

Comprehensive Plan Mid-City Area Element October 2019

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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2000 OVERVIEW 2000

2000.1 The Mid-City Planning Area encompasses the 3.1 square miles located in the geographic center of the District of Columbia. It extends from Rock Creek Park on the west to the CSX rail corridor on the east. Its southern edge is formed by Florida Avenue and U Street NW, and its northern edge is formed by Spring Road and Rock Creek Church Road. The boundaries are shown in the Map at left. Most of this area has historically been Ward 1 although the easternmost portion is currently part of Ward 5 and the southernmost portion is currently in Ward 2. 2000.1

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- 2000.2 Mid-City is one of the most diverse parts of the city. Although it is one of the smallest of the ten planning areas geographically, it is the most populous and most dense. Much of the area was developed during the late 19th and early 20th centuries, giving it a rich and historic urban character. The area includes row house neighborhoods such as Adams Morgan, **Bloomingdale**, Columbia Heights, Eckington, Le Droit Park, Park View, and Mount Pleasant. It includes large apartment communities along streets such as 14th Street, 16th Street, and Columbia Road. It is also home to several large institutions, such as Howard University, ~~and~~ Howard University Hospital, ~~and the~~ **McMillan Sand Filtration Site**. 2000.2
- 2000.3 The Mid-City Planning Area is a cultural melting pot, with a strong international flavor. It is the heart of the city's Latino **business** community, the home of some of Washington's most important African-American landmarks and cultural resources, and a gateway for immigrants from across the globe. It includes the vibrant nightlife and ethnic restaurants of 18th Street and ~~the "New U" U Street~~, and other walkable neighborhood centers that embody the best qualities of urban living. The area is well-served by the District's transportation system, including the **Metro**~~rail~~ **Green and Yellow Lines**, numerous bus lines, ~~and~~ several crosstown arterials, ~~and~~ **bikeshare**. **The Metropolitan Branch Trail (MBT) passes through the southeastern portion of the area. This shared-use trail provides new transportation and recreational opportunities for residents, as well as much-needed park space and lively cultural displays at key locations.** 2000.3
- 2000.4 Many of the neighborhoods of Mid-City have a strong sense of identity. There are several historic districts, including ~~Greater~~ U Street, Mount Pleasant, Le Droit Park, **Bloomingdale**, and Striver's Section—along with historic landmarks such as the True Reformer Building, Meridian Hill/**Malcolm X** Park, the Lincoln and Howard Theaters, and the Prince Hall Masonic Temple. Activities like Adams Morgan Day and **the DC Funk Parade on U Street** ~~the Georgia Avenue Caribbean Festival~~ celebrate local culture and build community pride. 2000.4
- 2000.5 The area also has a tradition of neighborhood activism, embodied by groups such as the Kalorama Citizens Association ~~and the~~ **Georgia Avenue Community Development Task Force**, ~~and the~~ **Cardozo-Shaw Neighborhood Association**. Non-profits like the Latino Economic Development Corporation and the Columbia Heights Development Corporation are also active in community affairs, as are cultural organizations like the Gala Hispanic Theater and the African American Civil War Memorial Freedom Foundation. 2000.5
- 2000.6 Parts of the Mid-City have changed rapidly during the last ten years. **Already one of the densest areas in Washington, DC, Mid-City saw approximately 19 percent of the District's new housing units. Almost 14 percent of the**

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area's housing units are affordable. Although Mid-City is close to having a fair amount of affordable housing, most of these units are at risk of expiring; thus Mid-City will be a target-rich area for investments by the administrators of the Housing Preservation Trust Fund, which is to be used to preserve affordable housing units when their covenants of affordability are expiring. ~~Some 2,000 housing units were added between 2000 and 2005, and about 1,500 units are in some stage of construction today. While this change has been welcomed by some, it has also created concerns about a loss of community identity and the displacement of residents. Homeowners have faced sharp increases in property taxes, and many renters have faced soaring rents and low vacancies. The median sales price of a home in the Columbia Heights ZIP-code rose a staggering 63 percent between 2004 and 2005 alone. Clearly, these kinds of increases are not sustainable and over the long run will threaten the diversity that makes the Mid-City neighborhoods so unique.~~ 2000.6

2000.7 ~~The area's economic diversity is threatened not only by rising housing costs, but also by the loss of subsidized rental housing.~~ Mid-City includes many subsidized and lower cost units, including project-based Section 8 apartments that are at risk of conversion to market rents or condos. ~~Over the last eight years, the District successfully conserved more than 1,000 units of at-risk affordable housing on the 14th Street corridor alone.~~ The District has also assisted tenants in their efforts to renovate and purchase apartment properties throughout the community, particularly in Columbia Heights. Millions of dollars have been invested to create new affordable housing opportunities for current and future Mid-City residents. This investment must be sustained, including through the use of the District Opportunity to Purchase Act, which the Housing Preservation Strike Force recommended as an important strategy to preserve affordable housing. It allows the District to purchase properties with at least five rental units, when at least 25% of the units will remain affordable to persons whose income is below fifty percent of the median family income. **(Please see the Housing Element).** 2000.7

2000.8 ~~Some~~ Mid-City neighborhoods still struggle with ~~urban problems such as~~ violent crime, homelessness, drug abuse, vagrancy, and blight. Despite the real estate boom, buildings continue to lie vacant along commercial corridors such as lower Georgia Avenue, Florida Avenue, and North Capitol Street. ~~Public facilities like Cardozo High School and Bruce Monroe Elementary are in desperate need of modernization.~~ The area also has a severe shortage of parkland. As the densest part of the city, and one with many young children, recreational needs are among the highest in the city. Most of the area's parks lack the land and amenities to meet these needs. 2000.8

2000.9 **The 14th Street and U Street corridors experienced remarkable change over the last ten years. Reinvestments made by the District and the private sector reinvigorated the Logan Circle area. The vitality of these two**

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corridors is demonstrated by a mix of dining, retail, residential, entertainment and cultural offerings. ~~A different set of urban tensions is present along the area's rapidly developing corridors such as 14th Street and U Street.~~ Revitalization has increased the need to manage traffic and parking and assist small businesses. ~~brought traffic and parking pressures, caused construction-related street disruptions, and has burdened small businesses trying to keep up with rising costs.~~ There are also visible threats to the historic integrity of many of the area's residential structures, particularly in ~~areas like Adams Morgan~~ Lanier Heights, Reed Cooke, Park View, Columbia Heights, ~~Bloomington~~, and Eckington, which are outside of designated historic districts. In some instances, ~~row houses are being converted to multi-family flats~~ ~~demolitions~~ and poorly designed alterations are diminishing an important part of Washington's architectural heritage. Revitalization must be recognized to be offset by the perception and fact of longstanding residents being priced out of their historic homes even as some persons benefit from the tremendous rise in property values. 2000.9

NEW

Mid-City also has expanded opportunities to enhance the resilience of its neighborhoods. The area has experienced significant flooding, particularly in the neighborhoods of Bloomingdale and LeDroit Park. This flooding was due to the limited capacity of the existing stormwater management systems. The projected increase in frequency and severity of rainfall events elevates the risk for these neighborhoods. Ongoing efforts to expand the capacity of the stormwater system in the area, including DC Water's Northeast Boundary Tunnel and interim McMillan Stormwater Storage Project will significantly reduce this risk, but not for the most extreme events (Please see Infrastructure and Environmental Protection Elements).

NEW

In 2016, the District Department of Transportation (DDOT) undertook the Crosstown Multimodal Transportation Study to identify improvements along the east-west connections that traverse Wards 1 and 5, address safety concerns, optimize mobility and operations, and improve efficiency for all modes along the corridor. Recommended improvements in the study include transit priority treatments along Irving Street and Columbia Road and a new bicycle facility along Kenyon Street that would connect to a multiuse trail, Washington Hospital Center, and adjacent institutions. The study also recommends rationalizing the access ramps west of the hospitals into a grid of streets, which would eliminate redundant turning movements, improve pedestrian crossing visibility, create new sidewalk connections, and simplify movements for all modes. The reconfiguration of land created by this new street grid will require additional planning analysis in the years to come, as it presents an opportunity for both new housing and for new parks or other open space.

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2000.10 The issues described above must be addressed to protect the quality of life, balance growth and conservation, and provide economic opportunity and stability for all members of the community. 2000.10

2001 HISTORY 2001

2001.1 Urban development in the Mid-City area began in the early 19th century. Some of the city's ~~earliest~~ **first** mansions were constructed on the high ground above the L'Enfant city, ~~including the~~ **such as David Porter's long-demolished Meridian Hill house, now the site of** ~~Mansion (later to become~~ Meridian Hill/~~Malcolm X Park~~) and the **similarly-lost mansion belonging to Joseph Gales, whose land was later subdivided into the residential neighborhood of Eckington. Unlike these estates, others such as Ingleside and Howard Hall still survive and are integral to the neighborhoods that were built around them. Holmead Estate (later subdivided as Mount Pleasant). Howard Hall, the home of General Oliver Otis Howard built after the Civil War, still survives as part of the campus which Howard helped to establish in 1867. Howard University joined the already established** ~~The~~ **Columbian College** (later ~~which would eventually become~~ **named** George Washington University), **which** was founded on Meridian Hill in 1822. ~~Howard University was established 45 years later, in 1867.~~ Still, much of the area remained rural until the late 19th century.

White-Meyer House was designed by renowned architect John Russell Pope, who designed the Jefferson Memorial, the National Gallery of Art (West Building) and the National Archives. An extensive renovation of White-Meyer House, which was completed in 1988, won an American Institute of Architects award for excellence. White-Meyer House, at 1624 Crescent Place, has been home to two prestigious Washington families. The property was purchased in 1910 by distinguished American diplomat Henry White, who had been Ambassador to Italy and France. The red brick Georgian home was completed in 1912 at a total cost of \$155,497.

When Henry White died in 1927, the property passed to his son, John Campbell White. Eugene Meyer, who subsequently became owner of The Washington Post, rented the house for several years before purchasing it in 1934. The Meyers, including Katharine Graham, spent their teenage years in the house. Prominent guests included Eleanor Roosevelt, Adlai Stevenson, Thomas Mann, Earl Warren, and John and Robert Kennedy. After the Meyers' deaths, the house became the property of the Eugene and Agnes E. Meyer Foundation and was leased for use by the Antioch Law School Library. In 1987, it was purchased by Meridian International Center.

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Horse-drawn streetcars, established during the Civil War, Stagecoaches ran up and down ~~what is now~~ 7th and 14th Streets, connecting the area's small hamlets, estates, and farms to the center city. One streetcar line—the Metropolitan Railway, established in 1864 – was deliberately built to entice residents to move to Mount Pleasant, one of the first suburbs of the city carved out of the Ingleside estate. 2001.1

2001.2 The Mid-City's development boom was tied to the growth of the city's population and transportation system. In 1888, the introduction of the electric streetcar enabled several of the formerly horse-drawn ~~Several~~ streetcar lines ~~were to be~~ extended north ~~from of~~ the city center in the late 1880s and early 1890s, including the city's first electric streetcar line – the Eckington and Soldiers Home streetcar – as well as lines along 7th Street and 14th Street. Commercial uses developed along these routes, a pattern that persists to this day. By the turn of the century, streetcars had been extended along Florida Avenue, U Street, 11th Street, 18th Street, Calvert Street, ~~11th Street~~, and beyond to the city's border with Montgomery County, Maryland. Formerly rural lands were subdivided and platted into residential neighborhoods, including Bloomingdale, Eckington, ~~out to LeDroit Park and beyond. Residential development was extensive, and neighborhoods like Adams Morgan,~~ Columbia Heights, Washington Heights, Lanier Heights, and other subdivisions making up present day Adams Morgan. Kalorama, Bloomingdale, and Eckington ~~These neighborhoods~~ emerged as the city's first generation suburbs, following those of Mount Pleasant and LeDroit Park. 2001.2

2001.3 Many of the Mid-City neighborhoods were quite prestigious. Located above the Potomac escarpment, places like Mount Pleasant and Columbia Heights had healthier climates and cooler summertime weather than the old city below. Elegant apartment buildings and embassies were developed along 16th Street, where commercial uses were not permitted in order to preserve the street's character as the formal gateway to the White House. To the east, ~~neighborhoods like~~ LeDroit Park and Columbia Heights became home to a growing community of upwardly mobile African-Americans. Howard University emerged as one of the country's leading African-American colleges and a seat of learning for black scholars and professors. U Street thrived as the city's "Black Broadway" and a cultural legacy of music, art, and theater was born. 2001.3

