinct character of retail districts through signature promotional events, signage, streetscape, district gateways, as well as building unique retail clusters where appropriate.</u>	112
ED-7 Pg. 7-19	Policy	<u>ED-2.2.7</u>	708.11	<u>Coordinate neighborhood planning efforts with the District's economic development planning and implementation programs in order to improve retail offerings in local commercial centers. Consolidate retail according to existing and forecasted demand, and consider converting retail to other uses where an increased consumer base is required.</u>	114

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UD-9 Pg. 9-14	Policy	UD-1.4.4	906.10	Discourage the use of the city’s major avenues/boulevards as “auto-only” roadways. Instead, encourage their use as multi-modal corridors, supporting bus <u>transit lanes</u> , bicycle lanes, and wide sidewalks, as well as conventional vehicle lanes.	50
UD-9 Pg. 9-28	Policy	UD-3.1.5	913.12	Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Bus <u>Transit shelters</u> , benches, bicycle parking, safe pedestrian connections, and clear way finding signage should be provided to facilitate multi-modal travel.	51
UD-9 Pg. 9-33	Policy	UD-3.3.3	915.5	Treat the design of mass transit systems, including the proposed streetcar and bus rapid transit systems , as an important form of public architecture. <u>Bus shelters</u> , <u>transit shelters</u> , waiting platforms, signage, <u>off-board fare collection</u> , on-street bicycle facilities, pedestrian connections, and other improvements should contribute to citywide urban design goals.	52
UD-9 Pg. 9-33	Policy	UD-3.3.4	915.6	Promote design improvements and public art at <u>transit station entrances and transit stops</u> , providing a stronger sense of arrival and orientation for travelers	53
EDU-12 Pg. 12-15	Policy	EDU-1.5.5	1207.14	In the event that surplus DCPS facilities are <u>surplused or</u> converted to non-school uses, require the new uses to be sensitive to neighborhood context and to mitigate impacts on parking, traffic, noise, and other quality of life factors. Provide for public review of potential new uses, and ensure that any issues related to prior jurisdiction over the site by the federal government are addressed.	135
AC-14 Pg. 14-7	Policy	AC-2.1.3	1406.5	Support the temporary reuse of vacant and/or underutilized storefronts, sites, and other nonresidential buildings for arts exhibition, <u>artist work-space</u> , <u>window displays</u> , or <u>other creative uses</u> .	127
AC-14	Action	<u>AC-2.1.D</u>	n/a	<u>Establish or amend the regulatory framework to foster the use of vacant land and sites for temporary, creative uses. Address streamlined</u>	132

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				<u>permitting and regulatory requirements pertinent to shorter-term and alternative uses.</u>	
FSS-18 Pg. 18-12	Policy	FSS-1.1.6	1808.7	Coordinate land use and transportation decisions along the proposed route of the Anacostia Streetcar between Bolling AFB and the Anacostia Gateway area. Future development along the streetcar line should be clustered around proposed transit stops. In addition, the streetcar route should be designed and planned to minimize impacts on traffic flow and to avoid negative impacts on the historic character of the Anacostia community.	156
RCW-23 Pg. 23-13	Policy	RCW-1.1.2	2308.3	Given the strength of the private market within Rock Creek West, generally discourage <u>carefully consider</u> public sector initiatives that would stimulate additional development in the area. Economic development and growth in this area can be achieved without the leveraging of public dollars that may be needed in other parts of the city.	226
UNE-24 Pg. 24-15	Policy	UNE-1.2.6	2409.6	Improve the connections between Upper Northeast neighborhoods and the Anacostia River through trail, path, transit, and road improvements, <u>linking the Gallaudet campus as an institutional open space with the adjacent open spaces to the east, including the Mt. Olivet Cemetery and the National Arboretum and to extend to the Anacostia River. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through northeast D.C. for bicycle and pedestrian movement from the Mall/Union Station area to the Anacostia River and back down to the Mall along the proposed Anacostia River Walk.</u>	76
UNE-24 Pg. 24-15	Policy	UNE-1.2.7	2409.7	Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland, Woodridge, <u>and Gallaudet</u>	75

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				<u>University/Trinidad. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through northeast D.C. for bicycle and pedestrian movement.</u>	