

08 CONCEPT | THRIVING TOWN CENTER



THRIVING TOWN CENTER ILLUSTRATIVE | 4TH STREET HAS GREAT POTENTIAL TO GROW AS A VIBRANT NEIGHBORHOOD COMMERCIAL CENTER

THRIVING TOWN CENTER **VISION**

Southwest will enjoy 4th Street SW as a thriving town center and commercial heart of the community, with a range of neighborhood-serving retail options, an active street atmosphere, a high quality public realm, quality new development and easily accessible transit.

Today

The reinstatement of 4th Street from M to 'I' Streets SW has transformed the landscape of Southwest, creating the opportunity for a traditional town center along the ground floor level of new development. This prominent street at the heart of the neighborhood featuring the Waterfront Metro Station and an attractive streetscape is actually privately owned and maintained, but provides a fully public main street atmosphere. The street already boasts key retail anchors – a major grocery store and drug store – as well as two sit-down restaurants, two fast food establishments, and a dry cleaner in the storefronts of the two recently constructed office buildings tenanted by government agencies. However, there are still some vacancies and at least 30,000 SF of retail space is coming online in new development. Growing retail amenities and civic anchors in the neighborhood is a goal shared by all residents.



RETAIL ALONG 4TH STREET SW

Opportunity

The Southwest neighborhood can magnify the already strong design of 4th Street to realize its full potential and broaden the number of walkable retail and cultural amenities for residents. Fourth Street can thrive as a bustling town center and neighborhood focal point. This block-long stretch has the potential to support transit-oriented development with new, high density office and residential uses with ground floor retail space along both sides of 4th Street and spilling onto the corners of M Street.

Enhanced and Vibrant Retail Options. Retail on 4th Street should focus on a diverse array of neighborhood-serving shopping, services, and dining. The Southwest Business Improvement District (BID) that is currently forming will be instrumental to completing targeted marketing and retail attraction to boost the neighborhood's brand and retail mix. The BID will help strengthen the appearance of the broader area through activities like cleaning underpasses which people might pass through while traveling 4th Street SW. The energy of this commercial strip has the potential to extend all the way to 'I' street SW. The corner churches may be redeveloped or the structures incorporated into future redevelopment with landscaped setbacks/rights of way retained. Growing the population on and around 4th Street will strengthen the market position and overall vitality of the town center.

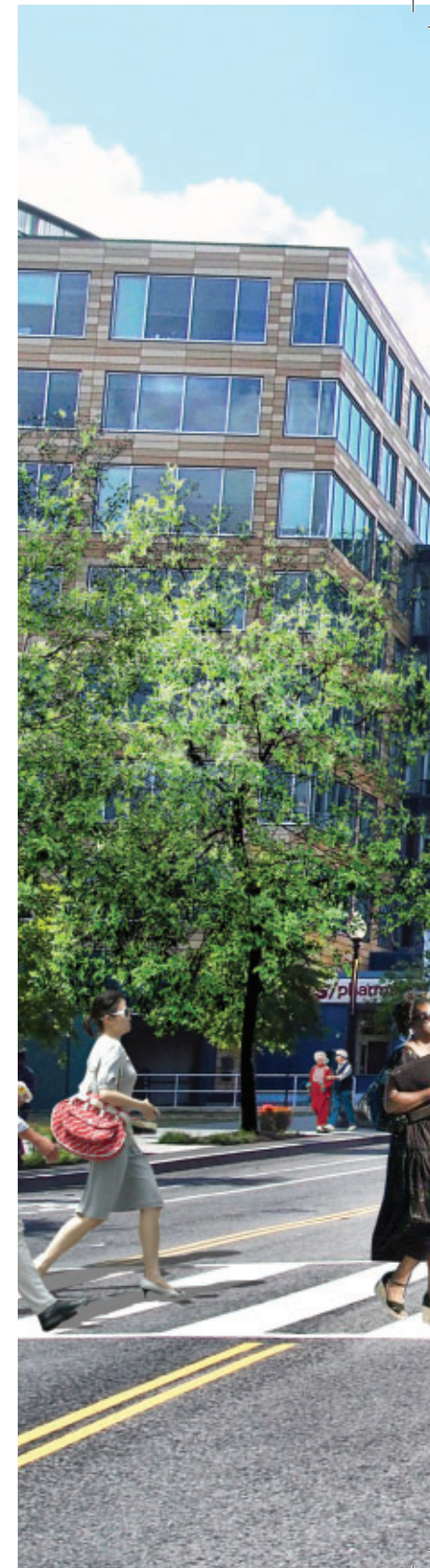
The development of The Wharf and the ongoing development at the Capitol Riverfront/Navy Yard will create strong attractors of people and potential retail demand. While those areas are more focused on regional retail and entertainment, creating good wayfinding and the use of public art and well-designed buildings and landscaping, particularly at the corners of 4th and M Street

SW and 4th and 'I' Street SW, will tap into the energy created by those developments. These catalytic developments will strengthen the market for retail along the 4th Street town center, permitting the neighborhood to attract additional local retailers.

The town center will likely be locally focused and complement rather than compete with the nearby destination retail and entertainment venues. Fourth Street can exhibit strong physical connections for cars and pedestrians to nearby attractions: The Wharf, Fort McNair, Capitol Riverfront, and the proposed soccer stadium. New destinations like The Wharf will also augment the amenities within the reach of Southwest residents without compromising the existence of a 4th Street commercial core that most directly serves the Southwest neighborhood.



EXISTING 4TH STREET SW





ILLUSTRATIVE OF 4TH STREET SW AS TOWN CENTER

Exciting pop-up retail and cultural uses will enliven vacancies in new retail spaces created along 4th Street SW and generate activity and interest to help draw potential long-term tenants. Fairs and festivals will invigorate public spaces and expose new populations to what Southwest has to offer. Fallow development parcels will offer places for temporary public art installations, community gatherings and events. Retail energy, sidewalk activation, and new trees will enhance the already strong public realm that features mature trees, landscaping, street furniture, and gathering places.

While not the primary retail artery, M Street SW will serve as a landscaped, urban boulevard with contextual new development (through the redevelopment of Greenleaf and potentially other public properties) that may offer ground floor activation opportunities. While retail will be best served clustered on 4th Street and along the M Street corners that intersect it, other portions of M Street will likely support incubators, creative enterprises, medical services, daycares, and other community services in ground floor spaces. South Capitol Street will eventually attract new development that will likely include a retail component, but it will be more peripheral to the neighborhood town center.

RECOMMENDATIONS

Goal: *Establish a strategic marketing approach to attract a unique and tailored retail mix that can promote 4th Street as Southwest's neighborhood main street.*

- TC.1** Create a robust and proactive marketing strategy to create awareness about retail, entertainment and cultural opportunities in the Southwest neighborhood. Use this strategy to attract, incentivize and/or incubate neighborhood-serving retailers on/near 4th Street and potentially on South Capitol Street.
- TC.2** Promote a cohesive and concentrated retail cluster along 4th Street through the development of retail-appropriate spaces, coherent storefront design, signage, streetscape and street furniture as well as management of the retail mix and marketing.
- TC.3** Pursue a neighborhood-focused retail attraction and retention strategy that provides an array of locally-serving shopping, services and dining to residents and the daytime office worker population. In new retail development consider allowing for different formats and sizes of spaces so that a variety of retail tenants, including small businesses, may lease space.

Goal: *Encourage future land use designation changes to key corner parcels to promote a vibrant mix of neighborhood town center uses along 4th Street SW.*

- TC.4** Change the future land use designation of Westminster Presbyterian Church from Moderate Density Residential to Medium Density Residential with Low Density Commercial.
- TC.5** Change the future land use designation of Christ United Methodist Church from Moderate Density Residential to Medium Density Residential with Low Density Commercial.
- TC.6** For proposed land use designation changes on 4th Street SW, a Planned Unit Development (PUD) process will have to be initiated. Should any site be landmarked as historic, thoughtful incorporation of existing structures and setbacks into future development is strongly preferred, with new construction limited to underdeveloped portions of the parcel.

Goal: *Celebrate 4th Street's envisioned vibrancy as a neighborhood main street, through temporary urbanism practices and the burgeoning local arts movement and the District's creative economy.*

- TC.7** Encourage pop-up retail and temporary creative uses in vacant spaces and parcels as a means to enliven a space, maintain retail continuity along 4th Street, promote small and local retailers and activate the main street.