2001.4 By 1930, the area's initial development was essentially complete. Population continued to grow, and the area continued to develop with apartment buildings and denser housing. Residents were encouraged to take in boarders during the war years, and some of the larger row houses were converted into multi-family buildings and rooming houses. 2001.4

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- 2001.5 With the end of World War II in 1945 and desegregation of schools in 1954, conditions in the Mid-City neighborhoods began to change. Racial change accelerated in the 1950s and urban renewal created disruption in **the formerly stable and solidly middle-class** neighborhoods ~~like Shaw and Eckington~~. Middle class black and white households began to leave the Mid-City area, leaving behind a growing population of lower income households. The area's future was further jeopardized by the proposed Inner Loop Freeway in the 1950s. Had the Freeway been built, much of the Adams Morgan and U Street neighborhoods would have been destroyed. 2001.5
- 2001.6 Mid-City was particularly hard hit by the 1968 riots. Many buildings along 14th and U Streets were burned and the psyche of the community was devastated. Reinvestment and recovery were slow. Urban renewal plans for Shaw and 14th Streets brought large numbers of subsidized apartments in the 1970s, but many of the commercial businesses never reopened. 2001.6
- 2001.7 While parts of the area continued to decline during the 1980s and 90s, other areas began experiencing a renaissance. By the 1990s, Adams Morgan had gained a reputation as one of the city's most colorful neighborhoods and many of its homes were restored and upgraded. Loft and condominium construction and residential rehabilitation continues in the neighborhood today. 2001.7
- 2001.8 During the 1980s and 90s, an influx of residents from Latin America began to transform communities like Columbia Heights and Mount Pleasant. The transformation continued during the early 2000s following the opening of the Columbia Heights Metro Station. A 500,000 square foot commercial center **known as DC USA**—the largest retail construction project in the city **at the time**—~~will soon rise beside~~ **was developed at** the station **and became a centerpiece for the revitalization of Columbia Heights**. Projects like ~~the Louis Harrison Square~~, the ~~Lincoln Condominiums~~ ~~Shay~~, and ~~The Ellington Plaza~~ have brought hundreds of new residents to **the U Street area**. Elsewhere in the Mid-City, ~~vacant~~ homes are being rehabbed throughout Shaw, LeDroit Park, Eckington, Bloomingdale, Park View, and Pleasant Plains. 2001.8

Unlike some gentrified neighborhoods in the city, Columbia Heights has not become homogeneous: "white, Asian, black and Latino residents each make up at least 10 percent of the population—and no group constitutes a majority. Housing includes high-priced condominiums and townhouses, as well as public and middle-income housing, and even multi-million dollar homes. The neighborhood includes several public schools inclusive of nine public charter schools. Developers in Columbia Heights have watched it transform with dozens of new restaurants, shops and nightlife.

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2002

LAND USE 2002

2002.1

Land use statistics for this Planning Area appear in Figure 20.1. Mid-City comprises about 1,970 acres, or about five percent of the city's land area. **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.** 2002.1

2002.3

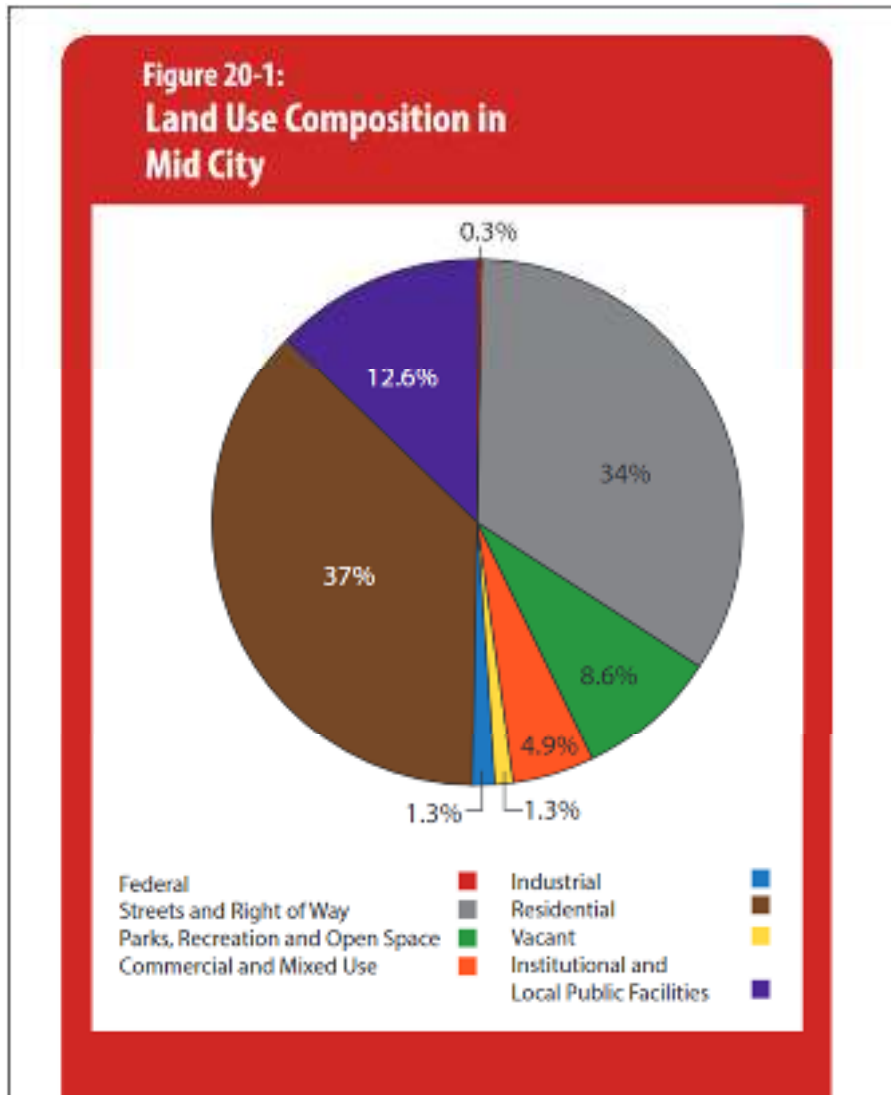
The area is primarily residential, with row houses being the predominant house type. Only about two percent of the residential area contains single family detached housing, whereas more than 70 percent contains row houses. The remainder of the residential land, totaling almost 200 acres, consists of apartments. Parts of the Mid-City Planning Area contain row houses, flats, and high-rise apartments on the same block. This pattern has been perpetuated in part by high-density zoning, a vestige of a time when the older housing in the area was thought to be obsolete and in need of replacement. 2002.3

2002.4

The commercial areas of Mid-City tend to be laid out along neighborhood shopping streets and are frequently intermixed with housing. Major commercial areas include 18th Street, Columbia Road, 14th Street, Mount Pleasant Street, U Street, 7th Street/Georgia Avenue, and North Capitol Street. There is little space for parking or loading in these business districts, and residential neighborhoods often lie immediately adjacent. Commercial and mixed land uses amount to ~~seven~~ **approximately five** percent of the total land area, which is a larger percentage than is found in most of the city's Planning Areas. About one percent of the land is used for industry, most on the area's eastern edge along the CSX tracks. While the area is generally well served by commercial uses, neighborhoods on the east side lack the variety of services available on the west side. 2002.4

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Figure 20.1 **NEW** Land Use Composition in Mid City



2002.5 Parks and open spaces occupy ~~just seven~~ **almost nine** percent of the land area in Mid- City, and most of this acreage is associated with Rock Creek Park. The remaining parks in the area are small and are very heavily used. Other public uses in the Planning Area include schools, libraries, community centers, and fire stations. These represent about three percent of the total area. Institutional uses consist primarily of Howard University and Howard Hospital and comprise seven percent of the land area. 2002.5

2002.6 About ~~two one~~ percent of the Mid-City Planning Area, or about 36 acres, consists of vacant land. Much of this land is committed to future development

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projects, such as the McMillan Sand Filtration Site, and the Howard Town Center. Although there are scattered vacant lots, the area is almost completely built-out. 2002.6

2003 DEMOGRAPHICS 2003

2003.1 Basic demographic data for Mid-City is shown in Table 20.1. In ~~2000-2017~~, the area had a population of ~~96,489~~ 81,375 or about ~~14.14~~ percent of the city's total, up from 14 percent of the city's total in 2000. Between 2000 and 2017, the area grew by over 15,000 residents, a significant increase in population, largely due to new housing construction of multi-family buildings throughout the area, particularly in the western part of the area. ~~Population declined slightly between 1990 and 2000, although change was uneven across the Planning Area. The western part of the Planning Area added residents, but the increase was offset by decline in neighborhoods on the eastern side.~~ 2003.1

2003.2 Between 2000 and 2017, the Mid-City Area experienced a shift in the characteristics of the population. In 2000, African-Americans were the predominant racial group of Mid-City at 52 percent with a Latino population of 22 percent. By 2017, the African-American population decreased to be 31 percent of the total population, while the White population increased from 27 percent to 52 percent of the total. Approximately 18 percent of the population was Hispanic.

~~2003.3 Population is estimated to have increased to 83,100 as of 2005, largely due to new housing construction. Opposing trends are affecting household size; on the one hand, most of the new construction has consisted of one and two bedroom apartments and condominiums, with small households. On the other hand, the influx of immigrants has brought larger families to the area, often crowding into existing housing units. Current household size is 2.20, which is higher than the citywide average of 2.14. This is likely to drop in the future, as the percentage of multi-family units increases.~~ 2003.3

~~2003.4 African-Americans are the predominant racial group in the Planning Area, at approximately 52 percent. A growing Latino population stands at 22 percent, approximately three times the City's average. Between 1990 and 2000, the Latino population increased by about 30 percent. More than one-quarter of the Mid-City's residents are foreign born, double the citywide average of 12.8 percent. About 27 percent of the population is non-Hispanic white, and about three percent are Asian or Pacific Islander.~~ 2003

Table 20.1 NEW Mid-City At a Glance

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Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	81,300	84,452	96,489	111,083	123,129	134,101
Households	33,979	38,286	40,497	47,313	50,142	52,466
Household Population	75,985	79,142	90,585	103,048	114,888	125,600
Persons Per Household	2.24	2.07	2.24	2.18	2.29	2.39
Jobs	28,012	29,164	30,562	32,656	35,204	37,517
Density (persons per sq mile)	26,226	27,243	31,125	35,833	39,719	43,258
Land Area (square miles)	3.1	3.1	3.1	3.1	3.1	3.1

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	15,125	18.6%	11,942	12.4%	17.6%
18-64	59,426	73.1%	76,653	79.4%	70.6%
18-34	30,604	37.6%	43,176	44.7%	34.6%
35-64	28,821	35.5%	33,476	34.7%	35.9%
65 and over	6,749	8.3%	7,895	8.2%	11.9%
Residents Below Poverty Level	18,146	22.3%	11,533	12.6%	17.4%
Racial Composition					
White	22,224	27.3%	50,291	52.1%	40.7%
Black	42,385	52.1%	30,109	31.2%	47.7%
Native American	402	0.5%	109	0.1%	0.3%
Asian/Pacific Islander	2,358	2.9%	4,393	4.6%	3.8%
Other	9,891	12.2%	8,316	8.6%	4.6%
Multi-Racial	4,115	5.1%	3,272	3.4%	2.9%
Hispanic Origin	18,246	22.4%	17,717	18.4%	10.7%
Foreign-Born Residents	21,166	26.0%	19,829	20.5%	14.0%
Tenure					
Owner Households	10,671	31.3%	15,479	38.2%	41.7%
Renter Households	23,462	68.7%	25,018	61.8%	58.3%
Housing Occupancy					
Occupied Units	34,132	89.7%	40,497	91.9%	90.2%
Vacant Units	3,929	10.3%	3,576	8.1%	9.8%
Housing by Unit Type					
1-unit, detached	1,053	2.8%	1,266	2.9%	11.9%
1-unit, attached	10,798	28.4%	10,694	24.3%	25.1%
2-4 units	3,620	9.5%	5,193	11.8%	10.3%
5-9 units	2,203	5.8%	2,376	5.4%	6.8%
10-19 units	3,585	9.4%	4,446	10.1%	10.5%
20 or more	16,782	44.1%	20,047	45.5%	35.4%
Mobile/other	21	0.1%	51	0.1%	0.1%

