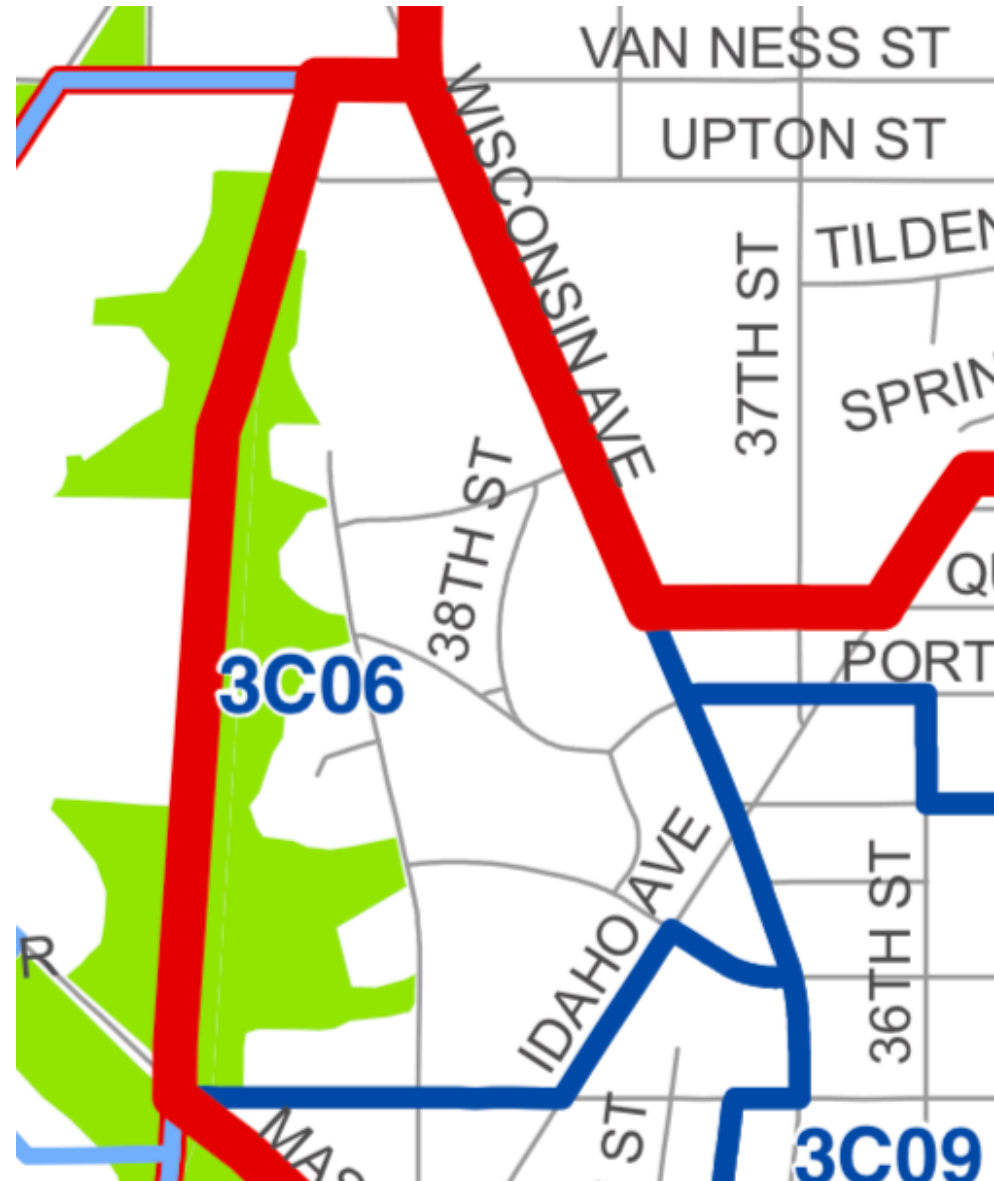


COMPREHENSIVE PLAN AMENDMENTS RELATING TO 3C06

DEC. 3, 2019





THE COMP PLAN AMENDMENT PROCESS

- A guide to the Comprehensive Plan Amendment process is available at <https://plandc.dc.gov>.
- An FAQ about the Comprehensive Plan is available at https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/page_content/attachments/Public%20Review%20FAQs_Oct2019.pdf.
- **COMP PLAN MAP AMENDMENTS**
- Interactive maps are available at <https://plandc.dc.gov/publication/proposed-future-land-use-and-generalized-policy-maps>.