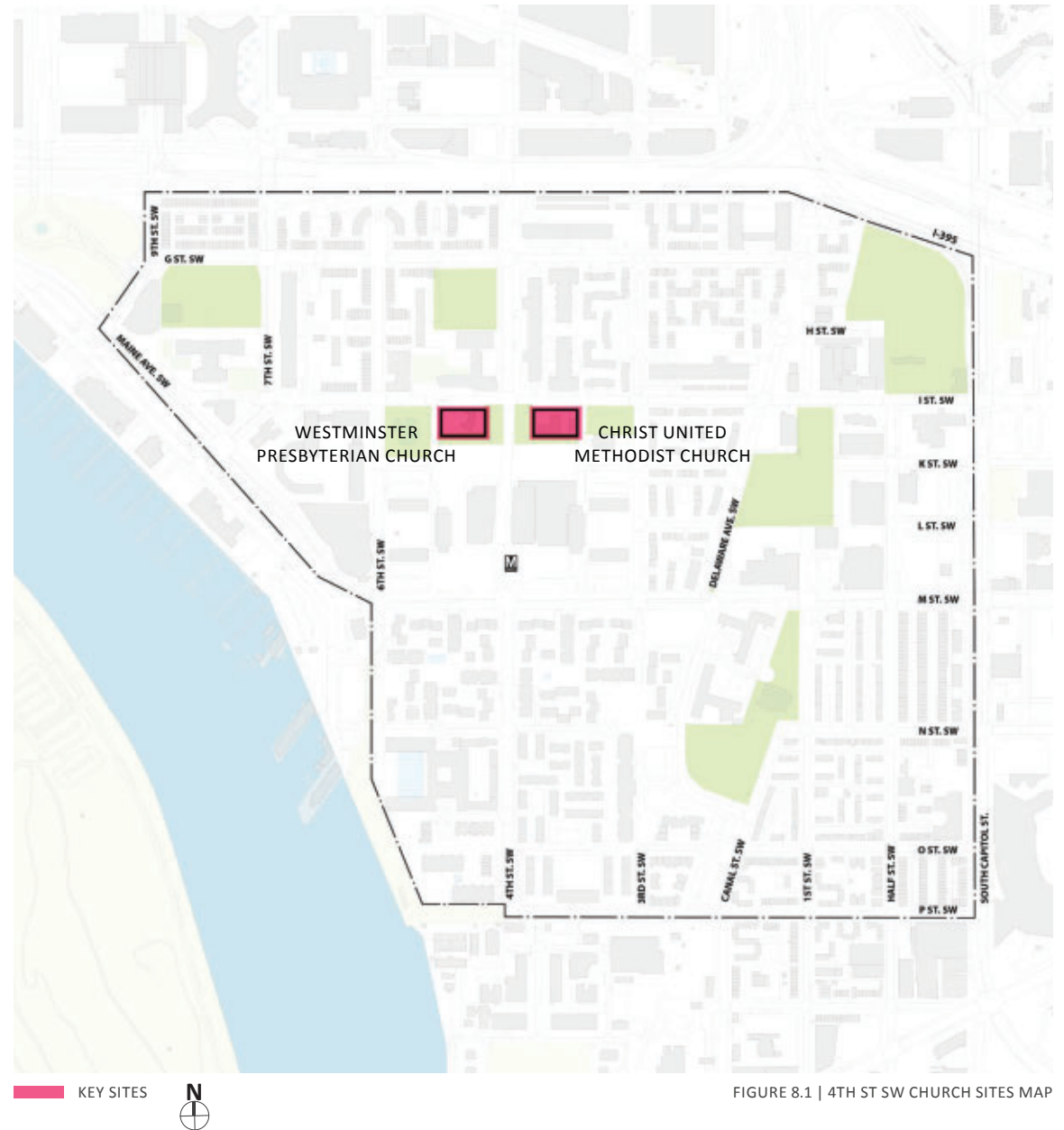
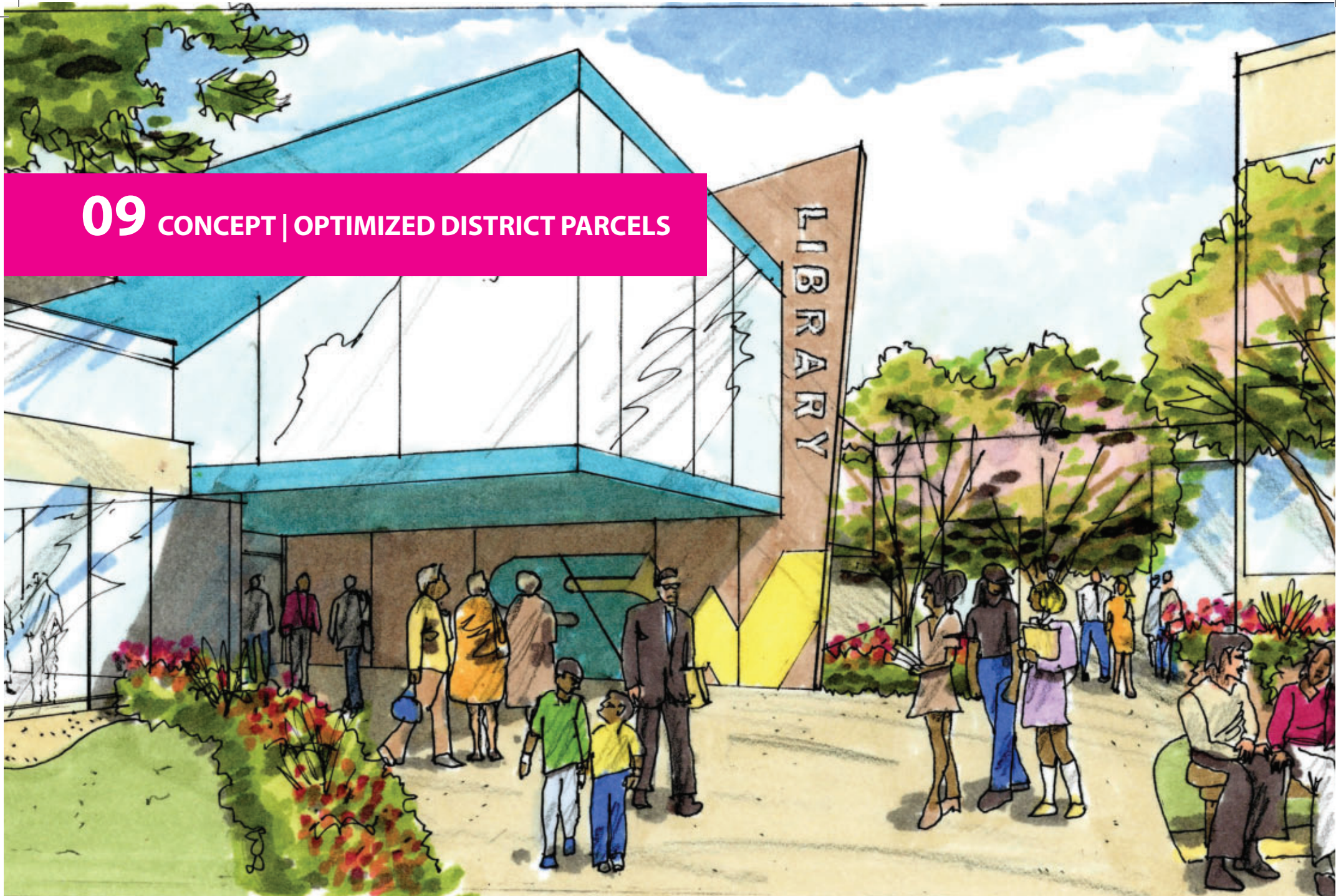


FIGURE 8.1 | 4TH ST SW CHURCH SITES MAP

09 CONCEPT | OPTIMIZED DISTRICT PARCELS



OPTIMIZED DISTRICT PARCELS ILLUSTRATIVE | SOUTHWEST HAS A NUMBER OF PARCELS THAT HAVE THE POTENTIAL TO TRANSFORM THE NEIGHBORHOOD AND ENHANCE AMENITIES

OPTIMIZED DISTRICT PARCELS VISION

Southwest will be prepared for the future redevelopment of the neighborhood's outdated public facilities and underused publicly owned land, allowing for the use of public resources in a way that benefits everyone and ensures that development aligns with neighborhood expectations for high-quality design and community benefits.

Today

Southwest has established residential areas with strong neighborhood character and identity. Nearby public land or facilities owned by District or Federal agencies contribute little to the neighborhood. The concentration of public land north of M Street SW near South Capitol Street is currently home to police, fire and DMV facilities and is poorly designed with single use buildings and aesthetically unappealing surface parking. This enclave is a non-descript "no man's land" with limited connectivity and visual interest. Lansburgh Park, just north of the DMV facilities, a somewhat hidden asset with untapped potential, sits in the center of these public parcels yet bears no relationship to them, as the buildings back onto the park. By comparison, some facilities are treasured community assets like Amidon-Bowen Elementary School, Jefferson Middle School Academy and the Southwest Library. Although the library is beloved, it was designed without the amenities, natural light, or inviting spaces found in libraries being built today. A new library would better serve the growing population of Southwest.

Opportunity

The residents of Southwest can anticipate improvements to government-controlled properties so that they contain more efficient and attractive public facilities or are made available through a competitive process to the private sector for redevelopment that is consistent with neighborhood goals. Residents can help to shape redevelopment so that it is compatible with the existing community character and can meet programing demands of the broader neighborhood.

Re-envisioned Government Cluster. As a growing city, the District will have increasing demands on parks, schools, libraries, public safety, public works and other operations. The Department of General Services will need to effectively manage how public agencies use and operate their facilities, making sure the District judiciously uses public assets and facilities to their fullest potential while being environmentally responsible. Changing the land use designations for some government properties in Southwest can increase the options for their redevelopment in a way that has design compatibility

SOUTHWEST LIBRARY

During this process, DC Public Library (DCPL) in coordination with the Office of the Deputy Mayor for Planning and Economic Development (DMPED) and OP, explored the potential of relocating the existing library at 300 Wesley Place SW to the ground floor of a planned residential building to be constructed on 4th Street SW. The benefits of moving the library would have included increased visibility on a more active community thoroughfare, creating a civic anchor on the main street in the community, and most likely achieving a new facility in much less time than rebuilding at the existing site. DCPL presented renderings of what a mixed-use building could potentially look like on 4th Street at a community meeting held on June 16, 2014. In addition, DMPED researched other mixed-use buildings with libraries around the country to determine best practices. The community overwhelmingly decided that constructing a new library at the existing site is the preferred option. The recommendation in the Plan reflects that community preference.



SOUTHWEST LIBRARY

with the neighborhood, outstanding environmental performance, improved connectivity around buildings, and an affordable housing requirement when there is a residential component (at least 20 percent of units to be affordable in any residential development). In November 2014, the District Council passed the “Disposition of District Land for Affordable Housing Amendment Act of 2014”. This law specifies clear guidelines that could potentially increase the affordable housing requirement on any District properties to 30 percent should they be disposed to the private sector if the site meets the criteria of proximity to transit and the development includes more than 10 units of housing in a residential building. All residential, commercial, or government facilities seeking a land use change, will be expected to go through Planned Unit Developments that will allow higher densities focused near M Street and conform to Design Guidelines that require variation in building height and inclusion of building setbacks, as appropriate. Redevelopment of government properties and facilities north of M Street near South Capitol Street can include connections and create a “front door” for a revamped Lansburgh Park, making it a high-quality and accessible open space activated by adjacent development. (See the Design Guidelines on pages 81- 83 for additional information on principles for development).

A New Library. A model community deserves a model library. Residents in Southwest seek a state-of-the-art public library at its current location on 3rd Street and Wesley Place SW. The desire is to have an inspiring structure that would take full advantage of the adjacent Library Park playground and serve as a community anchor and important gathering place for meetings and civic conversation.

Government Parcels. The District government currently controls approximately 7 acres of land in the Government Cluster around M and Half Streets which house a number of municipal uses including the Department of Motor Vehicles (DMV) Service Center at 95 M Street SW, the DC Fire and Emergency Medical Services Department (FEMS) maintenance facility and fire station at 1101 Half Street SW, the Metropolitan Police Department (MPD) First District Station at 101 M Street SW (Bowen School), and the DMV Inspection Station at 1001 Half Street SW. While the District's population continues to grow, municipal services grow but also change through the use of innovation and technology. For example, many services of the DMV are now available on online; thus significantly reducing the number of in-person trips to a physical location. As stewards of limited public resources, the District government must continually analyze the ongoing and changing needs of the city and how best to utilize public properties to create a more efficient and effective property portfolio.

Given the underused nature of the sites in the SW Government Cluster, which includes large surface parking and low-scale buildings, there is potential to improve operations through state-of-the-art design and co-location of municipal uses and services. Improving the use and design of these District-controlled sites could create higher efficiencies, save tax dollars, as well as improve the public realm in the Southwest neighborhood. These sites offer exciting potential to become vibrant mixed-use developments activating M Street SW, providing better street connectivity, and enhancing the relationship with a to-be-redesigned Lansburgh Park. By gaining operational efficiencies in the SW Government Cluster it might possible to competitively dispose of some property to the private sector for a mixed-use development such as: residential (with affordable housing), retail and potentially municipal service centers.



FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT MAINTENANCE SITE



DEPARTMENT OF MOTOR VEHICLES (DMV)

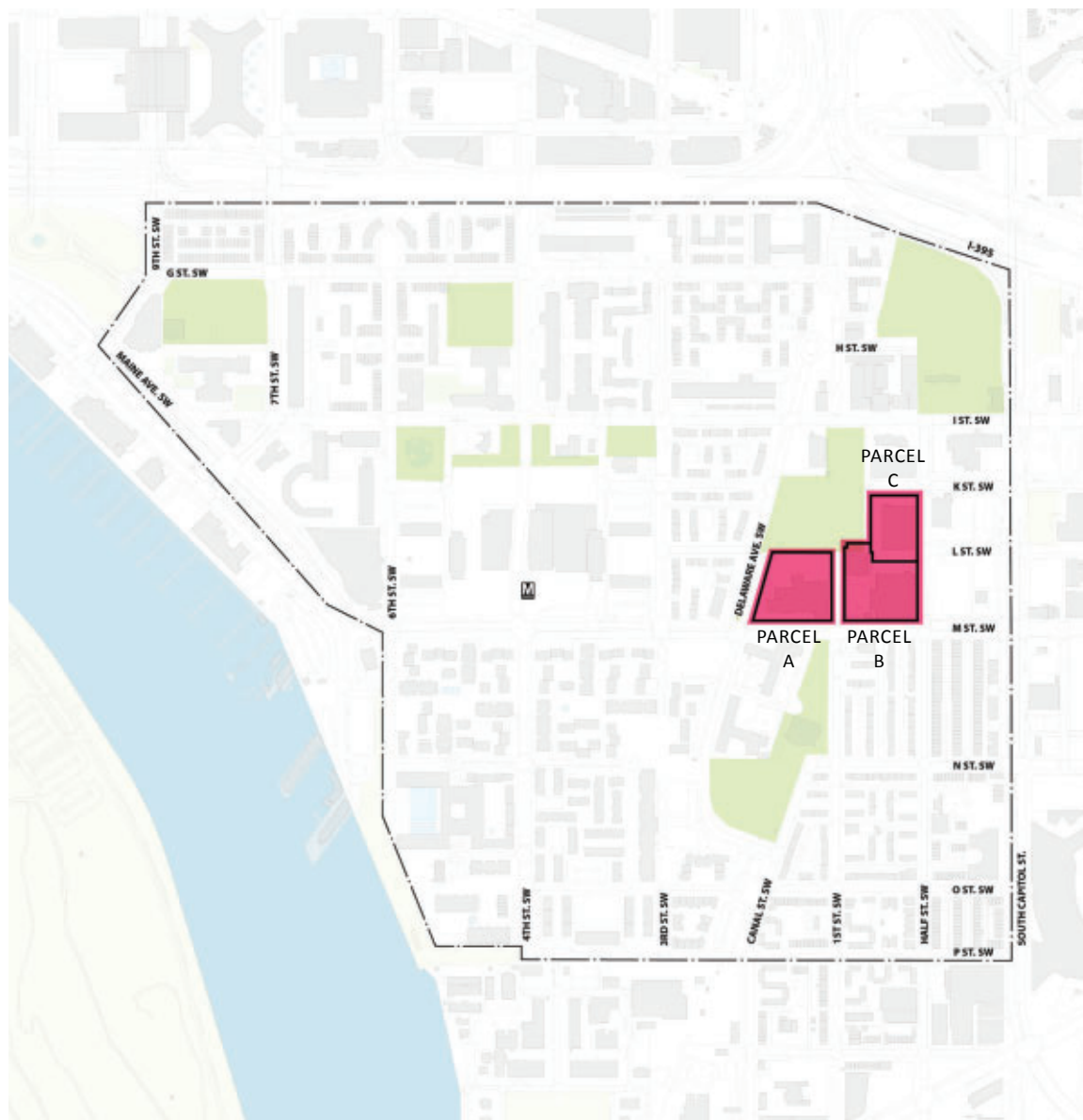


FIGURE 7.1 | SW GOVERNMENT CLUSTER MAP

RECOMMENDATIONS

Goal: Address land use and future potential for District-controlled parcels that comprise Southwest's Government Cluster to reflect opportunities to accommodate improved services, allow a mix of uses, and optimize government operations and assets.

- DP.1** Change future land use designations of the properties at the Southwest Government Cluster (shown in Figure 7.1) as follows:
- Change the future land use designation on Parcel A (MPD/Bowen School) from Local Public to Mixed-Use Local Public /Medium Density Commercial and Medium Density Residential.
 - Change the future land use designation on Parcel B (DMV and FEMS Maintenance Site) from Local Public to Mixed-Use High Density Residential/High Density Commercial and Local Public.
 - Change the future land use designation on Parcel C (DMV Inspection Station) from Local Public to Mixed-Use Local Public/Medium Density Residential.

KEY SITES





MPD/BOWEN SCHOOL BUILDING

Any development under the new land use designation should be achieved through a Planned Unit Development and should meet the following criteria:

- Conform to the Design Guidelines outlined in the Plan (pages 81-83).
- Restore portions of the L'Enfant street grid through the dedication of former rights of way (ROW) for the creation of streets or pedestrian corridors.
- If there is a public solicitation/disposition for residential development, require at least 20 percent of the total residential square footage to be set aside for affordable units. Determine if the site meets the requirements for additional affordable units per the "Disposition of District Land for Affordable Housing Amendment Act of 2014".
- The design orientation of new development should redefine Lansburgh Park as a "central park" by increasing interaction and access.

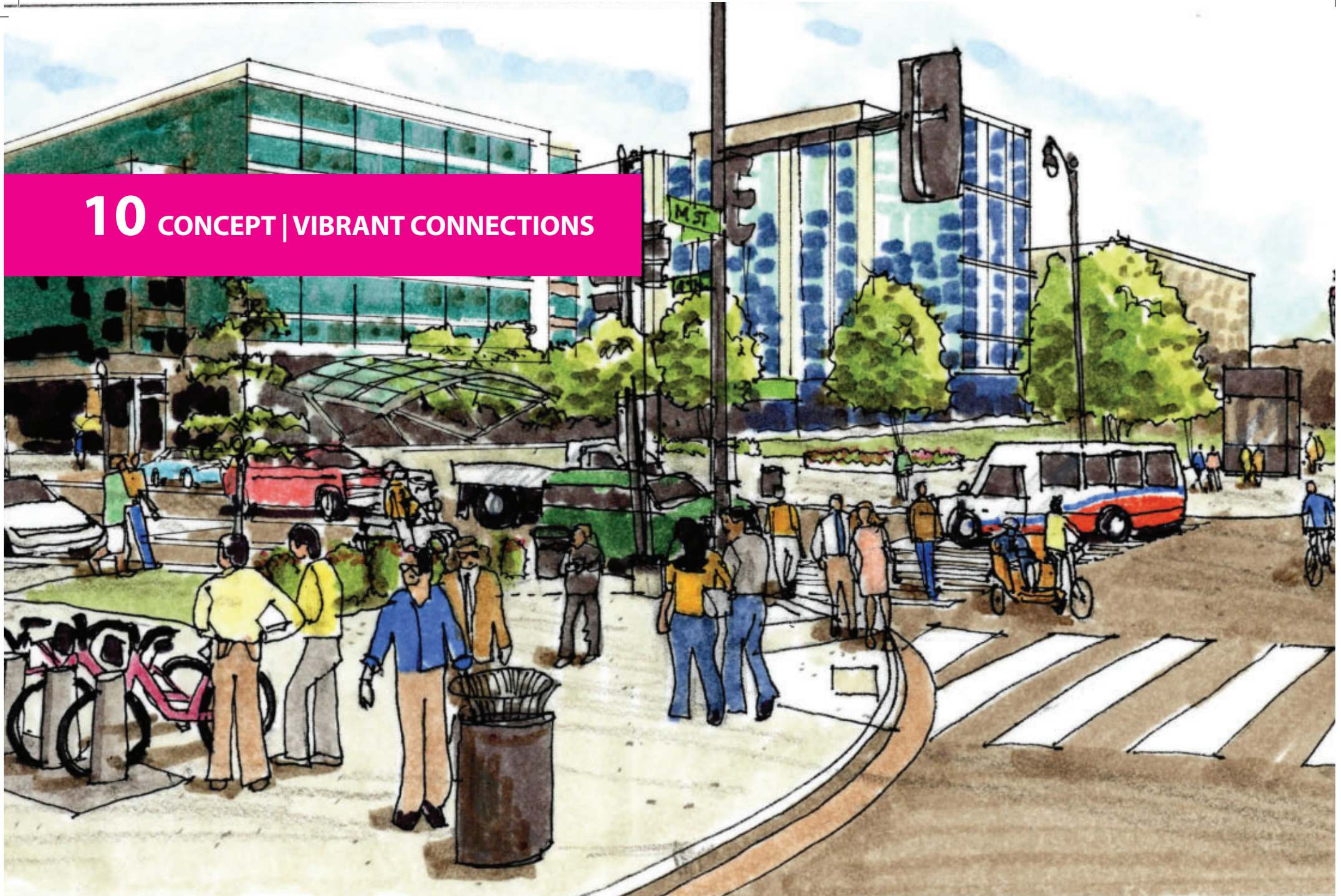


COMMUNITY LIBRARY EXAMPLE | PHOTO CREDIT PAUL RIVERA

Goal: *Provide new and improved state of the art public facilities.*

- DP.2** Construct a distinctive new Southwest Library at the current site of the existing library on Wesley Place. Future design of the library should incorporate/enhance the adjacent Library Park.
- DP.3** Support a feasibility study to determine how best to improve the athletic fields/recreation space adjacent to Jefferson Middle School Academy. Currently DPW uses an existing storage facility that prohibits full use of the recreation space.
- DP.4** Support excellent design for any new municipal facilities at the Southwest Government Cluster (See Design Guidelines, 81-83).

10 CONCEPT | VIBRANT CONNECTIONS



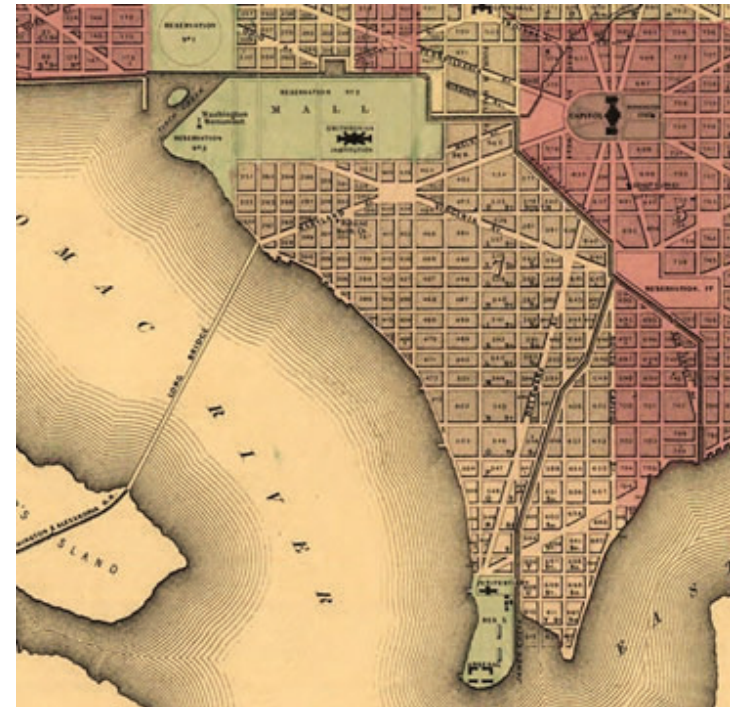
VIBRANT CONNECTIONS ILLUSTRATIVE | SOUTHWEST HAS GREAT POTENTIAL FOR ENHANCED MULTIMODAL CONNECTIVITY IN YEARS TO COME

VIBRANT CONNECTIONS VISION

The Southwest neighborhood will feature vibrant connections that support an active community and attractive environment, accommodate multiple transportation modes, increase mobility and safety within the community and provide ease of access to adjacent neighborhoods and the waterfront.