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

2003.5 The age profile of Mid-City is different than the District, as there are fewer residents under age 18 and over age 65 in 2017. Relative to the city as a whole, the area has lower percentages of children and seniors. About ~~18~~ 12 percent of the residents are under 18, compared to a citywide average of ~~20~~ 18

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percent. ~~Over eight-eight~~ percent ~~are are~~ over 65, compared to the citywide average of ~~12-percent~~ 12 percent. The majority of residents are between the ages of 18 and 64, with approximately 45 percent between 18 and 34 years of age. 2003.5

2004 HOUSING CHARACTERISTICS 2004

2004.1 The ~~2000-2017~~ Census reported that ~~28-24~~ percent of the area's housing stock consisted of single family attached homes (row houses and townhouses), while ~~44-45~~ percent consisted of apartments in multi-family buildings of 20 units or more. ~~These are higher than the percentages for the city as a whole.~~ Less than three percent of the homes in Mid-City were single family detached homes, significantly lower than the ~~13-12~~ percent for the city as a whole. In 2000, 10 percent of the housing units in Mid-City were vacant, compared to 8.1 percent in 2017, indicating a tight housing market. This characteristic is consistent with the increase in the number of housing units and the population growth during this time period. 2004.1

2004.2 The 2000 Census reported that 31 percent of the households in the Planning Area were homeowners and 69 percent were renters. By 2017, the percentage of homeowners increased to 38 percent while renters decreased to 62 percent. Despite this shift, the absolute number of both renter and owner-occupied units increased since 2000, indicating growth in both sectors. The ownership rate is slightly lower than the .42 percent rate for the city as a whole. 2004.2

2005 INCOME AND EMPLOYMENT 2005

2005.1 Data from the Department of Employment Services and the Office of Planning indicates there were about ~~30,562 28,300~~ jobs in Mid-City in ~~2005-2017~~. Major employers included Howard University and Howard Hospital, District government and public schools, and numerous retail businesses and services. ~~District residents fill only about 44 percent of the area's jobs. Based on 2000 Census journey-to-work data, 40 percent of the jobs in the Planning Area are filled by residents of Maryland, and about 14 percent by residents of Virginia.~~ 2005.1

2005.2 ~~There were approximately 38,000 employed residents in the Mid-City area in 2000.~~ As of the 2000 Census, median household income in the Planning Area was \$36,777, compared to a citywide median of \$45,927. By 2017, the median household income increased greatly to \$ 94,939, which is higher than the citywide median income of \$77,649. ~~About nine percent of the Mid-~~

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~~City's employed residents worked within the Planning Area, 36 percent commuted to Central Washington, 30 percent commuted elsewhere in Washington, and 25 percent commuted to jobs outside of the District. More than 40 percent of the area's residents used transit to get to work, and about 17 percent walked or bicycled. 2005.2~~

2006 PROJECTIONS 2006

2006.1 Based on approved development projects, local planning policies, and regional growth trends, Mid-City is projected to add nearly 12,000 households between 2017 and 2045.~~6,400 households during the next 20 years.~~ Population is expected to increase from 96,489 to 134,101 by 2045.~~by 16 percent, reaching about 96,500 in 2025.~~ Much of the growth in the Mid-City area is expected to consist of moderate to medium-density housing, particularly along 14th Street and Georgia Avenue, on land west of Howard University, and around the Metro stations at Shaw and Columbia Heights. Growth is also expected on the far eastern edge of the Planning Area, along Florida Avenue and North Capitol Streets. 2006.1

2006.2 The number of jobs is expected to increase by about over 7,000 jobs~~5,000, to about 33,000~~from 30,562 jobs in 2017, to 37,517 jobs in 2025~~2045.~~ Most of the increase is associated with development around the Columbia Heights Metro station, the Howard Town Center on Georgia Avenue, and the New York Avenue Metro station on the area's southeastern edge. 2006.2

~~2007~~ ~~Planning and Development Priorities 2007~~ See Appendices for historical record of 2005-2006 engagement results.

~~2007.1~~ ~~Three Comprehensive Plan workshops took place in Mid-City during 2005 and 2006. These meetings provided an opportunity for residents to discuss both citywide and neighborhood planning issues. The Advisory Neighborhood Commissions provided an important voice in this discussion, particularly on the Future Land Use Map. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but relating to other planning topics. These meetings have covered topics such as public realm and transportation improvements in Columbia Heights, revitalization of Georgia Avenue, redevelopment of McMillan Reservoir, parking and traffic issues in Adams Morgan, and the arts districts along U Street and in the greater Shaw area. 2007.1~~

~~2007.2~~ ~~The community delivered several key messages during these meetings, summarized below: 2007.2~~

~~a. The distinct and eclectic character that defines Mid-City neighborhoods~~

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~~should be protected as infill development takes place. The communities of the Mid-City welcome community reinvestment, but are worried that the rapid pace of redevelopment may be changing the fabric of the community too quickly. The loss of neighborhood diversity was the greatest concern expressed at almost every Comp Plan meeting in the Mid-City area, and was raised in many different contexts—from the need for affordable housing to concerns about the influx of chain stores and decline of neighborhood businesses.~~

- ~~b. Housing opportunities should be increased for people at all income levels so that Mid-City can remain a diverse neighborhood. The citywide run-up in housing prices has particularly impacted Mid-City, as costs have soared beyond what many local residents can afford. Working families and lower-income residents are being priced out of the area, and there are concerns that the community is becoming affordable only to upper income professionals. Preserving the existing stock of affordable units is important, either through rehabilitation or replacement of subsidized housing projects with new affordable units. The type of new housing being built in the area should be more varied. In particular, more three- and four-bedroom units are needed to attract and retain families.~~
- ~~e. New condos, apartments and commercial development should be directed to the areas that are best able to handle increased density, namely areas immediately adjacent to Metrorail stations or along high volume transit corridors. These areas are generally located around 14th and Park, along the 14th Street corridor, along~~
- ~~d. U Street—especially around the Metro station, along 7th Street and Georgia Avenue—especially west of Howard University, and in the southeastern corner of the Planning Area near the New York Avenue Metro station. Mixed use development, with multi-story housing above retail shops and services, is desirable in these locations and would reinforce the Mid-City’s character as a vital, pedestrian-oriented neighborhood.~~
- ~~e. The row house fabric that defines neighborhoods like Adams Morgan, Columbia Heights, Pleasant Plains, Eckington, and Bloomingdale should be conserved. Although Mid-City includes six historic districts (Greater U-Street, LeDroit Park, Mount Pleasant, Strivers’ Section, Washington Heights and Kalorama Triangle), most of the row houses in Mid-City are not protected by historic district designations. Some are even zoned for high-density apartments.~~
- ~~f. A variety of problems have resulted, including demolition and replacement with much larger buildings, the subdivision of row houses into multi-unit flats, and top-story additions that disrupt architectural balance. Intact blocks of well-kept row houses should be zoned for row houses, and not for tall apartment buildings, and additional historic districts and/or conservation districts should be considered to protect architectural character.~~

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- ~~g.—The community is in dire need of additional parkland. Mid-City is the densest part of the city, but the ratio of park acreage per resident is among the lowest in the city. Rock Creek Park is a great resource, but is a long way from the eastern part of the Planning Area and is primarily a passive open space. The Area has a shortage of active play fields and recreational facilities, especially east of 16th Street. In many cases, schools are the only open spaces in the neighborhood, but access to school grounds may be restricted, and the school facilities themselves are suboptimal. Sites like the McMillan Reservoir Sand Filtration site offer the promise for additional neighborhood open space. New development there and elsewhere should set aside land for parks, while development along the area’s commercial streets and around Metro stations should include pocket parks and plazas. Throughout the community, innovative approaches such as land trusts and easements should be considered to improve open space access.~~
- ~~h.—Language barriers should be broken so that more foreign-born residents can get a proper education, find suitable housing, find a decent job, and participate in community life and civic affairs. With a growing population of immigrants and non-English speaking residents, the Planning Area needs alternative education options and better access to literacy and language programs. If residents are to fill the good quality jobs to be created in the new economy, better vocational training and bilingual services are needed. Local public schools, charter schools, universities, and non-profits should be integral partners in these efforts.~~
- ~~i.—The arts should be recognized as an essential part of community life. While this is true in all parts of Washington, it is especially true in the multi-cultural neighborhoods of the Mid-City. The Planning Area has been the home of many ethnic and racial groups for more than 100 years, and has long been a center of creative expression and cultural diversity. The area should celebrate its past through heritage trails and historic exhibits, and celebrate its present through indoor and outdoor performance, art, and music. New cultural facilities must also be part of the area’s future.~~
- ~~j.—Better economic balance should be achieved in the neighborhood. The neighborhood centers on the west side of the Mid-City Planning Area are generally successful, with strong demand for commercial space. Neighborhood business districts on the east side, particularly along Georgia Avenue and North Capitol Street, are still struggling. There are numerous vacant and boarded up properties, along with concerns about fire safety, blight, and crime. Commercial gentrification is also an issue. Small corner stores and other businesses that are unique to the neighborhood are having a harder time getting by. The area’s restaurants, ethnic establishments, and iconic neighborhood businesses are an important part of what defines this community. They should be strongly supported in the future.~~
- ~~k.—Pedestrian safety, improved traffic operations, and parking management are all high priorities. Increased density within this already dense Planning Area~~

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~~creates busier streets—both for cars and for people. Despite its proximity to Metro, Columbia Heights will become more congested as 700 new housing units and 500,000 square feet of new retail space come on line. Parking demand will continue to exceed supply in Adams Morgan and Mount Pleasant. Commuter traffic along North Capitol Street and Florida Avenue will continue to burden side streets in Eckington and Bloomingdale. New solutions and strategies to traffic management are needed. Increasing transit service and improving pedestrian safety are important parts of the equation, but they must not be the only parts.~~

- ~~l. Public facilities in Mid-City need improvement. Many of the area’s schools, libraries, and recreation centers are outdated and do not meet the needs of the community. At the same time, residents are concerned about proposals to use private development to leverage public facility replacement. A key concern is that public facilities are not rebuilt at the expense of neighborhood open space, which is already in very short supply. While Mid-City has several outstanding new facilities, including the Girard Street Playground, the Columbia Heights Community Center, and Bell-Lincoln Multicultural Middle/ High School, there are still unmet needs.~~
- ~~m. Mid-City needs “greening.” This Planning Area has a very high percentage of impervious surface coverage and lost much of its tree cover during the 1970s, 80s, and 90s. Tree planting is needed to reduce urban runoff, create shade, remove air pollutants, and create beauty in the neighborhoods. Future development should incorporate green roofs and other methods to reduce resource consumption, conserve energy and water, and be more environmentally friendly.~~

MC-1 GENERAL POLICIES

2008 MC-1.1 GUIDING GROWTH AND NEIGHBORHOOD CONSERVATION 2008

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

2008.2 Policy MC-1.1.1: Neighborhood Conservation
Retain and reinforce the historic character of Mid-City neighborhoods, particularly its row houses, older apartment houses, historic districts, and walkable neighborhood shopping districts. The Planning Area’s squares,

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alleyways, and historic alley buildings offer opportunities for preservation and creative development. The area's rich architectural heritage and cultural history should be ~~protected~~ **preserved** and enhanced. 2008.2

- 2008.3 Policy MC-1.1.2: Directing Growth
Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metrorail station areas, as well as along the Georgia Avenue corridor and the North Capitol Street/Florida Avenue business district. Opportunities for new mixed income housing **developments that provide a greater mix of affordability as a result of a rezoning effort,** neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map. 2008.3
- 2008.4 Policy MC-1.1.3: Infill and Rehabilitation
Encourage redevelopment of vacant lots and the rehabilitation of abandoned structures within the community, particularly along Georgia Avenue, Florida Avenue, 11th Street, and North Capitol Street, and in the Shaw, Bloomingdale, and Eckington communities. **Similarly, encourage the redevelopment of vacant lots, and the rehabilitation of vacant buildings located at the interiors of the Planning Area's squares.** Infill development should be compatible in scale and character with adjacent uses, **while encouraging more housing opportunities.** 2008.4
- 2008.5 Policy MC-1.1.4: Local Services and Small Businesses
~~Protect~~ **Support** the small businesses and essential local services that serve Mid-City. Encourage the establishment of new businesses that provide these services in areas where they are lacking, especially on the east side of the Planning Area. **Support local services, small businesses, and their surrounding corridors using main streets, business improvement districts, and clean teams.** 2008.5
- 2008.6 Policy MC-1.1.5: Conservation of Row House Neighborhoods
Recognize the value and importance of Mid-City's row house neighborhoods as an essential part of the fabric of the local community. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods reflect the desire to retain the row house pattern. Land use controls should discourage the subdivision of single family row houses into multi-unit apartment buildings but should encourage the use of English basements as separate dwelling units, in order to retain and increase the rental housing supply. 2008.6
- 2008.7 Policy MC-1.1.6: Mixed Use Districts
Encourage preservation of the housing located within Mid-City's commercially

