

Draft Amendments

~~DELETIONS~~
ADDITIONS

CITATION HEADING

CITATION Narrative Text. Citation

NEW **New text, policy, or action.**

CITATION ***Policy Element Abbreviation-Section Number. Policy Number: Policy Name***

CITATION *Action Element Abbreviation-Section Number. Action Letter: Action Name*

Completed Action Text (at end of action and before citation): **Completed – See Implementation Table.**

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1600 OVERVIEW

- 1600.1 The Central Washington Planning Area is the heart of the District of Columbia. Its 6.8 square miles include the “monumental core” of the city, with such landmarks as the U.S. Capitol and White House, the Washington Monument and Lincoln Memorial, and the Federal Triangle and Smithsonian Museums. Central Washington also includes the city’s traditional Downtown and other employment centers such as the Near Southwest and East End. It includes Gallery Place and Penn Quarter, the region’s entertainment and cultural center. Finally, Central Washington includes ~~emerging~~ **more recently densified** urban neighborhoods like Mount Vernon Triangle and North of Massachusetts Avenue (NoMa~~A~~). 1600.1
- 1600.2 The area’s boundaries are shown in the map at left. A majority of the area is within Ward 2, with portions also in Ward 6. All of Central Washington is within the boundary of the 1791 L’Enfant Plan and its streets, land uses, and design reflect this legacy. The area’s grand buildings, boulevards, and celebrated open spaces—particularly the monuments, museums, and federal buildings on the National Mall—define Washington’s image as an international capital. Planning for this area is done collaboratively with the federal government, with the National Capital Planning Commission having land use authority over federal lands. 1600.2
- 1600.3 Central Washington is of great importance to the District, the region, and the nation. It is the seat of the federal government, and the economic, cultural, and historic core of the region. It contains the third largest concentration of office space in the United States, trailing only New York City and Chicago. ~~The DC Department of Employment Services reports that with over 400,000~~ **475,531** persons ~~are~~ employed within its boundaries. The area’s preeminence is underscored by its land use patterns; it includes more than ~~100~~ **115** million square feet of office space (almost ~~25~~ **23** percent of the region’s total), **2.6** million square feet of retail floor space, over ~~11,000~~ **15,000** hotel rooms, major entertainment venues, and ~~the second~~ **on of the** largest theater districts in the country. It is also the center of the region’s transportation network, with one of the best underground mass transit systems in the world. 1600.3
- 1600.4 ~~This Area Element takes a broader view of the city center than has been taken in past plans. Historically, city plans for “Downtown” have covered the area east of 16th Street NW, north of the National Mall/US Capitol complex, and south of Massachusetts Avenue. However, in~~ Most residents, workers, and visitors think of Downtown in a broader sense—including area as far north as Dupont Circle, as far west as Foggy Bottom, and as far east as Capitol Hill. ~~However, o~~ Only about half of the central city workforce is located within the city’s ~~“traditional”~~ Downtown. ~~“Traditional”~~ **Additionally,** Downtown is ~~also~~ almost completely built out. Most of the District’s future employment growth will take place beyond its boundaries, in areas like **Downtown East**, NoMa~~A~~ and Near Southeast (in the adjacent Anacostia Waterfront Planning Area). 1600.4
- 1600.5 Washington’s ~~“traditional”~~ Downtown includes Chinatown, the arts district around Gallery Place, the retail core near Metro Center, the mixed use Penn Quarter and Mount Vernon Square areas, and concentrations of government office buildings at Federal Triangle and Judiciary Square. While these areas are distinct from one another, they all

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offer a blend of historic and contemporary development, a mix of uses, and largely pedestrian-friendly environments. Private office buildings, many built to the 12- to 14-story limit allowed by the Height Act, extend across much of the area. ~~Traditional~~ Downtown also contains many exceptional historic buildings and public spaces, including many **District of Columbia** National Register landmarks. 1600.5

- 1600.6 Moving from ~~“traditional”~~ Downtown to the West End, the transition is seamless. The pattern of 12- to 14-story office buildings, hotels, ground floor retail space and restaurants, and historic landmarks continues almost as far as Washington Circle. There are concentrations of retail space along Connecticut Avenue, and a cluster of global financial and banking institutions (including the World Bank and International Monetary Fund) on the area’s western edge. 1600.6
- 1600.7 Most of the area just north of the National Mall is federal land. This includes the “Northwest Rectangle” of government and institutional buildings between 17th and 23rd Streets, the Federal Triangle, the White House and Executive Office Building, **the Potomac Hill Campus (also known as the ~~Old Naval~~ Observatory Hill ~~Historic District~~), the ~~(site of the proposed US Institute of Peace), and a number of downtown parks and the Corcoran School College of the Arts & +Design.~~** **The Federal Triangle area, which experienced a major interior flooding in 2006 and, again, a more minor event as recently as 2019, is at a higher risk of interior flooding and future development or retrofits of infrastructure should address this through resilient design and construction.** Another major concentration of office space lies on the south side of the National Mall in the Near Southwest Federal District. This area includes the headquarters of several federal agencies as well as private office and hotel complexes like L’Enfant Plaza and the Portals. 1600.7
- 1600.8 On the eastern and northeastern flank of Downtown, the pattern of intense office development gives way to more varied land uses. The ~~new~~ Washington Convention Center occupies six square blocks north of Mount Vernon Square. A high-density residential area is emerging to the east in the Mount Vernon Triangle on land formerly used for surface parking and small businesses. After 20 years of planning, the Triangle and adjacent Massachusetts Avenue corridor between Mount Vernon Square and Union Station has become one of the densest neighborhoods in the City. ~~Some 1,300 new units were built between 2000 and 2005 and 1,700 units are now under construction.~~ Density on many of these sites is between 200 and 400 units per acre. 1600.8
- 1600.9 NoMa~~A~~ lies north and east of the Massachusetts Avenue corridor. ~~It includes an emerging office area along North Capitol Street~~ **This former light industrial enclave is today a vibrant and new mixed use neighborhood between the important North Capitol Street office corridor and the row house neighborhoods of Capitol Hill and spanning over the CSX railroad tracks.** ~~and a light industrial area between the CSX railroad tracks and the row house neighborhoods of Capitol Hill.~~ Office development has moved eastward into NoMa~~A~~ as developable land in the West End, Central Business District, East End, and Capitol Hill has become more scarce. The opening of the **NoMa-Gallaudet U** New York Avenue Metro station in late 2004 ~~has~~ made the area more attractive for investment, and many residential and office projects **have been built** ~~are now under consideration in this area.~~ 1600.9

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1600.10 While the office market in Central Washington has remained consistently strong in general, portions of Central Washington have experienced higher vacancy rates due to lower demand for office leases from the federal government, the general office market compression due to technological and cultural changes, and the creation of new and more competitive Class A and trophy office space in new and emerging neighborhoods. ~~;~~ ~~The area has only recently begun to~~ also reversed a decades-long decline in its role as a retail and entertainment destination. Likewise, the ~~30-year-old~~ goal of creating a “living downtown” with high-density housing is finally being realized especially in the outer edges of Central Washington where new mixed use and vibrant neighborhoods have emerged. The development of new residential buildings and the conversion of old office to residential in the Central Business District proper have been less common as residential prices still trail office prices for the closer to the core neighborhoods with a few notable exceptions like Penn Quarter and the old convention center sites. Billions of dollars in private investment, coupled with public incentives and plans to attract that investment, have had a transformative impact since the late 1990s. ~~The area has suddenly become “the” place to be in the region, and its first-rate restaurants, boutique hotels, and entertainment venues are attracting national attention. The promise of thousands more new residents, workers, and visitors during the next decade suggests that the best may be yet to come.~~ The area now has first-rate restaurants, hotels and entertainment venues that have attracted thousands of new residents. 1600.10

1601 HISTORY

1601.1 ~~Prior to~~ Before 1791, Central Washington consisted of open fields, pastureland, groves of trees, and meandering creeks and wetlands. This landscape was reshaped as work began on the new national capital starting with the Capitol, White House, and key departmental buildings and defenses. In 1800, the government arrived from Philadelphia, and the town of about 500 households began to grow, as major buildings rose on the avenues, and homes and businesses clustered along the side streets. The British invasion of 1814 ruined most of the federal buildings but the next year’s opening of a canal along what is now Constitution Avenue helped speed the repairs. Not until 1820 was the cornerstone, still visible today in Judiciary Square, laid for a permanent City Hall. ~~in the 1790s. Grand municipal buildings rose along the avenues, a canal was constructed (on what later would become Constitution Avenue), and homes and businesses were erected along the side streets. During the early 1800s, the government built the White House, the Capitol, City Hall, and other public buildings.~~ 1601.1

1601.2 Throughout the 19th and early 20th ~~Century~~ centuries, the area extending from the Capitol to the White House and from Pennsylvania Avenue north served as the commercial heart of the emerging city. In 1862, the first street car line opened along Pennsylvania Avenue between the Capitol and State Department, at 15th Street. Six months later, extensions reached to the Navy Yard and Georgetown, with 7th and 14th Street connections to the city’s edge (now Florida Avenue). By 1865, another streetcar line opened along F Street, NW, which eventually became the city’s primary shopping corridor. ~~As in other cities, streetcars helped fuel the first round of suburbanization. This also promoted the conversion of downtown from a mixed-~~

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~~use area to a more commercial destination. of a growing urban area. In the mid 1860s, the city's first street car line opened between the Capitol and the Willard Hotel at 14th Street and Pennsylvania Avenue. A streetcar line was later constructed along F Street, NW, which eventually became the city's primary shopping corridor.~~ 1601.2

1601.3 ~~As the federal government expanded through the late 19th Century, government buildings and related offices slowly displaced Downtown's residences and small businesses.~~ As the city matured through the late 19th Century, larger buildings for both private and government offices gradually displaced most of Downtown's residences and churches. By 1891, there were nearly 21,000 federal employees in the central city, and federal bureaus spilled into many leased buildings originally designed for other functions. Residential growth shifted to new neighborhoods to the north, east, and south. 1601.3

1601.4 By the end of the 19th century, the National Mall and Smithsonian museums had taken on increased importance as an American gathering place and cultural center. The Army Corps of Engineers finally completed the Washington Monument in 1888, and the prospect of a more beautiful city arose as the Corps shaped spacious riverside parkland and an ornamental Tidal Basin by filling in the Potomac River mudflats. This ~~role~~ promise was recognized and elevated by the McMillan Commission in 1901. The Commission's grand plan for the National Mall and its environs reshaped the city for the 20th Century, bringing a unified vision for Central Washington oriented around parks, fine architecture, and "city beautiful" design principles. Central Washington's physical form was further shaped by height restrictions adopted in 1894 and later revised in ~~the~~ 1899 and 1910 ~~Height Acts, enacted just as other major American cities were discovering the modern skyscraper.~~ Though first applied out of concern for fire and life safety, and harm to the property value of overshadowed neighbors, these height restrictions evolved to become integral with the new aesthetic vision for the national capital. 1601.4

1601.5 The area continued to grow for the next 50 years. Two world wars and the New Deal swelled the federal workforce, creating the demand for yet more Downtown office space. Downtown's retail core thrived as the city's population grew to more than 800,000 residents by 1950. Conversely, the shrinking number of residential areas in Central Washington began to deteriorate. They were among the first parts of the city targeted for urban renewal in the 1950s. 1601.5

1601.6 As the metropolitan area decentralized in the 1950s, Downtown's role became more one-dimensional. Its retail function waned as interstate highways were constructed and the customer base shifted to the suburbs. Office development moved from the traditional Downtown to K Street and to the redevelopment area south of the National Mall. Plans to revitalize Pennsylvania Avenue and other "special streets and places" were developed in response, and a variety of redevelopment concepts were explored for the West End, South Capitol Street, and the near Southeast. 1601.6

1601.7 These plans did little to stem Downtown's decline. The center of office activity continued to shift north and west and many of Downtown's historic landmarks, department stores, and office buildings were demolished or vacated. The 1968 riots also took a toll. 1601.7

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- 1601.8 Creation of the Pennsylvania Avenue Development Corporation (PADC) in 1972 set the stage for Downtown's revival. From 1972 to 1994, the PADC was responsible for bringing the first large scale modern buildings to the traditional Downtown. Despite these efforts, the area still lacked street activity and urban vitality. 1601.8
- 1601.9 In 1982, the Mayor's Downtown Committee with support from the Office of Planning produced "Downtown DC: Recommendations for the Downtown Plan." The proposed objectives and policies in that document were later placed into legislative format and adopted almost intact as the Downtown Element of the District's 1984 Comprehensive Plan. The recommendations addressed the area's decline and called for more diverse uses, with a strong emphasis on housing. The Plan envisioned a city center with retail uses focused on F Street, Gallery Place and Chinatown; new arts uses along 7th Street; and significant residential development at Penn Quarter and Mount Vernon Square. Quantified targets for new housing units, hotel rooms, office space, and arts space were established. 1601.9
- 1601.10 Downtown revitalization initiatives continued through the 1980s and 1990s. In the early 1990s, the Zoning Commission created the Downtown Development District (DDD) which required a greater mix of uses, such as housing, arts, and retail space. In 1996, the 100-member Interactive Downtown Task Force developed a "Vision and Action Plan," including recommendations for new retail and entertainment venues, visual and performing arts facilities, an intermodal transportation center, a Downtown Arts Committee, and international communication and trade facilities. The Plan led to the formation of the Downtown Business Improvement District in 1997 and tax increment financing legislation in 1998. 1601.10
- 1601.11 By 2000, the targets set in the early 1980s were finally becoming approachable realities. The Downtown Action Agenda of 2000 provided an updated framework for decisions, established a new vision, and set new goals for the traditional Downtown. A ~~2006~~ update of the Agenda ~~provided~~ ~~was launched in July 2006, providing~~ an opportunity to develop new goals and strategies for the coming years. **These goals, which, except for the need to create more housing, have been mostly reached in the last decade, include:**
- **Maximize and Concentrate Downtown Housing**
 - **Increase the Vitality of Street Life**
 - **Provide Clear Direction for Downtown Growth and New Development**
 - **Connect Downtown Economic Growth to District Residents.** 1601.11

1602

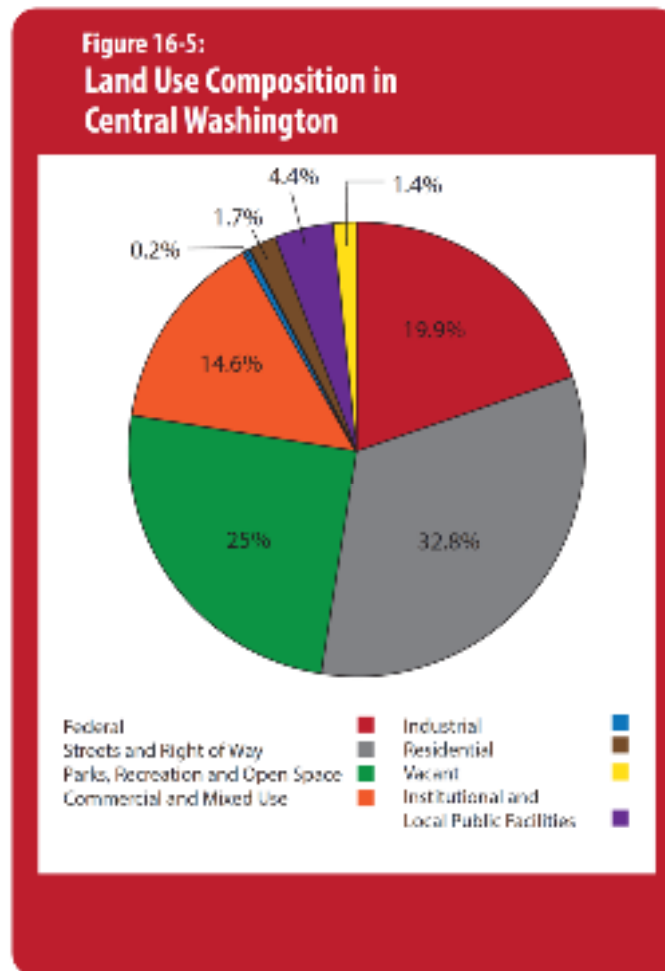
LAND USE

Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, DC- and Federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modelling approaches used a decade apart and not to actual changes in land use.

