



Submit a Proposed Amendment to the Comprehensive Plan of the National Capital: District Elements

Use this form to submit a **proposed text or map amendment** for the Second Amendment Cycle to the 2006 *Comprehensive Plan of the National Capital: District Elements*. If you are submitting more than one amendment, please use multiple forms. **Only one amendment will be accepted per form.**

The information you provide will assist in evaluating and selecting Comprehensive Plan amendments for the DC Office of Planning to ultimately submit for legislative approval. **It is the responsibility of the applicant to demonstrate the need for and appropriateness of an amendment.** Please review the *Comprehensive Plan Proposed Amendment User Guide* prior to completing this form for further details and assistance in completing this form correctly.

To review the current text and maps of the District's Comprehensive Plan, please visit the DC Office of Planning's website at <http://planning.dc.gov/page/comprehensive-plan>.

HOW TO SUBMIT THIS FORM

Completed forms are due to the DC Office of Planning **no later than May 26th**. Forms submitted after the deadline will not be considered.

You can submit proposed amendment in three different ways:

1. using an interactive version of this form online at <https://AmendPlanDC.dc.gov>.
2. email a completed copy of this pdf to plandc@dc.gov. Submit each proposed amendment with any attachments as a separate email address and form.
3. complete a printed copy of this form and provide it by mail or in person to DC Office of Planning, Attn: Josh Ghaffari, 1100 4th Street SW, Suite E650, Washington, DC 20024. Copies of this form are expected to be available in all DC libraries.

Thank you for your interest in the District's Comprehensive Plan and for completing this form. All proposed amendments will receive equal consideration. If you have any questions, please contact the project team at 202-442-7600 or plandc@dc.gov.

I. APPLICANT INFORMATION

Date of Submission: 06/23/17

Person proposing amendment: Parisa Norouzi w/ planners, advocates, activists, small business owners, coops, others.

Organization or Government agency name (if applicable): DC Grassroots Planning Coalition

Mailing Address: 1419 V Street NW c/o Empower DC

City: Washington

State: District of Columbia

Zip Code: 20009

E-Mail: grassrootsplanning@protonmail.com

What Ward do you live in? N.A.

Need help finding which Ward you live in? please visit the "What's is My Ward" website <http://app.dc.gov/whatsmyward/myward.html>

I propose this change (check all that apply):

- ☒ as a Resident
- ☐ as a Non Resident
- ☒ on behalf of Business
- ☒ on behalf of an Organization
- ☐ on behalf of a Government Agency
- ☐ Other

II. Please provide the following information. Please note that certain sections apply only to map or text amendments. Be as clear and complete as possible.

PLEASE COMPLETE FOR BOTH TEXT AND MAP AMENDMENTS

1. What type of amendment are you submitting? This question applies whether you want to amend existing content or add new content.

- ☒ Text Amendment
- ☐ Map Amendment

2. Please provide a brief description of the amendment you propose. If you have specific text for the amendment, please provide it here:

Amendments to the Mid City Element that serve the to preserve and protect the socio-economic, environmental, and cultural aspect of this special part of the city.

3. Describe the impact(s) of the amendment you propose. Explain why the proposed amendment will benefit the District of Columbia and/ or a specific geographic area (if it applies to a specific neighborhood, area or location):

4. If applicable, provide the Ward and/ or name of the geographic areas, neighborhoods, locations or sites affected by this proposed amendment:

Ward:

Specific location(s):

Need help finding ward you live in? please visit the "What's is My Ward" website <http://app.dc.gov/whatsmyward/myward.html>.

5. Please indicate the type of change(s) the proposed amendment will accomplish (check all that apply):

- ☐ Incorporate key content from Small Area Plans & other DC Office of Planning or District government plans completed or underway since 2010

List Name of Plans:

DC Economic Development Plans
Sustainable DC
Climate Ready DC
DC Language Access Act

- ☐ Reflect current, new or emerging issues, initiatives & policies

Identify Issue, Initiative or Policy:

Anti-Displacement; Economic Justice and Equity for the People;
Racial Justice in Planning & Development;
Protecting Public Assets, Public Land, Buildings, and Services for Public Needs;
Equitable Access to Public Services (transit, community facilities, and adequate infrastructure)

- ☐ Change to the land use designation
- ☐ Remove outdated information or other technical correction

- ☒ Other

FOR MAP AMENDMENTS ONLY

6.a Which map would you like to amend?