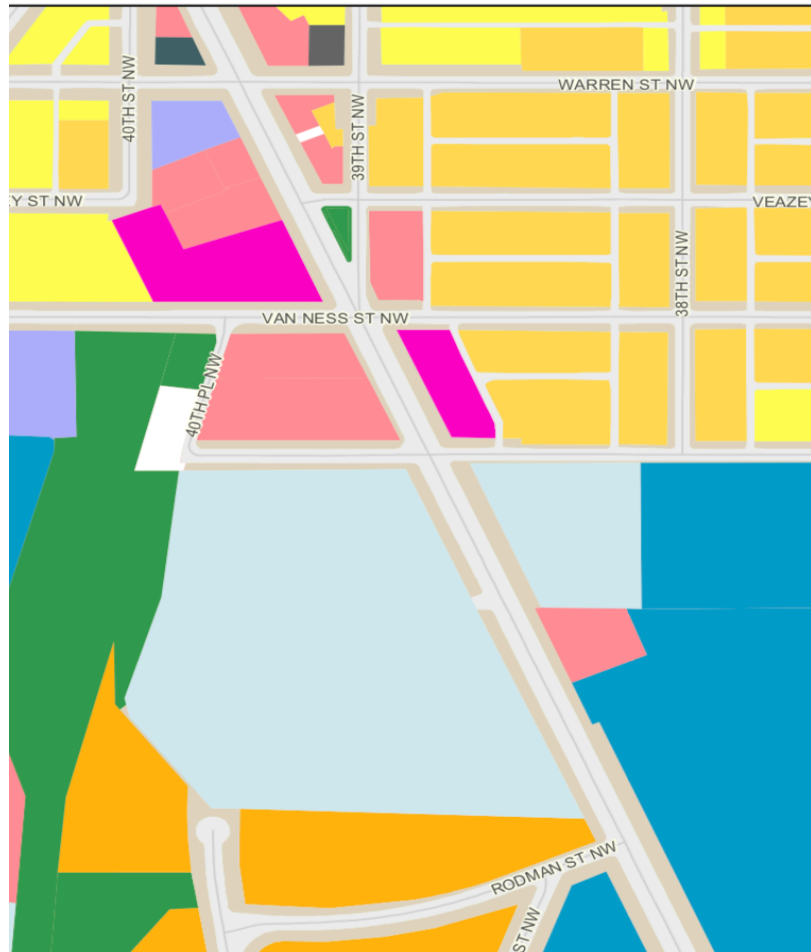
EXISTING LAND USE MAP



Existing Land Use

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Transport, Communication, Utilities
- Industrial
- Mixed Use
- Institutional
- Federal Public
- Local Public
- Public, Quasi-Public, Institutional
- Parks and Open Spaces
- Parking
- Roads; Alleys; Median
- Transportation Right of Way
- UnDetermined
- Water
- Vacant

EXISTING LAND USE MAP



Existing Land Use

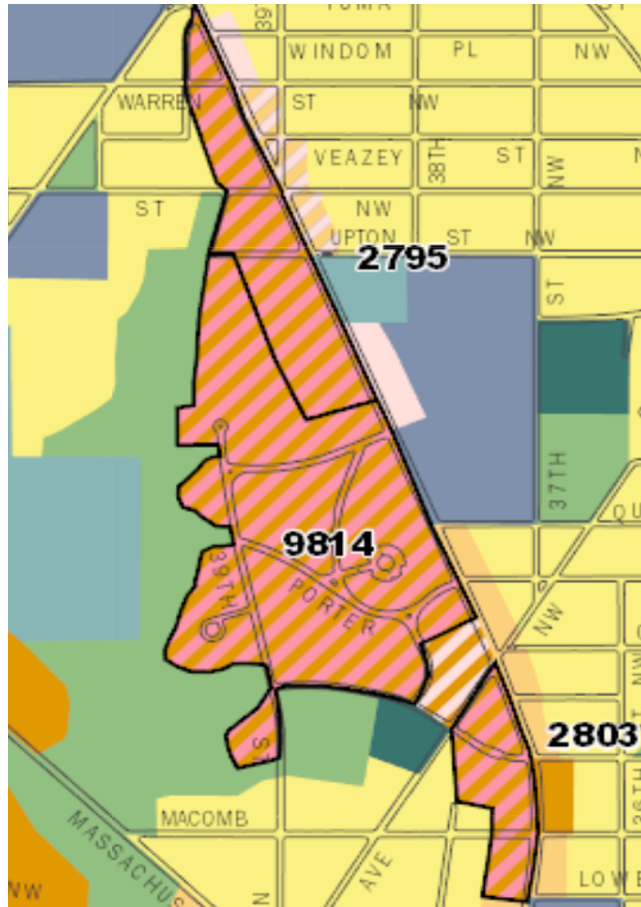
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FUTURE LAND USE MAP