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1602.1 Land use statistics for the Planning Area appear in Figure 16.1. Central Washington comprises about 3,285 acres, or about 7.5 percent of the city. About 510 acres of the total area consists of water. 1602.1

1602.2 **NEW** Figure 16.1: Land Use Composition in Central Washington



1602.3 Compared to the other nine Planning Areas in the city, Central Washington contains much higher percentages of commercial **and mixed use** and federal land. Commercial **and mixed use** land represents ~~17~~ **14.6** percent of the total, ~~with about two-thirds of the acreage developed with private office buildings~~. Non-park federal land also represents ~~17~~ **19.9** percent of the total. Much of this land is also developed with offices, but in this case the owner and occupant is the federal government. 1602.3

1602.4 ~~Almost one-third of the Planning Area~~ **Approximately 27 percent of the Planning Area** consists of ~~street transportation~~ rights-of-way, ~~a slightly higher percentage than for the city as a whole~~. ~~Almost~~ One-quarter of the land area is **parks, recreation and** open space, which is also **slightly** higher than the ~~average total~~ for the city as a whole, **which**

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is 22.7 percent. Much of the open space is contained within the National Mall and almost all of the remainder is comprised of federal “reservations” managed by the National Park Service. The federal open space has significant programming restrictions, limiting its use for local purposes and District activities. 1602.4

1602.5 Residential land **(land that is only residential and not mixed use)** comprises just 1.67 percent of the Planning Area. Almost of all this acreage consists of mid- to high-rise apartments, with average densities exceeding 100 units per acre. **This low percentage is due to the fact that most residential developments in Central Washington also include non-residential uses within their buildings making them mixed use developments which are counted under the “commercial and mixed use” category.** Most of the residential development is located in ~~the northern part of the Planning Area, near Dupont Circle, along the Massachusetts Avenue corridor, Mount Vernon Triangle and in NoMa the Northwest One Urban Renewal Area.~~ Another concentration is located in the Penn Quarter, around 7th and D Streets NW. ~~There is no residential development south of the National Mall and north of I-395.~~ 1602.5

1602.6 The percentages of land area in other uses, such as institutions, public facilities, and utilities, are all relatively small. Only about ~~2.1~~ **1.4** percent of the Planning Area consists of vacant, unimproved private land. 1602.6

1602.7 ~~Most~~ **Much of the** land in Central Washington is publicly owned. Government uses, **classified as federal, local public (District owned land) and transportation rights-of-way represent just over 57 percent of the total land uses in Central Washington.** ~~including parks, federal land, streets, and public facilities, represent 76 percent of the area’s acreage. When institutions are added in, the figure approaches 80 percent.~~ 1602.7

1603 DEMOGRAPHICS

1603.1 Basic demographic data for Central Washington is shown in Table 16.1. In 2000, the area had a population of 10,665 or about 1.8 percent of the city’s total. By ~~2005~~ **2017**, population had increased to about ~~18,107, as more than a dozen large apartment or condominium complexes were added, or about 2.7 percent of the city’s total.~~ Household size is estimated at about 1.75, which is well below the citywide average of ~~2.12.~~ 1603.1

1603.2 Relative to the city ~~as a whole~~, Central Washington ~~has had~~ a ~~higher~~ **lower** percentage of seniors and ~~a lower percentage of~~ children **in 2017.** **Overall, only about 19.5 percent of the population was under the age of 18 or over the 65 compared to over 29.5 percent citywide.** ~~About 42 percent of the area’s residents lived in the same house in 2000 as they did in 1995. This is below the citywide average and is indicative of a relatively mobile population. The area also had a higher percentage of residents aged 18 to 34 than the citywide average.~~ 1603.2

1603.3 **Central Washington experienced shifts in the racial composition since 2000, when over 60 percent of the population was comprised of Black residents and 25.9 percent of the population was White residents. By 2015, the Black population decreased by just over 1,000 people and the percentage dropped to 29 percent. Conversely, the**

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White population more than tripled in size (from 2,757 people to 9,478) and the overall percentage increased to 52 percent. Similarly, the Asian/Pacific Islander population more than doubled and the population increased from 9 percent to 12 percent of the total. ~~Approximately 60 percent of the area's residents are African-American, which is on par with the citywide average. About 26 percent of the area's residents are white, which is just slightly below the citywide average. The area includes a higher percentage of foreign-born residents than the city as a whole, and a lower percentage of residents of Hispanic origin. Almost nine percent of Central Washington's residents are Asian, which is three times the citywide average.~~ 1603.3

1603.4

NEW Table 16.1: Central Washington at a Glance 1603.4

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	10,155	15,714	18,107	32,058	39,542	45,555
Household	5,159	8,975	10,159	18,316	22,407	25,989
Household Population	9,023	14,249	16,174	30,059	37,544	41,114
Persons Per Household	1.75	1.60	1.67	1.64	1.68	1.72
Total	175,145	441,227	475,111	511,503	545,109	567,025
Density (persons per sq mile)	2,455	3,554	4,211	7,485	9,186	10,152
Land Area (square miles)	4.2	4.2	4.2	4.3	4.3	4.3

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	
Age					
Under 18	1,693	17.9%	1,821	10.1%	17.6%
18-24	7,117	67.4%	16,577	81.5%	70.6%
25-34	2,295	21.2%	8,162	45.1%	34.6%
35-44	2,617	26.2%	5,011	27.6%	35.8%
45 and over	1,585	16.7%	1,710	9.4%	11.8%
Residents Below Poverty Level	7,560	15.9%	1,294	11.5%	17.6%
Racial Composition					
White	2,757	25.9%	9,478	52.3%	40.7%
Black	6,450	50.5%	1,773	24.1%	47.7%
Native American	28	0.3%	35	0.2%	0.3%
Asian/Pacific Islander	951	8.9%	2,183	12.1%	3.8%
Other	247	2.3%	400	2.3%	6.0%
Multi-Racial	251	2.2%	757	4.1%	2.0%
Hispanic Origin	748	5.7%	1,673	9.3%	10.7%
Foreign-Born Residents	1,700	16.7%	1,215	18.1%	14.0%
Tenure					
Owner Households	771	11.0%	2,063	20.9%	41.7%
Renter Households	4,388	89.0%	8,052	79.1%	58.3%
Housing Occupancy					
Occupied Units	5,152	98.1%	10,159	87.7%	92.2%
Vacant Units	97	1.9%	1,421	12.3%	9.8%
Housing by Unit Type					
1-unit, detached	58	1.0%	211	2.0%	11.0%
1-unit, attached	581	9.9%	421	4.1%	25.1%
2-4 units	125	2.1%	146	1.3%	12.3%
5-9 units	155	2.8%	222	2.1%	6.8%
10-19 units	591	9.8%	172	1.6%	10.9%
20 or more	4,777	81.2%	10,110	91.4%	35.4%
Mobile/other	0	0%	5	0.0%	0.1%

* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

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1604 HOUSING CHARACTERISTICS

1604.1 The majority of the housing units (91.4 percent) in Central Washington is multifamily housing in buildings with 20 or more units. The number of new units in buildings with 20 plus units increased by almost 6,000 units from 4,777 in 2000 to 10,589 in 2017 meaning that most new units constructed in the Area were in larger buildings.

~~The 2000 Census reported that 90 percent of Central Washington's 5,880 housing units were in multi-family buildings; 75 percent were in buildings with more than 50 units each. These percentages have increased in the last five years as almost all new housing in the Planning Area has consisted of large multi-unit buildings. The area contains fewer than 100 single family detached homes. Further, almost all new housing in the planning area has consisted of multifamily buildings, growing by more than 5,000 units from 2000 to 2015.~~ 1604.1

1604.2 ~~The 2000~~ Similarly, the 2017 Census reported that ~~89~~ 79.4 percent of the households in the Planning Area were renters and only ~~11~~ 20.6 percent were homeowners. This represents a quadruple increase in owner-occupied units as more condominiums have been constructed in the Area. ~~This balance is shifting as a growing share of new construction consists of owner-occupied condominiums. Based on projects under construction today, the percentage of renter occupied units is likely to decline to between 60 and 70 percent by the next Census.~~ 1604.2

1604.3 In ~~2000~~ 2017, nearly 12 percent of the housing units in Central Washington were vacant. This is slightly higher than the citywide average of ~~9.86~~ 9.86 percent. 1604.3

1605 INCOME AND EMPLOYMENT

1605.1 Data from the Department of Employment Services and the Office of Planning indicates there were approximately ~~423,000~~ 475,531 jobs in Central Washington in ~~2005~~ 2017, primarily in the government, professional, and non-profit sectors. This represents about ~~57~~ 59 percent of the city's job base. ~~Year 2000 Census "journey to work" data states that 150,000 Maryland commuters and 115,000 Virginia commuters traveled into Central Washington every day to work. Another 90,000 residents from the other nine planning areas of the District of Columbia also commute into Central Washington each day.~~ 1605.1

1605.2 ~~About 39 percent of the inbound commuters drive alone to work and about 38 percent take public transit. Some 18 percent carpool or vanpool and five percent walk or bicycle. The high volume of commuter traffic strains the area's road network on a daily basis, and places a premium on convenient, high-quality transit.~~ 1605.2

1605.3 ~~In 2000, the Census~~ According to the 2017 Census, ~~indicated~~ the median household income in the Planning Area was ~~\$27,879~~ \$43,318. This is substantially ~~below~~ above the citywide average of ~~\$45,927~~ \$77,649. More than ~~30~~ 19.5 percent of the area's residents lived below the federal poverty level in ~~2000~~ 2017. ~~However, the~~ The addition of thousands of market-rate condominiums and apartments since 2000 has undoubtedly brought a sharp rise in median household income in the area ~~since then~~. 1605.3

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1605.4 ~~Census data indicates that about 47 percent of the area's employed residents hold jobs within Central Washington. About 30 percent work elsewhere in the District, and the remaining 23 percent reverse commute to suburban jobs.~~ 1605.4

~~These figures add to less than 423,000 due to the growth in employment (about 32,000 jobs) since 2000, and the fact that only workers with regular daily commutes in and out of Central Washington are counted.~~

1606 PROJECTIONS

1606.1 Based on projects that are under construction, approved, or proposed; regional growth trends; and the planning policies articulated by the Comprehensive Plan, significant growth is expected in Central Washington during the next 20 years. The Planning Area is expected to grow from ~~8,000~~ 10,159 households in ~~2005~~ 2017 to ~~16,400~~ 23,986 households in ~~2025~~ 2045. Population will ~~nearly~~ more than double from about ~~15,700~~ 18,107 residents ~~today in 2017~~ to about ~~30,000~~ 43,653 residents by ~~2025~~ 2045. Most of the growth in Central Washington is expected to consist of new high-density housing, particularly in the Mount Vernon Triangle and NoMa~~A~~ areas. Medium and moderate density housing is also anticipated, as communities like Sursum Corda/Northwest One are redeveloped. 1606.1

1606.2 The number of jobs is expected to increase from about ~~423,000~~ 475,531 ~~today in 2017~~ to ~~490,000~~ 511,903 in 2025. This represents just ~~over~~ less than half of the total increase in employment projected for the District of Columbia between ~~2005~~ 2017 and ~~2025~~ 2045. Most of the increase will take place in NoMa~~A~~ and on the eastern side of the ~~traditional~~ Downtown. ~~Major development sites such as the Old Convention Center also will generate a significant number of new jobs.~~ Replacement of some of the aging building stock in the traditional Downtown, Near Southwest, and Golden Triangle areas also can be expected. 1606.2

~~1607~~ PLANNING AND DEVELOPMENT PRIORITIES

~~1607.1 Priorities for Central Washington were discussed at Comprehensive Plan community workshops throughout 2005 and 2006. Several meetings with the Advisory Neighborhood Commissions that include Central Washington were conducted. Briefings to business and trade organizations with a stake in Downtown's future also took place. The revision process also included a Small Group Discussion on Downtown in October 2005. About 25 participants representing an array of Central Washington neighborhoods and interests were present.~~ 1607.1

~~1607.2 The following priorities for Central Washington were expressed through this process:~~ 1607.2

- ~~a. The vision of a mixed use "living downtown" remains even more applicable today than it was 305 years ago when it was conceived. A priority should continue to be placed on diversifying the mix of Downtown land uses to strengthen its role as the heart of the city. The~~

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area is already the center of one of the largest urban office markets in the world. Strengthening Central Washington as a creative, vibrant urban center will require more housing, retail, and arts and entertainment venues. It will also require facilitating the expansion of the traditional Downtown to the east and southeast. Capital projects, financial and development incentives, and continued strong leadership will be needed to create the desired mix of uses.

- b. The Central Area should be a diverse place and its diversity should be reflected on many levels. Not only should it feature a mix of uses, but it should serve a variety of users, including Downtown and city residents, workers and visitors from across the region, as well as those from the rest of the country and the world. Downtown retailers should serve customers with a variety of income levels, and retailers themselves should include small, locally grown businesses as well as national chains. Non profits and those who cannot afford Class A office rents also provide desirable diversity. Participants in Comp Plan discussions stated that further efforts should be made to nurture Downtown's developing mix of fine restaurants, theaters, galleries, clubs, and retail shops and to complement these uses with attractive public spaces to achieve the eclectic, organic, high energy character that defines cities like London and New York.
- c. In addition to being diverse, Downtown should be authentic. This should be expressed through its appreciation and celebration of its history, culture and heritage. Thus, a priority should be placed on the preservation of buildings, places and uses which express these qualities. Recent efforts to restore the former Carnegie Library Building, create farmers markets, and improve the Central Library to provide space for cultural celebrations are examples of actions which contribute to the feeling of authenticity. Chinatown presents an interesting case. While on the one hand, preserving Chinatown's authenticity has to be about more than just preserving facades or using Chinese characters on street signs, on the other hand, there has been a marked reduction in the number of Chinese businesses. It remains to be seen if Chinatown can maintain an authentic role as the center of a dispersed Asian community. Historic preservation should be strongly promoted Downtown where the historic fabric is still largely intact, but contemporary architecture also should flourish in places where new construction is appropriate.
- d. One issue raised during the Comprehensive Plan revision was the question of who Downtown Washington "belongs" to. The Mall may be a national gathering place, but many District residents do not perceive it as "theirs." Downtown should function as the city's "Commons", a place where residents can come, feel welcome, celebrate good times and, when necessary, even protest about District issues. The former Convention Center site should provide a great physical site for the expression of the Commons. There is a need for other public gathering places, events, and

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activities that reinforce Central Washington's role as the great melting pot that serves all of the city's neighborhoods.

- e. ~~Central Washington's design is unique among American cities. Its distinguishing qualities, including its diagonal avenues, monumental buildings, low building heights, and open spaces, are viewed as some of the District of Columbia's greatest assets. It is essential that new buildings reflect this character and add to the sense of place. In particular, attention must be paid to how buildings meet the street. Curb cuts, blank walls, and inactive ground floor uses should be minimized. Loading and parking entrances should be off of alleys as much as possible. As noted in the Urban Design Element of the Comprehensive Plan, the identity of Central Washington's multiple centers needs to be more clearly defined, and the connections between them need to be improved.~~
- f. ~~While recognizing Central Washington's national and international role, the area should also play a special role for our own citizens. It should serve the multiple needs of all its citizens, without regard to age, class or ethnic background. Many activities serving very low income persons and those with special needs including social services, low cost housing, and emergency shelter have faced displacement as land values and rents have increased. Given the area's location, urban character, and accessibility, a significant number of special needs housing units and human service facilities should be retained in the future. This should be achieved by preserving the affordable housing units left, preserving (or replacing) emergency shelter space, and creating new forms of affordable housing that work best in a Downtown setting such as Single Room Occupancy hotels. Other social service facilities, such as day care centers and job training facilities, are needed to sustain Downtown as a community hub.~~
- g. ~~Central Washington is the hub of the metropolitan transportation system with 15 Metrorail stations, commuter and interstate rail terminals, and major bridges, freeway, and surface street infrastructure. However, to retain its central role, it must overcome transportation challenges including:~~
- ~~• Some Metrorail stations that are nearing capacity~~
 - ~~• Recent security related street closures that have constricted traffic~~
 - ~~• Conflicts between street activities, such as truck deliveries, bus stops, taxi stands, and parking~~
 - ~~• Conflicts between building perimeter security and pedestrian circulation~~
 - ~~• An inadequate supply of parking to meet shopper and visitor needs~~

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- ~~Confusing signage and a lack of information about routes and transportation services.~~
- ~~The DC Circulator has been an important step to connect Central Washington destinations to one another, but additional improvements are needed. Improving east-west and north-south circulation, and improving parking management continue to be high priorities. Supporting Metro's efforts to increase capacity—especially at Metro Center—also should be a priority.~~
- h. ~~The “federal” city and “domestic” city should be connected as one, as they are in other great national capital cities. The Mall's museums and attractions are ringed by imposing federal office buildings that offer few amenities or opportunities for visitors, or even their own employees, and little indication of what lies a few blocks beyond. The expansion of development and redevelopment around the Mall should begin to diminish these distinctions and provide more amenities closer to the Mall. There will need to be special efforts to draw tourists into Downtown, such as signage and streetscape improvements, new transportation modes, such as the DC Circulator, and the development of new attractions, such as the Newseum and Spy Museum in the heart of Downtown. In addition to the urban design benefits of unifying the Mall and Downtown, there are other benefits as more visitors choose to dine, shop, and stay in the District. Waterfront park improvements provide another way to tie the city together; developing a continuous 11-mile band of waterfront open space from Georgetown to the Arboretum was an important theme of the NCPC Legacy Plan and will continue to be a priority in the future.~~
- i. ~~Downtown's growth and success should continue to benefit residents of the District of Columbia. Downtown already plays a pre-eminent role in the economic health of the city, producing a net benefit of \$600 million per year in tax revenues. In addition, the growth of retail trade, hotels, restaurants, and other services will create many entry-level jobs. The continued development of office space will create new clerical, professional, mid-level, and management jobs in emerging and growing professions. Job placement, apprenticeships, and training programs are needed to ensure that District residents can take advantage of these opportunities.~~
- j. ~~While Downtown has been among the top office markets in the world since the beginning of the decade, the health of that market should not be taken for granted. Changes in security policies on the part of the Defense Department will result in the abandonment of over four million square feet of office space in Arlington alone, most of it proximate to Metro stations, and already less costly per square foot than Downtown office space. This situation will require achieving a delicate balance between using the strength of the Downtown office economy to leverage public~~

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~~benefits without hindering its ability to compete with other jurisdictions for office tenants.~~

- ~~k. Central Washington should continue to lead the way in the city's overall efforts toward environmental sustainability. While Downtown's density of uses, and its extensive reliance on public transportation help it to score high on any index of sustainability, more can be done, both to influence transportation choices and the development of "green buildings."~~

1608 CW-1.1 GUIDING GROWTH AND NEIGHBORHOOD CONSERVATION

- 1608.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Central Washington. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan.
1608.1

- 1608.2 *Policy CW-1.1.1: Promoting Mixed Use Development*
Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally-renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and entertainment uses, housing, and open space should be encouraged through strategic incentives **and preservation** so that the area remains attractive, exciting, and economically productive. 1608.2

See also the Urban Design and Land Use Elements for additional policies related to Downtown growth.