☐ Future Land Use Map

- if yes, what new Land Use Designation do you propose?:

☐ Generalized Policy Map

- if yes, what changes do you propose?:

6.b Please help us understand exactly what area you propose to modify, please provide one of the following:

- Describe the area by listing the streets that mark its boundaries:

- List one or more entire Squares:

- List one or more lots for a specific Square

Square:

Lot number(s):

*If you need assistance finding the square and lot number, please visit the **PropertyQuest** website <http://propertyquest.dc.gov/>.*

FOR TEXT AMENDMENTS ONLY

7. Provide one of the the following information to help us locate the text to be modified. (To see existing text, please visit the *2006 Comprehensive Plan: District Elements* at [http:// planning.dc.gov/ page/ comprehensive-plan](http://planning.dc.gov/page/comprehensive-plan)):

Legislative Citation: 10A-2008; 2011; 2012; 2014

Policy Number: Mid City Chapter 20

Action Number:

8. If you are proposing to add new text to the Comprehensive Plan, provide the Element the new text should be placed:

Element (required): Mid-city

9. Is this amendment supported by an ANC resolution?

☐ Yes. if yes, please don't forget to attach the resolution.

☐ No

☒ Don't Know

FOR ALL AMENDMENTS

10. If applicable, please attach any photos, maps, Advisory Neighborhood Commission resolutions, or other documents that may clarify or support the proposed amendment or assist in evaluating it.

Number of attachments: Five

2008 MC-1.1 GUIDING GROWTH AND NEIGHBORHOOD CONSERVATION

2008.1 The following general policies and actions ~~should~~ guide and direct growth and neighborhood conservation decisions in the Mid-City Planning Area. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. Policies from existing Small Area Plans and Revitalization Studies (Georgia Avenue, Columbia Heights, Uptown, etc.) are referenced in Section MC-2 2008.1

2008.2 Policy MC-1.1.1: Neighborhood Conservation

Retain and reinforce the historic character of Mid-City neighborhoods, particularly its row houses, older apartment houses, historic districts, and walkable neighborhood shopping districts. The area's rich architectural heritage and cultural history, existing local and immigrant businesses, and working families, and existing neighbors must ~~should~~ be protected, preserved, supported, and enhanced. Evaluation and reporting of conservation methods and cases shall be provided regularly to the public. 2008.2

2008.3 Policy MC-1.1.2: Directing Growth

Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metrorail station areas, as well as along the Georgia Avenue corridor and the North Capitol Street/Florida Avenue business district. Opportunities for new mixed income housing, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map. New development must consider negative impacts and must take into account prevailing neighborhood heights, densities, and socio-economic characteristics. 2008.3

2008.4 Policy MC-1.1.3: Infill and Rehabilitation

~~Encourage r~~Redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. must be. Infill development should be compatible in scale and character with immediate adjacent uses. Existing residential communities shall be protected from encroaching commercial impacts. Infill development should prioritize public uses and community services. 2008.4

NEW POLICY 1.1.3.1: All vacant or underused public properties in the Mid City Element shall be retained as public property for needed public services and use.

2008.5 Policy MC-1.1.4: Local Services and Small Businesses

The city must pProtect the small businesses and essential local services that serve Mid-City. Require the implementation of city resources and funding to support and preserve existing local businesses, especially those that hire from Mid-City neighborhoods. Encourage the establishment of new businesses that provide retail and commercial ~~these~~ services in areas where they are lacking, especially on the east side of the Planning Area. Zoning and planning decisions shall include conditions that ~~disallow and~~ discourage the introduction of national chain stores into Mid-City neighborhoods.. 2008.5

2008.6 Policy MC-1.1.5: Conservation of Row House Neighborhoods

Recognize the value and importance of Mid-City's row house neighborhoods as an essential part of the fabric of the local

community. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods ~~reflect the shall desire to~~ retain the row house patterns and each neighborhood's prevailing built environment. Land use controls ~~must~~ discourage the subdivision of single family row houses into multi-unit apartment buildings ~~and~~ should encourage the use of English basements as separate dwelling units, in order to retain and increase the rental housing supply. 2008.6

2008.7 **Policy MC-1.1.6: Mixed Use Districts**

~~Encourage preservation of~~ Preserve residential housing, especially for families, the housing located within Mid-City's commercially zoned areas. Within mixed use (commercial/residential) areas, such as Mount Pleasant Street and Columbia Road, ~~require~~ encourage commercial uses that do not adversely impact the established residential uses. 2008.7