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zoned areas. Within mixed use (commercial/residential) areas, such as Mount Pleasant Street and Columbia Road, encourage commercial uses that do not adversely impact the established residential uses. 2008.7

2008.8 Policy MC-1.1.7: ~~Protection~~ **Preservation** of Affordable Housing
Strive to retain the character of Mid-City as a mixed income community by ~~protecting~~ **preserving** the area's existing stock of affordable housing units and promoting the construction of new affordable units. **Give attention to the most rapidly changing neighborhoods and encourage the use of Historic Preservation Tax Credits to rehabilitate older buildings for affordable housing.** 2008.8

2008.9 Policy MC-1.1.8: ~~Traffic and Parking Management~~ **Multi-Modal Connections**
Improve traffic circulation along major Mid-City arterial streets, with a priority on 14th Street, Georgia Avenue, U Street, **16th Street, Rhode Island Avenue,** 18th Street, Columbia Road, **North Capitol,** and Connecticut Avenue. Implement programs in these areas to improve bus ~~circulation~~ **service,** improve pedestrian and bicyclist safety and ease of travel, and mitigate the effects of increased traffic on residential streets. Consistent with the Transportation Element of the Comprehensive Plan, provide alternatives to automobile use—including improved transit and innovative personal transportation options—for existing and new residents to reduce the necessity of auto ownership, particularly where parking and traffic problems exist. 2008.9

NEW **Policy MC-1.1.8a: Metropolitan Branch Trail**
Prioritize safety and access improvements along the trail, including east-west pedestrian and bicycle connections to allow trail users to get to and from the adjoining neighborhoods safely. Create shaded areas along the trail to implement sustainable practices and improve the user experience. In addition, some sites have the potential to foster “trail-oriented development” that could bring more users to the trail, provide desired amenities, and build community for new and existing residents. Encourage “trail-oriented” development to include makers, artists, and local entrepreneurs.

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

2008.10 Policy MC-1.1.9: Transit Improvements
Improve public transit throughout the Mid-City Planning Area, ~~with an emphasis on shorter headways~~ **improved efficiency and reliability** on the north-south bus routes, additional east-west and cross-park bus routes, and more frequent and extended Metrorail service. Continue assistance programs for the area's transit- dependent groups, including the elderly, students, and disabled. 2008.10

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- NEW **Policy MC-1.1.11: Stormwater Management for Interior Flooding**
Improve existing stormwater management systems to reduce the risk of interior flooding in Mid-City from extreme rainfall events. This should include gray and green infrastructure measures that improve drainage and reduce impervious surface coverage, especially for Bloomingdale and LeDroit Park. When feasible, stormwater projects should include expanding parks, green space, and recreational opportunities for the area. Please see Infrastructure and Environmental Protection Elements.
- NEW **Policy MC-1.1.12: Green Development Practices**
Encourage capital improvement or development projects in Mid-City to eliminate surface water runoff from sites through green roofs, rain gardens, cisterns, pervious pavement, bioretention cells, and other reuse or filtration methods. Support could include financial or other incentives.
- 2008.11 Action MC-1.1.A: Rezoning Of Row House Blocks
Selectively rezone well-established residential areas where the current zoning allows densities that are well beyond the existing development pattern. The emphasis should be on row house neighborhoods that are presently zoned R-5-B or higher, which include the areas between 14th and 16th Streets NW, parts of Adams Morgan, areas between S and U Streets NW, and sections of Florida Avenue, Calvert Street, and 16th Street. **Completed – See Implementation Table** 2008.11
- 2008.12 Action MC-1.1.B: Overconcentration of Liquor-Licensed Establishments
Identify the potential for regulatory controls to address the problem of excessive concentrations of liquor-licensed establishments within the neighborhood commercial districts, particularly on 18th Street and Columbia Road. **Obsolete – See Implementation Table** 2008.12
- 2008.13 Action MC-1.1.C: ~~Transit~~ **Multi-Modal** Improvements
Support the development of a fully integrated ~~bus, streetcar, subway~~ **transit**, bicycle, and pedestrian system within the Planning Area by moving forward with plans for expanded service on the Metrorail Green Line, extension of the Metrorail Yellow Line, and ~~bus rapid~~ **high capacity** transit on Georgia Avenue, **and dedicated rush hour bus lanes along 16th Street.** 2008.13
- 2008.14 Action MC-1.1.D: Off-Street Parking
Support the ~~development management~~ of ~~off-street parking facilities~~ **parking capacity** in ~~the Columbia Heights, Adams Morgan, and U Street~~ Mid-City commercial districts, ~~and including~~ **the implementation of parking management**

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programs that maximize the use of existing parking resources (such as the **DC USA garage and** Reeves Center garage), minimize traffic associated with “circling” for spaces, and reduce conflicts among users. 2008.14

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

2009 MC-1.2 CONSERVING AND ENHANCING COMMUNITY RESOURCES 2009

2009.1 Policy MC-1.2.1: Cultural Diversity

Maintain the cultural diversity of Mid-City by encouraging housing and business opportunities for all residents, sustaining a strong network of social services for immigrant groups, and retaining affordable housing **for families and other households** within the Planning Area. 2009.1

2009.2 Policy MC-1.2.2: English Language Programs and Vocational Training
Work with established institutions such as public schools, charter schools, **colleges and universities** ~~Howard University~~ to support alternative education and vocational training options for **residents with Limited English Proficiency.** ~~non-English speaking residents.~~ 2009.2

2009.3 Policy MC-1.2.3: Rock Creek Park
Improve community access from the Mid-City area to Rock Creek Park **by establishing clear, direct pedestrian and bicycle connections between Adams Morgan, surrounding neighborhoods, and the Smithsonian National Zoo.** Work with the National Park Service to explore opportunities for new recreational amenities in the park that ~~reduce the deficit~~ **increase the amount** of open space and recreational facilities in the Mid-City. **Work with the National Park Service to encourage continued open access to Rock Creek Park.** 2009.3

2009.4 Policy MC-1.2.4: New Parks
Explore the possibility for new neighborhood parks within the Mid-City area, particularly in the area around the proposed Howard Town Center, and on the McMillan Reservoir site, **such as with new development like that proposed at the McMillan Sand Filtration Site.** Additionally, pocket parks and plazas ~~such as those planned for the Columbia Heights Metro station area~~ should be encouraged elsewhere in the Planning Area, particularly near higher density development. The ~~dearth of parks in the Mid-City area is a serious problem that must be addressed as its population grows~~ **anticipated population growth further compounds the need for high quality** open space—all recreation areas must be retained and new recreation areas must be provided wherever possible. 2009.4

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- NEW **Policy MC-1.2.4a: Public Art**
Explore opportunities with local arts organizations, artists, and residents for public art throughout Mid-City. Focus efforts on identified gateways, parks, nodes, and opportunity sites, connections to Metrorail Stations, and underpasses, as well as other appropriate locations as determined by the community.
- 2009.5 Policy MC-1.2.5: Neighborhood Greening
Undertake neighborhood greening and planting projects throughout the Mid-City Area, particularly on median strips, public triangles, and along sidewalk planting strips. 2009.5
- 2009.6 Policy MC-1.2.6: Mid-City Historic Resources
~~Protect~~ **Preserve** the historic resources of the Mid-City area, with particular attention to neighborhoods that are currently not ~~protected~~ **preserved** by historic district designation **and are at greater risk for demolition or inappropriate redevelopment.** ~~Historic resources to be protected also include the Taft and Ellington Bridges, Meridian Hill Park, the First Church Christ Scientist, and the historic Holt House. The design integrity of the bridges shall be preserved, and Meridian Hill/Malecolm X Park and the area around it shall be managed to preserve historic vistas and view corridors, as well as historic park features.~~ 2009.6
- 2009.7 Action MC-1.2.A: **Tailored Design Guidelines**~~Conservation Districts~~
Consider ~~the designation of~~ **design guidelines for Lanier Heights, Reed-Cooke, Columbia Heights, Eckington, Bloomingdale, Park View,** and other Mid-City neighborhoods ~~as “Conservation Districts.”~~ **Adopt comprehensive design guidelines for historic districts that tailor historic district review standards to the specific preservation concerns in each community and**
~~Design standards and review procedures for such districts would be less rigorous than those used in Historic Districts, but would~~ strive for more compatible infill development and maintenance of historic building scale, mass, and height conditions. 2009.7
- 2009.8 Action MC-1.2.B: Library Expansion
~~Modernize and upgrade the Mount Pleasant Branch Library, including expansion of library services.~~ As funding allows, consider development of a new library in the eastern portion of Columbia Heights. 2009.8
- 2009.9 Action MC-1.2.C: Recreation Center
Pursue development of a new recreation center in the eastern part of the Planning Area, serving the Bloomingdale/Eckington/LeDroit Park community. This area was recognized ~~to be particularly deficient for such uses~~ **to need**

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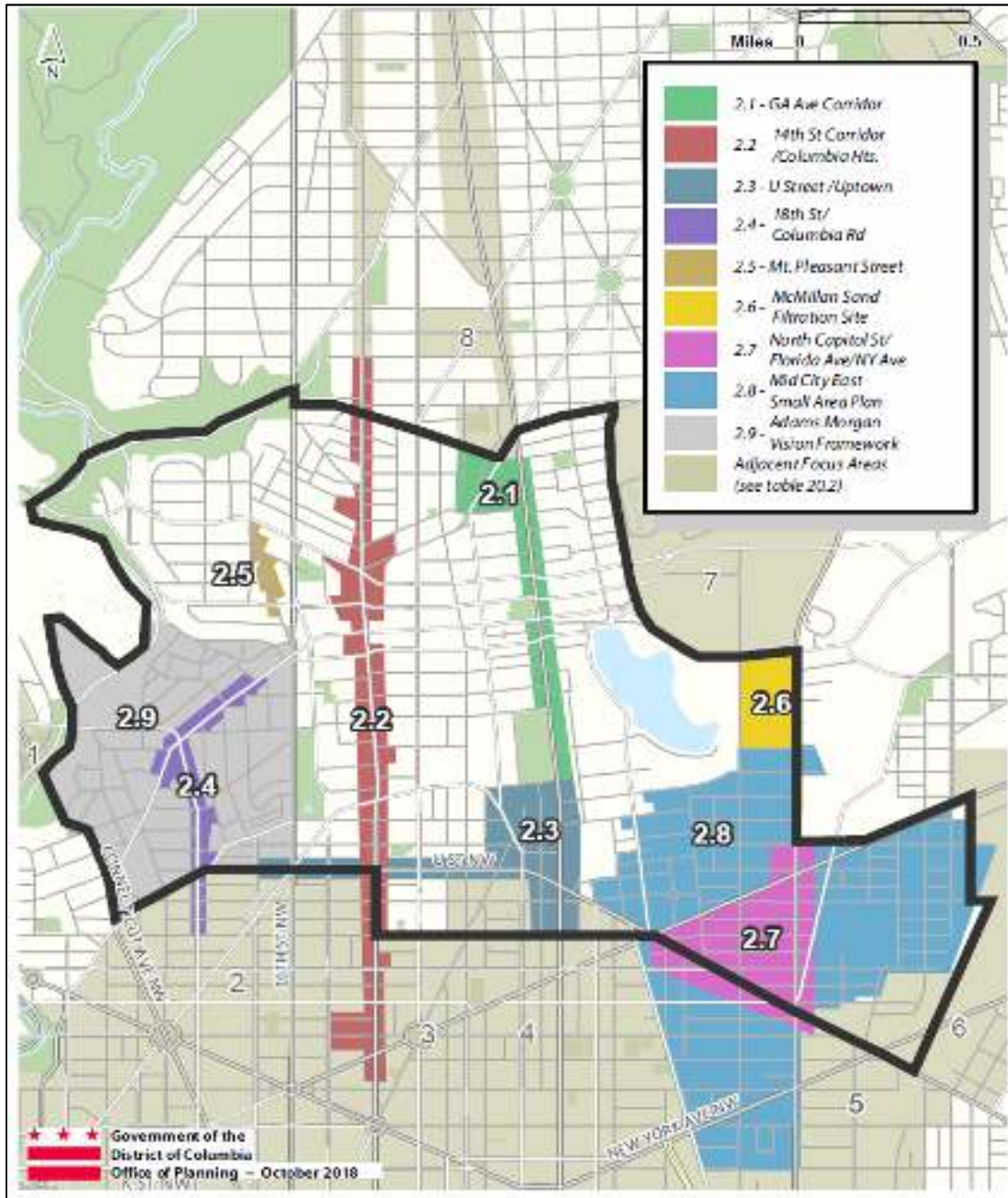
indoor and outdoor recreation space in the ~~2006~~ Parks Master Plan. 2009.9