- 1608.3 *Policy CW-1.1.2: Central Washington Office Growth*
Retain Central Washington as the premier office location in the Greater Washington region. Office development should generally be guided eastward from its current area of concentration, ~~filling in the gap between 3rd Street NW and North Capitol Street (south of Massachusetts Avenue),~~ and capitalizing **on the strong demand for office space in Downtown East, along North and South Capitol Streets** ~~the growing demand for office space along North and South Capitol Streets~~ and in the vicinity of the **NoMa-Gallaudet U** New York Avenue Metro station. A range of office space should be planned to meet the needs of high-end, mid-range, and low-end office space users **and should also include modern workspace concepts such as shared workspaces, membership offices, rental conference rooms and virtual offices.** 1608.3

See also the Economic Development Element for additional policies related to growth of the office economy.

- 1608.4 *Policy CW-1.1.3: Incentives for Non-Office Uses*

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~~Because market forces tend to favor office development over other land uses in Central Washington, t~~Take action to attract ~~the other desired land~~ **non-office** uses within the area **to create a vibrant collection of central neighborhoods.** ~~For example, the District's~~ **Continue using** zoning **and other regulatory mechanisms** ~~ould to include incentives~~ **incentivize** ~~for~~ mixed-use development, including housing, ground floor retail, educational uses, and arts facilities, in locations consistent with the Comprehensive Plan. 1608.4

- 1608.5 *Policy CW-1.1.5: New Housing Development in Central Washington*
Continue to encourage the development of new high-density housing in Central Washington, particularly in the areas north of Massachusetts Avenue, east of Mount Vernon Square – **including Mount Vernon Triangle, Northwest One and NoMa -** and the L'Enfant Plaza/Near Southwest **areas.** ~~This area includes Mount Vernon Triangle, Northwest One, NoMA, and the L'Enfant Plaza/Near Southwest.~~ Ground floor retail space and similar uses should be strongly encouraged within these areas to create street-life and provide neighborhood services for residents. A strong Downtown residential community can create pedestrian traffic, meet local-housing needs, support local businesses in the evenings and on weekends, and increase neighborhood safety and security.
- 1608.6 *Policy CW-1.1.5: Central Washington Housing Diversity*
 Preserve Central Washington's existing low- to moderate-income housing, including public housing, Section 8 housing-both contracts and vouchers- and other subsidized units. **The District has taken a proactive approach to preserve affordable units at the Museum Square, Golden Rule and other Central Washington Area redevelopment sites. The District should continue to expand the number of affordable units through land disposition with affordability requirements and through the use of zoning and other regulatory incentives.** ~~While this will be expensive,~~ It is important to keep Central Washington a mixed income community and avoid the displacement of lower income residents. 1608.6
- 1608.7 *Policy CW-1.1.6: Capturing Visitor and Employee Spending*
 Capture a greater share of the demand for goods and services generated by the ~~more than 400,000~~ **475,531** persons working in Central Washington, and the millions of tourists who visit the area each year by supporting additional retail and restaurant development. This will generate substantial jobs, tax revenues, and social and economic benefits for the city. 1608.7
- 1608.8 *Policy CW-1.1.7: Central Washington Arts and Entertainment Uses*
 Retain, enhance, and expand Central Washington's arts and entertainment uses, including theaters, cinemas, galleries, studios, museums, and related services. Cultural uses should be actively encouraged in the area along 7th Street NW (between the National Mall and the Convention Center), ~~and~~ along the E Street corridor (between 5th and 15th Streets NW), **along Pennsylvania Avenue (between 3rd and 15th Streets NW), and along 10th Street SW.** The clustering of arts uses in these areas should complement the significant cultural institutions already present or planned, such as the Smithsonian museums (including the ~~renovated~~ National Portrait Gallery, **Renwick Gallery,** and Smithsonian American Art Museum), the **Corcoran School of the Arts & Design**

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~~Corcoran Gallery of Art, the Newseum,~~ the National Museum of Women in the Arts, and the numerous Downtown theaters. 1608.8

See also the Economic Development Element for further policies relating to growth of the tourism and hospitality economy, and policies in the Arts and Culture Element on the promotion of Downtown arts and live-work housing for artists.

1608.9

Policy CW-1.1.8: Promote Central Washington Retail

Develop and promote Central Washington as a regional retail destination **with a mix of retailers that serve the local office market as well as citywide and regional customer bases.** Particular emphasis should be placed on sustaining ~~a~~ concentrated regional shopping areas ~~at~~

- a. The F and G Street corridors between 7th and 15th Streets NW;
- b. Seventh Street NW in the Gallery Place and Penn Quarter neighborhoods; and
- c. ~~The Old Convention Center site.~~ CityCenterDC

The design of streets and facades in these areas should be conducive to pedestrian-oriented shopping, with wide sidewalks, window displays, well managed on-street vending activities, outdoor seating areas, and other shopper amenities. A mix of traditional large-format retail anchors and specialty shops should be encouraged, **with a focus on shopping goods retail.** In particular, support should be provided to attract **new** and **retain existing** ~~one or two additional boutique~~ department stores to these areas **and attract supermarkets to support residential development in these areas.** 1608.9

See also the Economic Development and Urban Design Elements for additional policies relating to the retail sector.

1608.10

Policy CW-1.1.9: Neighborhood-Serving Retail in Central Washington

Ensure that Central Washington's retail uses serve not only the regional market, but also the local neighborhood market created by residential development within the area. This should include basic consumer goods like drug stores, hardware stores, and grocery stores, to supplement the major anchors and specialty shops. 1608.10

1608.11

~~*Policy CW-1.1.10: Central Washington Hotels and Hospitality Services*~~

~~Encourage the development of additional hotels in Central Washington, especially in the areas around the new Convention Center and Gallery Place, along Pennsylvania Avenue NW and Massachusetts Avenue NW, in the Thomas Circle area, and in the area east of Third Street NW. A range of hotel types, including moderately priced hotels, and hotels oriented to family travelers as well as business travelers, should be encouraged. Hotels generate jobs for District residents and revenues for the general fund and should be granted incentives when necessary. Retain existing hotel uses by allowing and encouraging the expansion of those uses, including the addition of one floor, approximately 16 feet in height subject to coordination with federal security needs, to the Hay-Adams Hotel. 1608.11~~

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- 1608.12 *Policy CW-1.1.11: Leveraging ~~Public~~ **Major** Development Sites*
Use ~~publicly-owned-development~~ **major development** sites, such as urban renewal sites, **air rights**, WMATA joint development sites, **and federal property disposition** ~~and the former Washington Convention Center site~~ to implement key objectives and policies of the Central Washington Area Element, especially with respect to land use and urban design. These sites should be viewed as a portfolio of assets that must be strategically managed to meet the long term needs of the District. 1608.12
- 1608.13 *Policy CW-1.1.12: Reinforcing Central Washington's Characteristic Design Features*
Reinforce the physical qualities that set Central Washington apart from all other major American city centers. **Balance the symbolic monumentality of the national civic center with a respectful, but distinct and impressive expression of local life. Blend historic, traditional, and contemporary architecture to express the vitality of a diverse and growing city that is as proud of its neighborhood amenities, architectural heritage, and character as it is being the seat of the national government.** ~~, including the L'Enfant framework of diagonal avenues and park reservations, relatively low building heights, the great open spaces of the National Mall and Tidal Basin, the large number of historic and/or monumental buildings, and the blending of historic and contemporary architecture.~~ 1608.13
- 1608.14 *Policy CW-1.1.13: Creating Active Street Life and Public Spaces*
Promote active street life throughout Central Washington through the design of buildings, streets, and public spaces. This should include:
- a. Discouraging second-level pedestrian bridges, ~~or~~ **and underground or privatized cafeterias** that drain activity from Central Washington streets;
 - b. Encouraging multiple entrances in large projects to increase street level activity;
 - c. Managing certain streets so they can be easily closed to traffic on special occasions for use by pedestrians;
 - d. Providing streetscape improvements that make Downtown streets more comfortable and attractive;
 - e. Encouraging active ground floor uses, and discouraging wide building entrances, large internal lobbies, and street-facing garage entrances and loading areas;
 - f. Creating and managing well designed public spaces that provide space for spontaneous performances, programmed entertainment, and social interaction, **and activities like farmers markets;**

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- g. Supporting collaboration with the National Park Service ~~on measures to allow for recreation space as well as local and federal monuments and national memorials~~ on accommodating national and local needs at federally-owned parks in the heart of the central business district such as Pershing and John Marshall Parks, Freedom Plaza and Franklin, McPherson, Lafayette and Farragut Squares while also emphasizing the need for federal agencies to properly and timely maintain their open spaces, parks and monuments; and
- h. ~~Continuing the effort started more than 45 years ago to revitalize Pennsylvania Avenue through measures such as improved lighting, landscaping, and better use of Freedom Plaza.~~ Making Pennsylvania Avenue a destination showcasing locally and nationally Washington's economic, cultural, and civic strength.
1608.14

See also the Urban Design Element for additional policies relating to improving the public realm and creating active Downtown street environments.

- 1608.15 *Policy CW-I.1.14: Central Washington Multi-modal Transportation System*
Develop and maintain a balanced multi-modal transportation system for Central Washington which makes optimal use of the existing street network, the Metrorail and commuter rail networks, the bus system, and public spaces including sidewalks and alleys. Mass transit, walking and biking should be supported as the dominant form of transportation to, from, and around the area. In order to achieve this, mass transit requires dedicated facilities and infrastructure to give transit priority over automobile traffic. 1608.15
- 1608.16 *Policy CW-I.1.15: ~~Increasing Central Washington's Transit Mode Share~~ Reduce Single Occupancy Trips in Central Washington*
~~Improve public transit and other means of non-automobile access to Central Washington to the point where 70 percent of all peak hour trips into the area are made by a mode other than a single occupant vehicle. Based on 2000 Census data, the split for the Central Washington Planning Area was 60/40, with 40 percent of all commuters driving to work alone. Reduce single, and in the future zero, occupancy trips in Central Washington by promoting alternative modes of transportation like transit, biking, walking, and carpooling to achieve the District's goal of 75% of all commute trips to be achieved by non-single occupancy vehicle modes. For this city-wide goal to be achieved, Central Washington, where most commute trips begin and end, needs to reach a commute trips share mode of non-single occupancy of 75% or higher. Regional policies like congestion pricing should also be explored.~~ Public transit, and other non-single occupancy vehicle modes, should be emphasized as the preferred means of access to and around Central Washington by:

- a. Giving priority to public transit vehicles on the area's streets;
- b. Promoting the use of public transit for commuting;

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- c. Encouraging direct connections from Metrorail stations to adjacent development;
- d. Improving the availability of information and signage about public transit service;
- e. Developing new forms of transit such as circulators and trolleys; and
- f. Improving public transit service, particularly during off peak hours.
- g. Encouraging and supporting with appropriate infrastructure biking, bike-sharing and walking as the primary means of travel between areas in Central Washington** 1608.16

1608.17

Policy CW-1.1.16: Central Washington Parking Management

Develop creative, effective solutions to manage Downtown parking demand. These solutions should be responsive to the needs of local retailers and businesses without inducing excessive auto traffic or discouraging transit use. Incentives for short-term parking within private garages, the sharing of parking by multiple uses with different demand characteristics, and better parking signage are all strongly encouraged.

Additionally, with Autonomous Vehicle (AV) technology progressing, the District should continue studying and planning for AVs impacts on parking demand and land uses. 1608.17

See also the Transportation Element for additional policies on shared parking and parking management.

1608.18

Policy CW-1.1.17: Making Central Washington's Streets More Pedestrian-Friendly

Enhance Central Washington's pedestrian network and improve pedestrian safety. This should be achieved through such measures as:

- a. Improving certain streets for pedestrian use;
- b. Providing safe and accessible pedestrian waiting space on the widest thoroughfares;
- c. Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions;
- d. Restricting curb cuts and parking garage access along major streets;
- e. Providing safe and accessible pedestrian detours at construction sites;
- f. Encouraging sidewalk widening within private development; and

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- g. Enforcement of traffic and parking laws, such as no parking zones.
1608.18

1608.19 *Policy CW-1.1.18: Cross-town Circulation*

Strengthen transportation connections between Central Washington and the rest of the city by improving east-west connections **including** ~~such as~~ F Street NW, **H Street NW, I Street NW and by implementing a transitway on K Street to give public transit dedicated lanes.** ~~and~~ **Enhance** north-south connections such as 7th and 9th Streets, **and explore whether permanently closed L'Enfant streets can be re-opened or could be utilized to improve connections for pedestrians through easements or other mechanisms** 1608.19

See also policies in the Land Use, Urban Design, and Transportation Elements discouraging street closures in and around the District.

1608.20 *Policy CW-1.1.19: Goods Movement and Service Delivery within Central Washington*

Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities **including delivery robots**. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by:

- a. Maintaining and improving interior alleys where needed to provide for off street loading facilities and minimize curb cuts on streets;
- b. Encouraging the consolidation of loading areas within new development and limiting on-street service deliveries;
- c. Requiring adequate off-street or below grade loading and service parking areas;
- d. Converting on-street loading facilities to off-street facilities whenever possible; and
- e. Managing goods and service delivery times. 1608.20

*See the Transportation Element for additional policies on goods delivery.
Street vendor, North Capitol Street*

1608.21 *Policy CW-1.1.20: Wayfinding Signage*

Maintain, upgrade, and manage pedestrian, bicycle, and vehicular signage within Central Washington to improve connections within the area, and between the area and the rest of the city. Street signs, directional signs, and maps should provide clear information on travel routes, emergency routes and procedures, parking, and transit operations. 1608.21

See the Urban Design Element for additional policies on signage.

1608.22 **~~Policy CW-1.1.21: Central Washington Capital Improvements~~**

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~~Invest in capital projects that improve the quality of Central Washington's environment, stimulate private investment, accommodate projected growth, and set the stage for the area to achieve its full economic and quality of life potential. To create the necessary revenue stream for these improvements, a significant share of the tax revenues generated by development in Central Washington should be reinvested within the area. No less than three percent of Central Washington's real property tax revenues should be directed to capital improvements in this area annually. 1608.22~~

1608.23

Action CW-1.1.A: Downtown Action Agenda Update Completed

Update the 2000 Downtown Action Agenda as a "Center City Action Agenda." The updated agenda should include a five-year list of actions to ensure development of the center city into a dynamic mixed use area. Study area boundaries should extend from Georgetown to Capitol Hill on the west and east and Dupont Circle to Buzzard Point on the north and south, with a particular focus on NoMa~~A~~ and the areas south of I-395. The Action Agenda should include updated land use "targets" to guide future development and marketing strategies. It should also address the relationship between the Central Employment Area and the "ring" of residential neighborhoods on its perimeter.