- The Future Land Use Map is not a zoning map; according to the Office of Planning, it is “a generalized depiction of intended uses roughly 20 years in the future from the date of publication. ... Zoning of any given area should be guided by this map, interpreted in conjunction with the text of the Comprehensive Plan.”

FUTURE LAND USE MAP AMENDMENTS



Comprehensive Plan Future Land Use

Land Use Categories

- Residential-Low Density (RLD)
- Residential-Moderate Density (RMOD)
- Residential-Medium Density (RMED)
- Residential-High Density (RHD)
- Commercial-Low Density (CLD)
- Commercial-Moderate Density (CMOD)
- Commercial-Medium Density (CMED)
- Commercial-High Density (CHD)
- Institutional (INST)
- Federal (FED)
- Local Public Facilities (LPUB)
- Parks, Recreation, and Open Space (PROS)
- Production & Technical Employment (PROTECH)
- Water
- Mixed Uses



AMENDMENTS 9814 AND 2795

9814 – In an area bounded by Wisconsin Ave NW, Newark St NW, 39th St NW and Upton St NW – which includes McLean Gardens, part of Vaughan Place and a portion of the City Ridge development – the city shows a change the land use category from medium density residential and federal/public to moderate density commercial and medium density residential. This change was proposed by the Office of Planning. Since then, the Office of Planning said it made a mistake with regards to McLean Gardens and will revise the boundaries of the proposed land use category change to remove McLean Gardens.

2795 – In an area to the west of Wisconsin Ave between Rodman on the south and Yuma on the north, including a portion of City Ridge, designate the area as mixed-use with the combination of moderate density commercial and medium density residential. (It now is federal/public, commercial, mixed use, transport/communications/utilities, local/public.)



COMP PLAN GENERALIZED POLICY MAP

- The Comprehensive Plan Generalized Policy Map is available at <https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/publication/attachments/PolicyAmendmentsPublicDraft101019.pdf>.
- According to the Office of Planning, the purpose of the Generalized Policy Map is to “categorize how different parts of the District may change by 2025. It highlights areas where more detailed Comp Plan policies have been provided to manage this change. These policies may generally be found in the ten Area Elements. This map should be used to guide land use decision-making in conjunction with the Comprehensive Plan text, the Future Land Use Map, and other Comprehensive Plan maps. Boundaries on the map are to be interpreted in conjunction with these other resources in addition to the information show here.”

FUTURE PLANNING ANALYSIS AREA



Comprehensive Plan Policy

Future Planning Analysis Areas



Resilience Focus Areas



Enhanced/New Multi-Neighborhood Center



Enhanced/New Neighborhood Center



Proposed Boundary - State of Washington DC



Policy Types

- Institutional Uses
- Land Use Change Areas
- Land Use Change Areas (Federal)
- Federal Lands
- Regional Centers
- Main Street Mixed Use Corridors
- Multi-Neighborhood Centers
- Neighborhood Commercial Centers
- Central Washington
- Neighborhood Enhancement Areas
- Neighborhood Conservation Areas
- Parks
- Water



FUTURE PLANNING ANALYSIS AREA DEFINED

- According to the Office of Planning, a Future Planning Analysis Area is “a large tract or corridor that is anticipated for a change in density and intensity of use, or for the introduction of a major use group not previously permitted (such as residential in Production Distribution and Repair areas). Boundaries shown are for illustrative purposes. Final boundaries will be determined as part of the future planning analysis process for each area. Anticipated future planning efforts will be undertaken in the near term (1-5 years) to analyze land use and policy impacts, mitigate and incorporate anticipated growth, and help inform any significant zoning changes. The planning process should evaluate current infrastructure and utility capacity against full build out and projected population growth, and include issues most relevant to the community that can be effectively addressed through a neighborhood planning process. Planning Analyses generally establish guiding documents such as Small Area Plans, Development Frameworks, Retail Strategies or Design Guidelines.”