2010 MC-2 POLICY FOCUS AREAS 2010

2010.1 The Comprehensive Plan has identified seven areas in Mid-City as “policy focus areas,” indicating that they require a level of direction and guidance above that provided by the prior sections of this Area Element and in the citywide elements (see Map 20.1 and Table 20.2). These areas are:

- Georgia Avenue Corridor
 - 14th Street Corridor/Columbia Heights
 - U Street/Uptown
 - ~~18th Street and Columbia Road~~ **Adams Morgan**
 - Mount Pleasant Street
 - McMillan Sand Filtration Site
 - **Mid City East** (North Capitol Street/Florida Avenue/~~venue~~/New York Avenue).
- 2010.1

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2010.2 The Rock Creek East Element (Chapter 22) should be consulted for policies and actions on the reuse of the Armed Forces Retirement Home. The site adjoins the

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Mid-City Planning Area and its reuse will affect transportation, infrastructure, and services in the Mid-City area. 2010.2

2011 MC-2.1 GEORGIA AVENUE CORRIDOR 2011

2011.1 Georgia Avenue is one of the city's most significant and historic avenues. As a ~~traffic artery~~ **major arterial**, it carries thousands of commuters in, ~~and out, of~~ **and through** the city daily. As a commercial corridor, it provides goods and services to residents in neighborhoods like LeDroit Park, Pleasant Plains, and Park View. Yet today, the avenue ~~is in need of revival~~ **still has not met its full potential**. Despite its distinctive building stock, ~~and~~ the strong housing market around it, **and construction of new mixed use buildings near Metro**, the avenue still has pockets of crime, deteriorating commercial and residential properties, ~~a steady increase of automobile-oriented businesses, and declining infrastructure and~~ **underperforming** public spaces. **While important infrastructure upgrades have been made along the corridor, others remain necessary.** 2011.1

2011.2 Several planning initiatives have been launched for the Georgia Avenue corridor ~~during in~~ the past ~~five years~~ **decade or so**. In 2005, the Office of Planning completed a Revitalization Strategy for the portion of the corridor extending from Euclid Street on the south to Decatur Street on the north. Below Euclid, much of the street frontage is controlled by Howard University and is addressed in the Howard Campus Plan. The University's plans include joint development of Howard Town Center, a large mixed use residential and retail project. The University also ~~has~~ launched the "LeDroit Park Initiative" to spur improvement and reinvestment in the surrounding neighborhood. South of Barry Place, Georgia Avenue/7th Street is contained within the Strategic Development Plan for the Uptown Destination District. The entire corridor is also one of the city's designated "Great Streets." 2011.2

2011.3 Although these initiatives cover different sections of the corridor, they share common goals. These include revitalization through strategic growth and development, preservation of historic assets and unique architecture, improvement of the streetscape and public space, creation of new housing and job opportunities, and upgrading of public transit. Such initiatives are bolstered through efforts by local faith-based institutions to provide family support and job training services in the community. 2011.3

2011.4 Plans for Georgia Avenue seek to attract quality neighborhood-serving retail businesses and services, reduce vacancies, and explore shared parking strategies to meet parking demand. A number of specific actions have been recommended, including ~~creation of an overlay zone to encourage redevelopment~~, market incentives such as tax increment financing, façade improvement programs, and targeted improvements on blocks with high vacancies. ~~New parking lots or~~

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~~structures are suggested on specific sites along the corridor, and pedestrian safety measures such as more visible crosswalks and improved lighting have been proposed.~~ **Parking management and pedestrian enhancements have also been proposed.** The Georgia Avenue Revitalization Strategy includes an “Action Plan” to initiate and monitor these measures. 2011.4

- 2011.5 Policy MC-2.1.1: Revitalization of Lower Georgia Avenue
Encourage continued revitalization of the Lower Georgia Avenue corridor. Georgia Avenue should be an attractive, pedestrian-oriented “Main Street” with retail uses, local-serving offices, mixed income housing, civic and cultural facilities, and well-maintained public space. 2011.5
- 2011.6 **Action Policy** MC-2.1.2: ~~Segmenting the~~ Corridor **Identity**
Develop distinct identities for different segments of the Georgia Avenue Corridor. Within the Mid-City area, these should include a Park View/~~Park-Morton~~ section (**New Hampshire Avenue to Columbia Road** ~~to Irving~~), a Pleasant Plains section (Irving to Euclid), a Howard University section (Euclid to Barry Place), and the Uptown Arts District (Barry Place southward). 2011.6
- 2011.7 Policy MC-2.1.3: Georgia Avenue Design Improvements
Upgrade the visual quality of the Georgia Avenue corridor through urban design and public space improvements, including tree planting, new parks and plazas, upgrading of triangle parks, and façade improvements that establish a stronger identity and improved image. 2011.7
- 2011.8 Policy MC-2.1.4: Howard University
Encourage and strongly support continued relationship-building between Howard University and the adjacent residential neighborhoods. Work with Howard University in the abatement of any outstanding community issues such as the redevelopment of vacant property, façade/building enhancements, and buffering issues associated with campus expansion. Stimulate joint development opportunities with the University that benefit students and surrounding residents. 2011.8
- NEW **Policy MC-2.1.5: Crosstown Connectivity**
Strengthen crosstown connectivity through multimodal improvements as recommended in the Crosstown Multimodal Transportation Study.
- NEW **Policy MC-2.1.6: Pocket Parks and Plazas**
Pursue opportunities to create new publicly accessible open space along the Georgia Avenue corridor.

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- 2011.9 Action MC-2.1.A: Georgia Avenue Revitalization Strategy
Implement the recommendations of the 2004 Revitalization Strategy for the Georgia Avenue and Petworth Metro Station Area and Corridor. 2011.9
- 2011.10 Action MC-2.1.B: Howard Town Center
Develop a new mixed-use neighborhood center on land to the west of Howard University Campus. This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional medium-high density, **mixed-income** housing development **that provides a mix of affordability as a result of a rezoning effort**, civic space, cultural facilities, and public open space on surrounding sites. **Historic structures within the area should be preserved**. Appropriate transitions in scale should be established between this center and the lower density row house neighborhoods to the west. 2011.10
- 2011.11 Action MC-2.1.C: Great Streets Improvements
Implement the Great Streets initiative recommendations for Georgia Avenue, including transit improvements, façade improvements, upgraded infrastructure, blight abatement, and incentives for housing and business development along the avenue. 2011.11
- 2011.12 Action MC-2.1.D: Park Morton New Community
Continue Pursue redevelopment of Park Morton as a “new community”, replacing the existing public housing development with an equivalent number of new public housing units, plus new market-rate and “workforce” housing units, to create a new mixed income community. Consider implementing this recommendation in tandem with plans for the reuse of public land on Spring Road. Ensure that every effort possible is made to avoid permanent displacement of residents ~~if this action is followed~~. 2011.12
- 2011.13 Action MC-2.1.E: Reuse of Bruce School
Encourage the reuse of the ~~vacant~~ **historic** Bruce School (Kenyon Street) as a neighborhood-serving public facility, such as a library, recreation facility, education center for youth and adults, or vocational training center, rather than using the site for private purposes. Open space on the site should be retained for community use. **Completed – See Implementation Table**. 2011.13
- 2011.14 Action MC-2.1.F: Senior Wellness Center
Develop a Senior Wellness Center on the Lower Georgia Avenue corridor to meet the current and future needs of area residents. **Completed - See Implementation Table**. 2011.14

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NEW

Action MC-2.7.: Preserving Historic Character

Consider design guidelines specific to Park View and Pleasant Plains, tailored to the specific neighborhood concerns about compatible alterations and infill development. Consider potential historic designations in the context of these guidelines.

2012

MC-2.2 14TH STREET CORRIDOR/COLUMBIA HEIGHTS 2012

2012.1

14th Street ~~is in the midst of~~**has been experiencing** an urban renaissance, with hundreds of new housing units **completed in the last decade, more** under construction and new ground floor retail businesses opening on almost every block between Rhode Island Avenue and Park Road. Once a major commercial thoroughfare, the corridor was hard hit by the 1968 riots, and many of its buildings sat vacant for more than 30 years. 2012.1

2012.2

~~Much of the recent activity has focused on the Columbia Heights Metro Station area.~~ The commercial district around 14th ~~and Park Streets~~**Street and Park Road** was initially developed in the early 1900s as a transit-oriented commercial center, anchored by the ~~now~~-historic Riggs Bank (now PNC) and Tivoli Theater on the northwest and northeast corners. In 1997, a series of community workshops was held to create a redevelopment strategy for the area, ultimately targeting several major parcels owned by the Redevelopment Land Agency (RLA) around the Metro station. 2012.2

2012.3

The 1997 effort led to another initiative several years later, which culminated in the 2004 Columbia Heights Public Realm Framework Plan. The Framework Plan was developed to enhance public space in the Metro station vicinity. The Plan was coordinated with plans for private development on adjacent properties. **All totaled this resulted in** ~~which when completed will add~~ over 600 new housing units, approximately 650,000 square feet of retail space, 30,000 square feet of office space, and 2,000 parking spaces. The Framework Plan also incorporated connections to the ~~new 800-student Bell Lincoln Middle and High School and Multi-Cultural Center~~**Columbia Heights Education Campus**, as well as other cultural and civic uses nearby. **While most of Columbia Heights has been developed, some development opportunities still exist around the Metro station.** 2012.3

2012.4

The goal of the Columbia Heights Public Realm Framework is to make the neighborhood more pedestrian friendly, coordinate infrastructure improvements, and create a stronger civic identity for Columbia Heights. Its recommendations, **which have been implemented,** include a new civic plaza, paving and streetscape improvements, tree planting, public art, and reconfiguration of streets and intersections to improve pedestrian and vehicle safety. 2012.4

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2012.5 South of Columbia Heights, medium-density mixed use development ~~is proposed~~ **has been constructed** on many blocks extending south from Irving Street to U Street. ~~Over the past ten years, r~~Redevelopment ~~over the next ten years will~~ **has been** ~~reshaping~~ the corridor from auto-oriented commercial uses, including several “strip” shopping centers and warehouses, to an attractive urban residential street. Special efforts should **continue to** be made to refurbish and preserve subsidized housing along the corridor, and to establish appropriate transitions in scale and density between the corridor and the less dense residential areas on the west and east. Strengthening of the 11th Street neighborhood commercial district, located several blocks east of Columbia Heights, also should **continue to** be encouraged. With ~~the opening of~~ the DC-USA project and other **new** large-scale retail development near the Columbia Heights Metrorail station, programs to assist the existing small businesses in this area may be needed. 2012.5

2012.6 **Over the past ten years, DDOT has reconstructed and reconfigured streets and installed numerous Bikeshare docking stations. Metro has improved bus service and the car-sharing economy has emerged, all to balance mobility and access to new housing and retail. These improvements dramatically increased vibrancy and aim to create a variety of options for people to move throughout the city.** ~~The construction of hundreds of new housing units and one of the largest retail complexes in the city will have significant traffic impacts on Columbia Heights during the coming years. East-west traffic flow through the area is particularly problematic, since many of the east-west streets are residential in character and are already congested. Blocked travel lanes, double parking, poorly marked lanes, angled intersections and poorly timed traffic signals contribute to the problem. Although DDOT completed a traffic study for the area in 2003 and identified potential transportation improvements, there is a need for additional traffic analysis to evaluate the impacts of planned development and develop appropriate mitigation measures. The goal of these measures should not be to increase vehicle speed on the east-west streets, but rather to improve mobility through the area and reduce the adverse effects of traffic on residents and businesses.~~ 2012.6