Completed – See Implementation Table 1608.23

1608.24

Action CW-1.1.B: Land Use and Transportation Planning for Central Washington

Conduct ~~ongoing~~ land use and transportation research and planning for Central Washington, including the collection and analysis of data on the area's employment, population, housing, visitor, land use, development, travel pattern, and economic characteristics. This research and planning is necessary to monitor Central Washington's competitive position in the nation and region and to make policy recommendations to maintain its health. This activity should be done in concert with the National Capital Planning Commission (NCPC), the **Washington** DC Economic Partnership, and the local Business Improvement Districts. 1608.24

1608.25

Action CW-1.1.C: Central Washington Urban Design Planning

~~Continue to d~~Develop plans and guidelines for the design of buildings, streets, and public spaces in Central Washington. Design guidelines should help implement the Comprehensive Plan by reinforcing the unique identity of Central Washington's sub-areas and neighborhoods, improving connections to the National Mall, encouraging pedestrian movement, creating active street life, preserving historic resources, promoting green roofs and other sustainable design principles, and achieving high quality architectural design. 1608.25

See the Federal and District Elements on Land Use, Urban Design, and Economic Development for related policies

PASTED**Policy UD-2.1.1: Design Character**

Create a more coherent design character for Central Washington by improving the physical linkages between the monumental core, the business sub-districts on the perimeter of the National Mall, and the expanding mixed-use areas to the east and southeast of Downtown. Urban design strategies should focus on making the entire area more walkable, discouraging monolithic architecture, improving signage and

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streetscape features, and adding new land uses which make the area more lively, interesting, and dynamic. (Moved from Urban Design Element)

PASTED **Policy UD-2.1.2: Downtown Street and Block Pattern**
Maintain a fine-grained pattern of Downtown blocks, streets, and alleys, with intersections and frontages that encourage pedestrian movement and reduce the potential for immense variations in scale and “fortresslike” office buildings. Preserve and encourage activation of the historic alleys like Blagden, Naylor and Prathers. (Moved from Urban Design Element)

PASTED **Policy UD-2.1.3: Downtown Edges**
Establish and maintain scale and density transitions between Downtown and adjacent lower density neighborhoods. Use variations in height, massing, and architectural quality to ensure that the fine-grained pattern of adjacent neighborhoods is protected. (Moved from Urban Design Element)

PASTED **Policy UD-2.1.4: Architectural Excellence**
Promote excellence in the design of Downtown buildings and landscapes. Particular attention should be focused on ground floor (street) levels, with greater architectural details used to improve visual image. (Moved from Urban Design Element)

PASTED **Policy UD-2.1.5: Federal Coordination**
Coordinate with the federal government to achieve a consistent urban design vision for Central Washington. As applicable, the District should incorporate design concepts from the National Capital Planning Commission’s Legacy Plan and similar design-oriented plans for the monumental core of the city into its own design plans and strategies. (Moved from Urban Design Element)

PASTED **Policy UD-2.1.6: Pedestrian Bridges and Tunnels**
Discourage the construction of second-level Downtown pedestrian bridges that drain activity from the street level. Subterranean tunnels between buildings also should be discouraged, unless they improve access to Metro and are necessary for pedestrian safety. (Moved from Urban Design Element)

NEW **Policy CW-1.1.2 Interagency Flood Risk Management**
Coordinate with the National Capital Planning Commission and DC Silver Jackets to reduce flood risk and enhance stormwater management in the Federal Triangle neighborhood, and to ensure that federal agencies use protective design standards to guard against future flood risks when they develop or redevelop lands located in other known flood-prone areas. This includes assuring compliance with implementation guidelines for the Federal Flood Risk Management Standard (Executive Order 13690).

1608.26 *Action CW-1.1.D: Focused Planning **and Implementation** for “Catalytic” Sites*
 Develop detailed plans for “catalytic” sites with the potential to significantly shape the future of Central Washington **and work on implementing existing ones**. These sites include but are not limited to ~~the Old Convention Center site,~~ the I-395 air rights ~~between~~

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~~D-Street and north of~~ Massachusetts Avenue NW, the Northwest One neighborhood and the air rights north of Union Station. ~~, and the former Carnegie Library on Mount Vernon Square. Encourage~~ Work with the federal government to prepare plans or implement existing plans for similar sites under their jurisdiction such as Freedom Plaza, FBI and the Labor Department buildings ~~the old Post Office on Pennsylvania Avenue NW~~, Old Naval Observatory Hill, the federal buildings near l'Enfant Plaza in support of the SW Ecodistrict Plan and the Maryland Avenue SW Small Area Plan and the area around the Kennedy Center. 1608.26

- 1608.27 *Action CW-1.1.E: Public Space Regulations*
Simplify public space regulations for Downtown to avoid duplicative or inconsistent standards and overly complex permitting requirements. 1608.27
- 1608.28 *Action CW-1.1.F: Residential Development Incentives*
Continue developing financial and non-financial ~~Develop~~ incentives for the conversion of lower-performing retail/office buildings into new housing or mixed use development throughout Central Washington. 1608.28
- 1608.29 ~~Action CW-1.1.G: Tax and Financial Incentives for "Preferred" Land Uses and Infrastructure Investments~~
~~Apply a range of tax and financial incentives to assist in achieving the land use objectives for Central Washington. These incentives could include such measures as reduced taxes and financial assistance for preferred land uses, tax increment financing, PILOTs (payments in lieu of taxes), the use of special tax districts, and the involvement of the Housing Finance Agency and other entities that produce affordable housing or provide other public benefits. 1608.29~~
- 1608.30 *Action CW-1.1.H: ~~Congestion Task Force Report Recommendations~~ Reduce Downtown congestion through the implementation of Move DC.*
Implement the recommendations from Move DC that pertain to Central Washington and are aimed at reducing Downtown congestion issues through the use of multi-modal transportation planning tools and policies like congestion pricing of the Mayor's 2005 Downtown Congestion Task Force. 1608.30
- 1609 CW-1.2 CONSERVING AND ENHANCING COMMUNITY RESOURCES**
- 1609.1 *Policy CW-1.2.1: Enhancing the Identity of Central Washington Neighborhoods*
Enhance the sense of identity of the different neighborhoods within Central Washington based on their history and natural features, their ethnic and cultural heritage, the design and scale of their buildings, and the types of activities and uses they support. Unique identities should be established in the emerging areas around Washington's traditional Downtown, rather than replicating existing development patterns. 1609.1
- 1609.2 *Policy CW-1.2.2: Preservation of Central Washington's Historic Resources*
Protect and enhance Central Washington's historic resources by continuing the current practices of:

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- a. Preserving the area's historic buildings and districts;
- b. Requiring that renovation and new construction is sensitive to the character of historic buildings and districts;
- c. Applying design incentives and requirements to encourage preservation, adaptive reuse, and appropriate relationships between historic development and new construction;
- d. Encouraging the adaptive reuse of historic and architecturally significant buildings; and
- e. Preserving the original L'Enfant Plan pattern of streets and alleys, especially alleys that provide for off-street loading, deliveries, and garage access.

Historic resources should be recognized as essential to Downtown's economic vitality and competitive edge, particularly for retail, tourist, and entertainment activities. 1609.2

See also the Historic Preservation Element for additional policies related to historic resources.

1609.3

Policy CW-1.2.3: Central Washington Open Space

Provide high quality, **readily accessible, multigenerational** outdoor public spaces **that are adequate in size and use** throughout Central Washington **and that support the goal of attracting residents and families to central neighborhoods.** This should include the development of new open spaces **and substantial improvements to old ones for underserved central neighborhoods like Mount Vernon Triangle, Chinatown, NoMa, and Downtown East.** ~~such as~~ **New parks serving NoMa and Mount Vernon Triangle, the rehabilitation of Franklin Park and Chinatown Parks, civic plaza on the site of the Old Convention Center.** ~~It should also include~~ **and** enhancements to ~~existing open spaces such as~~ Judiciary Square (in accordance with the approved Judiciary Square Master Plan) **are also priorities.** In addition, the area's triangle parks should be enhanced as **accessible neighborhood parks** and important elements of the L'Enfant Plan. Parks and open spaces in Central Washington should be well maintained, well-designed, and appropriately programmed based on ~~their~~ **the future growth of the area, the demand of their users as well as their** location, context, historic significance, and design features. 1609.3

1609.4

*Policy CW-1.2.4: Recreation for **Current, New and Future** Downtown Residents and Workers*

Ensure that emerging residential and employment centers such as Northwest One, NoMa, ~~A~~, **Downtown East** and Mount Vernon Triangle include **public access to** adequate parks, open spaces, and recreational facilities for residents, workers and other users. **Ensure that such parks and open spaces feature attractive design, comfortable street furniture and a wide range of amenities to serve different users.** The use of payment-in-lieu-of-taxes (PILOTs) to fund such improvements should be explored. 1609.4

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See also Parks, Recreation and Open Space for policies regarding new parks.

- 1609.5 *Policy CW-1.2.5: Central Washington Economic Opportunity*
Develop programs to maximize the economic benefits of development in Central Washington for District residents. A priority should be placed on programs which link District residents to jobs in the area; programs that retain, assist, and expand small and minority businesses; and programs that avoid the displacement of small or locally-owned businesses. 1609.5

See also the Economic Development Element for policies relating to small businesses and commercial gentrification.

- 1609.6 *Policy CW-1.2.6: Central Washington Social Services*
Continue the important role that Central Washington plays in the District's social service delivery system, particularly in the provision of health care and medical services, and services for ~~the~~ homeless persons, ~~the~~ elderly, disabled, and others with special needs. Ensure that centrally located facilities providing these services are retained or added as the city's population and employment base expand. 1609.6

- 1609.7 *Policy CW-1.2.7: Central Washington Leadership and Management*
Achieve Central Washington planning objectives through leadership and management strategies as well as land use, transportation, and design strategies. Support the activities of local Business or Community Improvement Districts to coordinate special events, marketing, planning and design, business development, maintenance and security, transportation, and joint development activities. 1609.7

- 1609.8 *Policy CW-1.2.8: Building a Sense of Community in Central Washington*
Encourage the involvement of Central Washington residents in planning and community development decisions. Given the continued ~~expected~~ influx of new residents into the area and the historically transient character of its population, this will be important to create a stronger sense of community ownership and neighborhood pride. 1609.8

- 1609.9 *Action CW-1.2.A: Business and Community Improvement Districts*
Support the activities of the Business Improvement Districts (BIDs) and Community Improvement Districts (CIDs) within Central Washington. Encourage partnerships between these entities and District government to achieve local job training, job placement, and business assistance goals. 1609.9

See also the Economic Development Element for additional policies related to economic and business development.

- 1609.10 *Action CW-1.2.B: Central Washington Open Space, Arts and Culture Planning*
Work with the National Capital Planning Commission and the National Park Service in the planning and programming of Central Washington's major open spaces, arts and culture ~~including participation in the National Capital Framework Plan and the National Mall Comprehensive Management Plan~~. In addition, work with the federal government to develop unique management policies and procedures for the smaller (non-Mall) Central Washington federal parks. 1609.10

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NEW

Action CW-1.2 C: Identification and Designation of Historic Properties
Complete the identification and designation of historic properties in Central Washington. Make information about eligible properties widely available to the public, and encourage property owners and preservation groups to cooperate on designations.

1609.11 More specific actions relating to community resources are contained in the Policy Focus area discussions below. 1609.11

1610 CW-2 POLICY FOCUS AREAS

1610.1 The Comprehensive Plan identifies eight areas in Central Washington as “policy focus areas,” indicating that they require a level of direction and guidance beyond that provided in the prior section of this Area Element and in the citywide elements. These eight areas are:

- Metro Center/Retail Core
- Gallery Place/Penn Quarter
- Chinatown
- Mount Vernon District
- Downtown East/Judiciary Square
- Golden Triangle/K Street
- L’Enfant Plaza/Near Southwest/Maryland Avenue
- NoMa~~A~~ /Northwest One. 1610.1

1610.2 With a few exceptions, these areas exclude what is commonly thought of as the “federal city”, in other words the portions of Central Washington under federal jurisdiction. Planning for these areas, which include the Kennedy Center, the Federal Triangle, the Northwest Rectangle, the Southwest Federal Center, and East Potomac Park is the responsibility of the National Capital Planning Commission (NCPC). ~~NCPC recently launched its “National Capital Framework Plan” to address the future of these areas.~~ **In 2009, NCPC adopted the Monumental Core Framework Plan (Framework Plan) which addresses the future of these areas. NCPC and U.S. Commission of Fine Arts developed the Framework Plan to expand the civic qualities of the National Mall beyond its boundaries, and to integrate the city’s vitality into adjacent federal precincts. It also identifies how to transform the architectural monumentality of the core to more contextual place-making, proposing new destinations as prestigious locations for future cultural attractions, distinguished settings for government offices, and inviting places to enrich the experience of people who live, work, or visit**

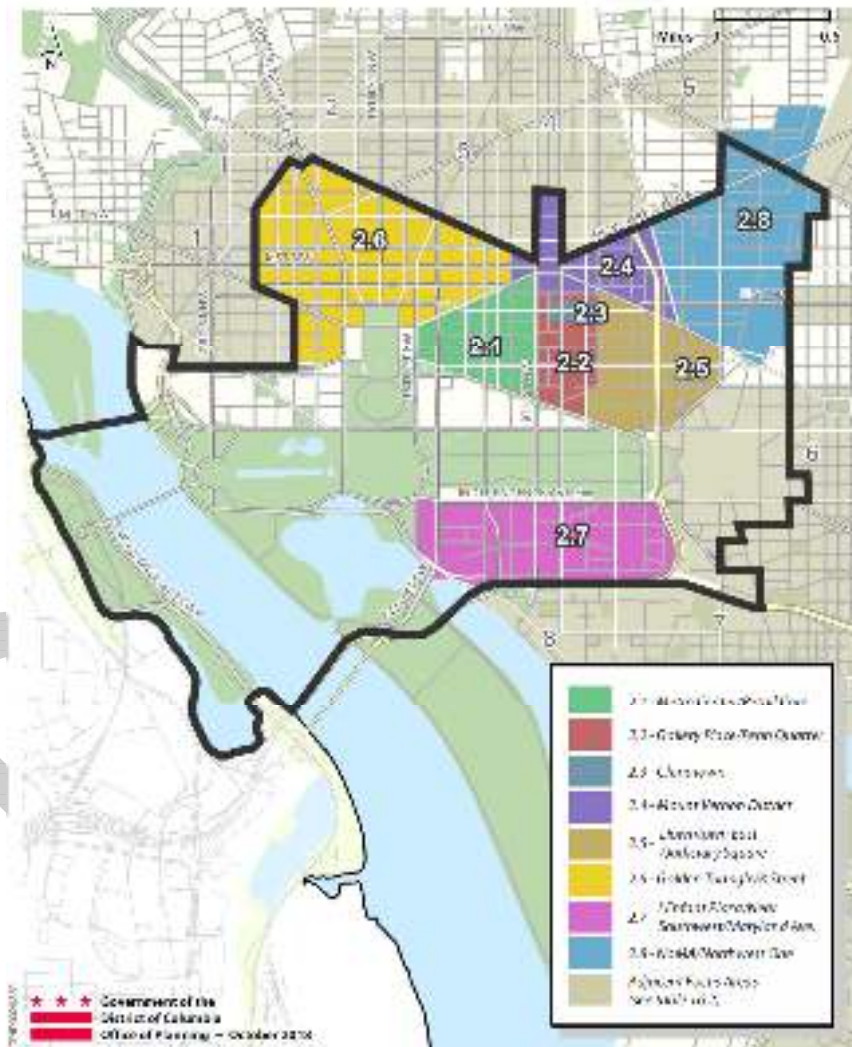
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the capital city. Where connections between these destinations do not exist, they will be established; where they do exist, they will be reinforced.