2008.8 **Policy MC-1.1.7: Protection of Affordable Housing**

~~Strive to r~~Retain the character of Mid-City as a mixed income community. ~~Protect by protecting~~ the area's existing stock of affordable housing units, especially those for families, and promoteing the construction of new affordable units, new public housing units, and ensuring housing voucher programs are fully funded and readily accessible to Mid-City families. Zoning entitlements and approvals must include conditions requiring the construction of affordable family-sized units at 3-bedrooms or more. 2008.8

2008.9 **Policy MC-1.1.8: Traffic and Parking Management**

Improve traffic circulation along major Mid-City arterial streets, with a priority on 14th Street, Georgia Avenue, U Street, 18th Street, Columbia Road, and Connecticut Avenue. Implement programs in these areas to improve bus circulation, improve pedestrian and bicyclist safety and ease of travel, and mitigate the effects of increased traffic on residential streets. Consistent with the Transportation Element of the Comprehensive Plan, provide alternatives to automobile use-including improved transit and innovative personal transportation options-for existing and new residents to reduce the necessity of auto ownership, particularly where parking and traffic problems exist. 2008.9

See the Transportation Element for additional policies on reducing auto dependence.

2008.10 **Policy MC-1.1.9: Transit Improvements**

Improve public transit throughout the Mid-City Planning Area, with an emphasis on shorter headways on the north-south bus routes, additional east-west and cross-park bus routes, smaller and more frequent shuttles and buses, and more frequent and extended Metrorail service. Continue assistance programs for the area's transit dependent groups, including the elderly, students, and disabled. 2008.10

NEW POLICY MC-1.1.9.1 – Require the evaluation of impacts by new developments on existing public transit services and require developers to fund upgrades to transit infrastructure and for additional transit services as conditions for zoning entitlements.

2008.11 **Action MC-1.1.A: Rezoning Of Row House Blocks**

Selectively rezone well-established residential areas where the current zoning allows densities that are well beyond the existing development pattern. The emphasis should be on row house neighborhoods that are presently zoned R-5-B or higher, which include the areas between 14th and 16th Streets NW, parts of Adams Morgan, areas between S and U Streets NW, and sections of Florida Avenue, Calvert Street, and 16th Street. 2008.11

2008.12 **Action MC-1.1.B: Overconcentration of Liquor-Licensed Establishments**

Identify the potential for regulatory controls to address the problem of excessive concentrations of liquor-licensed establishments within the neighborhood commercial districts, particularly on 18th Street and Columbia Road. 2008.12

2008.13 **Action MC-1.1.C: Transit Improvements**

Support the development of a fully integrated bus, streetcar, subway, bicycle, and pedestrian system within the Planning Area by moving forward with plans for expanded service on the Metro Green Line, extension of the Metrorail Yellow Line, and bus rapid transit on Georgia Avenue. 2008.13

2008.14 **Action MC-1.1.D: Off-Street Parking**

Support the development of off-street parking facilities in the Columbia Heights, Adams Morgan, and U Street commercial districts, and the implementation of parking management programs that maximize the use of existing parking resources (such as the Reeves Center garage), minimize traffic associated with “circling” for spaces, and reduce conflicts between users. 2008.14

See the Transportation and Land Use Elements for additional policies on off-street parking standards.

The provisions of Title 10, Part A of the DCMR accessible through this web interface are codification of the District Elements of the Comprehensive Plan for the National Capital. As such, they do not represent the organic provisions adopted by the Council of the District of Columbia. The official version of the District Elements only appears as a hard copy volume of Title 10, Part A published pursuant to section 9a of the District of Columbia Comprehensive Plan Act of 1994, effective April 10, 1984 (D.C. Law 5-76; D.C. Official Code § 1 -301.66)) . In the event of any inconsistency between the provisions accessible through this site and the provisions contained in the published version of Title 10, Part A, the provisions contained in the published version govern. A copy of the published District Elements is available www.planning.dc.gov.