Today

Just minutes from Downtown Washington and the National Mall, Southwest is connected to all the great amenities of city living while being removed from the limelight and hustle and bustle. Given that the neighborhood has natural and manmade boundaries on several sides – the waterfront to the east, Fort McNair to the south, Interstate-395 to the north, and South Capitol Street to the west – the neighborhood provides some challenges to traversing beyond its boundaries. Circulation within the neighborhood can be challenging for pedestrians given the longer than typical block-lengths and closures of the street grid. The pedestrian experience is enhanced by the prevalence of tree-lined streets. Several of the key corridors – Maine Avenue, M Street and South Capitol Street – still have room for improved streetscape, transportation accommodations, and pedestrian experience. The neighborhood is rich with transit options including: a centrally-located Metrorail station, bus, bicycle facilities and a potential streetcar line. Despite superior proximity and access, Southwest has retained neighborhood cohesion and a sense that the neighborhood is a special, quiet enclave and retreat.



THIS 1862 MAP OF WASHINGTON ATTESTS TO THE ISOLATION OF SOUTHWEST CAUSED BY RAILROAD, CANAL, AND RIVER (LIBRARY OF CONGRESS)

The Opportunity

The Southwest neighborhood must prepare for its local transportation needs given the development occurring in and around the neighborhood at The Wharf, Capitol Riverfront and Buzzard Point. By building a pleasant pedestrian and cyclist experience, strengthening the quality of its key corridors, restoring lost connections and improving physical barriers, the Southwest neighborhood has the opportunity to feature vibrant connections to support an active community.

Safe Pedestrian and Bicycle and Infrastructure. One of the hallmarks of a livable neighborhood is well-designed pedestrian infrastructure. Southwest can focus on upgrading pedestrian crossings and signage along South Capitol Street, Maine Avenue, and 7th Street SW. Additionally, enforcement measures and safety enhancements could be taken to address difficult intersections on ‘I’ Street, M Street and P Street SW. Importantly, concentration should be placed on creating safe walking routes to school, with a special focus on the immediate circulation around the Jefferson Middle School Academy and Amidon-Bowen Elementary. Southwest can and should be a walker’s paradise, creating delight and opportunities for activity for residents and visitors of all ages.

With a growing legion of residents who bike for commute or recreation, Southwest can enhance its bicycle infrastructure to better tie into broader District greenways, like the Anacostia River Riverwalk Trail, The Wharf development and the Potomac River, as well as major bicycle routes. Additional Capital Bikeshare locations should be identified to accommodate needs as demand grows.

Enhanced Corridors. Southwest’s defining thoroughfares can be redesigned to enhance mobility while improving the character and aesthetics of the public realm. While M Street currently lacks a cohesive streetscape, it has the potential to become an attractive and green urban boulevard and “complete street” that accommodates buses, traffic, bicycles and potentially streetcars. As the waterfront develops, Maine Avenue will no longer be an “edge” roadway and commuter cut-through but rather a gateway boulevard that unifies Southwest and The Wharf. Maine Avenue is being redesigned and reconstructed to become a more attractive and multimodal, urban boulevard. The width of the street will remain the same but improvements to public realm and streetscape elements will change this current commuter route into a dynamic, pleasant and safe boulevard.

Reclaimed Connections. Urban Renewal and the Modernist designs that followed it left an indelible mark on the block structure of Southwest, which many residents appreciate for the internalized residential communities it forged. However, the restoration of the L’Enfant street grid in strategic locations that do not impact existing residences will enhance the mobility and ease of walking through the neighborhood. In particular, the government-owned parcels around Lansburgh Park offer the opportunity to restore mapped streets when redeveloped in the future. These streets will also bring additional activity and visibility to a now “hidden” park asset. Southwest can also tackle the unpleasant experience of traversing underpasses of the I-395 and CSX rights of way by ensuring appropriate lighting and regular maintenance and cleaning, as well as piloting public art interventions.

CHARACTER OF KEY CORRIDORS

I' Street. This corridor is characterized by wide sidewalks and the extensive, full growth, tree canopy lining the street. While an important east-west connector, the street offers a beautiful and shaded walking experience. Future developments, such as the transformation of the Randall School into a world class art gallery, will assist in branding the corridor as a “cultural corridor”. Temporary public art and wayfinding would create better links between other cultural uses in this area to The Wharf and Arena Stage.

M Street. Currently, M Street lacks a cohesive streetscape and public realm but has the potential to become an attractive and green boulevard that accommodates multiple transportation modes. New development that conforms to the Design Guidelines in the Plan will create some linear green space through landscaped setbacks and additional trees and will deliver buildings that are better oriented towards M Street to create a feeling of greater safety, interest and enjoyment. DDOT envisions M Street becoming a true multimodal transportation corridor with improvements to the design of the roadway to better accommodate buses, traffic, bicycles and potentially streetcars. The potential addition of streetcar stops and improvements to bus shelters will greatly activate the sidewalks on M Street SW. New development will potentially offer active ground floor uses and a retail experience, although the bulk of commercial activity will continue to be concentrated on 4th Street SW.

Maine Avenue. As The Wharf develops, Maine Avenue will no longer be an “edge” roadway and commuter cut-through but rather a gateway boulevard that unifies Southwest and The Wharf. Maine Avenue is being redesigned and reconstructed to become a more attractive urban boulevard and “complete street” that can also accommodate cars, bicycles and pedestrians. Improvements to crosswalks will be critical to ensure the safety of pedestrians who will access The Wharf via Metro at Waterfront Station. The width of the street will remain the same but improvements to public realm

and streetscape elements will change this current commuter route into a dynamic, pleasant and safe boulevard.

4th Street. The commercial blocks of 4th Street between M and I' Streets serve as the neighborhood's main street and will retain this character going forward. The roadway is anchored at the M Street intersection by the presence of the Waterfront Metro Station and the Capital Bikeshare Station. This neighborhood commercial stretch still has multiple large lots slated for redevelopment. The existing office buildings and retail are almost at full capacity but have struggled to lease out the existing retail bays since completion. Additional residential density to be built along these blocks will improve the customer base and foot traffic in the area. The Plan recommends the use of “pop ups” and other temporary uses in future vacant retail space to activate the street level uses. The increased foot traffic between the Metro at Waterfront Station and The Wharf will also have a positive impact on 4th Street SW.

South Capitol Street. This is a major thoroughfare that divides the Southeast and Southwest quadrants of the city and accommodates a significant amount of commuter traffic in and out of the District. The corridor was part of the original L'Enfant plan and runs south from the US Capitol into Maryland. The width varies from 2 to 4 lanes along the corridor. Given the high volume of traffic on this corridor, pedestrian safety and crossing at key intersections is challenging. There are several large potential development sites adjacent to the corridor that, if developed well, could improve the street level activation and pedestrian experience. Comprehensive streetscape and roadway redesign as part of the South Capitol Bridge project should improve the aesthetics and functionality of the corridor from a pedestrian perspective.

RECOMMENDATIONS

Goal: *Enhance pedestrian connections and safety throughout the neighborhood.*

- VC.1** Clearly delineate school crossings for Jefferson Middle School Academy, Amidon-Bowen Elementary School and Van Ness Elementary school with vehicular and pedestrian wayfinding signage and or street markings. Pursue funding opportunities with the National Center for Safe Routes to School for all three schools.
- VC.2** Enhance neighborhood edges and gateways by improving crosswalks, signage, lighting and/or streetscapes at key gateways:
 - a. South Capitol Street at 'I', L, M and N Streets.
 - b. Maine Avenue and P Street between 4th, 3rd, Canal, First and Half Streets.
 - c. I-395 at 7th Street, 4th Street and Randall Recreation Center.
- VC.3** Improve pedestrian/cyclist crossings through enhanced signage, redesigned crosswalk flashing signals and/or speed cameras at the following intersections:
 - a. 'I' Street at 7th Street, Delaware Avenue and First Street.
 - b. M Street at Half, First, 3rd and 6th Streets.
 - c. P Street between Half, First, 3rd, 4th and Canal Streets.

Goal: *Improve neighborhood bicycle infrastructure and safety.*

- VC.4** Link bicycle routes across Southwest by extending dedicated bicycle lanes as recommended in the *MoveDC* plan along the following segments:
 - a. 7th Street between 4th Street and Maine Avenue.
 - b. 3rd Street between 'I' Street and M Street.
 - c. First Street between M Street and P Street.
- VC.5** Work with Capital Bikeshare to install additional bikeshare stations in Southwest, particularly at the following locations:
 - a. 'I' Street at Randall Recreation Center.
 - b. P Street and South Capitol Street.
 - c. 'I' Street and Wesley Place at Library Park.
- VC.6** Coordinate with DDOT to install signage, paving and plantings for a biking and walking path along P Street that ties the Anacostia Riverwalk Trail to The Wharf development and the Potomac River.

Goal: *Establish M Street as a multimodal neighborhood boulevard linking Southwest to adjacent neighborhoods and the waterfront.*

VC.7 Support DDOT’s final recommendations and infrastructure changes along M Street to create a true multimodal transit corridor that improves connections and access throughout the Planning Area to The Wharf, Waterfront Metrorail station, Buzzard Point and Capitol Riverfront.

Goal: *Ensure that Maine Ave provides an attractive transition from the Southwest neighborhood to The Wharf development.*

VC.8 Improve streetscape and pedestrian infrastructure along Maine Avenue to create a complete street in alignment with plans depicted by Hoffman-Madison Waterfront for its development at The Wharf.

VC.9 Change the future land use designation of Riverside Baptist Church (see figure 10.1) from Moderate Density Residential to Medium Density Residential/Low Density Commercial to create a gateway into the community on the corner of ‘I’ Street and Maine Avenue. Any development under the new land use designation should be achieved through a Planned Unit Development. Development should consider the site’s gateway quality and conform to the Design Guidelines contained in the Plan (see page 81).

VC.10 Create wayfinding signage from the Waterfront Metrorail station across Maine Avenue to The Wharf through a collaboration with Hoffman-Madison Waterfront and the Southwest Business Improvement District.

Goal: *Support the transformation of South Capitol Street into a high density, urban boulevard that establishes a robust pedestrian realm.*

VC.11 Coordinate with the South Capitol Street Corridor Project to promote a high performance “green” streetscape, improve connections across South Capitol Street at ‘I’, M and P Streets, and reduce/limit commuter traffic through the Southwest neighborhood.