NCPC and the National Park Service are also engaged in planning for the National Mall. Similarly, the Architect of the Capitol is engaged in an update of the U.S. Capitol Master Plan. The discussions below are complementary to federal policy initiatives and result in a unified vision for the future of the central city. 1610.2

1610.3

Map 16.1: Central Washington Policy Focus Areas



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1610.4 Table 16.2: Policy Focus areas Within and Adjacent to Central Washington

Table 16.2:
Policy Focus Areas Within and Adjacent to Central Washington 1610.4

Within Central Washington	
2.1	Metro Center/Retail Core (see p. 16-25)
2.2	Gallery Place/Penn Quarter (see p. 16-28)
2.3	Chinatown (see p. 16-30)
2.4	Mount Vernon District (see p. 16-32)
2.5	Downtown East/Judiciary Square (see p. 16-35)
2.6	Golden Triangle/K Street (see p. 16-37)
2.7	L'Enfant Plaza/Near Southwest/ <u>Maryland Avenue</u>
2.8	NoMa <u>A</u> /Northwest One (see p. 16-41)
Adjacent to Central Washington	
1	Foggy Bottom/West End (see p. 21-28)
2	Dupont Circle (see p. 21-24)
3	14 th Street/Logan Circle (see p. 21-26)
4	Shaw/Convention Center Area (see p. 21-20)
5	N. Capitol St/Florida Av/New York Avenue (see p. 20-31)
6	U.S. Capitol Perimeter (see p. 15-26)
7	South Capitol Corridor/Buzzard Point (see p. 19-18)
8	Southwest Waterfront (see p. 19-15)

1611 CW-2.1 METRO CENTER/RETAIL CORE

1611.1 For the purposes of the Comprehensive Plan, the Metro Center/Retail Core area includes the traditional “Downtown Retail Core” along F and G Streets NW, as well as other city

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blocks in the area roughly bordered by 15th Street on the west, 9th Street on the east, New York Avenue on the north, and Pennsylvania Avenue on the south. (Note: the retail core also extends east to 6th Street NW, but the eastern blocks are addressed in the next section on Gallery Place/Penn Quarter.) 1611.1

- 1611.2 This area includes the 11-acre site of the former Washington Convention Center, **now the location of City Center DC, one of the District's premier shopping and dining destinations.** ~~which is planned for approximately 300,000 square feet of retail space in the District's redevelopment vision.~~ The area also includes **one of** Downtown's largest department stores, other major retailers, many large office buildings, hotels, theaters, and restaurants. At the heart of this area, the Metro Center subway station is one of the busiest stations in the Metrorail system and is a major transfer point between intersecting Metro lines. 1611.2

- 1611.3 ~~While the Retail Core has enjoyed a comeback since 2000, it is not robust. Many retail spaces remain underutilized or have been converted to office space. Some of the retail energy has shifted eastward toward Gallery Place, with many of the blocks around Metro Center now perceived as an office district rather than the region's premier shopping area. The renovation of Hecht's and the opening of new retailers like H&M (in the former Woodward and Lothrop Department Store) have been positive signs. On the other hand, the Shops at National Place designed to revitalize Downtown shopping in the 1980s has been converted to non-destination retail use. Downtown workers still have limited shopping options, and potential tourist and visitor spending is still being lost. In addition, with only one major department store, Downtown Washington does not offer the range and quality of goods to be expected in a major city's downtown, much less the capital of the United States.~~ **The Retail Core has enjoyed a comeback since 2000. Many buildings long underutilized have been modernized and converted to retail spaces, providing a better mix of retail and office space in the downtown core. The retail energy that for many years shifted eastward toward Gallery Place, is now equally present in the Metro Center area. Metro Center, once perceived as an office district rather than a regional shopping destination, has undergone years of renovations and investments. Projects such as Hecht's and the opening of retailers like H&M (in the former Woodward and Lothrop Department Store) and Forever 21 have been positive signs of a newly thriving downtown.** 1611.3

- 1611.4 ~~The retail core of the city must be strengthened in the coming years. Retail "leakage" or loss of sales has been estimated to be as high as \$1.2 billion per year (or approximately \$70 million in tax revenue in 2005). Retail strategies should build off the success of nearby Gallery Place and the Verizon Center, increasing the synergy between these areas and the historic F Street shopping district. The old Convention Center site offers an opportunity to improve the connection between the two areas and create an expanded Central Washington shopping district for the region. New boutique department stores, major national retailers, and smaller independent specialty shops should be strongly encouraged as redevelopment plans for the old Convention Center site proceed.~~ **The retail core of the city must continue to be strengthened. Retail strategies should continue building off the success of nearby Gallery Place and the Capitol One Arena (formerly Verizon Center), increasing the synergy between these areas and the historic F Street shopping district. Since the opening of CityCenter on the site of the**

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old Convention Center, connectivity between the two areas has improved to create an expanded Central Washington shopping district for the region. New department stores, major national retailers, and smaller independent specialty shops have opened. These types of retail offerings should be strongly encouraged to continue to ensure the future success of Downtown. 1611.4

- 1611.5 **Future renovations should continue to include** ~~including~~ ground level retail space within new and renovated office space in the Metro Center area ~~can also help~~ **to** create the critical mass necessary to make Central Washington a ~~more~~ vibrant shopping hub. Strategies to address parking needs, improve public transit links, and create a more comfortable and attractive street environment can support the goal of increasing the area's prominence as a retail center. 1611.5
- 1611.6 *Policy CW-2.1.1: Strengthening the Retail Core*
Strengthen the traditional retail core along F and G Streets between 9th and 15th Street NW. Encourage the extension of the retail core eastward to 6th Street NW to create greater synergy between this area and Gallery Place. Large scale retail and entertainment uses should continue to be strongly encouraged as buildings in the Downtown Retail Core are adaptively reused, and as new infill development takes place. 1611.6
- 1611.7 *Policy CW-2.1.2: Promoting Central Washington Shopping*
Facilitate District and private sector efforts to market the Central Washington Retail Core as a shopping destination for District residents as well as for tourists and suburban residents, and to promote Central Washington as a preferred alternative to suburban shopping malls. Retail strategies for this area should be structured to avoid damaging the successful and strong regional retail economies in Georgetown and Friendship Heights. 1611.7
- 1611.8 *Policy CW-2.1.3: Creating a Critical Mass of Retail Choices*
Improve Downtown's viability as a shopping destination by encouraging additional small retailers to locate around existing retail anchors, adding new major retail anchors, and requiring continuous ground floor retail space wherever appropriate. Encourage the greatest possible variety of goods, services, and pricing so that the Retail Core meets the needs of a diverse range of residents, employees, and visitors. 1611.8
- 1611.9 *Policy CW-2.1.4: Establishing a Unique Identity for Downtown Shopping*
Enhance the identity of the Downtown Retail Core as a unique shopping area. Design attention should be focused on the lower levels of buildings, with at grade retail frontages and frequent street-level store entrances. Special features such as canopies, signs, and lighting should be used to create a vibrant shopping environment. Streetscape and landscape design, street lighting, and signage should contribute to the area's unique sense of place. 1611.9
- 1611.10 *Policy CW-2.1.5: Pedestrian Movement in the Retail Core*
Emphasize and encourage pedestrian movement in the Downtown Retail Core, particularly along F, G, and H Streets NW. Future development in this area should create and support street-level activity. Interior or underground pedestrian arcades, cafeterias or passageways should be discouraged. 1611.10

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- 1611.11 *Policy CW-2.1.6: Connections to Adjacent Areas*
 Improve pedestrian connections within the Downtown Retail Core, with a particular emphasis on improving the north-south connections along 6th, 8th, 9th, 10th, 11th, 12th, and 13th Streets NW to better connect the area to the Federal Triangle and National Mall on the south and the Convention Center and Franklin Square areas on the north. Use strategies such as improved signage and streetscape design to draw visitors from the National Mall. 1611.11
- 1611.12 *Policy CW-2.1.7: Complementary Activities*
 Encourage new activities in the Downtown Retail Core that complement and support its ~~primary~~ function as a **regional** shopping district, including hotels, restaurants, and entertainment activities. 1611.12
- 1611.13 *Policy CW-2.1.8: Parking in the Retail Core*
 Encourage the provision of sufficient parking and loading areas in and adjacent to the Downtown Retail Core. **Provide short term parking for shoppers at appropriate levels to meet demand in a transit-oriented Downtown.** ~~with an emphasis on short term parking for shoppers.~~ Wherever feasible, access to parking should be **from alleys or, if alleys are not available,** from E and H Streets NW and from the north-south streets, rather than from F and G Streets NW. 1611.13
- 1611.14 *~~Policy CW-2.1.9: Old Convention Center Redevelopment~~*
~~Support the redevelopment of the Old Washington Convention Center as a mixed-use development with residential, office, institutional, community, open space, and recreational uses. Promote the site as a regional retail destination that links Gallery Place to the traditional Retail Core. The reuse plan should include restoration of the I Street and 10th Street rights of way and the Reservation 174 "triangle", and should be oriented around a major new civic plaza. 1611.14~~
- NEW** **Policy CW: Pennsylvania Avenue**
Promote and maintain Pennsylvania Avenue, NW between the U.S. Capitol and the White House as a distinguished, high quality, mixed-use, multi-modal boulevard for residents, workers, tourists, and other visitors. It should contain an actively programmed, pedestrian-oriented, and inviting public realm that enhances the avenue's symbolic character and function and connects downtown Washington and the National Mall. Honor the avenue's iconic reciprocal views to the U.S. Capitol and White House grounds through a cohesive streetscape design.
- NEW** **Action CW: Redevelopment of FBI Headquarters Site**
The future multi-use redevelopment of Squares 378 and 379 on Pennsylvania Avenue, where currently the FBI's Headquarters at the J. Edgar Hoover Building is situated, will be subject to the Final Square Guidelines adopted unanimously by the National Capital Planning Commission in 2017.

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NEW

Action CW: Update the Pennsylvania Avenue Development Corporation Plan Work with federal and local partners to update the 1974 Pennsylvania Avenue Development Corporation (PADC) Plan to further strengthen physical and programmatic connections between Penn Quarter, downtown, and the National Mall.

1611.15 *Action CW-2.1.A: Downtown Retail District Streetscape Planning*
Review land use, zoning, and urban design regulations for the Downtown retail district to ensure that they are producing the desired results, including continuous ground floor retail space, pedestrian-friendly streetscapes, adaptive reuse of historic buildings, and increased patronage by visitors and workers. 1611.15 **Completed – See Implementation Table.**

1611.16 *Action CW-2.1.B: Retail Revitalization Programs*
Continue to use retail revitalization programs such as tax increment financing, grants and loans for façade improvements, and small business development loans to boost Downtown retail development. Periodically assess whether programs are achieving desired outcomes. 1611.16

1612 CW-2.2 GALLERY PLACE/PENN QUARTER

1612.1 This Policy Focus area is located east of Metro Center and the Retail Core. It is roughly bounded by 9th Street NW on the west, 5th Street NW on the east, Pennsylvania Avenue NW on the south, and I Street NW on the north. The area includes the Gallery Place-Chinatown Metrorail station and the Archives-Navy Memorial Metrorail station. Its character is more diverse than the Metro Center area, with a large number of housing units, galleries, theaters, museums, and hospitality uses as well as offices and retail shops. 1612.1

1612.2 The Gallery Place and Penn Quarter **is a thriving retail destination, cultural center and activity hub for the city.** ~~area has made an astounding comeback in the last ten years.~~ Since opening in 1997, the 20,000 seat ~~Verizon Center (formerly the MCI Center)~~ **Capital One Arena** has brought millions of sports and concert patrons to the area. The arena has brought about a boom in restaurants, bars, night clubs, and entertainment-oriented retailing. The opening of the 250,000 square foot Gallery Place mixed use complex in 2005 has further boosted the area's reputation as the center of Washington's night-life and entertainment scene. 1612.2

1612.3 At the same time, ~~the opening of the International Spy Museum in 2002,~~ the reopening of the National Portrait Gallery/Smithsonian Museum of American Art in 2006, **along with the the soon-to-open** Newseum, and the presence of major art galleries and theaters has made the area the city's preeminent center for arts and culture. The Woolly Mammoth Theater, **Gallery Place and E Street Cinemas,** and ~~expanded~~ Shakespeare Theaters **are** bringing additional evening foot-traffic to the area, and further supporting the restaurant and gallery scene. 1612.3

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- 1612.4 The area is also ~~Downtown's premier~~ **an important** residential neighborhood. ~~and includes~~ Penn Quarter buildings like the Lansburgh and the Pennsylvania ~~have become some of the city's most desirable addresses.~~
- NEW** **Meanwhile, reinvestment in public and private buildings is prompting a discussion on Pennsylvania Avenue's role in our 21st century capital. For this purpose, the National Capital Planning Commission (NCPC), the General Services Administration (GSA), the National Park Service (NPS), and the District of Columbia Government formed an Executive Committee and launched the Pennsylvania Avenue Initiative to consider near- and long-term improvements to the Avenue. Pennsylvania Avenue is one of Washington's—and the world's—most recognized streets, physically and symbolically connecting the U.S. Capitol with the White House. As a home to federal headquarters, businesses, museums, residents, civic activities, and lively downtown events, it plays a significant economic and cultural role in the capital city. Presently, the Avenue retains a strong civic identity and character, but does not provide a consistently engaging experience. With public input and the guidance of the Executive Committee, the Initiative is exploring potential physical, economic, and operational changes to strengthen its national and local presence in the city.** 1612.4
- 1612.5 The continued development of this area as an arts and entertainment district should be supported. As thousands of new housing units **have** come on line in Mount Vernon Triangle and along Massachusetts Avenue, the area's resident customer base ~~will~~ **continues to** expand. Its location as the city's top location for arts and entertainment should be sustained by encouraging additional venues, providing new amenities, and strengthening connections to the National Mall, Retail Core, and **emerging** Mount Vernon District. 1612.5
- 1612.6 *Policy CW-2.2.1: Art and Entertainment District*
Continue to promote ~~Promote the development of the~~ Gallery Place and 7th Street area as a pedestrian-oriented arts and entertainment district, with nightlife and restaurants, theaters, galleries, and independent and national retailers. Continuous ground floor retail, arts, and entertainment uses should be encouraged along 7th Street between Mount Vernon Square and Pennsylvania Avenue. 1612.6
- 1612.7 *Policy CW-2.2.2: East End Theater District*
Promote the area bounded by 6th Street, 14th Street, F Street, and Pennsylvania Avenue as an internationally recognized theater district, capitalizing on the presence of long-existing theaters, such as the National, Warner, Ford's, Woolly Mammoth, and the Shakespeare's Lansburgh Theater and **new** theaters such as the Sidney Harman Center and the Washington Stage Guild. Marketing, promotion, signage, and special programs should be used to "brand" the area as the region's top performing arts center. Complementary evening uses such as restaurants should be encouraged in this area.
- 1612.8 *Policy CW-2.2.3: Penn Quarter Neighborhood*

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Continue to develop the Penn Quarter as a mixed use urban neighborhood. Residential uses should be complemented by additional arts, cultural, retail, and office use, as well as open space. 1612.8

1612.9 *Policy CW-2.2.4: Urban Design in the Arts and Entertainment District*

Retain and adaptively reuse historic buildings within the Penn Quarter/ Gallery Place area. The area's historic features are an essential part of the Quarter's success and ambiance as an arts district and must be preserved. New construction in the area should respect the historically low scale building features along 7th Street, stepping down as appropriate to protect the scale and context of important historic buildings. 1612.9

See also Urban Design and Historic Preservation Elements for additional policies relating to historic resources and design.