2011

MC-2.1 GEORGIA AVENUE CORRIDOR

- 2011.1 Georgia Avenue is one of the city's most significant and historic avenues. As a traffic artery, it carries thousands of commuters in and out of the city daily. As a commercial corridor, it provides goods and services to residents in neighborhoods like LeDroit Park, Pleasant Plains, and Park View. Yet today, the avenue is in need of revival. Despite its distinctive building stock and the strong housing market around it, the avenue still has pockets of crime, deteriorating commercial and residential properties, a steady increase of automobile-oriented businesses, and declining infrastructure and public space. 2011.1
- 2011.2 Several planning initiatives have been launched for the Georgia Avenue corridor during the past five years. In 2005, the Office of Planning completed a Revitalization Strategy for the portion of the corridor extending from Euclid Street on the south to Decatur Street on the north. Below Euclid, much of the street frontage is controlled by Howard University and is addressed in the Howard Campus Plan. The University's plans include joint development of Howard Town Center, a large mixed use residential and retail project. The University also has launched the "LeDroit Park Initiative" to spur improvement and reinvestment in the surrounding neighborhood. South of Barry Place, Georgia Avenue/7th Street is contained within the Strategic Development Plan for the Uptown Destination District. The entire corridor is also one of the city's designated "Great Streets." 2011.2
- 2011.3 Although these initiatives cover different sections of the corridor, they share common goals. These include revitalization through strategic growth and development, preservation of historic assets and unique architecture, improvement of the streetscape and public space, creation of new housing and job opportunities, and upgrading of public transit. Such initiatives are bolstered through efforts by local faith-based institutions to provide family support and job training services in the community. 2011.3
- 2011.4 Plans for Georgia Avenue seek to attract quality neighborhood-serving retail businesses and services, reduce vacancies, and explore shared parking strategies to meet parking demand. A number of specific actions have been recommended, including creation of an overlay zone to encourage redevelopment, market incentives such as tax increment financing, façade improvement programs, and targeted improvements on blocks with high vacancies. New parking lots or structures are suggested on specific sites along the corridor, and pedestrian safety measures such as more visible crosswalks and improved lighting have been

proposed. The Georgia Avenue Revitalization Strategy includes an “Action Plan” to initiate and monitor these measures. 2011.4

2011.5 **Policy MC-2.1.1: Revitalization of Lower Georgia Avenue**

Encourage continued revitalization of the Lower Georgia Avenue corridor. Revitalization shall not result in the unexpected displacement of residents, small businesses, or any available open areas, public space, and institutional uses. Georgia Avenue should be an attractive, pedestrian-oriented “Main Street” with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space. New commercial uses must not result in adverse impacts to the existing built-environment or to the adjacent residential areas. 2011.5

2011.6 **Policy MC-2.1.2: Segmenting the Corridor**

Develop distinct identities for different segments of the Georgia Avenue Corridor. Within the Mid-City area, these should include a ParkView/Park Morton section (Otis to Irving), a Pleasant Plains section (Irving to Euclid), a Howard University section (Euclid to Barry Place), and the Uptown Arts District (Barry Place southward). 2011.6

2011.7 **Policy MC-2.1.3: Georgia Avenue Design Improvements**

Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including tree planting, preserving, enhancing, and creation of new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image. Improvement must encourage pedestrian safety, especially for children and elders. 2011.7

2011.8 **Policy MC-2.1.4: Howard University**

Encourage and strongly support continued relationship-building between Howard University and the adjacent residential neighborhoods. Work with Howard University in the abatement of any outstanding community issues such as the

redevelopment of vacant property, façade/building enhancements, and buffering issues associated with campus expansion. Stimulate joint development opportunities with the University that benefit students and surrounding residents. And redevelopment on or around the campus must not adversely impact existing residential areas and be compatible with the existing built-environment and character. 2011.8

2011.9 **Action MC-2.1.A: Georgia Avenue Revitalization Strategy**

Implement the recommendations of the 2004 Revitalization Strategy for the Georgia Avenue and Petworth Metro Station Area and Corridor. Require city funding and resources be directed to vulnerable small businesses, or the landowners who are threatened by displacement and over-development. Immigrant and minority businesses must be protected from displacement by new developments, gentrification pressures, and excessive construction impacts. 2011.9

2011.10 **Action MC-2.1-B: Howard Town Center**

Develop a new mixed-use neighborhood center on land to the west of Howard University Campus. This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional moderate to medium-high density housing development, civic space, cultural facilities, and public open space on surrounding sites. RequireAppropriate transitions in scale should be established between this centerbetween any campus redevelopment and the lower density row house neighborhoods to the west. Identify and mitigate adverse impacts and compatibility of land use. Prevent the over saturation of residential units for single professionals. Zoning entitlements and density bonuses must be tied to deeper affordability levels and the inclusion of significant numbers of family-sized units.