COMP PLAN - ROCK CREEK WEST ELEMENT

- 2300.6 The Rock Creek West area has ~~strong~~ **significant** economic momentum **potential**, leading to past and present concerns about the ~~effects~~ **community impacts** of unrestrained development on traffic, public services, and quality of life. This creates a different dynamic than is present in many District neighborhoods, and reduces the need for government programs to stimulate private investment. The combination of a relatively affluent population, excellent transportation **options** (including five Metro stations with some of the system's highest non-CBD ridership levels), stable and attractive neighborhoods, high- quality retail, and a limited supply of vacant land, has led to very strong market demand. This in turn has led to an emphasis on growth control rather than growth incentives. The ~~need~~ **desire** to **thoughtfully** appropriately control and guide growth, and to ~~protect~~ **preserve** neighborhoods, remains a top priority throughout the community and is a major theme of this Element. 2300.6

COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- NEW Washington, DC has a strong need to preserve and create affordable and moderate income housing across all Planning Areas. Rock Creek West offers opportunities for creating low to middle-income housing units, particularly where available capacity exists under current zoning, including near Metro stations. As an Area of High Economic Opportunity, as defined by the Department of Housing and Urban Development, Rock Creek West has a role to play both in preserving its existing stock of affordable housing while providing new mixed income housing to meet the Washington, DC's fair housing goals.

COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- **2308.3 Policy RCW-1.1.2: Economic Development**

Given the strength of the private market within Rock Creek West, carefully consider public-private partnerships sector initiatives that provide public space and community amenities and support ~~would stimulate~~ additional mixed-use development in the area. 2308.3

- **Policy RCW-1.1.4: Infill Development**

Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANCs, residents, and community organizations to encourage mixed-use projects that combine housing, including affordable housing, neighborhood-serving retail, and commercial uses ~~rather than projects than contain single uses. Heights and densities for such development should be appropriate to the scale and character of Neighborhood retail along Connecticut Avenue adjoining communities. Buffers should be adequate to protect existing residential areas from noise, odors, shadows, and other impacts~~ Design transitions between large-scale and small-scale development to ameliorate the appearance of overwhelming scale and to relate to context of lower scale surrounding neighborhoods. 2308.5

COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- 2312.4 This Comprehensive Plan does not propose any significant departure in policy for the Upper Wisconsin Avenue corridor from the previous Comprehensive Plan. As stated in the prior plan, ~~tThe~~ Tenleytown and Friendship Heights ~~m~~Metro stations **are important multi-modal transit hubs, that serve as termini for crosstown bus lines, as well as private institutional shuttles. Both station areas offer opportunities** ~~continue to be opportunity areas for~~ **transit-oriented redevelopment, to improve streetscapes, create convivial public spaces, diversify the shopping experience, and create** new housing, **including affordable housing.** Friendship Heights ~~continues to be~~ **is** a regional center, and Tenleytown ~~continues to be~~ **is** a multi-neighborhood center, each with ~~limited~~ opportunities for new retail and residential uses. **Given the high land values in the neighborhoods along Wisconsin Avenue, redevelopment projects are an opportunity to increase the limited number of affordable and moderate income housing units in the Rock Creek West Planning Area.** 2312.4

COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- **2312.8 Policy RCW-2.2.1: Housing Opportunities**

~~Recognize~~ **Pursue** the opportunity for additional housing, **including affordable and moderate income housing**, with some retail and limited office space on ~~the east side of Wisconsin Avenue between Albemarle and Brandywine Streets, on the Lord and Taylor parking lot, on the Metro (WMATA) bus garage~~ **and underdeveloped** sites west of the Friendship Heights metro station, ~~and on underutilized commercially zoned sites on Wisconsin Avenue. Any development in these areas should be compatible with the existing residential neighborhoods .~~

COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- **2312.11 Policy RCW-2.2.4: Wisconsin and Western Avenues**

Require that any changes to facilitate through-traffic on Wisconsin and Western Avenues **are accompanied by pedestrian and bicycle safety measures and ease adverse effects of traffic on local streets** ~~include measures to minimize adverse affects on adjacent residential neighborhoods.~~

- **2312.12 Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue**

~~Ensure that future~~ **Future** development along Wisconsin Avenue **should be** ~~is physically compatible with and architecturally sensitive to adjoining residential neighborhoods and is appropriately scaled given the lot depths, widths, and parcel shapes.~~ Use a variety of means to improve the interface between ~~commercial~~ **mixed-use** districts and **lower-scale** residential uses, such as architectural design, the stepping down of building heights away from the avenue, landscaping and screening, and additional green space improvements. 2312.12



COMP PLAN - ROCK CREEK WEST ELEMENT CONTD.