1612.10 *Policy CW-2.2.5: Links to Adjacent Areas*

Improve the linkages from the Gallery Place/Penn Quarter area to the National Mall on the south, the Retail Core on the west, and the Mount Vernon Square and Triangle area on the north. The north-south linkages along 7th, 8th, and 9th Streets are particularly important. Given the low traffic volumes along 8th Street NW between F Street and Pennsylvania Avenue, the street's role as a pedestrian-oriented space linking the National Archives and National Portrait Gallery should be emphasized. Its potential as a large, flexible, programmable open space should be recognized. 1612.10

1612.11 *Action CW-2.2.A: Gallery Place/Penn Quarter Streetscape Improvements*

Prepare streetscape improvement plans for 7th, 8th, and 9th Streets NW that physically reinforce the desired character of the area as the city's "Arts Walk" and provide space for performance, street theater, public art and exhibitions, and other activities that reinforce its role as an entertainment district. Streetscape improvements should be consistent with the approved Pennsylvania Avenue Development Corporation (PADC) Plan for this area. 1612.11

1613 **CW-2.3 CHINATOWN**

1613.1 The distinctive "Friendship Arch" at the intersection of 7th and H Streets NW is the center of Washington's Chinatown. Decorative metal lattice work and railings, Chinese signs, and Chinese façade and roof details greet visitors to the blocks of H Street between 5th Street and 8th Street NW. The area has been a center of Chinese culture since the 1930s, when the city's original Chinatown along Pennsylvania Avenue was displaced by development of the Federal Triangle. 1613.1

1613.2 Today, Chinatown is struggling to retain its identity as the area around it booms with new retail, office, entertainment, and housing development. The Chinese population in the area ~~now numbers~~ **has been declining for decades** ~~fewer than 600 residents~~, and many of the Chinese businesses are having a difficult time keeping pace with rising rents and land costs. **The 2009 Office of Planning's Chinatown Cultural Development Small Area Plan found that in 1970 there were 3,000 Chinese Americans living in and around Chinatown. That number had declined to less than 300 by 2009.** ~~National~~

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~~chains have moved in, leading to curious street scenes as businesses like Hooters and Starbucks display signs with Chinese characters.~~ 1613.2

- 1613.3 Keeping Chinatown a viable ethnic commercial district and neighborhood will require proactive measures to assist its businesses, attract new Chinese enterprises and cultural activities to the area, and support the institutions and services that sustain the Chinese community today. The area can capitalize on its proximity to the Convention Center and Gallery Place without losing its special character. Although the Chinese population in the neighborhood itself is small, it serves as a cultural and symbolic hub for a metropolitan area with almost 100,000 Chinese-American residents. It is also a destination for tourists (including visitors from Asia) and ~~most recently,~~ the home of the ~~new Chinese Chinatown-Ce~~community ~~Ce~~cultural ~~Ce~~center at Gallery Place opened in 2006. 1613.3
- 1613.4 *Policy CW-2.3.1: Sustaining Chinatown*
Retain and enhance Chinatown as a thriving Downtown community including housing, community and cultural facilities, ethnically-oriented street-level retail, related wholesale operations, office and professional uses, and hotels. 1613.4
- 1613.5 *Policy CW-2.3.2: ~~Protection~~ **Protecting** Chinatown as a Viable Community*
Protect and conserve Chinatown, not only through Chinese-~~themed~~inspired building facades and street signs, but by supporting the cultural traditions of the local Chinese community, assisting Chinese-owned businesses within Chinatown, sustaining the social services that serve the Chinese population, and attracting new activities which expand the area's role as a regional center for Chinese culture and education. 1613.5
- 1613.6 *Policy CW-2.3.3: Chinatown's Architectural Character*
Support architectural, streetscape, and landscape design criteria for new and renovated buildings that reinforce the identity of Chinatown as a special cultural district. These criteria should provide for the use of Chinese design features in a way that does not harm the historic character or structural integrity of Chinatown's landmark buildings. 1613.6
- 1613.7 *Policy CW-2.3.4: Chinatown Wholesaling*
Support the retention of small food wholesalers and other small non-retail businesses that contribute to the success of Chinatown and help sustain its economic vitality. 1613.7
- 1613.8 *Policy CW-2.3.5: Chinatown as a Destination*
Continue to enhance Chinatown's role as a destination for residents and workers from the District and surrounding jurisdictions, as well as for leisure and business visitors. This can help strengthen the vitality of Chinese-owned businesses, and support the development of new enterprises. Focus in particular on pedestrian connections along 7th Street between H Street NW and the Convention Center. 1613.8
- 1613.9 *Action CW-2.3.A: Chinatown Design Review*
Continue to implement design review procedures that support the authentic expression of Chinese culture in new and rehabilitated development, including, as appropriate, building design, signage, streetscape and open space criteria. Periodically review the procedures and update them as necessary. 1613.9

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- 1613.10 *Action CW-2.3.B: Chinatown Best Practices Study*
Conduct a “best practices” study that analyzes what other cities have done to conserve ethnic business districts (particularly central city “Chinatowns”), through land use and urban design decisions, regulatory controls, business development and economic assistance, and tourist promotion. 1613.10 **Completed – See Implementation Table.**
- ~~Today Chinatown is struggling to retain its identity as the area around it booms with new retail, office, entertainment, and housing development.~~
- 1613.11 *Action CW-2.3.C: **Chinese Chinatown** Park at 5th Street and Massachusetts Avenue*
Support redesign of the park reservation at 5th Street NW and Massachusetts Avenue NW with a **public space design that responds to the cultural and historic context of its Chinatown setting, Chinese landscape theme,** providing a symbolic gateway to Chinatown from Massachusetts Avenue **while maintaining enough open space to accommodate cultural programming for the enjoyment of residents and visitors** NW. 1613.11
- 1614 CW-2.4 MOUNT VERNON DISTRICT**
- 1614.1 The Mount Vernon District includes the blocks adjacent to and including historic Mount Vernon Square and the ~~newly developing~~ **more recently developed** Mount Vernon Triangle area on its east. Located at the crossroads of New York and Massachusetts Avenues, the Mount Vernon District provides a transition between the lower-scale residences of Shaw on the north and the high-density commercial areas of Downtown on the south. The area suffered from disinvestment and blight during the late 20th Century. Much of its building stock was abandoned or demolished, and large areas were converted to parking or became vacant. The area has undergone a turnaround since 2000 and is currently one of the city’s most active development areas. 1614.1
- 1614.2 Mount Vernon Square itself was designed to be a focal point in Washington’s ensemble of great civic landmarks. Its focus is the 1902 former Carnegie Library building, an elegant historic structure that is now in use by the Washington Historical Society **and will be the future home of a new ‘global’ Apple flagship store.** Facing the north edge of the Square is the 2.3 million square foot Washington Convention Center, completed in 2003. To the southwest, ~~the now vacant site of the former Convention Center is awaiting redevelopment.~~ **sits CityCenter, a 10.2 acre, mixed-used development and one of downtown’s largest commercial, residential and office developments.** Immediately northwest of the Square, **is the Marriott Marquis, a 1,175 room hotel, a major convention hotel is planned which complements the convention center functions.** Large-scale office buildings occupy other sides of the Square, framing it as a potentially great public space. 1614.2
- 1614.3 In 2004, the Office of Planning prepared a design workbook for Mount Vernon Square to enhance the Square’s identity as the heart of a new urban neighborhood. The workbook explored alternatives to make the Square more accessible to pedestrians, more active and animated, and more visually dramatic. Its recommendations include enhancing the L’Enfant Plan “bowtie” parks along Massachusetts and New York Avenues, improving

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access to the square, using placards to formalize the identity of Mount Vernon Square as an urban center, and re-inventing the Square itself as a 21st Century landmark. 1614.3

- 1614.4 East of Mount Vernon Square, the 30-acre Mount Vernon Triangle is bordered by Massachusetts Avenue, New Jersey Avenue, and New York Avenue. An “Action Agenda” for this area was developed in 2003. Since 2003 the District also completed the Mount Vernon Triangle Transportation and Public Realm Design Project, leading to major streetscape investments and supplemented this work in 2018 with the Downtown East Re-Urbanization Strategy to further guide its transformation to a new thriving and livable mixed use neighborhood. ~~Since that time,~~ Projects like Sovereign Square, the Meridian, and 555 Massachusetts have redefined the area and generated momentum for additional development ~~on the remaining vacant sites.~~ A 55,000 square foot Safeway grocery store and more than 600 housing units have been constructed ~~are currently under construction~~ in the City Vista project at 5th and I Streets NW, and ~~more than 1,000~~ more new units are in the construction or planning stages nearby. ~~A limited number of office buildings are also planned, but~~ While office uses are present, the emphasis is on housing with supporting retail and cultural uses. 1614.4
- 1614.5 The Mount Vernon District provides an important opportunity to draw residents from outside the city as well as to attract residents looking for a unique urban experience not available in other Washington neighborhoods. The expected population growth will require the improvement of public facilities, parks, streets, transit, infrastructure, and community services. It will require ongoing planning to protect historic resources, respect the fabric of adjacent communities, and ensure that new uses are compatible with and connected to their surroundings. As Mount Vernon Triangle and Mount Vernon Square evolve ~~into Downtown’s newest neighborhood,~~ coordinated public and private investment will be needed to create economic value, and to ensure that a quality environment for new residents, workers and visitors is created. 1614.5
- 1614.6 *Policy CW-2.4.1: Re-envisioning Mount Vernon Square*
Improve Mount Vernon Square as a center of cultural activity, a memorable civic landmark, and a crossroads between Downtown on the south and the historic Shaw neighborhood on the north. The Square’s function should be reinforced by encouraging active ground floor uses and prominent entries on the blocks that front it, and promoting high quality architecture and streetscape design on its perimeter. Redesign of the Square itself should be explored, retaining it as an important civic open space but modifying pathways, landscapes, paving patterns, street furniture, lighting, and access points to make it more usable and inviting. 1614.6
- 1614.7 *Policy CW-2.4.2: Emphasizing the Avenues and Visual Axes*
Emphasize and reinforce the historic elements of the L’Enfant Plan in the planning and design of the Mount Vernon District. This should include the creation of more dramatic and well-lit gateways along Massachusetts and New York Avenues, capitalizing on the 8th Street NW view corridor (mitigating the effects of the “TechWorld bridge”), creating a park-like promenade along the K Street axis (on both sides of the Square), and reinforcing the continuity of 7th and 9th Streets as access points to the Square. 1614.7
- 1614.8 *Policy CW-2.4.3: Convention Center Area Land Uses*

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Encourage land uses around Mount Vernon Square which capitalize on the presence of the Washington Convention Center. Such uses include hotels, restaurants, retail, and entertainment uses. Convention-related hotel construction should be focused on vacant or underutilized land immediately adjacent to the Convention Center to minimize impacts on the surrounding neighborhood. 1614.8

- 1614.9 *Policy CW-2.4.4: Mount Vernon Triangle Residential Development*
Continue developing ~~Develop~~ the Mount Vernon Triangle (east of Mount Vernon Square) as a high-density residential neighborhood. Zoning incentives for this area should encourage the production of housing, as well as local-serving ground floor retail, arts, and small office uses. Public and private sector improvements to parking, infrastructure, transit, and other community services and facilities should be provided as development takes place. 1614.9
- 1614.10 *Policy CW-2.4.5: Creating a Sense of Community in Mount Vernon Triangle*
 Foster a stronger sense of community in Mount Vernon Triangle by including affordable housing as well as market rate housing, providing family-oriented amenities such as larger housing units and parks, encouraging small-scale cultural uses and small businesses, and preserving historic landmarks within the area. The 5th and K Street area should be emphasized as the area's "neighborhood center" and the 3rd and K Street area should be emphasized as its "residential core." 1614.10
- See also the Near Northwest Area Element, and the Urban Design Element for additional policies regarding development along the edges of Central Washington.
- 1614.11 *Policy CW-2.4.6: Mount Vernon District Parks*
 Improve the network of public open spaces in the Mount Vernon Square and Triangle area to meet the needs of residents, workers, and visitors. Special attention should be given to enhancing the "bow-tie" shaped park reservations on Massachusetts and New York Avenues **and improving Cobb Park, at the intersection of Massachusetts Avenue and H Street NW, to serve the recreation and open space needs of the surrounding community. In case Cobb Park is found not to be viable as park space, another proximate park should be created to serve this community. Support the efforts of the Mount Vernon Community Improvement District in** ~~and~~ providing more active, programmed uses in Mount Vernon Square itself. This ~~will~~ requires coordination with the National Park Service and the National Capital Planning Commission. Eventual transfer of park management responsibilities to the District should be pursued for these spaces. 1614.11
- 1614.12 *Policy CW-2.4.7: Creating Pedestrian-Oriented Streets in the Mount Vernon District*
 Promote active, pedestrian-friendly streets throughout the Mount Vernon District. Place a particular emphasis on improving K Streets as a major east-west pedestrian route, with wide sidewalks and abundant street trees and landscaping. Pedestrian amenities should also be provided along 5th, 7th, 8th, and 9th Streets to improve the connections between the Mount Vernon District and the Gallery Place and Chinatown areas to the south. 1614.12

~~View corridor from Mt. Vernon Square south to National Portrait Gallery~~

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1614.13 *Action CW-2.4.A: Mount Vernon Square Design Vision and Mount Vernon Triangle Action Agenda*
Implement the recommendations of the Mount Vernon Square Design Workbook and the Mount Vernon Triangle Action Agenda, particularly as they relate to zoning, urban design, streetscape improvements, capital improvements, and development of priority sites. 1614.13 **Completed – See Implementation Table.**

1614.14 *Action CW-2.4.B: Convention Center Hotel*
Develop a major convention center hotel in close proximity to the Washington Convention Center. The hotel should be sited and designed to complement adjacent uses and add activity and aesthetic value to the Mount Vernon Square neighborhood. 1614.14 **Completed – See Implementation Table.**

1614.15 *Action CW-2.4.C: Parking Management Program*
Develop and implement parking management programs to protect residential areas from spillover parking associated with the Convention Center, Downtown office and retail growth, and new attractions on the Old Convention Center site and elsewhere on the northern edge of Downtown. 1614.15

NEW **Action CW-2.4.D Create an iconic neighborhood park for Mount Vernon Triangle**
As one of the only District-owned park spaces within the area, Cobb Park should be prioritized as a centrally-located and welcoming urban park for the surrounding communities. If Cobb Park is found not to be a viable location for such a park, another space of equal or bigger size within the neighborhood should be improved with the same objectives. It should be designed and constructed to be an iconic neighborhood gathering space to adequately meet the open space needs of the rapidly growing neighborhood. Special care should be made to improve pedestrian access at street crossings. Streetscapes at surrounding sites should be enhanced to extend the experience of the park beyond its immediate borders.

1615 CW-2.5 DOWNTOWN EAST/JUDICIARY SQUARE

1615.1 The Downtown East/Judiciary Square Focus Area is **a major gateway to the District, lying at the foot of the historic front entrance to Union Station and is** roughly bounded by Massachusetts Avenue NW on the north, North Capitol Street and Louisiana Avenue NW on the east, Pennsylvania Avenue on the south, and 5th Street NW on the west. The area **has been anchored** ~~is dominated~~ by government and institutional uses **for several decades**, including the US Department of Labor, General Accounting Office, and Federal Courthouse; the District Municipal Building and Superior Court; Georgetown Law School; and the National Building Museum. ~~The area also includes new housing development along Massachusetts Avenue, private office buildings like the award-winning National Association of Realtors building, and several large hotels.~~ **More recently however, Downtown East has experienced considerable investment in the form of new private office space, largely due to demand from law firms and other knowledge-based professions that prioritize proximity to the US Capitol and federal**

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courts. The most significant of these new developments, Capitol Crossing, is an expansive 2.2 million square foot project that reconstructs three new city blocks atop the existing I-395 interstate. The area has a small but successful cluster of hotels, many located between Union Station and the Capitol, which largely cater to business travelers seeking proximity to the US Capitol. 1615.1

- 1615.2 The Downtown East/Judiciary Square area currently suffers from a weak sense of identity as there are few residents and limited or uninteresting public spaces ~~even its hotels are advertised as being on Capitol Hill rather than Downtown.~~ East-west circulation between Union Station and the broader downtown area is interrupted by I-395, which effectively carves a wide channel through the area between 2nd and 3rd Streets NW. While the Capitol Crossing development reconnects F Street and G Street over the freeway, some other buildings in the area inhibit circulation and obstruct historic sight lines. ~~Massive government buildings further block circulation and in some instances obstruct historic sight lines.~~ Many of the existing federal office buildings and courthouses are devoid of ground level retail uses and present block-long street walls, making for an inactive street life outside of the typical 9-to-5 business hours. ~~The area also contains a large number of parking lots, curb cuts, and buildings that are devoid of ground level activity.~~ 1615.2

NEW

As an employment hub and gateway to the downtown, Downtown East has the potential to be an iconic neighborhood. To flourish, the area needs well-designed, interesting, and human-scaled public spaces to better serve users as well as improved connections to surrounding neighborhoods. As federal offices and other major single-tenant users move to locations outside the downtown core, new development opportunities may arise at sites like the US Department of Labor Department and the Metro headquarters to create new, vibrant, mix-use developments active past 5pm and that include the needed residential component that is a requirement to create a more active downtown.

- 1615.3 The District should encourage place-based design goals at these sites that promote mixed use development with active building frontages, high quality architecture, and more varied facades. ~~Downtown East has the potential to be much more than it is today. It could be much better integrated with the booming Gallery Place/Penn Quarter area on its west, the emerging Mount Vernon Triangle and NoMA neighborhoods on its north, and the Capitol complex and Union Station area on its east. The area is substantially larger than Gallery Place/Penn Quarter but lacks its animated quality, fine-grain architecture, and active street life. Key to its future success is the development of the air rights over I-395 and the restoration of E and F Streets NW as east-west through streets. The improvement of Judiciary Square as a great public space also should be encouraged to create a stronger focal point for the area. Mixed use infill development should be strongly encouraged throughout Downtown East. The design of new buildings in this area should be less monolithic than they have been in the past, with active ground floor uses and more varied facades.~~ 1615.3

NEW

Up to 10% of residents in Downtown East live in some form of group quarters, including seniors in assisted living housing, student dormitories, and shelters. This is in contrast to the only 6% of DC residents who share a similar type of housing. The

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Federal City Shelter, also known as the Community for Creative Nonviolence (CCNV), in Downtown East is the biggest temporary home for many of the city's homeless persons and links them with nearby supportive services and non-profits such as DC Central Kitchen. The shelter houses up to 150 long-term guests and provides an additional 1000 beds each evening. There is an active proposal to redevelop the site to smaller-scale supportive housing of approximately 300 beds within a larger mixed-use redevelopment project.