2011.11 **Action MC-2.1.C: Great Streets Improvements**

Implement the Great Streets initiative recommendations for Georgia Avenue, including transit improvements, façade improvements, upgraded infrastructure, blight abatement, and incentives for housing and business development along the avenue. New developments must include private financing for public service needs such as increased public transit needs and infrastructure upgrades. 2011.11

2011.12 **Action MC-2.1.D: Park Morton New Community**

Pursue redevelopment of Park Morton as a “new community”, replacing the existing public housing development with an equivalent number of new public housing units, plus new market-rate and “workforce” housing units, to create a new mixed income community. ~~Consider implementing this recommendation in tandem with plans for the reuse of public land on Spring Road.~~ Ensure that every effort possible is made to avoid permanent displacement of residents ~~if this action is followed~~ by requiring that the project be built in place on the public land at Park Morton. 2011.12

2011.13 **Action MC-2.1.E: Reuse of Bruce School**

~~Encourage the reuse of the vacant Bruce School (Kenyon Street) as a neighborhood-serving public facility, such as a library, recreation facility, education center for youth and adults, or vocational training center, rather than using the site for private purposes. Retain the open public space at Bruce Monroe as a community park entirely to be used. Open space on the site should be retained for community use. If redevelopment is to occur at the site, it shall consist of low to moderate density public institutional uses, such as a library, recreation facility, education center for youth and adults, vocational training, and a public garden and environmental learning space.~~ 2011.13

2011.14 **Action MC-2.1.F: Senior Wellness Center**

Develop a Senior Wellness Center on the Lower Georgia Avenue corridor to meet the current and future needs of area residents. 2011.14

Source: Comprehensive Plan Amendment Act of 2006, effective March 8, 2007 (D.C. Law 16-300) published at 54 DCR 924 (February 2, 2007); as amended by Comprehensive Plan Amendment Act of 2010, effective April 8, 2011 (D.C. Law 18-361) published at 58 DCR 908, 931 (February 4, 2011).

The provisions of Title 10, Part A of the DCMR accessible through this web interface are codification of the District Elements of the Comprehensive Plan for the National Capital. As such, they do not represent the organic provisions adopted by the Council of the District of Columbia. The official version of the District Elements only appears as a hard copy volume of Title 10, Part A published pursuant to section 9a of the District of Columbia Comprehensive Plan Act of 1994, effective April 10, 1984 (D.C. Law 5-76; D.C.

Official Code § 1 -301.66)) . In the event of any inconsistency between the provisions accessible through this site and the provisions contained in the published version of Title 10, Part A, the provisions contained in the published version govern. A copy of the published District Elements is available www.planning.dc.gov.

2012 MC-2.2 14TH STREET CORRIDOR/COLUMBIA HEIGHTS

- 2012.1 14th Street is in the midst of an urban renaissance, with hundreds of new housing units under construction and new ground floor retail businesses opening on almost every block between Rhode Island Avenue and Park Road. Once a major commercial thoroughfare, the corridor was hard hit by the 1968 riots, and many of its buildings sat vacant for more than 30 years. 2012.1
- 2012.2 Much of the recent activity has focused on the Columbia Heights Metro Station area. The commercial district around 14th and Park Streets was initially developed in the early 1900s as a transit-oriented commercial center, anchored by the now-historic Riggs Bank (now PNC) and Tivoli Theater on the northwest and northeast corners. In 1997, a series of community workshops was held to create a redevelopment strategy for the area, ultimately targeting several major parcels owned by the Redevelopment Land Agency (RLA) around the Metro station. 2012.2
- 2012.3 The 1997 effort led to another initiative several years later, which culminated in the 2004 Columbia Heights Public Realm Framework Plan. The Framework Plan was developed to enhance public space in the Metro station vicinity. The Plan was coordinated with plans for private development on adjacent properties which when completed will add over 600 new housing units, approximately 650,000 square feet of retail space, 30,000 square feet of office space, and 2,000 parking spaces. The Framework Plan also incorporated connections to the new 800-student Bell Lincoln Middle and High School and Multi-Cultural Center, as well as other cultural and civic uses nearby. 2012.3
- 2012.4 The goal of the Columbia Heights Public Realm Framework is to make the neighborhood more pedestrian friendly, coordinate infrastructure improvements, and create a stronger civic identity for Columbia Heights. Its recommendations include a new civic plaza, paving and streetscape improvements, tree planting, public art, and reconfiguration of streets and intersections to improve pedestrian and vehicle safety. 2012.4
- 2012.5 South of Columbia Heights, medium-density mixed use development is proposed on many blocks extending south from Irving Street to U Street. Redevelopment over the next ten years will reshape the corridor from auto-oriented commercial uses, including several “strip” shopping centers and warehouses, to an attractive urban residential street. Special efforts should be made to refurbish and preserve subsidized housing along the corridor, and to establish appropriate transitions in scale and density between the corridor and the less dense residential areas on the west and east. Strengthening of the 11th Street neighborhood commercial district, located several blocks east of Columbia Heights, also should be encouraged. With the opening of the DC-USA project and other large-scale retail development near the Columbia Heights Metrorail station, programs to assist the existing small businesses in this area may be needed. 2012.5
- 2012.6 The construction of hundreds of new housing units and one of the largest retail complexes in the city will have significant traffic impacts on Columbia Heights during the coming years. East-west traffic flow through the area is particularly problematic, since many of the east-west streets are residential in character and are already congested. Blocked travel lanes, double-parking, poorly marked lanes, angled intersections