2012.7 Policy MC-2.2.1: Columbia Heights Metro Station Area Development ~~Develop~~ **Maintain** the Columbia Heights Metro Station area as a thriving mixed-use community center, anchored by mixed income housing, community-serving retail, offices, civic uses, and public plazas. Strive to retain the neighborhood’s extraordinary cultural diversity ~~as development takes place~~, and place a priority on development and services that meet the needs of local residents, **such as preserving existing and creating more affordable and mixed income housing close to the Metrorail station and bus transit corridors.** 2012.7

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- 2012.8 Policy MC-2.2.2: Public Realm Improvements
Improve the streets, sidewalks, and public rights-of-way in the 14th Street/Park Road vicinity to improve pedestrian safety and create a more attractive public environment. 2012.8
- 2012.9 Policy MC-2.2.3: ~~Pocket Parks~~ Park Capacity
Pursue opportunities to create new publicly-accessible open space in Columbia Heights and to increase community access to public school open space during non-school hours. Continue to improve the quality of existing parkland and outdoor recreation facilities. 2012.9
- 2012.10 Policy MC-2.2.4: ~~Traffic and Parking~~ Multi-Modal Management
Improve bus, pedestrian, bicycle, and vehicular movement; parking management; and pedestrian safety along the 14th Street corridor while balancing the transportation and traffic needs of adjacent cross-streets. Undertake transportation improvement programs to sustain the additional residential, retail and institutional development ~~that is now under construction or planned~~ around the Columbia Heights Metro station. These improvements should achieve a balanced multi-modal system that meets the needs of pedestrians, bicyclists, transit users, and motorists. 2012.10
- 2012.11 Policy MC-2.2.5: 11th Street Commercial District
Retain the 11th Street corridor between Kenyon and Monroe Streets as a neighborhood shopping district. Preserve the mixed use character of the corridor and encourage ~~new~~ local-serving retail businesses and housing. 2012.11
- 2012.12 Policy MC-2.2.6: Mid-14th Street Commercial District
Support ongoing efforts to strengthen the small businesses on Park Road and businesses on 14th Street between Newton Street and Shepherd Street. This segment is identified as a critical commercial node in the Central 14th Street Small Area Plan adopted in 2012. Build on the momentum of development in Columbia Heights by extending enhanced streetscape elements into this area. Improve the commercial district ~~through~~ by supporting the recommendations of the Retail Action Strategy including façade improvements, technical assistance, enhanced public infrastructure, and other measures to sustain a thriving business community that serves the surrounding neighborhood. 2012.12
- NEW Policy MC-2.2.7: East-West Connections
The District of Columbia has few east-west network connections north of the original L'Enfant Plan street grid. This makes east-west travel to and from neighborhoods and activity centers challenging as a limited number of corridors carry the majority of the traffic. In 2016, the District

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Department of Transportation (DDOT) undertook the Crosstown Multimodal Transportation Study to identify improvements along the east-west connections that traverse Wards 1 and 5, address safety concerns, optimize mobility and operations, and improve efficiency for all modes along the corridor. Recommended improvements in the study specific to this policy focus area include transit priority treatments along Irving Street and Columbia Road, safety treatments at the intersections of Columbia Road and 14th and 16th Streets, and a new bicycle facility along Kenyon Street that would connect to a multiuse trail linking neighborhoods to the Washington Hospital Center and adjacent institutions.

2012.13 Action MC-2.2.A: Columbia Heights Public Realm Framework Plan
Implement the Columbia Heights Public Realm Framework Plan, including the installation of unique lighting and street furniture, improvement of sidewalks, tree planting, public art, and construction of a civic plaza along 14th Street at Park Road and Kenyon Street. Streetscape improvements should include not only the 14th Street corridor, but gateway points throughout Columbia Heights. **Completed - See Implementation Table.** 2012.13

2012.14 Action MC-2.2.B: Park Improvements
Upgrade and re-design small neighborhood pocket parks within Columbia Heights, especially at Monroe and 11th Street, and at Oak/ Ogden/14th Streets. **Completed - See Implementation Table.** 2012.14

2012.15 Action MC-2.2.C: Mount Pleasant/Columbia Heights Transportation Improvements
Implement the recommendations of the Mount Pleasant/Columbia Heights Transportation Study, including traffic calming measures for the Columbia Heights community. Update the Study recommendations as needed based on follow-up analysis of projected traffic conditions in the area. The updated study should address alternative routing of east-west traffic to reduce impacts on residential streets. **Completed - See Implementation Table** 2012.15

NEW **Action MC-2.2.D: Crosstown Study**
Implement the recommendations of DDOT's Crosstown Study.

2013 MC-2.3 U STREET/UPTOWN 2013

2013.1 U Street and the adjacent Cardozo and Shaw neighborhoods are an important part of the city's African-American cultural history. African Americans first settled in the neighborhood in the 1880s, capitalizing on new streetcar lines and the absence of residential segregation rules. By the 1920s, the neighborhood had become the center of African American life in Washington. Black-owned

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theaters, restaurants, night clubs, billiard parlors, and dance halls extended along U Street from 7th Street to 14th Street. During its heyday, legendary jazz greats like Duke Ellington, Louis Armstrong, Dizzy Gillespie, and Pearl Bailey performed at U Street venues. Today, the neighborhood is home to the African-American Civil War Memorial and Museum, and an African-American Heritage Trail that commemorates important historic landmarks in black history. 2013.1

2013.2 ~~U Street has been in transition for the past decade.~~ Some of the **U Street** area's historic venues have been restored, and a new generation of restaurants and nightclubs is emerging. ~~Hundreds-~~**Thousands** of new housing units have been added, particularly west of 12th Street. The neighborhood has become more socially, culturally and economically mixed. The downside of U Street's success is that many of the long-time businesses, including those providing basic services like barber shops and bookstores, ~~are having~~**have had** difficulty paying the higher rents and taxes that have come with gentrification. Efforts to retain the street's character must do more than just preserve its buildings; measures to retain and ~~and assist existing businesses are needed~~ **foster diverse businesses and culture must continue.** 2013.2

2013.3 In 2004, the District completed a Strategic Development Plan for the Uptown Destination District (called "DUKE"), focusing on the area along U Street between 6th Street and 13th Street and along 7th Street/Georgia Avenue between Rhode Island Avenue and Barry Place. The Plan proposes revival of these blocks as a cultural destination, anchored by a restored Howard Theater, new retail and entertainment uses along 7th and U Streets, outdoor performance space, and up to 800 new housing units on vacant and/or underutilized sites. Office and hotel uses also are discussed as possible uses, capitalizing on the proximity to Howard University. 2013.3

2013.4 The confluence of a strong real estate market, an excellent location near Metro and Howard University, and the desire of several government agencies to develop their vacant properties, ~~will catalyze~~**has catalyzed** this area's redevelopment during the ~~next~~**last** decade **and will continue to shape its future.** The DUKE Plan focuses on 16 publicly-owned sites, including sites owned by the District, WMATA, **and** the Housing Finance Agency, ~~and the Redevelopment Land Agency.~~ It also addresses sites owned by Howard University and the private sector within the study area. As development takes place, ~~continued~~ efforts to improve the streetscape and public space, provide affordable housing, preserve historic buildings, and mitigate development impacts (particularly those associated with the increased concentration of restaurants, night clubs and entertainment uses) should ~~be included~~**continue.** 2013.4

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- 2013.5 Policy MC-2.3.1: Uptown Destination District
Encourage the ~~redevelopment~~ **growth and vibrancy** of U Street between 6th Street and 12th Street NW, and Georgia Avenue/7th Street between Rhode Island Avenue and Barry Place NW as a mixed use residential/commercial center, with restored theaters, arts and jazz establishments, restaurants, and shops, as well as housing serving a range of incomes and household types. 2013.5
- 2013.6 Policy MC-2.3.2: Uptown Subareas
Create a distinct and memorable identity for different sub-areas in the Uptown District, based on existing assets such as the Lincoln Theater, Howard University, the African-American Civil War Memorial, and the Howard Theater. 2013.6
- 2013.7 Policy MC-2.3.3: Uptown Design Considerations
Ensure that development in the Uptown Area is designed to make the most of its proximity to the Metro Stations at Shaw and 13th Street, to respect the integrity of historic resources, **provide new affordable and mixed income housing opportunities**, and to transition as seamlessly as possible to the residential neighborhoods nearby. 2013.7
- 2013.8 Policy MC-2.3.4: Cultural Tourism
Promote cultural tourism initiatives, public art, signage, and other improvements that recognize the African-American historical and cultural heritage of the Uptown area. Such initiatives should bring economic development opportunities to local residents and businesses, and establish a stronger identity for the area **both** as a nationally significant African-American landmark **and a district with prominent LGBTQ sites**. 2013.8
- 2013.9 Policy MC-2.3.5: ~~Parking and Traffic~~ **Multi-Modal** Management
Encourage the development of shared parking facilities in the Uptown area, better management of existing parking resources, and improved surface transit to manage the increased ~~parking demand~~ **trips to the area** that will be generated by new development. 2013.9
- 2013.10 Policy MC-2.3.6: Small Business Retention
Incorporate small business retention and assistance programs in the Uptown District's revitalization, possibly including zoning regulations, tax relief, and other measures which assist small businesses as redevelopment along U Street, 9th Street, and 7th Street takes place. 2013.10
- 2013.11 Action MC-2.3.A: Duke Development Framework Small Area Plan
Implement the DUKE Strategic Development Framework Plan to establish a destination-oriented mixed use development program for key vacant and

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existing historic sites between the historic Lincoln and Howard Theatres.
Completed - See Implementation Table 2013.11

- 2013.12 Action MC-2.3.B: U Street/Shaw/Howard University Multi-Modal Transportation and Parking Study
Implement the recommendations of the U Street/Shaw/Howard University Multi-Modal Transportation and Parking Study ~~to~~ provided improved parking management, traffic safety and mobility, transit accessibility, pedestrian and bicycle safety, and streetscape design. **Completed – See Implementation Table.** 2013.12

See the Near Northwest Area Element for a discussion of the Shaw/ Convention Center Area Plan.

2014 MC-2.4 ADAMS MORGAN ~~18TH STREET/COLUMBIA ROAD~~ 2014

- 2014.1 **Steeped in history and cultural diversity, layered with well-maintained historic architecture and a mix of housing types, and emboldened by a strong sense of community pride, cultural vibrancy, and civic activism, Adams Morgan is one of Washington, D.C.’s most unique neighborhoods. Among longtime residents and artists who preserved and insulated the bohemian feeling of the Adams Morgan from the norm of other District neighborhoods exist newer residents including young professionals attracted by the same lively and progressive culture but seeking an amenity-rich neighborhood in which to live. The neighborhood’s walkability, strong commercial core, access to public transportation, proximity to downtown and educated and engaged residents continue making Adams Morgan an attractive place to live.**

In the late 19th and early 20th centuries, Adams Morgan was a fashionable suburb of row houses and elegant apartments. During World War II, many of its homes were divided into apartments (or used as rooming houses), changing the character of the neighborhood. A large number of young adults and immigrants settled in the neighborhood in the post-war years. A new name for the community was coined by community activists, combining the names of two neighborhood schools—the predominantly white Adams and the predominantly black Morgan. 2014.1

- 2014.2 In the 1950s and early 1960s, the neighborhood saw an influx of Cubans and Puerto Ricans. Beginning in the 1980s, waves of immigrants from Central America arrived, many seeking refuge from political and economic turmoil. Today, Adams Morgan has the second largest Salvadoran population in the United States. The neighborhood’s colorful street murals, first painted by

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Latinos in the 1970s, are now a Washington tradition and are emulated throughout the city. The commercial district along 18th Street and Columbia Road has become a center of Washington nightlife, with an array of ethnic restaurants, coffee houses, bars, and funky shops that attract people from across the region, as well as visitors to the city. 2014.2

2014.3 The neighborhood continues to experience growing pains as it grapples with strong demand for housing and the popularity of its entertainment scene. To the east of 18th Street, a zoning overlay was created for the Reed-Cooke area in 1989 to protect existing housing and ensure compatible infill development on a number of large properties. Several large low-rise condominium projects were developed in the 1990s and early 2000s, and today there are plans for a new grocery store in the former Citadel skating rink. 2014.3