Goal: *Restore L’Enfant streets on redevelopment sites, including public properties.*

VC.12 Improve access to and use of Lansburgh Park by reinstating K and L Streets for improved access (including bicycle/ pedestrian use) to increase visibility and access and reduce the isolated feel of the park. Maintain and improve the First Street pedestrian greenway from M Street to ‘I’ Street to increase visibility and access and reduce the isolated feel of the park.



Goal: *Improve the underpasses connecting the Southwest neighborhood to areas to the north.*

VC.13 Convene regular interagency meetings to determine the best approach to upgrading the underpasses and identify an entity to lead the effort to clean and maintain the underpasses.

FIGURE 10.1 | GATEWAY PARCEL MAP

REINSTATING PORTIONS OF THE L'ENFANT STREET GRID

The Southwest neighborhood is defined by both the Modernist architecture and the urban form that created “super blocks” with limited through streets and a blend of public and private open spaces. While the community embraces the super blocks, these same blocks often limit access to public parks and east-west mobility within the neighborhood. OP reviewed existing studies and plans as part of the Southwest Neighborhood Plan development, which included recommendations for some potential opportunities to reinstate small sections of these streets.

The 2006 Comprehensive Plan is the District’s foundational planning document which provides general policy and overall guidance for future planning and development of the city for a 20-year period. As stated in the [Comprehensive Plan Policy UD-1.1.2 –Reinforcing the L’Enfant and McMillan Plans](#):

Respect and reinforce the L’Enfant and McMillan Plans to maintain the District’s unique, historic and grand character. This policy should be achieved through a variety of urban design measures, including appropriate building placement, view protection, enhancement of L’Enfant Plan reservations (green spaces), limits on street and alley closings, and the siting of new monuments and memorials in locations of visual prominence. Restore as appropriate and where possible, previously closed streets and alleys, and obstructed vistas or viewsheds.

The recently completed DDOT plan *MoveDC* makes broad policy recommendations and site specific recommendations regarding the reinstatement of closed streets, as well as creating new streets where needed and feasible. *MoveDC* recommends the reopening of K and L Streets in Southwest where they are currently now closed in the vicinity of Lansburgh Park. The Southwest Neighborhood Plan also supports the reopening of these portions of K and L Streets (see VC.12, p.116).

The *MoveDC* plan also recommends reinstating portions of N and O Streets between 3rd Street and Delaware Avenue as part of recommendation A.8: “Improve street connectivity: ...reconnect streets that were once connected and in some cases, create entirely new street connections.” While connecting these streets would

improve east-west connections in this area of the neighborhood, there is community concern that reinstating N Street would impact what is currently the baseball field of the King Greenleaf Recreation Center and that reinstating O Street would significantly impact privately-owned residential developments as the street would likely require use of adjacent private property. The Southwest Neighborhood Plan does not make a specific recommendation to reconnect portions of N or O Streets SW. For clarification, reinstating and reconnecting of roads for the foreseeable future should focus solely on the following rights of way:

- K and L Streets (at Lansburgh Park);
- First Street (at M Street; Note: pedestrian only);
- Private property, at the discretion of the owner should there be redevelopment; and
- District parcels, if redeveloped.

The Southwest Neighborhood Plan makes the following recommendations regarding street connections:

- MG.5 Retain existing streets and open spaces that contribute to the L’Enfant Plan. (page 80).
- GO.7 Visually extend Canal Street as a sidewalk between N Street and M Street to better connect pedestrians to the King Greenleaf Recreation Center. (page 90).
- DP.1 ... Restore portions of the L’Enfant street grid through the dedication of former rights of way (ROW) for the creation of streets or pedestrian corridors. (page. 110). (Note: This recommendation refers to the SW Government Cluster parcels around Lansburgh Park).
- VC.12: Improve access to and use of Lansburgh Park by reinstating K and L Streets for improved access (including bicycle/pedestrian use) to increase visibility and access and reduce the isolated feel of the park. Maintain and improve the First Street pedestrian greenway from M Street to ‘I’ Street to increase visibility and access and reduce the isolated feel of the park. (page 116).

11 IMPLEMENTATION



4th Street SW Today

GUIDING PRINCIPLES



01 SOUTHWEST CULTURE

Foster an environment that encourages and embraces cultural and economic diversity.



02 NEIGHBORHOOD CHARACTER

Preserve the varied scale and green character of the neighborhood.



03 PEDESTRIAN SAFETY

Design buildings, connections and sidewalks to improve safety, security and pedestrian circulation.



04 RETAIL

Support, enhance and expand neighborhood retail amenities.



05 PARKS

Enhance, connect and better utilize parks both active and passive as open space.



06 COMMUNITY AMENITIES

Invest in community, arts and education uses that serve resident needs.



07 HOUSING

Preserve and develop a range of housing for a mix of income, age and family size, and encourage quality design and architecture.



08 TRANSPORTATION

Strengthen multimodal transportation and improve street connections, parking and safety.



09 HISTORIC PRESERVATION

Remember the history and legacy of the Southwest neighborhood while planning for change in the future.



10 NEW DEVELOPMENT

Develop a strategy for height, density and open space that enhances, acknowledges and complements the character of the neighborhood.














11 SUSTAINABILITY

Incorporate goals and targets from the Sustainable DC Plan to protect our environment and conserve resources to foster a vibrant, healthy neighborhood.

CONCEPT | MODEL COMMUNITY

VISION: Southwest will remain an exemplary model of equity and inclusion - a welcoming and engaged community that celebrates and retains a mix of races, ages and income levels and enhances well-being for all amidst neighborhood growth and change.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
MC.1 Develop a strategy during the DCHA Greenleaf Master Planning process for keeping current residents in the community during and after construction/redevelopment of the site.	1, 7	Short Term	DCHA	DCOP
MC.2 Develop an Interagency Working Group for DCHA to coordinate with District agencies to identify, through the DCHA Master Planning process, the potential to utilize District-controlled properties in the vicinity to support a potential “build first” strategy for keeping current qualifying Greenleaf residents in the Southwest neighborhood.	1, 7, 10	Short Term	DCHA	DCOP, DMPED
MC.3 Change the future land use designations at Greenleaf to promote mixed-income redevelopment and replacement housing for existing Greenleaf residents (see page 73): <ul style="list-style-type: none"> a. Change the northernmost Greenleaf parcels (Parcel A) between ‘I’ and L Streets from Moderate Density Residential to Medium Density Residential. b. Change Greenleaf parcel on the north side of M Street (Parcel B) from Moderate Density Residential to Mixed-Use: High Density Residential/Low Density Commercial. c. Change the Greenleaf parcel on the south side of M Street (Parcel C), from Medium Density Residential to Mixed-Use: High Density Residential/Low Density Commercial. <p>Any development under the new land use designations must be achieved through a Planned Unit Development and meet the following criteria:</p> <ul style="list-style-type: none"> • Conform to the Design Guidelines for each parcel as outlined in the Plan (pages 81-83). • Provide replacement housing for all the existing affordable units within the project or immediate Southwest Neighborhood Planning Area. • Encourage a mixed-income community through the inclusion of market rate units and to the extent practicable, workforce housing. • Achieve a significant level of green design in terms of both site and building design to contribute to healthy living and improved environmental performance. 	7, 10	Short Term	DCOP	DCHA
MC.4 Retain the neighborhood’s 19 percent of subsidized units by establishing targets that exceed current Inclusionary Zoning thresholds for future development on publicly owned land and in future Planned Unit Developments.	1, 7	Short to Long Term	DCHA , DHCD, DMPED	DCOP

GUIDING PRINCIPLES:											
	01	02	03	04	05	06	07	08	09	10	11

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
MC.5 Future redevelopment of District-controlled sites should, at a minimum, require at least 20 percent of the units be affordable at varying levels of the area median income (AMI), preferably for longer than 20 years. Determine if a subject site meets the requirements for additional affordable units per the “Disposition of District Land Act of 2014”.	1, 7	Short to Long Term	DMPED, DCHA	DCOP
MC.6 As part of a community benefits package through the PUD process for new construction, prioritize affordable units above the Inclusionary Zoning requirement or fewer affordable units, but larger in size (e.g., three bedrooms) to better serve families.	1,7	Short to Long Term	DCOP, ANC	
MC.7 Improve lighting, seating and maintenance at bus shelters throughout Southwest	3, 8	Mid Term	WMATA	DDOT
MC.8 Pilot bus time monitors at bus shelters at locations that serve a high number of seniors, such as stops near the Greenleaf Senior Center.	3, 8	Mid to Long Term	WMATA	
MC.9 Increase the number of signage for disabled parking spaces on 4th Street along the commercial blocks.	3, 8	Short Term	DDOT	
MC.10 Prioritize funding to bring the Southwest Duck Pond into ADA compliance.	1, 5	Mid to Long Term	DPR	
MC.11 Increase the number of benches along sidewalks throughout the Southwest neighborhood to better serve residents of all ages and abilities.	3,5	Short Term	DDOT, DPR	
MC.12 Promote community gardens at local schools, Amidon-Bowen and Jefferson, both for student use/educational purposes as well as for resident use. Expand community gardens already in Southwest.	6, 11	Short Term	DCPS	DPR, ANC
MC.13 Allow for “pop up” agricultural landscapes, temporary food installations, community gardens, and recreation on underutilized sites such as the sites on the corner of 4th and M Streets SW.	6	Short to Mid Term	DCOP	Property Owners, ANC
MC.14 Strengthen and extend access to the Southwest Farmer’s Market, by connecting and marketing it to schools, public housing, and seniors and providing recipes and other information and demonstrations on healthy food preparation.	6, 11	Short to Mid Term	DDOE	

CONCEPT | MODERNIST GEM

VISION: Southwest will promote the preservation of its unique architectural legacy and support new development that reflects the form and rhythm of the mid-20th century, reinforcing the neighborhood design as a “Modernist Gem”.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
MG.1 Continue the community-led process of engagement to garner support for preserving Modernist properties in the Planning Area. The community, including property owners, neighborhood groups and the “Advisory Neighborhood Commission” should determine a preferred preservation strategy: Historic District, Conservation District (if approved by Council), or the continued designation of individual landmarks.	9, 10	Short Term	Civic Organizations	SHPO
MG.2 Provide the community with information and tools that outline the pros and cons associated with various preservation strategies.	9	Short to Mid Term	SHPO	ANC
MG.3 Support infill development and adaptive reuse of existing buildings in Southwest to promote the preservation of the community’s architectural character.	10	Long Term	SHPO	ANC
MG.4 Renovate and restore “Amidon Park” along G Street SW between 4th and 6th Streets to celebrate its original historic design as a linear park adjacent to the right-of-way. Repair or replace benches and lighting. Include game tables or other recreational uses appropriate for the space and Modernist landscape.	5, 9	Short to Mid Term	DPR	SW BID

GUIDING PRINCIPLES:

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ACTION		GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
MG.5	Retain existing streets and open spaces that contribute to the L’Enfant Plan.	8	Short to Long Term	DCOP	ANC
MG.6	Ensure future development and improvements reinforce the L’Enfant Plan as an important historic feature tying Southwest to its greater urban context.	10	Long Term	DCOP	ANC
MG.7	Apply the Design Guidelines contained in the Plan (pages 81-83) to all new development achieved through the Planned Unit Development process. Matter of right development is also strongly encouraged to apply the Design Guidelines.	2, 9, 10, 11	Short to Long Term	DCOP, DCHA	ANC

CONCEPT | GREEN OASIS

VISION: Southwest will thrive as a green oasis in the city, with lush tree canopy and vegetation, landscaped building edges, thriving parks and robust connections between green spaces, while attaining new levels of neighborhood sustainability and environmental performance.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
GO.1 Redesign Lansburgh Park to create a true “central park” for the Southwest neighborhood . Continue the dog park and community garden functions but also include improved walking paths, new landscaping and permeable edges that invite “eyes on the park”. Include additional trees, benches, sustainable vegetation and enhanced signage. Consider a design competition to create a signature design and beautiful park space.	5,11	Long Term	DPR	DGS
GO.2 Consider an orchard feature as a “gateway” into Lansburgh Park from ‘I’ Street. Sustainable DC recommends the inclusion of food-bearing trees where possible.	2, 11	Mid to Long Term	DPR	Community Garden
GO.3 Remove the two brick walls at the northeast corner of Lansburgh Park in order to improve visibility from ‘I’ Street and apply landscape improvements and low impact development practices.	11	Mid to Long term	DPR	
GO.4 Design a "green path" with signage to provide pedestrians with visual connections and walking routes between the Southwest Duck Pond, Library Park, Lansburgh Park and Randall Recreation Center.	3, 5, 11	Short to Mid Term	DPR	
GO.5 Ensure that all park entry points at the Southwest Duck Pond are clearly marked and visible from the street, through the use of signage, public art and lighting as needed.	3, 6	Short Term	DPR	Neighbors of the Southwest Duck Pond
GO.6 Enhance the presence of King Greenleaf Recreation Center along M Street through improved signage and landscaping at First and M Streets.	3, 5	Short Term	DPR	
GO.7 Visually extend Canal Street as a sidewalk between N Street and M Street to better connect pedestrians to the King Greenleaf Recreation Center.	3	Mid Term	DDOT, DPR	
GO.8 Increase the tree canopy in the Southwest Planning Area from 25 percent to 37 percent with the addition of trees in all new developments, streetscape improvements and potentially at existing parks, such as Lansburgh. The creation of larger setbacks for new developments may allow for more tree planting opportunities. Ensure that any diseased trees are removed and replaced at appropriate times.	3, 5, 10, 11	Short to Long Term	Casey Trees, DDOT	DPR

GUIDING PRINCIPLES:											
	01	02	03	04	05	06	07	08	09	10	11

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
GO.9 Designate the 100-year flood zone that extends from south of I-395 to P Street to a "Green Zone." In this Green Zone, prioritize natural stormwater percolation, stormwater ponds, and general perviousness of public and private space, parking lots, plazas and courtyards. (See page 92)	3, 11	Long Term	DDOE	
GO.10 Promote low impact development in all future upgrades along Delaware Avenue and Half Street, which run parallel to the flood zone, to maximize their capacity to hold storm and flood water.	11	Long Term	DDOT, DDOE	
GO.11 Reduce stormwater runoff by transforming key areas of existing impervious surfaces to pervious materials and encouraging bioretention and landscaping.	11	Long Term	DDOE, DCOP	
GO.12 New Private Development: Meet or exceed current flood-proofing requirements (requirements are currently set for 100-year floods). The Southwest neighborhood should consider negotiating with developers so that future PUDs meet flood-proofing for 500-year floods given the rapidly increasing sea-level rise projections. Any setbacks for new developments should become an opportunity for stormwater and flood water retention rather than lawns.	10, 11	Short to Long Term	DCOP	ANC
GO.13 Maximize open spaces, vegetation and sustainable practices by discouraging surface parking in new developments achieved through Planned Unit Developments (PUDs). (Also see Design Guidelines on pages 81-83).	10, 11	Short to Long Term	DCOP	ANC
GO.14 Encourage the installation of electric vehicle-charging stations and set aside electric vehicle-only parking spaces in the garages of future buildings constructed under Planned Units Developments (PUDs) as a community amenity.	10, 11	Short to Long Term	DCOP	ANC
GO.15 Partner with the Sustainable Energy Utility (SEU) and District Department of the Environment (DDOE) to organize follow-up community meetings on energy efficiency. Work with existing homeowner associations and other citizen organizations to identify specific project opportunities and market existing programs and subsidies for energy efficiency, renewable energy and green roof retrofits.	11	Short to Long Term	DDOE	SEU, ANC

CONCEPT | ARTS AND CULTURAL DESTINATION

VISION: Southwest will flourish as a premier arts and cultural destination, creating synergies between existing cultural assets and attracting new creative uses and arts-related activities.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
AC.1 Foster the Southwest neighborhood arts hub by expanding events, such as Jazz Night at Westminster, Southwest Night at Arena Stage, activities with Blind Whino, and future events with the proposed Rubell Museum at the Randall School.	6	Short Term	SW BID	Southwest Arts Organizations
AC.2 Promote the arts as a community amenity in neighborhood marketing materials and communicate current and planned activities involving the arts to residents throughout the District of Columbia. Develop a single source to advertise and promote all arts events in one place for easier access and more effective marketing.	6	Short to Mid Term	SW BID	DCOP
AC.3 Renovate the Randall Recreation Center to support both recreation and multi-purpose arts focused programming while maintaining existing playing fields and greenspaces.	5, 6	Mid Term	SW BID	ANC
AC.4 Market the required affordable units in the new Randall School development to artists who meet the affordability requirements.	6, 7	Short to Mid Term	Randall School Development Team	DCHA

GUIDING PRINCIPLES:											
	01	02	03	04	05	06	07	08	09	10	11
ACTION	GUIDING PRINCIPLES ADDRESSED						TIMELINE	LEAD AGENCY	PARTNER AGENCY		
AC.5 Encourage the creation of incubator space for local arts organizations or other creative entrepreneurs (e.g., web designers, film editing, production, culinary space, etc.) or local business start-ups on the ground floors of new buildings on M and ‘I’ Streets.	4, 6						Long Term	DMPED, WDCEP	DCOP		
AC.6 Initiate a pilot improvement project for at least one underpass to include unique public art and lighting.	3,6						Short Term	DCOP	DCCAH, Underpass Owner		
AC.7 Support the use grants, pilot programming or public/private partnerships to help fund “pop-up” programming, short-term events and other efforts by the Neighbors of the Southwest Duck Pond to expand activities in this location.	5,6						Short to Mid Term	DCOP	Community Groups, Southwest Duck Pond		

CONCEPT | THRIVING TOWN CENTER

VISION: Southwest will enjoy 4th Street SW as a thriving town center and commercial heart of the community, with a range of neighborhood-serving retail options, an active street atmosphere, a high quality public realm, quality new development and easily accessible transit.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
TC.1 Create a robust and proactive marketing strategy, led by the local BID, to create awareness about retail, entertainment and cultural opportunities in the Southwest neighborhood. Use this strategy to attract, incentivize and/or incubate neighborhood-serving retailers on/near 4th Street and potentially on South Capitol Street.	4	Mid Term	SW BID	
TC.2 Promote a cohesive and concentrated retail cluster along 4th Street through the development of retail-appropriate spaces, coherent storefront design, signage, streetscape and street furniture as well as thorough management of the retail mix and marketing.	2,4	Mid Term	DDOT, SW BID	
TC.3 Pursue a neighborhood-focused retail attraction and retention strategy that provides an array of locally-serving shopping, services and dining to residents and the daytime office worker population. In new retail development consider allowing for different formats and sizes of spaces so that a variety of retail tenants, including small businesses, may lease space.	4	Mid Term	Private Developer	SW BID
TC.4 Change the future land use designation of Westminster Presbyterian Church from Moderate Density Residential to Medium Density Residential with Low Density Commercial.	2, 3, 4, 7, 9	Long Term	DCOP	ANC

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ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
TC.5 Change the future land use designation of Christ United Methodist Church from Moderate Density Residential to Medium Density Residential with Low Density Commercial.	2, 3, 4, 7 9	Long Term	DCOP	ANC
TC.6 For proposed land use designation changes on 4th Street SW, a Planned Unit Development (PUD) process will have to be initiated. Should any site be landmarked as historic, thoughtful incorporation of existing structures and setbacks into future development is strongly preferred, with new construction limited to underdeveloped portions of the parcel.	2, 3, 4, 7, 9, 10	Long Term	DCOP	ANC
TC.7 Encourage pop-up retail and temporary creative uses in vacant spaces and parcels as a means to enliven a space, maintain retail continuity along 4th Street, promote small and local retailers and activate the main street.	4, 6	Short Term	DCOP, Private Developer	

CONCEPT | OPTIMIZED DISTRICT PARCELS

VISION: Southwest will be prepared for the future redevelopment of the neighborhood’s outdated public facilities and underused publicly owned land, allowing for the use of public resources in a way that benefits everyone and ensures that development aligns with neighborhood expectations for high-quality design and community benefits.












ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
<p>DP.1 Change future land use design designations of the properties at the Southwest Government Cluster (shown in Figure 7.1) as follows:</p> <ul style="list-style-type: none"> a. Change the future land use designation on Parcel A (MPD/Bowen School) from Local Public to Mixed-Use Local Public, Medium Density Commercial and Medium Density Residential. b. Change the future land use designation on Parcel B (DMV and FEMS Maintenance Site) from Local Public to Mix Use High Density Residential/High Density Commercial and Local Public. c. Change the future land use designation on Parcel C (DMV Inspection Station) from Local Public to Mixed-Use Local Public/Medium Density Residential. <p>Any development under the new land use designation should be achieved through a Planned Unit Development and should meet the following criteria:</p> <ul style="list-style-type: none"> • Conform to the Design Guidelines outlined in the Plan (pages 81-83). • Restore portions of the L’Enfant street grid through the dedication of former rights of way (ROW) for the creation of streets or pedestrian corridors. • If there is a public solicitation/disposition for residential development, require at least 20 percent of the total residential square footage to be set aside for affordable units. Determine if the site meets the requirements for additional affordable units per the “Disposition of District Land for Affordable Housing Amendment Act of 2014”. • The design orientation of new development should redefine Lansburgh Park as a “central park” by increasing interaction and access. 	7, 10	Short Term	DCOP	ANC

GUIDING PRINCIPLES:											
	01	02	03	04	05	06	07	08	09	10	11
ACTION						GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY		
DP.2 Construct a distinctive new Southwest Library at the current site of the existing library on Wesley Place. Future design of the library should incorporate/enhance the adjacent Library Park.						1, 2, 6, 10	Short to Mid Term	DCPL, DGS	DCOP		
DP.3 Support a feasibility study to determine how best improve the athletic fields/ recreation space adjacent to Jefferson Middle School Academy. Currently DPW uses an existing storage facility that prohibits full use of the recreation space.						5,6	Short to Long Term	DGS, DCPS, DPR, DPW			
DP.4 Support excellent design for any new municipal facilities at the Southwest Government Cluster (See Design Guidelines, pages 81-83).						2, 6, 10	Mid Term	DGS, DCPS, DPR, DPW	DCOP		

CONCEPT | VIBRANT CONNECTIONS

VISION: The Southwest neighborhood will feature vibrant connections that support an active community and attractive environment, accommodate multiple transportation modes, increase mobility and safety within the community and provide ease of access to adjacent neighborhoods and the waterfront.