and poorly timed traffic signals contribute to the problem. Although DDOT completed a traffic study for the area in 2003 and identified potential transportation improvements, there is a need for additional traffic analysis to evaluate the impacts of planned development and develop appropriate mitigation measures. The goal of these measures should not be to increase vehicle speed on the east-west streets, but rather to improve mobility through the area and reduce the adverse effects of traffic on residents and businesses. 2012.6

2012.7 **Policy MC-2.2.1: Columbia Heights Metro Station Area Development**

Develop the Columbia Heights Metro Station area as a thriving mixed use community center, anchored by mixed income housing [equitably proportionate across the spectrum of housing affordability](#), community serving retail [with an emphasis on promoting entrepreneurs and small businesses by and of Ward 1 residents](#), offices, civic uses, and public plazas. ~~Strive to r~~Retain the neighborhood's extraordinary cultural diversity as development takes place [by implementing measures to prevent displacement of families, residents and small businesses](#), and place a priority on development and services that meet the needs of local residents. 2012.7

2012.8 **Policy MC-2.2.2: Public Realm Improvements**

Improve the streets, sidewalks, and public rights-of-way in the 14th/Park vicinity to improve pedestrian safety and create a more attractive public environment. [Keep public rights of way, open spaces, and plazas available for full public use without private interference or advertising](#). 2012.8

2012.9 **Policy MC-2.2.3: Pocket Parks**

Pursue opportunities to create new publicly-accessible open space in Columbia Heights and to increase community access to public school open space during non-school hours. [Parks must be maintained and preserved under public control for freely accessible public use](#). 2012.9

2012.10 **Policy MC-2.2.4: Traffic and Parking Management**

Improve bus, pedestrian, bicycle, and vehicular movement; parking management; and pedestrian safety along the 14th Street corridor while balancing the transportation and traffic needs of adjacent cross-streets. Undertake transportation improvement programs to sustain the additional residential, retail and institutional development that is now under construction or planned around the Columbia Heights Metro station. These improvements should achieve a balanced multi-modal system that meets the needs of pedestrians, bicyclists, transit users, and motorists. [Implement smaller electric jitneys to transport residents around the Ward 1 community](#). 2012.10

2012.11 **Policy MC-2.2.5: 11th Street Commercial District**

Retain the 11th Street corridor between Kenyon and Monroe Streets as a neighborhood shopping district. Preserve the low- to moderate mixed use character of the corridor ~~and, retain existing small business and~~ encourage new local-serving retail businesses that are operated and staffed by Ward 1 residents. Ensure a substantial amount of affordable housing is preserved and maintained, especially for families needing 3+ bedrooms and housing. 2012.11

2012.12 Policy MC-2.2.6: Mid-14th Street Commercial District

~~Support ongoing efforts to strengthen~~ Retain and support the small businesses on Park Road by providing local Ward 1 operators the needed city resources to avoid displacement from rising commercial rents and protect the small, non-chain -businesses on 14th Street between Newton Street and Shepherd Street through façade improvements, technical assistance, direct funding and grants, enhanced public infrastructure, and other measures to sustain a thriving business community that serves the surrounding neighborhood. 2012.12

2012.13 Action MC-2.2.A: Columbia Heights Public Realm Framework Plan

Implement the Columbia Heights Public Realm Framework Plan, including the installation of unique lighting and street furniture, improvement of sidewalks, tree planting, public art, and construction of a civic plaza along 14th Street at Park Road and Kenyon Street. Streetscape improvements should include not only the 14th Street corridor, but gateway points throughout Columbia Heights. 2012.13

2012.14 Action MC-2.2.B: Park Improvements

Upgrade and re-design small neighborhood pocket parks within Columbia Heights, especially at Monroe and 11th Street, and at Oak/ Ogden/14th Streets. 2012.14

2012.15 Action MC-2.2.C: Mount Pleasant/Columbia Heights Transportation Improvements

Implement the recommendations of the Mount Pleasant/Columbia Heights Transportation Study, including traffic calming measures for the Columbia Heights community. Update the Study recommendations as needed based on follow-up analysis of projected traffic conditions in the area. The updated study should address alternative routing of east-west traffic to reduce impacts on residential streets. 2012.15