NEW **Adams Morgan has long been a neighborhood of market distinction. From the 1990s – 2000s, Adams Morgan was one of the District’s de facto neighborhoods for nighttime entertainment. Among the many offerings in the neighborhood were international cuisine, funky bars and independent shops selling goods not found anywhere else in the city. As the building boom in the District took off in the early 2000s, Adams Morgan, like other District neighborhoods, saw change. More young professionals began moving in and buildings were renovated or constructed to accommodate demand. Customers also changed their retail patterns as more options emerged in other neighborhoods. As such, some longtime neighborhood restaurants and shops began waning, putting Adams Morgan in a more defensive position, making it ripe for planning and technical assistance.**

NEW **The neighborhood’s history, ethnic makeup and bohemian characteristics that serve as the backbone of Adams Morgan’s past are still woven into the neighborhood fabric today. Despite demographic and socioeconomic changes in the neighborhood and the pressures of a growing city that threaten Adams Morgan’s artistic feel and ethnic diversity, residents continue to be highly engaged in their community.**

2014.4 ~~Elsewhere in~~ **In** the neighborhood, **there remains a desire to provide housing for families, diversify eating and business establishments, maintain and grow the number of affordable housing units, and adequately buffer between residential and commercial uses.** ~~there are still concerns about the conversion of row houses to apartments, over concentration of bars, the loss of affordable housing units, and inadequate buffering between residential and commercial uses. Public private redevelopment~~ **Renovation and modernization** of the Marie Reed School campus **and Recreation Center** ~~is currently under consideration.~~ **are complete.** The project provides ~~an opportunity for~~ a new school and community facility, **contributing to the**

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public life of Adams Morgan. New development—~~and possibly new affordable housing, but~~ has raised concerns about additional density, congestion, and the loss of open space. The continued strong involvement of the Advisory Neighborhood Commission, local community organizations, and individual residents will be important as these conflicts and challenges are addressed. 2014.4

NEW

In 2014, OP launched the Adams Morgan Vision Framework (AMVF), a strategic planning initiative and engagement process that built upon previous planning studies to define key goals and action items for the neighborhood. Completed in 2016, the AMVF identifies opportunity areas to preserve physical characteristics, enhance retail and amenities, support sustainability, and improve the quality of life for the community. The AMVF includes seventeen goals with corresponding implementable recommendations for the neighborhood. The goals are centered around five core categories important for Adams Morgan’s continued development and growth: 1) Creating Great Places; 2) Redefining Retail; 3) Embracing Sustainability; 4) Strengthening Identity through Arts, History, and Culture; and 5) Bolstering Community. The policies and actions below reflect key goals and recommendations from the AMVF.

2014.5 Policy MC-2.4.1: ~~Protecting~~ Preserving the Character of Adams Morgan
~~Protect~~ Preserve the historic character of the Adams Morgan community through historic landmark and district designations, and by ensuring that new construction is ~~consistent~~ compatible with the prevailing heights and densities in the neighborhood and provides opportunities for affordable housing. 2014.5

2014.6 Policy MC-2.4.2: Preference for Local-Serving Businesses
Enhance the local-serving, multi-cultural character of the 18th Street/ Columbia Road business district. Encourage small businesses that meet the needs of local residents, and an appropriate mix of establishments that both neighbors and visitors to the area can enjoy. ~~rather than convenience stores, large-scale commercial uses, and concentrations of liquor licensed establishments. Consistent with this policy, the conversion of restaurants to night clubs or taverns and the expansion of existing night clubs or taverns into adjacent buildings should be discouraged.~~ 2014.6

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- 2014.7 Policy MC-2.4.3: Mixed Use Character
Encourage retention of the older mixed use buildings along 18th Street and Columbia Road and facilitate infill projects which complement them in height, scale, and design. Discourage conversion of existing apartment buildings in the commercial area to non-residential uses, and ensure that the long-term viability of these uses is not threatened ~~by the encroachment of incompatible uses.~~
2014.7
- 2014.8 Policy MC-2.4.4: Transportation Improvements
Improve traffic movement, accessibility, and the flow of people along key arterial streets, particularly along 18th Street and Columbia Road and residential connector streets such as Kalorama Road and Euclid Street. Implement new measures to address parking problems on residential streets near the Adams Morgan business district. These measures could include extension of the residential permit parking program to a “24/7” timeframe, with appropriate consideration given to the needs of residents, businesses, and visitors. 2014.8
- 2014.9 Policy MC-2.4.5: Reed-Cooke Area
~~Protect~~ **Support** existing housing within the Reed Cooke neighborhood, maintaining heights and densities at appropriate levels and encouraging small-scale business development that does not adversely affect the residential community. 2014.9
- 2014.10 Policy MC-2.4.6: Adams Morgan Public and Institutional Facilities
Encourage the retention and adaptive reuse of existing public facilities in Adams Morgan, including the use of schools for public purposes such as education, clinics, libraries, and recreational facilities. In addition, encourage the constructive, adaptive and suitable reuse of historic churches with new uses such as housing in the event such facilities cease to operate as churches.
2014.10

NEW

Action MC-2.4.7: Adams Morgan Vision Framework
Implement the recommendations in the Adams Morgan Vision Framework.

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- 2014.11 Action MC-2.4.A: 18th Street/Adams Morgan Transportation and Parking Study
Work closely with the Advisory Neighborhood Commission and community to implement appropriate recommendations of the 18th Street/ Adams Morgan Transportation and Parking Study, which was prepared to better manage vehicle traffic, pedestrian and bicycle movement, on-street and off-street parking, and streetscape improvements along 18th Street and in the surrounding area of Adams Morgan. Appropriate recommendations are those on which a consensus can be developed, and those on which consensus may not be achieved but where the views and comments of all stakeholders have been duly considered and discussed. **Completed – See Implementation Table.** 2014.11
- 2014.12 Action MC-2.4.B: ~~Washington Heights and~~ Lanier Heights **and Reed-Cooke** ~~Support the designation of the Washington Heights area as a National Register Historic District. Conduct additional historical surveys and e~~ **Consider design guidelines specific to** ~~historic district designations for other areas around Adams Morgan, including~~ Lanier Heights, ~~portions of~~ **and** Reed-Cooke, ~~the 16th Street area, and.~~ **Consider historic designation of** Walter Pierce Community Park. 2014.12
- 2014.13 Action MC-2.4.C: Marie H. Reed Community Learning Center
Continue the community dialogue on the reuse of the Marie H. Reed Community Learning Center to determine the feasibility of modernizing the school, improving the playing fields and recreational facilities, and providing enhanced space for the health clinic and other community services. This dialogue should be undertaken in the context of addressing present and future local public facility needs, open space needs, school enrollment and program needs, and the community's priorities for the site. **Completed – See Implementation Table.** 2014.13
- 2014.14 Action MC-2.4.D: Local Business Assistance
Explore the feasibility of amending tax laws or developing tax abatement and credit programs to retain neighborhood services and encourage small local-serving businesses space along 18th Street and Columbia Road. **Identify technical assistance needs and priorities of Hispanic, Asian, and African American owned/operated businesses in the neighborhood and recognize the benefits that naturally arise from cultural variety among tenants.** 2014.14
See also Action MC-1.1.A regarding the rezoning of row house blocks.

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NEW

Action: Design Guidelines

Develop design guidelines for Adams Morgan including commercial, residential and open space areas. Highlight and identify the principles of compatible design and preserving neighborhood character.

NEW

Action: Commercial District Management

Approach commercial district management as a unified operation while also developing targeted marketing and localized strategies that enhance and reinforce the unique identity and needs of each retail cluster.

NEW

Action: Enhance the Neighborhood Retail Experience

Utilize existing Adams Morgan Partnership Business Improvement District committees and the BID Board to develop joint retail objectives. Work with retailer and resident liaisons involved in the BID to carry out joint initiatives that enhance the neighborhood retail experience.

2015

MC-2.5 MOUNT PLEASANT STREET 2015

2015.1

The Mount Pleasant Street shopping district was developed around the end of a streetcar line and has served the surrounding community for more than a century. Mount Pleasant has been a designated National Register Historic District since 1987 and is one of ~~12~~the DC “Main Streets.” Today, the commercial district includes a variety of small businesses and services, many oriented toward the large Latino population in the area. The area between Mount Pleasant Street and 16th Street is one of the densest in the city, with numerous large apartment complexes. 2015.1

2015.2

There is broad agreement that Mount Pleasant Street should remain a culturally diverse, pedestrian-oriented local-serving shopping street in the future, and that the local flavor of the business mix should be **preserved** ~~protected~~. As in other Mid-City neighborhoods, there are concerns about rising rents and the loss of business diversity. There is strong interest in attracting new arts establishments and locally-owned restaurants to the neighborhood, and promoting multi-culturalism through outdoor fairs, public art, and street performances. There is also strong interest in ~~protecting~~ **preserving** the architectural integrity and historic proportions of Mount Pleasant’s residential streets, and in acquiring additional open space for public access and community use. 2015.2

~~2015.3~~

~~Opinions on the extent of new development that should be accommodated along Mount Pleasant Street itself are mixed. Some residents strongly desire denser-mixed-use development, with new affordable and market rate housing above-retail space. Others remain concerned about the impacts of additional density on~~

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~~traffic, parking, and historic character, and the effects of retail and restaurant growth on nearby residential uses. A continued dialogue on growth and development issues will be necessary to find the right balance. 2015.3~~

- NEW **In 2010, the DC Council approved the Mount Pleasant Street Commercial Revitalization Strategy. This small area plan provides a framework to revitalize commercial activity along the historic corridor and set the stage for long-term future growth. The policies and actions below reflect key goals and recommendations from the plan.**
- 2015.4 Policy MC-2.5.1: Mount Pleasant Street’s Character
Maintain and preserve the local neighborhood shopping character of Mount Pleasant Street to ~~better~~ serve the surrounding neighborhood. Support creative cultural design while ~~protecting~~ **preserving** historic landmarks. 2015.4
- 2015.5 Policy MC-2.5.2: Involving the International Community
Promote bilingual outreach and communication with local merchants and residents to more effectively address business impacts and create a better match between neighborhood businesses and the needs of the community. 2015.5
- 2015.6 Policy MC-2.5.3: Mount Pleasant As a Creative Economic Enclave
Support creative and multi-cultural expression in Mount Pleasant through display, performance, festivals, and economic development strategies. The neighborhood should be a creative economic enclave, where incubators and small businesses that combine cultural and small-scale technological initiatives are supported. Cultural arts should be more fully integrated into the landscape of Mount Pleasant Street and should be part of the experience of living or shopping there. Additional arts, crafts, galleries, licensed market vendors, and space for business incubators and consulting services in the creative professions should be encouraged. 2015.6
- 2015.7 Policy MC-2.5.4: Open space Access
Pursue improvements to existing open space in the Mount Pleasant community, including better connections to Rock Creek Park, enhancements to pocket parks and plazas, and encouraging the joint use of school facilities to meet local recreational needs. 2015.7
- 2015.8 Policy MC-2.5.5: Promoting Affordable Housing in Mount Pleasant
~~Protect~~ **Preserve** existing affordable housing in Mount Pleasant and support opportunities for new affordable housing as a component of mixed use infill development along Mount Pleasant Street and in the area between Mount Pleasant Street and 16th Street. 2015.8

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- NEW **Policy MC-2.5.6: Strengthen Small Business**
Implement technical assistance to strengthen existing small businesses and increase opportunities for new entrepreneurs to capture more of the neighborhood customer base.
- NEW **Policy MC-2.5.7: Promote and Market Mount Pleasant Street**
Attract additional consumers to the corridor by promoting the unique character of Mount Pleasant Street.
- NEW **Policy MC-2.5.8: Enhance the Appearance of Mount Pleasant Street**
Improve the Mount Pleasant Street streetscape and physical appearance by transforming it into a green street that can be used as a model for eco-friendly development practices.
- NEW **Policy MC-2.5.9: Increase Creative Uses on Mount Pleasant Street.**
Undertake temporary urbanism initiatives to transform vacant and underutilized sites and spaces into vibrant destination and creative showcases.
- 2015.9 Action MC-2.5.A: Incentives for Mixed Use Development and Affordable Housing
Consider planning and zoning tools in Mount Pleasant to create incentives for ground floor retail and upper story, **mixed income** residential uses along Mount Pleasant Street, with performance standards that ensure the compatibility of adjacent uses. Provide the necessary flexibility to encourage innovation and creative economic development, possibly including ground floor small businesses on alleys and walkways in the area between 16th and 17th Streets. 2015.9
- 2015.10 Action MC-2.5.B: Expanding Mount Pleasant Open Space
Restore access to the Bell Lincoln recreational facilities and ensure continued public access to (and restoration of) the Department of Parks and Recreation Headquarters property and playground on 16th Street for the benefit of residents of the surrounding community, including Mount Pleasant and Columbia Heights. Access for pedestrians, persons using wheelchairs, and bicyclists between Mount Pleasant and Columbia Heights should be provided through this area. Consideration should also be given to combining Asbury and Rabeau Parks (at 16th, Harvard, and Columbia Road) into a single park. **Completed – See Implementation Table** 2015.10
- 2015.11 Action MC-2.5.C: Mount Pleasant Street Façade Improvements
Encourage urban design and façade improvements in the established commercial district along Mount Pleasant Street. 2015.11