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
VC.1 Clearly delineate school crossings for Jefferson Middle School Academy, Amidon-Bowen Elementary School and Van Ness Elementary school with vehicular and pedestrian wayfinding signage and or street markings. Pursue funding opportunities with the National Center for Safe Routes to School for all three schools.	3, 6	Short Term	DDOT	Jefferson, Amidon-Bowen DCPS
VC.2 Enhance neighborhood edges and gateways by improving crosswalks, signage, lighting and/or streetscapes at key gateways: a. South Capitol Street at 'I', L, M and N Streets. b. Maine Avenue and P Street between 4th, 3rd, Canal, First and Half Streets. c. I-395 at 7th Street, 4th Street and Randall Recreation Center.	3,8	Mid to Long Term	DDOT	DPR, DCOP
VC.3 Improve pedestrian/cyclist crossings through enhanced signage, redesigned crosswalk flashing signals and/or speed cameras at the following intersections: a. 'I' Street at 7th Street, Delaware Avenue and First Street. b. M Street at Half, First, 3rd and 6th Streets. c. P Street between Half, First, 3rd, 4th and Canal Streets.	3,8	Short Term	DDOT	ANC
VC.4 Link bicycle routes across Southwest by extending dedicated bicycle lanes as recommended in the <i>MoveDC</i> plan along the following segments: a. 7th Street between 4th Street and Maine Avenue. b. 3rd Street between 'I' Street and M Street. c. First Street between M Street and P Street.	3,8	Mid Term	DDOT	DCOP
VC.5 Work with Capital Bikeshare to install additional bikeshare stations in Southwest, particularly at the following locations: a. 'I' Street at Randall Recreation Center. b. P Street and South Capitol Street. c. 'I' Street and Wesley Place at Library Park.	8	Short to Mid Term	DDOT	DCOP
VC.6 Coordinate with DDOT to install signage, paving and plantings for a biking and walking path along P Street that ties the Anacostia Riverwalk Trail to The Wharf development and the Potomac River.	3,8	Short to Mid Term	Private Developer, DDOT	DCOP

GUIDING PRINCIPLES:											
	01	02	03	04	05	06	07	08	09	10	11

ACTION	GUIDING PRINCIPLES ADDRESSED	TIMELINE	LEAD AGENCY	PARTNER AGENCY
VC.7 Support DDOT's final recommendations for transportation and infrastructure changes along M Street to create a true multimodal transit corridor that improves connections and access throughout the Planning Area to The Wharf, Waterfront Metrorail station, Buzzard Point and Capitol Riverfront.	8	Mid to Long Term	DDOT, Private Developers	
VC.8 Improve streetscape and pedestrian infrastructure along Maine Avenue to create a complete street in alignment with plans depicted by Hoffman-Madison Waterfront for its development at The Wharf.	3	Short to Long Term	DDOT	
VC.9 Change the future land use designation of Riverside Baptist Church (see page 117) from Moderate Density Residential to Medium Density Residential/Low Density Commercial to create a gateway into the community on the corner of 'I' Street and Maine Avenue. Any development under the new land use designation should be achieved through a Planned Unit Development. Development should consider the site's gateway quality and conform to the Design Guidelines contained in the Plan (see pages 81-83).	3	Short to Long Term	DDOT, DCOP	ANC
VC.10 Create wayfinding signage from the Waterfront Metrorail station across Maine Avenue to The Wharf through a collaboration with Hoffman-Madison Waterfront and the Southwest Business Improvement District.	3, 7	Short Term	DCOP	
VC.11 Coordinate with the South Capitol Street Corridor Project to promote a high performance "green" streetscape, improve connections across South Capitol Street at 'I', M and P Streets, and reduce/limit commuter traffic through the Southwest neighborhood.	3, 8	Long Term	DDOT, Private Developers	DCOP
VC.12 Improve access to and use of Lansburgh Park by reinstating K and L Streets for improved access (including bicycle/pedestrian use) to increase visibility and access and reduce the isolated feel of the park. Maintain and improve the First Street pedestrian greenway from M Street to 'I' Street to increase visibility and access and reduce the isolated feel of the park.	8	Short Term	DDOT	
VC.13 Convene regular interagency meetings to determine the best approach to upgrading the underpasses and identify an entity to lead the effort to clean and maintain the underpasses.	2, 8	Short Term	DDOT	Underpass Owners, ANC

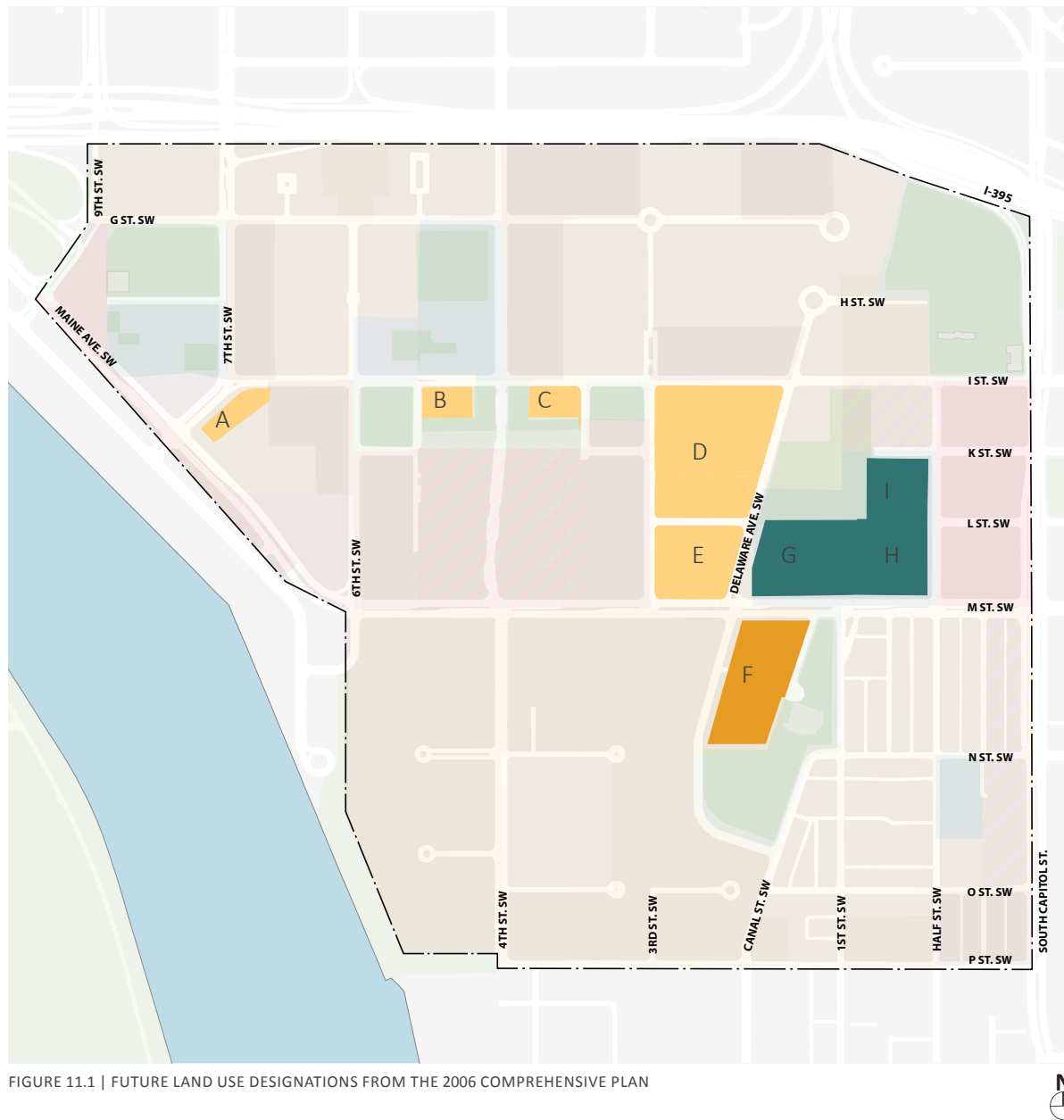


FIGURE 11.1 | FUTURE LAND USE DESIGNATIONS FROM THE 2006 COMPREHENSIVE PLAN

- A. Riverside Baptist Church
- B. Westminster Presbyterian Church
- C. Christ United Methodist Church
- D. Greenleaf North
- E. Greenleaf North of M Street
- F. Greenleaf South of M Street
- G. MPD
- H. DMV/FEMS
- I. DMV Inspection Station

- MODERATE DENSITY RESIDENTIAL (1-3 STORIES)
- MEDIUM DENSITY RESIDENTIAL (4-7 STORIES)
- HIGH DENSITY RESIDENTIAL (8+ STORIES)
- LOW DENSITY COMMERCIAL
- MODERATE DENSITY COMMERCIAL
- MEDIUM DENSITY COMMERCIAL
- HIGH DENSITY COMMERCIAL
- PARKS AND OPEN SPACE
- LOCAL PUBLIC
- PUBLIC, INSTITUTIONAL
- STRIPING INDICATES A MIX OF USES