The provisions of Title 10, Part A of the DCMR accessible through this web interface are codification of the District Elements of the Comprehensive Plan for the National Capital. As such, they do not represent the organic provisions adopted by the Council of the District of Columbia. The official version of the District Elements only appears as a hard copy volume of Title 10, Part A published pursuant to section 9a of the District of Columbia Comprehensive Plan Act of 1994, effective April 10, 1984 (D.C. Law 5-76; D.C. Official Code § 1 -301.66)) . In the event of any inconsistency between the provisions accessible through this site and the provisions contained in the published version of Title 10, Part A, the provisions contained

in the published version govern. A copy of the published District Elements is available www.planning.dc.gov.

2014 MC-2.4 18TH STREET/COLUMBIA ROAD

- 2014.1 In the late 19th and early 20th centuries, Adams Morgan was a fashionable suburb of row houses and elegant apartments. During World War II, many of its homes were divided into apartments (or used as rooming houses), changing the character of the neighborhood. A large number of young adults and immigrants settled in the neighborhood in the post-war years. A new name for the community was coined by community activists, combining the names of two neighborhood schools-the predominantly white Adams and the predominantly black Morgan. 2014.1
- 2014.2 In the 1950s and early 1960s, the neighborhood saw an influx of Cubans and Puerto Ricans. In the 1980s, waves of immigrants from Central America arrived, many seeking refuge from political and economic turmoil. Today, Adams Morgan has the second largest Salvadoran population in the United States. The neighborhood's colorful street murals, first painted by Latinos in the 1970s, are now a Washington tradition and are emulated throughout the city. The commercial district along 18th Street and Columbia Road has become a center of Washington nightlife, with an array of ethnic restaurants, coffee houses, bars, and funky shops that attract people from across the region, as well as visitors to the city. 2014.2
- 2014.3 The neighborhood continues to experience growing pains as it grapples with strong demand for housing and the popularity of its entertainment scene. To the east of 18th Street, a zoning overlay was created for the Reed-Cooke area in 1989 to protect existing housing and ensure compatible infill development on a number of large properties. Several large low-rise condominium projects were developed in the 1990s and early 2000s, and today there are plans for a new grocery store in the former Citadel skating rink. 2014.3
- 2014.4 Elsewhere in the neighborhood, there are still concerns about the conversion of row houses to apartments, over concentration of bars, the loss of affordable housing units, and inadequate buffering between residential and commercial uses. Public-private redevelopment of the Marie Reed School campus is currently under consideration. The project provides an opportunity for a new school and community facility-and possibly new affordable housing, but has raised concerns about additional density, congestion, and the loss of open space. The continued strong involvement of the Advisory Neighborhood Commission, local community organizations, and individual residents will be important as these conflicts and challenges are addressed. 2014.4
- 2014.5 **Policy MC-2.4.1: Protecting the Character of Adams Morgan**

Protect the historic [built environment and socio-economic](#) character of the Adams Morgan community through historic landmark and district designations, [and](#) by ensuring that new construction is consistent with the prevailing heights and densities in the neighborhood, [and in seeking to preserve existing at-risk affordable housing and small businesses, especially those owned and/or operated by immigrants. Historic public areas and open plazas must be preserved as open public space. Prevent development that destroys the 18th Street viewshed to downtown and the monuments.](#) 2014.5

2014.6 **Policy MC-2.4.2: Preference for Local-Serving Businesses**

~~Require direct financial support and city resources for~~ Enhance the local-serving, multi-cultural character of the 18th Street/ Columbia Road business district. ~~The city shall support~~ Encourage small businesses that meet the needs of local residents, rather than convenience stores, ~~chain-stores, or~~ large-scale commercial uses, and concentrations of liquor-licensed establishments, ~~and hotels, short-stay residences and hostels.~~ Consistent with this policy, the conversion of restaurants to night clubs or taverns and the expansion of existing night clubs or taverns into adjacent buildings ~~should shall not be allowed~~ be discouraged. ~~Residential buildings shall not be redeveloped as hospitality hotels and hostels. Require city funding and resources be directed to owners of residences and businesses vulnerable to displacement pressures.~~ 2014.6

2014.7 **Policy MC-2.4.3: Mixed Use Character**

~~Encourage retention~~ Retain of the older mixed use buildings along 18th Street and Columbia Road and facilitate infill projects which complement them in height, scale, and design. Actively downzone Adams Morgan mixed-use commercial districts to retain existing viewsheds and to prevent the “canyon effect” that could be brought on by new mixed used developments. Discourage conversion of existing apartment buildings in the commercial area to non-residential uses, and ensure that the long-term viability of these uses is not threatened by the encroachment of incompatible uses. 2014.7