- **Action RCW: Wisconsin Avenue Planning**

Craft a coordinated vision with the District and community to better understand the realities of change along northern Wisconsin Avenue to inform future development and manage growth on Wisconsin Avenue corridor at the Tenleytown and Friendship Heights Metro station areas. A plan will identify opportunities for urban design, commerce, housing, mobility, culture, public space, and community facilities to preserve a high- standard urban quality of life and advance District policies promoting inclusive prosperity.

COMP PLAN – LAND USE ELEMENT

- ***309.10 Policy LU-2.1.5: ~~Conservation of Single Family Neighborhoods~~ Support***
- ~~Protect and conserve~~ **Support** the District's **established** ~~stable, low density neighborhoods and ensure that their zoning reflects their established low density character.~~ Carefully manage the development of vacant land ~~and the alteration of existing structures in and adjacent to single family~~ **around** neighborhoods in order to ~~protect low density~~ **respect** character, **housing, affordable housing, civic space**, preserve open space, and maintain neighborhood scale.
309.10
- ***Policy LU-2.1.6: Teardowns and Mansionization***
- Discourage the replacement of quality homes in good physical condition with new **single-family** homes that are substantially larger, taller, ~~and bulkier,~~ **or more likely to require more energy** than the prevailing building stock.
309.11



COMP PLAN – TRANSPORTATION ELEMENT

- In the District, the transportation system must strike a careful balance between serving the needs of its residents, a large workforce that arrives and departs the city each day, and the many people who visit. The system meets residents' local needs, which need to be balanced and coordinated with infrastructure and policy at the regional level. In 2014, the District Department of Transportation (DDOT) produced moveDC, a multimodal transportation vision plan that addresses these challenges. 400.8

COMP PLAN – TRANSPORTATION ELEMENT CONTD.

- **403.11 Policy T-1.1.5: Joint Development**

~~Attract new riders to the transit system by fostering transit-supportive commercial and residential joint development projects on Washington Metropolitan Area Transit Authority (WMATA) owned or controlled land and on private properties adjacent to Metrorail stations.~~ **Maximize ridership potential, housing, and economic development opportunities by fostering transit-supportive commercial and residential joint development projects on: WMATA owned or controlled land, public land and private properties adjacent to Metrorail stations.**

- **NEW Policy T-1.1.8 Minimize Private Parking**

- **An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive vehicle parking on private property should be generally discouraged.**

COMP PLAN – TRANSPORTATION ELEMENT CONTD.

- NEW: Transit and non-auto travel have become major travel modes in the District yet have little roadway space dedicated to their exclusive use. One of the key moveDC strategies to enhance the city's multimodal system is to establish "modal priorities" on District streets. Per moveDC every non- local street must prioritize pedestrians, accommodate driving and local deliveries, and support one of the following modes:
- Protected bicycle facilities;
- • Dedicated high-capacity surface transit lane(s);
- • Dedicated freight routes; or
- • A combination of these modes in simpler form.
- Decisions on which modes will be prioritized on streets are illustrated in the moveDC plan and are based on network connectivity, land use, and travel demand.

COMP PLAN – TRANSPORTATION ELEMENT CONTD.

Policy T-1.2.2: Targeted Investment

Target planning and public investment toward the specific corridors with the greatest potential to foster neighborhood improvements, **create equitable outcomes**, and enhance connectivity across the city **and corridors that serve as gateways to the District, welcoming tourists, residents and workers.** 404.7

Policy T-1.2.3: Discouraging Auto-Oriented Uses

- Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, ~~along key boulevards and pedestrian streets~~, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 404.8

COMP PLAN – TRANSPORTATION ELEMENT CONTD.

- ***Policy T-2.3.2: Bicycle Network***

Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase ~~dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way~~ **the amount of protected bike lanes, wayfinding signage and Capital Bikeshare stations.** 409.9