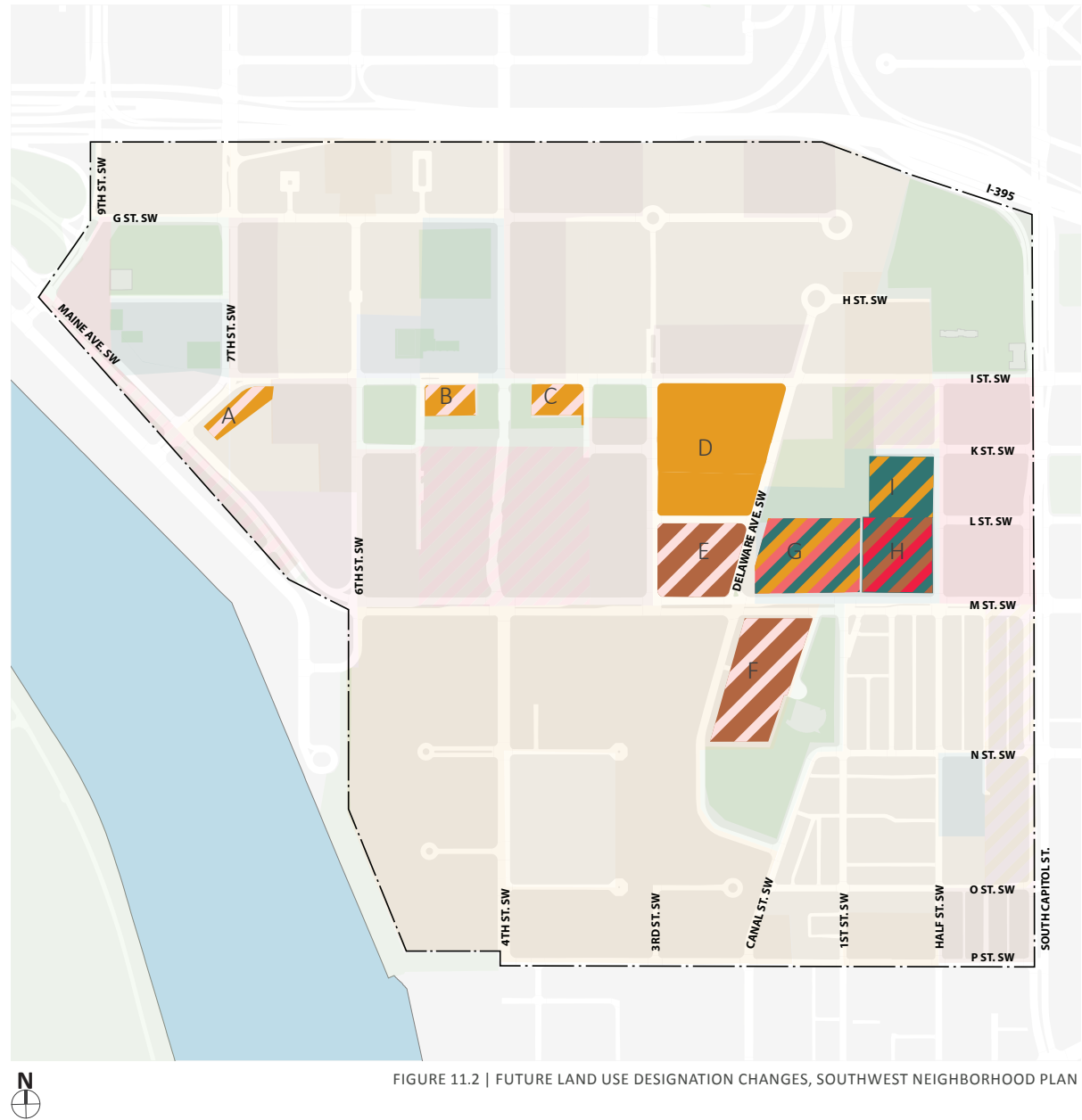


FIGURE 11.2 | FUTURE LAND USE DESIGNATION CHANGES, SOUTHWEST NEIGHBORHOOD PLAN

ABBREVIATIONS

AN	Advisory Neighborhood Commission
BID	Business Improvement District
DCCA	District of Columbia Commission on Arts & Humanities
DCOP	District of Columbia Office of Planning
DCHA	District of Columbia Housing Authority
DCPL	District of Columbia Public Library
DCPS	District of Columbia Public Schools
DCRA	Department of Consumer & Regulatory Affairs
DDOE	District Department of the Environment
DDOT	District Department of Transportation
DC Water	District of Columbia Water & Sewer Authority
DGS	Department of General Services
DHCD	Department of Housing & Community Development
DMPED	Deputy Mayor for Planning & Economic Development
DOES	Department of Employment Services
DPR	Department of Parks & Recreation
DPW	Department of Public Works
DSLBD	Department of Small & Local Business Development
WDCEP	Washington, DC Economic Partnership
WMATA	Washington Metropolitan Area Transit Authority

DEFINITIONS

Small Area Plan (SAP)

The Small Area Plan provides a framework for the strategic development, redevelopment, or preservation of a specific neighborhood(s) or corridor(s). Small Area Plans address the District’s planning goals on a more localized level and seek to update the Comprehensive Plan by providing detailed direction for the development of city blocks, corridors, and neighborhoods. Small Area Plans allow citizens to develop strategic priorities that will shape future development in their neighborhoods, identify gaps and opportunities in city services and resources deployed at the neighborhood level, and shape critical capital budget decisions and agency investment priorities. Small Area Plans are submitted to the DC Council as legislation and are subject to Council approval. The SW Neighborhood Plan is classified as a Small Area Plan.

Comprehensive Plan

A long-range (20 year) plan containing maps, policies, and actions to guide the future physical development of a city or county. In DC, the Comprehensive Plan consists of “District” elements prepared by the Office of Planning and “Federal” elements prepared by the National Capital Planning Commission. The District’s last major update to the Comprehensive Plan was conducted in 2006 and a minor update was completed in 2011. The Comprehensive Plan is available to the public on the Office of Planning’s website (planning.dc.gov) or can be reviewed by visiting the Office of Planning in person. In April 2013, the Office of Planning released a Comprehensive Plan Progress Report to detail the status of implementation efforts for the 2006 Comprehensive Plan. The Progress Report is available at OP or on our website.

SAP Advisory Committee

For every Small Area Plan, an Advisory Committee is formed. The SAP Advisory Committee is typically comprised of a group of local community leaders (ANC commissioners, resident council members, civic association leaders, and other designated or elected residents of the study area) whose role is to assist the Office of Planning with outreach and the design of the planning process for the SAP. While OP looks to the Advisory Committee for guidance on outreach and process as well as review of plan materials, the entire community fully participates in creating the plan vision, the guiding principles and the plan recommendations that comprise the SAP. In addition to meetings with the Advisory Committee, every SAP follows a highly participatory process with several public meetings and opportunities for input.

US Department of Housing and Urban Development (HUD) Choice Neighborhoods Program

From www.hud.gov:

“The Choice Neighborhoods program supports locally driven strategies to address struggling neighborhoods with distressed public or HUD-assisted housing through a comprehensive approach to neighborhood transformation. Local leaders, residents, and stakeholders, such as public housing authorities, cities, schools, police, business owners, nonprofits, and private developers, come together to create and implement a plan that transforms distressed HUD housing and addresses the challenges in the surrounding neighborhood. The program is designed to catalyze critical improvements in neighborhood assets, including vacant property, housing, services and schools.”

Density

Density is an indicator of the number of people, or amount of building (usually measured in square feet), in a given area.

Development

The process of creating new buildings, amenities, or infrastructure. Development is often a collaborative process that involves government agencies, private companies (developers), and community input.

Economic Development

Economic Development refers to any of a number of programs and activities designed to increase a community’s overall wealth. This includes policies geared towards the creation of new jobs, establishment of new businesses, improvement of existing businesses, and training of residents to fill local jobs.

Historic Preservation

The preservation of historically-significant structures and neighborhoods, often with the intent of restoring or rehabilitating the structures to their former condition, or the goal of retaining an area’s character and recognizing its heritage.

Land Use

Land use refers to the type of activity or development that occupies a parcel of land. Common land uses include housing, retail, industrial/manufacturing, recreation, and institutional. Increasingly, two or more compatible uses (commonly retail and office or retail and housing) are allowed or encouraged on a single site (mixed-use).

Mixed-Use Development

A development type in which various uses, such as office, retail, and residential, are combined in a single building or on a single property.

Mixed-Income Housing

Generally refers to housing (or neighborhoods) that includes both affordable (subsidized) units and market-rate units, suitable for a mix of low, moderate, and above-moderate income households.

Mobility

The ability to move from one place to another, or to transport goods from one place to another. This can mean the ability to go from place to place (like commuting from home to work), or the ability to move within a space (the sidewalks in a neighborhood, the width of aisles in a store, whether a building has stairs, or elevators).

Planned Unit Development (PUD)

The process through which a land owner (often a developer) seeks to develop a property in a way that is not allowed “by right” (meaning that current zoning does not allow the building size or building use without seeking special permission). PUDs must still comply with the District’s future land use goals, and the process allows a greater level of community input than “by right” development.

Public Realm

The areas throughout the city that are not privately owned. Public realm includes parks, streets, sidewalks, civic institutions (such as libraries), and all other land and buildings that are controlled by the local or federal government.

Streetscape

Streetscape encompasses the look and function of the District’s streets, sidewalks, street furniture, lights, and other related amenities. In considering streetscape improvements, the District considers a wide variety of elements such as street width, bicycle lanes, sidewalk width, on-street parking, tree boxes and planters, median strips, and other elements. Streetscape improvements have a number of goals including improving mobility through a space, enhancing public safety, economic development, and environmental sustainability.

Sustainability

A philosophy of managing development that merges economic, social, and environmental considerations, and that seeks to create self-sustaining systems. Environmental sustainability, which often gets the most attention, focuses on reducing the use of non-renewable materials. In a similar way, economic sustainability and social sustainability focus on creating communities that are healthy and that create economic, recreational, mobility, and other opportunities across all demographics.

Timeframe (Implementation Chapter)

Short-term (1-2 years)

Mid-term (2-5 years)

Long-term (5-10 years)

Transit-Oriented Development (TOD)

Development directly surrounding major public transit access points such as Metro, Amtrak, commuter rail stations, or streetcar lines, that is generally higher-density and mixed-use in order to allow the greatest possible access to living near shopping and employment opportunities.

Urban Design

The art and science of giving form, in terms of both beauty and function, to selected urban areas or to whole cities. “Urban design” includes the location, size, and design of all types of urban structures from parks to streetlights to buildings, and combines elements of urban planning, architecture, and landscape architecture.

Zoning

A set of locally-adopted regulations which implement the Comprehensive Plan Land Use Map and policies, establish the range of allowable uses in defined geographic areas of a community (districts), set the standards for development in each district, and define the process for gaining approval to develop land or change land uses.



12 ACKNOWLEDGMENTS

District of Columbia

Muriel Bowser, Mayor

District of Columbia Council

Ward 6 Councilmember Charles Allen

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** Thank you former Councilmember Tommy Wells for supporting the Plan.*

Southwest Neighborhood Plan Advisory Committee

Advisory Neighborhood Commission 6D

Roger Moffat, Chairperson	Rhonda Hamilton
Rachel Reilly Carroll	Andy Litsky
Stacy Cloyd	Sam Marrerro †
David Garber †	Ron McBee *

Civic Associations and Community Representatives

Georgia Abernathy	Eumania Leftwich
Kael Anderson	June L. Marshall
Jane Boorman	Marvin Martin
Hara Ann Bouganim	Marilyn Melkonian
Eve Brooks	Cindi Miller
Melonee Bryant	Carolyn Mitchell
Cecille Chen	Naomi Mitchell
Carol Cogwill	Mary Moran
Felicia Coutts	J. Nickerson
Bob Craycraft	William Rich
Tom Daly	Colleen Rooney
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† Commissioners whose term ended on December 31, 2014.
 * On behalf of the Project Team and the community, we would like to thank former ANC Commissioner Ron McBee who died on October 8, 2013 before the Plan could be finalized. Mr. McBee, often referred to as the “Mayor of Southwest”, was a tireless activist and advocate for the community. He will be missed.



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