- 1615.4 *Policy CW-2.5.1: Judiciary Square Improvements*
Maintain the primary function of the Judiciary Square area as a judicial center, and enhance the area's appearance as a great pedestrian-oriented civic space with a strong sense of identity. Consistent with the 2005 Master Plan for the site, buildings in the area should be better related to one another and to the Square itself. 1615.4

- 1615.5 *Policy CW-2.5.2: Judiciary Square Parking Relocation*
~~Pursue the long-term relocation of surface parking lots south of Judiciary Square (on E Street) and east of the Square (along 4th Street) to underground garages as a way to improve aesthetics, enhance the Square's role as a formal open space, and provide a green connection to the National Mall. Consider special paving, traffic and parking restrictions, and other design changes on F Street NW to improve connectivity between the National Building Museum and the Square. 1615.5~~

- 1615.6 *Policy CW-2.5.3: Connecting Judiciary Square to Gallery Place/ Penn Quarter*
Improve pedestrian connections between Judiciary Square and the Gallery Place/Penn Quarter area by encouraging active ground floor uses along E and F Streets NW, improving signage, upgrading surface transit, and supporting compatible infill development. 1615.6

- NEW Policy CW-2.5.x: Connecting Union Station to Downtown and Gallery Place/Penn Quarter**
Improve pedestrian and transit connections between the historic front entrance of Union Station to the greater Downtown area where access is currently blocked and the grid could be reestablished, including at C street NW. Encourage active ground floor uses along streets that provide east-west routes to and from Union Station, with improved signage and support for compatible infill development.

- NEW Policy CW-2.5.x: Establish Louisiana Avenue as the Primary Route between Union Station and the National Mall**
Louisiana Avenue NW provides the most direct and visible route between Union Station and the National Mall and its design should be encouraged to reflect its importance to tourists and other users. Improved sidewalks, pedestrian street crossings, bicycle facilities, and wayfinding should be installed so as to enhance this corridor. Alternative locations for vehicle parking for Congressional staff should be explored so as to eliminate the need for angled parking on Louisiana Avenue.

- 1615.7 *Policy CW-2.5.4: Enhancing the Identity of "Downtown East"*
Strengthen Downtown East as a geographically distinct mixed use area of hotel, commercial, retail, and residential development, taking advantage of its strategic location

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as a “crossroads community” between Capitol Hill, Downtown, and Union Station. New buildings and redevelopment sites should incorporate well-designed architecture and provide high-quality streetscape improvements, that provide amenity spaces for the public to reduce the canyon-like feel that many large -scale developments impose on the sidewalk. Sites such as the Labor Department Building and the Federal City Shelter should be designed to enhance the beauty of the neighborhood and provide spaces for an active street life to flourish. ~~Undertake streetscape improvements, well-designed infill development, and~~ Branding and marketing strategies, **particularly around new or renovated public** parks, should be pursued to give the area a stronger identity and sense of place. 1615.7

NEW

Policy CW: Designate Downtown East as a Placemaking Pilot Zone:
Create a Downtown East Placemaking Pilot Zone where property owners, the Business Improvement Districts, and other area stakeholders can conduct innovative creative and tactical placemaking interventions within the public right-of-way and in publicly-accessible private spaces such as office lobbies. Encourage uses that are open to the public, create visual interest from the street, provide pedestrian or neighborhood amenity space, and promote local retailers.

NEW

Policy CW: Maintain affordability and services for people experiencing homelessness in Downtown East
The District should prioritize additional affordable housing and homeless services throughout the Downtown East area. Emergency shelters for homeless persons should be accessible 24-hours a day, year-round, and contain high quality homeless-oriented services co-located on site. New shelters should also include short term housing designed for the needs of youth under age 24 and permanent supportive housing

1615.8

Policy CW-2.5.5: Using the Avenues as a Design Framework

Take advantage of the L’Enfant Plan avenues that cross Downtown East, including New Jersey, Massachusetts and Louisiana Avenues NW, and North Capitol Street to create a framework for the area’s future development. The avenues should be enhanced as pedestrian-friendly streets, **with streetscape designs that are consistent from block to block, and** with buildings designed to frame important views and landmarks. 1615.8

1615.9

Policy CW-2.5.6: I-395 Air Rights Development

Pursue development of the air rights over I-395 between E Street NW and Massachusetts Avenue NW, including the restoration of the street rights-of-way along F and G Streets. Mixed land uses, including housing, offices, ground floor retail, and parkland, should be encouraged in this area. Air rights development should be sensitive to adjacent areas and should preserve important views. 1615.9 **Completed – See Implementation Table**

1615.10

Action CW-2.5.A: Downtown East Design Plans

Conduct more detailed urban design planning for the Downtown East areas similar to the plans completed for the Mount Vernon Square and Mount Vernon Triangle areas.

1615.10 **Completed – See Implementation Table**

1615.11

Action CW-2.5.B: Judiciary Square Transportation Improvements

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Implement the recommendations of the 2004 DDOT Judiciary Square Transportation and Security Study, including the narrowing of E Street and Indiana Avenue, restoration of two-way traffic on C Street, provision of new bus stops and bicycle amenities, and better organization of parking to reduce conflicts in the area. 1615.11 **Completed – See Implementation Table**

NEW**Action CW-2.5.X: Link and Expand a Network of Neighborhood Parks and Gathering Spaces**

Identify space for new public parks or other gathering spaces and renovate existing open spaces to form a broader network of small parks across Downtown East and the surrounding neighborhoods. The parks network should provide a variety of open space amenities that are equitably dispersed so that no one park is required to serve the needs of all user groups in the area. A wide range of open space features, programming and landscapes should: activate currently underutilized spaces; maximize comfort with shade and seating; encourage site features that accommodate social interactions, gathering, and lingering; provide choices for active and passive recreation, and play for all ages; and maximize the use of durable and easily maintainable materials and plantings.

1616**CW-2.6 GOLDEN TRIANGLE/K STREET****1616.1**

The Golden Triangle/K Street Policy Focus Area includes the Golden Triangle Business Improvement District and the area to the east around Franklin Square. The area is roughly bounded by Massachusetts Avenue on the north, New Hampshire Avenue on the west, and Pennsylvania (west of the White House) and New York Avenues (east of the White House) on the south. 1616.1

1616.2

This is the largest concentration of office space in Central Washington, encompassing more than 60 square blocks almost completely developed with office buildings. The area also includes complementary land uses that support the office market, such as hotels, retail stores and restaurants. It also contains important open spaces such as Farragut, ~~and~~ McPherson ~~and Franklin~~ Squares. Golden Triangle/K Street shares its southern edge with major institutional and federal neighbors, including the White House, the ~~Corecoran Gallery~~ **Corcoran School of the Arts & Design the Renwick Gallery**, and the Executive Office Building. The area around 19th and G Streets NW has emerged as the District's international financial center, **accommodating** global banking and monetary institutions like the IMF and World Bank. 1616.2

1616.3

On the eastern side of this Focus Area, Lower 16th Street has a unique and historic character that sets it apart from the area around it. The five blocks between H Street NW and Scott Circle are the ceremonial gateway to the White House and provide significant vistas of the White House and Washington Memorial. The street's green space and exceptionally wide right-of-way (**including** 40 feet between the sidewalks and property lines) are a defining element of its character. In addition, the corridor includes notable architecture and a mix of uses, including high-density housing. **For these reasons this section of lower 16th Street was designated as an extension of the 16th Street historic district.** ~~It is currently under consideration for historic district designation.~~ 1616.3

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- 1616.4 The Golden Triangle/K Street area was Central Washington's major development area from 1950 through the early 1980s. Today, the area is almost completely built out and almost no vacant land remains. Some of the area's buildings are ~~being likely to be replaced or~~ **modernized as class A and "trophy" class office space.** ~~overhauled during the coming years, however.~~ This is especially true for its 1950s and 1960s vintage office buildings, many of which lack ~~current modern~~ **"Class A"** amenities **and which have seen sustained elevated vacancy rates since the Great Recession and the emergence of newer and more competitive office development in other parts of town.** As infill and renovation take place, there will be opportunities to introduce new uses such as housing, and to improve architectural quality and street-level activity. 1616.4
- 1616.5 Because the area has been so heavily dominated by a single use (office) in the past, its streets are often empty at night and on the weekends. The lack of residents forces many of the retailers to limit hours of operation. **Organizations such as the Golden Triangle Business Improvement District should continue to activate and program private and public spaces to add vibrancy to the area throughout the day and evening.** The area's architecture is also repetitive, with many buildings almost identical in height and width and similar in exterior design. This should change in the future, as the area takes on a more mixed use character and high-quality architecture becomes more valued as an amenity. **More work needs to happen to create a strategy to bring residents and vibrancy to this part of Central Washington. Some of the strategies may require public funding, subsidies or creative financing tools. Others might include design and urban policies that make this area more appealing to future residents.** 1616.5
- 1616.6 ~~Over the next 20 years, h~~ Housing and retail uses should be considered in this area to balance the office concentration and create after-hours street life. The area has some of the best transit access in the city, with four Metrorail stations. ~~A proposed redesign of K Street to create an exclusive busway will improve connectivity~~ **The Circulator bus on K Street has improved connectivity** between this area and the rest of Downtown, as well as the ~~emerging~~ Mount Vernon District and NoMa~~A~~ area. 1616.6
- 1616.7 *Policy CW-2.6.1: Golden Triangle/Franklin Square as a Prestige Employment Center*
Sustain the Golden Triangle/Franklin Square area as a prestige employment center, strongly supporting reinvestment in its office buildings to meet market demand. Continue to develop programs to meet the transportation needs of the local workforce, manage congestion on area streets, address security needs, and improve access for transit users, pedestrians, and bicyclists. 1616.7
- 1616.8 *Policy CW-2.6.2: Diversification of Land Use*
Encourage the gradual diversification of land uses in Golden Triangle, capitalizing on opportunities for housing and ground floor retail use as the aging building stock is replaced. 1616.8
- 1616.9 *Policy CW-2.6.3: Golden Triangle/K Street Amenities*
Retain and enhance the unique characteristics of the Golden Triangle/K Street area. Specifically, Franklin Square, McPherson Square, and Farragut Square parks, should be retained as attractive, high quality open spaces, with programmed activities that

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encourage their use and enjoyment. Historic buildings throughout the area should be restored, protected, and adaptively reused. As the area is renovated and older buildings are refurbished and replaced, the streetscape and public realm also should be improved. 1616.9

~~Over the next 20 years, housing and retail uses should be considered in this area to balance the office concentration and create after hours street life. The area has some of the best transit access in the city, with four Metrorail stations.~~

- 1616.10 *Policy CW-2.6.4: Connecticut Avenue Corridor*
Support the continued concentration of active ground-floor retail uses along the Connecticut Avenue corridor between K Street and Dupont Circle. 1616.10

NEW **Policy: Pennsylvania Avenue West of the White House**
Pennsylvania Avenue between 17th Street NW and Washington Circle should become a cultural destination, utilizing its position next to the White House and proximity to the World Bank, IMF, numerous embassies and other international institutions. Because of the avenue's importance in the context of the L'Enfant Plan it should be treated as a showcase for public space design, public art, mobility and green infrastructure.

NEW **Policy: Cultural Destinations in South Dupont**
Building on existing cultural assets like the Heurich House Museum, support the creation of one or more cultural destinations in the area south of Dupont Circle, between Connecticut Avenue NW and New Hampshire Avenue NW from M Street northward, to enhance the cultural elements of the neighborhood's dining and nightlife.

- 1616.11 *Policy CW-2.6.5: East-West Circulation Improvements*
Improve east-west circulation through the Golden Triangle to better connect the area to the Retail Core, Gallery Place, and Mount Vernon areas on the east, and the West End and Georgetown business districts on the west. These improvements should reinforce K Street's role as the area's "Main Street." 1616.11

- 1616.12 *Policy CW-2.6.6: Lower 16th Street*
Protect and enhance the special character of Lower 16th Street NW between H Street and Scott Circle. The street's historic, ceremonial role as the approach to the White House and Lafayette Park should be recognized and conserved. Future development shall be compatible with the street's established architectural character and scale. Uses and activities that are appropriate to maintain the street's appearance and historic significance, particularly its open space and greenery, should be encouraged. 1616.12

- 1616.13 *Action CW-2.6.A: K Street ~~Busway~~ Transitway*
Implement the K Street Transitway ~~Busway~~ project, including exclusive ~~bus~~ transit lanes from 12th ~~9th~~ Street to 21st ~~22nd~~ Street NW. 1616.13

NEW **Policy CW-2.6.7: Downtown West Transportation Study**

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Improve east-west travel for pedestrians and cyclists on Pennsylvania Avenue NW and persons using public transit along H and I Streets NW.**1617 CW-2.7 L'ENFANT PLAZA/NEAR SOUTHWEST/MARYLAND AVENUE**

1617.1 The L'Enfant Plaza/Near Southwest Policy Focus Area is bounded by 15th Street NW on the west, 2nd Street NW on the East, Independence Avenue on the north, and I-395 on the south. The area includes a mix of private commercial development and numerous federal office buildings, including the U.S. Departments of Agriculture, Energy, Education, and Housing and Urban Development. **Recently, L'Enfant Plaza has experienced an exciting renewal of interest on the part of non-federal entities looking to relocate headquarters in a prestigious and central area of the nation's capital including the Spy Museum, the Urban land Institute and Metro. These three developments alone will add thousands of new employees and attract new tourists to the area.** With a workforce of **about** 65,000 employees, the Near Southwest is one of the major employment hubs of Central Washington. 1617.1

1617.2 The Near Southwest reflects the Modernist design philosophies of the 1950s and 1960s. Although some of its buildings were constructed in the late 1930s, the area's character was largely defined by the urban renewal projects of the post-war era. Many of its mid-century buildings are set back from the street by vast plazas and are accessed by raised roadways like the 10th Street promenade. The vision for the area as a coherent set of futuristic buildings was never realized, and today the area has a disjointed quality. 1617.2

1617.3 In addition, Near Southwest's former role as a federal industrial district is evident in a number of places. Elevated railroad tracks bisect the area, and there are still active heating plants, warehouses, and even quasi-manufacturing activities like the Bureau of Printing and Engraving. Navigating the area on foot can be confusing and the relationships between buildings, streets, and the area's larger context is often unclear. 1617.3

1617.4 **In 2012, the District adopted the Maryland Avenue Southwest Small Area Plan. The Plan envisions the transformation of the area to a mixed-use neighborhood with streets redesigned to improve connectivity and walkability. Economic trends suggest the area can support at least 1,000 new units of housing as well as additional hotel, retail and visitor-oriented uses. Maryland Avenue SW is envisioned as the heart of this reimagined district with a deck atop the rail tracks and pedestrian-oriented retail uses along the ground floor of new mixed use buildings facing the avenue. Attracting development to the area will require a range of livability improvements, including new streetscapes and public realm enhancements, better connections to the L'Enfant Plaza Metro station and VRE commuter rail, as well as new and restored parks and open spaces.**

Some of the Near Southwest's private complexes, including the Portals and L'Enfant Plaza, are zoned in a way that allows additional development on their plazas and open spaces. Design measures, such as the zoning changes in 2016 that emphasized the preservation and re-opening of L'Enfant street rights-of-way, are needed to guide this development so that it can help resolve the harsh pedestrian conditions within the area

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and humanize the streetscape. Streetscape improvements are also needed to better connect ~~Near~~ Southwest **Washington** with the Southwest Waterfront (via the Banneker Overlook at the end of 10th Street), and the National Mall. Planning for the area should be done collaboratively with the National Capital Planning Commission (NCPC), which has jurisdiction over much of this area. NCPC's SW Ecodistrict Plan Addendum and Programmatic Design Concept for 10th Street and Banneker contain extensive recommendations for improving circulation and streetscape in this area while also addressing security concerns for major federal tenants. ~~NCPC's Urban Design and Security Plan contained extensive recommendations for improving circulation and streetscape in this area while also addressing security concerns for major federal tenants~~ In addition, the area is addressed by NCPC's Monumental Core Framework Plan.1617.4

1617.5

Policy CW-2.7.1: Enhancing the Near Southwest

Work collaboratively with the National Capital Planning Commission to ~~improve the aesthetic quality, identity, and pedestrian character of the Near Southwest.~~ redevelop SW Federal Center as a mixed-use community anchored with national civic and cultural uses. Plans for the area should identify streetscape and signage improvements, pedestrian circulation changes, measures to mitigate the scale of the area's monolithic buildings, guidelines for new (or replacement) buildings within the area, and the potential for new residential uses if federal properties transfer from federal use.

NEW**POLICY: Independence Avenue**

Support redevelopment opportunities along Independence Avenue while respecting the civic qualities of adjacent cultural institutions and views along the south side of the National Mall. Buildings located along Independence Avenue within the monumental core should complement the character of Smithsonian buildings and minimize visual impacts from the National Mall.