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- NEW **Action: Mount Pleasant Street Commercial Revitalization Strategy**
Implement the recommendations of the Mt. Pleasant small area plan.
- NEW **Action MC-2.5.D: Market the Unique Character of Mount Pleasant Street**
Led by the Mount Pleasant Main Street, coordinate a marketing campaign
to promote Mount Pleasant businesses to District residents outside the
neighborhood.
- 2016 **MC-2.6 MCMILLAN SAND FILTRATION SITE 2016**
- 2016.1 The McMillan Sand Filtration site occupies 25 acres at the corner of North Capitol Street and Michigan Avenue NW. Once used to filter drinking water from the Potomac River, the plant was closed and sold by the federal government to the District of Columbia for “community development purposes” in 1987. The site currently appears as an open area of grass and trees with two rows of enigmatic concrete towers covered with ivy. Beneath the surface are 20 unreinforced concrete filter cells, each one acre in size and in various states of disrepair. ~~The entire site is considered historically significant.~~ When the filtration system was created in 1905, it was considered an engineering marvel and a model for other plants nationwide. **The entire site is a designated historic landmark.** 2016.1
- 2016.2 The McMillan site has been the subject of community forums for ~~nearly 20 years~~**several decades.** Many residents have advocated for a park on the site, noting its historic significance. In fact, the filtration site and the adjacent McMillan reservoir were part of the Emerald Necklace of parks conceived in the 1901 McMillan Plan, and the site itself was originally designed by Frederick Law Olmsted, Jr. Past proposals for the site have been the subject of lawsuits, and the former Comprehensive Plan designation of the site for mixed use development was itself the subject of a lawsuit in 1989-92. 2016.2
- 2016.3 ~~The District conducted planning workshops for the site in 2000 to explore potential new uses. Several options were considered, including a community park, a retail hotel complex, and a mixed use residential retail scenario. Each of the options dedicated a substantial portion of the site as parkland. In 2004, an unsolicited proposal to build 1,200 units of housing on the site was made by a private developer. In 2005, the site was transferred from the District to the National Capital Revitalization Corporation (NCRC). NCRC is currently developing plans for the property.~~ 2016.3
- 2016.4 ~~Whatever the outcome, s~~**Several basic objectives should be pursued in the development and** re-use of the McMillan Sand Filtration site. These are outlined in the policies below. 2016.4

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- 2016.5 Policy MC-2.6.1: Open space on McMillan Reservoir Sand Filtration Site
Require that **development and** reuse plans for the McMillan Reservoir Sand Filtration site dedicate a substantial contiguous portion of the site for recreation and open space. The open space should ~~provide~~ **allow** for both active and passive recreational uses, and should adhere to high standards of landscape design, accessibility, and security. ~~Consistent with the 1901 McMillan Plan, connectivity to nearby open spaces such as the Armed Forces Retirement Home, should be achieved through site design.~~ 2016.5
- 2016.6 Policy MC-2.6.2: Historic Preservation at McMillan Reservoir
Restore key above-ground elements of the site ~~in a manner that is compatible with the original plan,~~ and explore the **preservation or** adaptive reuse of some of the underground “cells” as part of the historic record of the site. Preservation poses a challenge given the collapse of most cells. The cultural significance of this site, and its importance to the history of the District of Columbia must be recognized as it is **developed, reopened to the public, and** reused. Consideration should be given to ~~monuments, memorials, and museums~~ **interpretive features** as part of the site design. 2016.6
- 2016.7 Policy MC-2.6.3: Mitigating Reuse Impacts
Ensure that any development on the site is designed to reduce parking, traffic, and noise impacts on the community; be architecturally compatible with the surrounding community; and improve transportation options to the site and surrounding neighborhood. **The new Planned Unit Development (PUD) calls for 290,650 sq. feet of medical use.** Any change in use on the site should increase connectivity between Northwest and Northeast neighborhoods as well as the hospital complex **and Armed Forces Retirement Home** to the north. 2016.7
- 2016.8 Policy MC-2.6.4: Community Involvement in **Development and** Reuse Planning
Be responsive to community needs and concerns in **development and** reuse planning for the site. Amenities ~~which~~ **that** are accessible to the community and ~~which~~ respond to neighborhood needs should be included. 2016.8
- 2016.9 Policy MC-2.6.5: Scale and Mix of New Uses
Recognize **the substantial potential of the McMillan Sand Filtration site to address multiple planning and development priorities and** that development ~~on portions~~ of the ~~McMillan Sand Filtration~~ site ~~may be~~ **is** necessary to stabilize the site and provide the desired open space and amenities. ~~Where development takes place, it~~ **Development of the site should** consist of ~~moderate to medium-density retail, and other compatible uses.~~ **residential, retail, office, and**

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recreational uses. Residential development should include a mix of units for persons of various incomes and housing types; new buildings should be planned and designed in a manner that is informed by the height, mass, scale, and uses of existing and planned buildings in the surrounding area, as appropriate. Other uses may include health care facilities, providing connectivity to the hospital complex. Consistent with the rules governing Planned Unit Developments, the density for the McMillan Sand Filtration Site shall be calculated for the McMillan Sand Filtration Site as a whole and individual buildings may have greater height than is typically associated zones within a specific land use designation. New buildings should be planned and designed in a manner that is informed by the height, mass, scale, and uses of the surrounding context, as appropriate. ~~Any development on the site should maintain viewsheds and vistas and be situated in a way that minimizes impacts on historic resources and adjacent development.~~
2016.9

2016.10 Action MC-2.6.A: McMillan Reservoir Development
Continue working with the ~~National Capital Revitalization Corporation~~ and adjacent communities in the development and implementation of reuse plans for the McMillan Reservoir Sand Filtration site. 2016.10

2017 MC-2.7 MID CITY EAST (NORTH CAPITOL STREET/FLORIDA/NEW YORK AVENUE) ~~BUSINESS DISTRICT~~ 2017

2017.1 The Mid City East area sits near the center of the District of Columbia and showcases historic residential fabric and institutions, a rich diversity of residents, valued open spaces, and burgeoning retail amenities. The Mid City East area is made up of a number of neighborhoods that flank ~~The area around~~ the major corridors of North Capitol Street, New York Avenue, and Florida Avenue, New Jersey Avenue and Rhode Island Avenue including: ~~intersections provides the commercial center for the surrounding~~ Le Droit Park, Bloomingdale, Eckington, and ~~Bates/Truxton Circle~~ and Hanover neighborhoods (the Bates/Truxton Circle and Hanover neighborhoods are located in the Near Northwest Area Element). The inviting character of these neighborhoods is juxtaposed by the major arterials that bisect them. Despite acting as real and formidable boundaries, the street corridors also create opportunities for retail enhancement, new development, and improved connectivity. The neighborhoods themselves are diverse in age, income, and ethnicity. They consist of a mix of row houses and small apartment buildings. Home prices in the neighborhood have ~~tripled since~~ 2000 significantly increased in the past ten years, and many long-time residents are feeling the pressure of gentrification. The city's industrial heritage survives in Eckington's important and increasingly rare industrial

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buildings.2017.1

- 2017.2 The commercial areas in Mid City ~~district itself is~~ are in need of revitalization. Although it was designated a DC Main Street in 2000 and reinvigorated in 2014, ~~it~~ North Capitol Street suffers from a lack of neighborhood- serving businesses, high vacancies, crime, and inadequate access ~~and parking~~. The North Capitol ~~frontage~~ corridor is particularly challenged by a myriad of confusing and often congested intersections, and crisscrossing diagonal streets and triangles making pedestrian movement difficult. ~~a transportation study in 2004-2005~~, The Council-approved the 2014 Mid City East Small Area Plan and accompanying Livability Study to address these issues, with the goal of improving vehicle flow and improving safety. The Small Area Plan provided a framework for conservation, development, sustainability, and connectivity, as well as ~~Study explored the feasibility of reconstructing Truxton Circle (at North Capitol and Florida), and~~ identified specific short-term and long-term transportation, streetscape, and infrastructure improvements. The vision for the area is to improve quality of life and enhance neighborhood amenities and character while supporting a community of culturally, economically, and generationally diverse residents. The purpose of the Livability Study was to address the challenges that residents face in meeting their daily needs, enhance community access and circulation for residents of all ages and abilities, preserve local streets as the home of neighborhoods and communities; and provide opportunities in the public rights of way to celebrate community identify and place. 2017.2
- 2017.3 The North Capitol commercial district is just a few blocks west of the ~~New-York Avenue~~ NOMA/Gallaudet Metro station and lies on the northern edge of the ~~North-of-Massachusetts Avenue (NOMA)~~ NOMA district. Conditions on the corridor ~~are likely to change dramatically as~~ have changed since ~~NOMA is was~~ redeveloped with offices and high-density housing. The commercial ~~district~~ corridor is well situated to benefit from these changes, but first needs ~~a strategy~~ to address the needs of the residential community, manage ~~traffic~~ access, upgrade the public realm, and improve public safety. 2017.3
- 2017.4 Policy MC-2.7.1: ~~North-Capitol/Florida Business District~~ Commercial Revitalization Revitalize neighborhood commercial areas, including retail, dining, and small office space. Upgrade the commercial district at Florida Avenue/North Capitol/New York Avenue, restoring vacant storefronts and streetscapes to active use and accommodating compatible neighborhood-serving infill development. 2017.4
- 2017.5 Policy MC-2.7.2: ~~Ekington/Bloomingdale~~ Neighborhood Character ~~Protect~~ Preserve and retain the architectural integrity and cultural resources

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of ~~the Eckington/Bloomingdale~~ Mid City East neighborhoods, and encourage ~~the continued restoration~~ compatible rehabilitation and improvement of the area's row houses. 2017.5

NEW **Policy: MC-2.7.3: Connecting Bloomingdale and Eckington**
Improve connectivity between Bloomingdale and Eckington by expanding the North Capitol overpass, decking over the entire expanse to create a tunnel between Seaton Street and Rhode Island Avenue and creating a green space to make crossing North Capitol Street more inviting for pedestrians and other persons using non-motor vehicles.

NEW **Policy: MC-2.7.4: Increased Green Space**
Encourage preservation and improvement of existing green spaces in Eckington. Identify new opportunities for additional public green space and tree planting throughout the neighborhood and along the Metropolitan Branch Trail, including in additional pocket parks.

NEW **Policy MC-2.7.5: New York Avenue and Florida Avenue Intersection**
Implement short-term and long-term improvements to the intersection of New York Avenue and Florida Avenue to enhance connectivity, increase safety for pedestrians and those using non-motor vehicles, and reduce motor vehicle speed.

2017.6 Action MC-2.7.A: **Mid City East Small Area Plan**
Implement recommendations provided in the Mid City East Small Area Plan.
North Capitol Revitalization Strategy
~~Prepare a Small Area Plan/Revitalization Strategy for the North Capitol/ Florida Avenue business district, including recommendations for streetscape improvements, land use and zoning changes, parking management and pedestrian safety improvements, retail development, and opportunities for new housing and public services. 2017.6~~

2017.7 Action MC-2.7.B: **Design Guidelines** ~~Conservation District~~
Consider **design guidelines tailored to the specific neighborhoods concerns.**
~~the designation of the Eckington/Bloomingdale/Truxton Circle neighborhood as a Conservation District, recognizing that most of its structures are 80-100 years old and may require additional design guidance to ensure the compatibility of alterations and infill development. 2017.7~~

2017.8 Action MC-2.7.C: North Capitol Transportation Study
Implement the recommendations of the North Capitol Street/Truxton Circle

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Transportation Study. **Completed - See Implementation Table 2017.8**

NEW

Action MC-2.7.D: Make/Live Workspace

Explore make/live workspace as a buffer between industrial land and residential land as identified in the Ward 5 Works Industrial Land Transformation Study.

NEW

Action MC-2.7.E: Mid City East Livability Study

Implement recommendations provided in the Mid City East Livability Study.