2014.8 **Policy MC-2.4.4: Transportation Improvements**

Improve traffic movement, accessibility, and the flow of people along key arterial streets, particularly along 18th Street and Columbia Road and residential connector streets such as Kalorama Road and Euclid Street. Implement new measures to address parking problems on residential streets near the Adams Morgan business district. These measures could include extension of the residential permit parking program to a “24/7” timeframe, with appropriate consideration given to the needs of residents, businesses, and visitors. Implement cutting edge public transportation options, like electric jitneys, which can serve the Adams Morgan area and throughout the Ward -2014.8

2014.9 **Policy MC-2.4.5: Reed-Cooke Area**

Protect existing housing within the Reed Cooke neighborhood, maintaining heights and densities at compatible appropriate human-scale levels and ~~encouraging~~ require small-scale business development that does not adversely affect the residential community. Density bonuses must not be granted in the Reed-Cooke area but for the creation of affordable housing for families at the deepest affordability levels. 2014.9

2014.10 **Policy MC-2.4.6: Adams Morgan Public and Institutional Facilities**

~~Encourage the retention~~ Retain and adaptively reuse ~~of~~ existing public facilities in Adams Morgan,

including the use of schools for public purposes such as education, clinics, libraries, and recreational facilities. ~~In addition, encourage the constructive, adaptive and suitable reuse of historic churches with new uses such as housing in the event such facilities cease to operate as churches. Retain and redevelop for public use the Perpetual Savings plaza (now Suntrust Plaza) for continued use by Adams Morgan residents and vendors. Seek funding for a satellite branch library in Adams Morgan.~~ 2014.10

2014.11 **Action MC-2.4.A: 18th Street/Adams Morgan Transportation and Parking Study**

Work closely with the Advisory Neighborhood Commission and community to implement appropriate recommendations of the 18th Street/ Adams Morgan Transportation and Parking Study, which was prepared to better manage vehicle traffic, pedestrian and bicycle movement, on-street and off-street parking, and streetscape improvements along 18th Street and in the surrounding area of Adams Morgan. Appropriate recommendations are those on which a consensus can be developed, and those on which consensus may not be achieved but where the views and comments of all stakeholders have been duly considered and discussed. 2014.11

2014.12 **Action MC-2.4.B: Washington Heights, ~~and~~ Lanier Heights, Reed-Cooke**

Support the existing built-environment of the ~~designation of~~ the Washington Heights historic district. Support the designation of Lanier Heights and the Reed-Cooke area as a National Register Historic District. Conduct additional historical surveys and consider historic district designations for other areas around Adams Morgan, including Lanier Heights, portions of Reed-Cooke, the 16th Street area, and Walter Pierce Community Park. Immediately rezone any parcels within Adams Morgan historic districts to match the prevailing historic built-environment and character. 2014.12

2014.13 **Action MC-2.4.C: Marie H. Reed Community Learning Center**

Continue the community dialogue on the reuse of the Marie H. Reed Community Learning Center to determine the feasibility of modernizing the school, improving the playing fields and recreational facilities, and providing enhanced space for the health clinic and other community services. This dialogue should be undertaken in the context of addressing present and future local public facility needs, open space needs, school enrollment and program needs, and the community's priorities for the site. 2014.13

2014.14 **Action MC-2.4.D: Local Business Assistance**

Immediately Explore the feasibility of amending tax laws or ~~developing~~ tax abatement and credit programs to retain neighborhood services and encourage small local-serving businesses space along 18th Street and Columbia Road. All small businesses vulnerable to displacement must be protected by the city. 2014.14

See also Action MC-1.1.A regarding the rezoning of row house blocks.

The provisions of Title 10, Part A of the DCMR accessible through this web interface are codification of the District Elements of the Comprehensive Plan for the National Capital. As such, they do not represent the organic provisions adopted by the Council of the District of Columbia. The official version of the District Elements only appears as a hard copy volume of Title 10, Part A published pursuant to section 9a of the District of Columbia Comprehensive Plan Act of 1994, effective April 10, 1984 (D.C. Law 5-76; D.C. Official Code § 1 -301.66)) . In the event of any inconsistency between the provisions accessible through this site and the provisions contained in the published version of Title 10, Part A, the provisions contained in the published version govern. A copy of the published District Elements is available www.planning.dc.gov.