1617.6

Policy CW-2.7.2: 10th Street Promenade and Banneker Overlook

Enhance **and activate** 10th St SW as a major point of access between the National Mall, L'Enfant Plaza, ~~and~~ the Southwest Waterfront **and the new Wharf development.** Encourage a nationally significant cultural attraction at Banneker Overlook that provides a clear connection between the ~~Near~~ Southwest, the Washington Channel, and East Potomac Park. **The recent addition of the Spy Museum, with its exciting and colorful design and its promise to diversify the visitors of L'Enfant Plaza beyond workers and luring tourists south of the National Mall, is a great first step in the quest to create a more vibrant neighborhood. Alleviate the lack of vitality on the street with permanent and temporary art, cultural programming, appropriate lighting and beautiful landscaping. In order to create more street vibrancy work with future developments to bring food courts, restaurants and retail on the street level of new and renovated buildings rather than creating more underground attractions. Encourage civic destinations and ground-level uses at the Maryland Avenue intersection. Encourage vertical connections between upper and lower elevations of 10th St SW, such as at D Street. Encourage tour bus parking under 10th Street.** ~~Planning for this area should be coordinated with DDOT's plans to develop an intermodal transportation center in the vicinity.~~ 1617.6

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- 1617.7 *Policy CW-2.7.3: Restoring Maryland and Virginia Avenues*
~~Support the long-term relocation or undergrounding of the Near Southwest's elevated railroad tracks, allowing Maryland and Virginia Avenues to be restored as connecting diagonal streets and important corridors that respect reciprocal views and pedestrian movement.~~
Support Maryland Avenue redevelopment as an urban boulevard and L'Enfant Metro Station expansion for intermodal transit, allowing Maryland Avenue to be partially restored as a connecting diagonal street. Develop Maryland Avenue as an important corridor that respects the L'Enfant Plan's intent for reciprocal views between historic landmarks and pedestrian movement.
The Maryland Avenue Small Area Plan provided detailed guidance for the reconstruction of Maryland Avenue as a 160-foot wide boulevard and improvements to 9th, 10th, 11th and 12th Streets (and underpasses) along D, 4th, 6th and 7th Streets. The reconstructed streets should reconnect the grid at grade with Maryland Avenue where possible. New buildings should be sited to add definition to the street, framing its edges and highlighting view to the US Capitol. The Plan also calls for optimization of building height, recognizing the area's urban context, central location and proximity to transit. 1617.7
- NEW *Policy CW: Create a Vibrant Mixed-Use Neighborhood in the SW Rectangle*
Establish a mix of uses that will ultimately include at least 1,000 new residential units as Federal properties are redeveloped in the future. Support a mix of residential; commercial and cultural development throughout the area to achieve a more balanced mix of uses to complement the office presence. Encourage ground floor retail uses with a goal of up to 100,000 square feet of retail at full buildout to ensure lively street level activity.
- NEW *Policy CW: Activate Key Public Spaces*
Initiate the physical improvements to the Maryland Avenue streetscape and transform Reservation 113 into a dynamic urban park. Provide attractive settings in the public realm to help activate and beautify the neighborhood.
- NEW *Policy CW: Transit Access*
Capitalize on the presence of multiple modes of transportation by emphasizing alternatives to single occupancy driving, improving transit stations and focusing activity and future development around transit stops.
- NEW *Policy: 7th Street*
Support development of 7th St SW as a retail street, gateway to/from the National Mall, and an intermodal transit connection.
- NEW *Policy: 12th Street Expressway & SW Freeway*
Support development over 12th St Expressway and SW Freeway. Encourage lidding of expressways and freeways to reconnect street grids and encourage mixed-use infill development.

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NEW**Policy: Virginia Avenue & C Street SW**

Restore Virginia Avenue and C Street between 9th and 12th Streets, to achieve the L'Enfant Plan's intent for pedestrian and vehicular movement and reciprocal views between historic landmarks.

1617.7a

Policy CW-2.7.4: Redevelopment of Maryland Avenue SW and Surrounding Lands

~~Require~~ **Encourage** residential uses and neighborhood livability standards for the creation of a new mixed-use neighborhood as part of any redevelopment of the Maryland Avenue SW area; provide for the reconstruction of Maryland Avenue SW, including cultural use and public space as appropriate.

1617.8

Action CW-2.7.A: Design Planning for the Near Southwest

Work collaboratively with the National Capital Planning Commission to ~~develop urban design and streetscape plans for the Near Southwest. These plans should consider the build-out potential of the area's urban renewal sites. They should also consider the need for zoning changes, design guidelines, or other measures that encourage the development of nationally important destinations while limiting over development of existing open spaces and plazas~~ **support the transformation of this area into a mixed-use, livable new community through rezoning and design guidelines. Support new high-density mixed-use development, highly sustainable infrastructure, use of small energy production plants to produce energy needs for local buildings, and other best management practices found in the SW Ecodistrict Plan.** 1617.8

1617.9

Action CW-2.7.B: Residential Uses in the Near Southwest

Use **the** innovative zoning **in ZR16**, as appropriate, to link development potential to identified infrastructure improvements, and coordinate with the National Capital Planning Commission to identify infrastructure consistent with local and federal planning goals for the area. Innovative zoning may include establishing a direct correlation between maximum zoning entitlements and infrastructure construction and requiring minimum residential densities.

NEW**Action CW-NEW: Activating L'Enfant Plaza**

In the future, as new development come in and old buildings are renovated, work with federal partners and private developers to create buildings that contribute to street activation and vibrancy. Refrain from supporting new underground attractions and food courts and, instead, require new developments to create retail and restaurants space on the street level. Retrofit streets with new landscapes, attractive lighting, public art, temporary activations and cultural programming. Key to creating more vibrancy will be the ability to which local stakeholders will be able to improve connectivity to and from new and old attractions and neighborhoods around L'Enfant Plaza including the future renovated South Mall campus, the Wharf, and the SW neighborhood which is also experiencing significant growth and redevelopment.

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1618 CW-2.8 NOMA AND NORTHWEST ONE

- 1618.1 The North of Massachusetts Avenue (NoMa~~A~~) and Northwest One Policy Focus Area includes the area roughly bounded by New Jersey Avenue on the west, Massachusetts Avenue on the south, New York Avenue on the north, and 2nd and 3rd Streets NE on the east. This 350-acre area includes the Union Station and New York Avenue Metrorail stations. 1618.1
- 1618.2 For much of the past century, NoMa~~A~~ has been an industrial and warehousing area and a “back office” district supplementing Downtown. Its proximity to the CSX railroad and the established concentration of industry along New York Avenue attracted light manufacturers, wholesalers, and distributors throughout the mid to late 1900s. During the 1990s, the area was viewed as the city’s best prospect for high-technology uses and plans were developed to attract new media and biotech enterprises, as well as “telecom hotels,” to the area. 1618.2
- 1618.3 NoMa~~A~~’s proximity to the U.S. Capitol has also made it a desirable location for government office space. During the 1980s and 1990s, office development moved steadily northward along North Capitol Street and by 2000 was also moving eastward toward Capitol Hill. This trend accelerated after 2000 with the opening of Metrorail’s first “infill” station at NoMa-Gallaudet U New York Avenue Station, the renovation of a historic printing plant in Eckington ~~as the new headquarters of XM Satellite Radio~~, the leasing of more than one million square feet at Station Place (1st and F Streets NE) to the U.S. Securities and Exchange Commission, and the development of a new headquarters facility for the Bureau of Alcohol Tobacco and Firearms at 1st Street NE and New York Avenue. 1618.3
- 1618.4 ~~Large~~ **Very few** areas of NoMa~~A~~ remain vacant or underutilized today—~~although that is rapidly changing~~. The strong demand for Downtown housing has shifted the vision for NoMa~~A~~’s future, and it is now ~~regarded as~~ an **exceptional site for future exemplary modern neighborhood of** mixed use development, rather than just technology and back office uses. ~~While the area is far from a blank canvass, its parking lots, open storage yards, and vacant sites present the opportunity for thousands of new homes, millions of square feet of office space, and great new parks and public buildings. Much of the land in NoMA has been acquired by investors during the last ten years, and concept plans are pending on many of its 50 or so blocks.~~ 1618.4
- 1618.5 ~~Given the extraordinary level of development interest, it is important that measures be taken to coordinate development and address the need for infrastructure, street improvements, landscaping, parks, and other public necessities in the area. There is also an urgent need for design guidelines and standards to ensure that the area develops in an attractive and cohesive manner, create a pedestrian friendly and vibrant street environment, and provide appropriate transitions to less dense development areas nearby.~~ 1618.5

Draft Amendments

- 1618.6 Planning for NoMaA must also accommodate established uses. The area includes important historic buildings like the Government Printing Office and the **recently refurbished** U-Line Arena. It also includes active light manufacturing and wholesale uses north of Florida Avenue and east of the CSX tracks. These uses should not be driven out by rising land values and speculation, but should be retained ~~and ultimately assisted in relocating to suitable sites elsewhere in the city when market conditions support a change in land use.~~ 1618.6
- 1618.7 In 2006 ~~t~~The District ~~is currently completing a~~ **completed the** Vision Plan and Development Strategy for NoMaA to establish more detailed policies for the area. The ~~Draft~~ Strategy envisions an area of high-density commercial and mixed-use development between North Capitol Street and the CSX railroad tracks, and a less intense and primarily residential area east of the tracks, stepping down to the moderate density residential areas of Capitol Hill. A similar transition ~~is~~ **was** envisioned on the north, with vacant land and industrial uses north of Florida Avenue and west of the railroad gradually giving way to housing over the next 20 years. The strategy also envisions air rights development over the CSX tracks (adjacent to the H Street overpass) **north of Union Station**, helping bridge the railroad barrier and support the revival of the H Street commercial district to the east. **The Union Station Expansion and Air Rights Development projects present a significant opportunity not only to underscore the role of the Station as one of the most important regional transportation hubs in the Northeast and as one of the District's most distinctive historic landmarks, but to reinforce the many additional roles it plays in the District: a critical center of multimodal transportation; a vital community asset to District residents; a place of civic, cultural, and commercial activity; and as a national gateway to Downtown, Capitol Hill, and NoMa neighborhoods, which include mixed uses, job centers, hotel, cultural and entertainment uses that attract millions of visitors and workers each year.** 1618.7
- 1618.8 West of NoMaA, the Northwest One neighborhood is roughly bordered by North Capitol and K Streets, and New Jersey and New York Avenues. The area includes several subsidized housing developments, including Sursum Corda Cooperative, ~~Temple Court Apartments~~, Tyler House, Sibley Plaza, and Golden Rule Center. ~~More than 35 percent of the area's 2,000 residents live below the federal poverty line, and the area has suffered from high crime and distressed housing for years.~~ **In 2017 approximately 19.5 percent of households were at or below the poverty line.** In 2004, Northwest One was selected as the pilot site for the city's New Communities Initiative, **a District of Columbia government program designed to revitalize severely distressed subsidized housing and redevelop neighborhoods into vibrant mixed-income communities. Subsequent planning guidance was provided through the Mid City East Small Area Plan which was completed in 2014. (See Mid City Area Element for more information).** Plans are currently underway to rebuild the Sursum Corda Cooperative as a mixed income community, providing one-for-one replacement of **existing** subsidized housing while adding market rate housing and new community anchors **and amenities** ~~that help residents become more self-sufficient.~~ 1618.8

Draft Amendments

~~While NoMA is far from a blank canvass, its parking lots, open storage yards, and vacant sites present the opportunity for thousands of new homes, millions of square feet of office space, and great new parks and public buildings.~~

1618.9 *Policy CW-2.8.1: NoMa-A Land Use Mix*

Promote NoMa-A's development as an active mixed-use neighborhood that includes residential, office, hotel, commercial, **creative, arts, maker and light industrial**, and ground floor retail uses. A diverse mix of housing, serving a range of household types and incomes, should be accommodated. 1618.9

1618.10 *Policy CW-2.8.2: East of the Tracks and Eckington Place Transition Areas*

Create a production/arts and live/work, mixed-use area east of the CSX railroad tracks between H Street NE and Florida Avenue NE and in the area east of Eckington Place and north of New York Avenue. Some of this area is shown as "Mixed Use Production Distribution Repair/Residential" areas on the Future Land Use Map. The intent of this designation is not to blend industrial uses with housing but rather to retain viable industrial activities ~~until market conditions~~ **while supporting their conversion creation of** ~~to~~ live/work space, housing, artists' studios, and similar uses. Mixed use squares in the NoMa-A area have unique characteristics that allow for a balance of industrial, residential, and office uses. The industrial striping on the Future Land Use Map anticipates some office use. These two areas should generally not be developed as large-scale commercial office building areas. Mixed-use development, including housing, should be encouraged in both locations.

1618.11 *Policy CW-2.8.3: NoMa-A Transportation Improvements*

Design NoMa-A to accommodate a wide array of transportation options, with a particular emphasis on walking, bicycling, and improved transit connections. Improve the accessibility, functionality, and safety of the area's street grid, introducing new streets as needed to improve circulation through the area. This should include the redesign of **First Street NE as NoMa's main street and** the New York/Florida Avenue intersection to improve pedestrian safety, enhance access to the New York Avenue metro station, and create a landscaped neighborhood gateway, possibly including a new national memorial. 1618.11

1618.12 *Policy CW-2.8.4: Protecting Neighborhoods Abutting NoMa-A*

Provide appropriate scale transitions between NoMa-A and existing adjacent residential neighborhoods in Eckington and Capitol Hill to conserve the fine-grained row house fabric of these communities. Service facilities, loading docks, and other potentially objectionable features should be located away from sensitive uses such as housing. 1618.12

See also the Urban Design Element and the Capitol Hill Area Element for policies on scale transitions.

1618.13 *Policy CW-2.8.5: NoMa-A Architectural Design*

Establish a unique architectural and design identity for NoMa-A, based in part on the area's heritage as an industrial area. This identity should preserve, renovate, and adaptively reuse NoMa-A's important historic buildings. 1618.13

Draft Amendments

- 1618.14 *Action CW-2.8.A: Implement the NoMa~~A~~ Vision Plan*
Implement the NoMa~~A~~ Vision Plan and Development Strategy, including its recommendations for land use, infrastructure, transportation, environmental improvements, streetscape, open space, identity, and neighborhood quality. 1618.14
- See the Mid-City Area Element for a discussion of the proposed Eckington Small Area Plan, including the North Capitol Street area between Florida and New York Avenues.*
- 1618.15 ~~**Action CW-2.8.B: NoMA Infrastructure**~~
~~Complete an assessment of infrastructure and utility needs for NoMA and identify the most appropriate means to finance and build needed improvements. 1618.15~~
- 1618.16 *Action CW- 2.8-C: Development incentives for NoMa~~A~~*
Consider a range of development incentives, including tax-increment financing, payment in lieu of taxes, and tax abatement for preferred development, to achieve the desired land use mix within NoMa~~A~~. 1618.16 **Completed – See Implementation Table**
- 1618.17 *Action CW-2.8.D: Northwest One New Community*
Redevelop Northwest One as a mixed income community, including new market rate and subsidized housing, a new school and recreation center, a library and health clinic, and neighborhood-serving retail space. Redevelopment of Northwest One should:
- a. Restore the city street grid through Sursum Corda;
 - b. Emphasize K Street NW as a “main street” that connects the area to NoMa~~A~~ and the Mount Vernon District; ~~and~~
 - c. Maximize private sector participation
 - d. One-for-one replacement of affordable units;**
 - e. Provide family-sized housing, including multi-generation families;**
 - f. Build affordable units first to minimize displacement and maximize the return of residents to their community; and**
 - g. Include tenants’ rights of return and comprehensive relocation plans for tenants prior to the redevelopment.**
- NEW Action CW: Mid City East Small Area Plan**
Implement recommendations detailed in the Mid City East Small Area Plan.

Draft Amendments

- NEW** **Policy CW: Redevelopment of the Parking Lots West of the Government Publishing Office**
Encourage the reduction of parking spaces to the west of the GPO Building and promote the space as a redevelopment site for new mixed use commercial and residential buildings, with ample public park or plaza space. Consider closing segments of 1st and G Streets, currently blocked off with jersey barriers, to incorporate these unused portions of the public right-of-way as new and well-designed community gathering spaces.
- NEW** **Policy CW: Union Station Expansion and Railyard Air Rights Development Projects**
Prioritize Washington Union Station’s vital role now and into the future as an intermodal transportation hub while recognizing the importance of its preservation as a key historic landmark and function as a community asset. Ensure that future expansion and air rights development projects appropriately respond to surrounding land use and design programs and plans, including those for Downtown East, Capitol Hill and NoMa neighborhoods.
- NEW** **Action CW: Union Station Expansion Project and Railyard Air Rights Development**
Continue participating in the Union Station Expansion Project Environmental Impact Statement (EIS) process and in coordinating with related projects, including the H Street Bridge reconstruction and future air rights development projects.
- 1618.18 *Action CW-2.8.E: Public Participation in Union Station Air Rights Development*
Because of the Union Station air rights’ uniquely diverse surroundings – including rowhouses, historic landmarks, and dense office development – and its potential to spur other investment in the neighborhood, implement a process that requires public participation in the review of any development application for that site.