

**Government of the District of Columbia**  
**ADVISORY NEIGHBORHOOD COMMISSION 3F**  
*Van Ness • North Cleveland Park • Wakefield • Forest Hills*

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**RESOLUTION REGARDING PROPOSED AMENDMENTS TO THE  
COMPREHENSIVE PLAN OF THE NATIONAL CAPITAL**

May 16, 2017

WHEREAS, the Comprehensive Plan of the National Capital is the District of Columbia's 20-year framework guiding growth and development in the city, setting priorities for the District's public services, infrastructure, and capital investments and shaping the way residents live, work, shop, and play; and

WHEREAS, the Mayor and the DC Office of Planning (OP) will amend and update the Comprehensive Plan in 2017 to reflect rapid population growth and changing community priorities since the plan was first adopted in 2006 and amended in 2010; and

BELIEVING, that the Comprehensive Plan should reflect our local priorities of safe and inviting residential neighborhoods, quality educational opportunities, vibrant and walkable commercial areas, and an extensive and healthy natural environment; and

NOTING, the desire to attract quality, street-level retail in and around Van Ness, to create a vibrant, pedestrian-friendly commercial center; and

NOTING, the need to address pressing housing issues in the District, including the affordability of housing for families with children, the needs of our senior population, student housing for the University of the District of Columbia (UDC), and issues of fair housing, rent control, the homestead tax deduction, and other programs aimed at keeping residents in their homes; and

NOTING, the need to address issues related to public education in the District, including the continued strain of overcrowding and a lack of diversity in educational choices; and

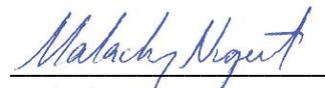
NOTING, the need to amend the Future Land Use Map from moderate to medium density to align with existing zoning and the City's priorities for smart growth and development in transit-rich corridors; and

NOTING FURTHER, the extensive study and recommendations of the Office of Planning with regard to streetscape and infrastructure improvements in their studies, *Van Ness-UDC Commercial Corridor Enhancement Study* (2011), *Shades of Green* (2015), and *Van Ness Commercial District Action Strategy* (2015);

THEREFORE BE IT RESOLVED, that ANC 3F proposes specific amendments to the Comprehensive Plan of the National Capital as described in the attachment to this resolution.

BE IT FURTHER RESOLVED, that Commissioner Nugent is authorized to speak on behalf of ANC 3F regarding this matter.

ANC 3F approved this resolution at its meeting on May 16, 2017, which was properly noticed and at which a quorum was present, by a vote of six (6) in favor, none (0) opposed, and none (0) abstaining.



Malachy Nugent  
Chair, ANC 3F

**ANC 3F PROPOSED AMENDMENTS**  
**COMPREHENSIVE PLAN OF THE NATIONAL CAPITAL**  
May 16, 2017

**VOLUME 1, CHAPTER 3: LAND USE ELEMENT**

Overview

The critical land use issues facing the District of Columbia are addressed in this element. These include:

- Promoting neighborhood conservation
- Creating and maintaining successful neighborhoods
- Strengthening Downtown
- Enhancing neighborhood commercial districts and centers
- Balancing competing demands for finite land resources
- Directing growth and new development to achieve economic vitality while minimizing adverse impacts on residential areas and open space
- [Providing for growth in the City's jobs and population](#)
- [Promoting transit-rich, sustainable development and walkability](#)
- Siting challenging land uses.

Land Use Goal

Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents, institutions, and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; [to provide for jobs and population](#); and to effectively balance the competing demands for land to support the many activities that take place within District boundaries.

LU-1.3 Transit-Oriented and Corridor Development

The District's Metrorail stations include 15 stations within the Central Employment Area and 25 "neighborhood" stations (see Map 3.5). Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:

- A preference for mixed residential and commercial uses rather than single purpose uses, [in many areas particularly](#) a preference for housing above ground floor retail uses;
- A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments;

- A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking;
- Provision of well-designed, well-programmed, and well-maintained public open spaces;
- A "stepping down" of densities with distance away from each station, protecting lower density uses in the vicinity; recognizing, however, that some Great Street corridors, well served by bus service, can support higher density along the Great Street even away from the Metrorail station;
- Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city; and
- A high level of pedestrian and bicycle connectivity between the stations and the neighborhoods around them.

Beyond these core principles, station area development policies must respond to the unique needs of each community and the unique setting of each station. Some station areas wrestle with concerns over too much development, while others struggle to attract development. Moreover, the District's role in facilitating transit-oriented development must vary from station to station. In some parts of the city, weak demand may require public investment and zoning incentives to catalyze development or achieve the desired mix of uses. In other areas, the strength of the private market provides leverage for the District to require public benefits (such as plazas, parks, and child care facilities) when approval is requested.

While transit-oriented development is most commonly thought of as a strategy for Metrorail station areas, it is also applicable to premium transit corridors and the city's "Great Streets." Seven corridors are designated Great Streets as part of an integrated economic development, transportation, and urban design strategy. The location of these streets is shown in Map 3.5. While not officially designated, four other corridors—Rhode Island Avenue, North/South Capitol Streets, Lower 14th Street, and Bladensburg Road—are also shown on the map to recognize their potential for enhancement.

For the Connecticut Avenue Great Street, the historic land use pattern, dating back even before the advent of the Metro system, has been medium to high density fronting on the Avenue and single family homes behind. Neighborhoods such as Woodley Park, Cleveland Park, Forest Hills, and Chevy Chase have thrived under this land use pattern.

The "reach" of transit-oriented development around any given station or along a high volume transit corridor should vary depending on neighborhood context. While 1/4 to 1/4 mile is generally used across the country to define the walkable radius around each station, and therefore the area in which higher densities may accommodate growth without increased traffic congestion, applying a uniform radius is not appropriate in the District. The established character and scale of the neighborhood surrounding the station should be considered, as should factors such as topography, demographics, and the station's capacity to support new transit riders. Many stations abut historic or stable low density neighborhoods. Similarly, many

of the city’s priority transit corridors transition to single family homes or row houses just one-half block or less off the street itself.

To avoid adverse effects on low and moderate density neighborhoods, most transit-oriented development should be accommodated on commercially zoned land. Possible rezoning of such land in a manner that is consistent with the Future Land Use Map and related corridor plans should be considered. Current zoning ~~already~~ expresses a preference for the use of such land for housing by permitting more density for mixed use projects than for projects with commercial uses alone. At the same time, some of the existing zoning categories were drafted at a time when peak hour transit volumes were lower and regional congestion was less severe. Changes to the regulations may be needed to recognize the widespread desirability of transit use, including well served bus routes as well as Metrorail by those within walking distance, taking into consideration station and system wide capacity issues and the other factors listed above. Thus in certain areas a preference for housing may not be desirable.

#### Policy LU-1.3.5: Edge Conditions Around Transit Stations

Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should “step down” as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards. The exception to this is some of the Great Streets where dense development along the Great Street can and does co-exist with low density residential behind.

### **VOLUME 1, CHAPTER 6: ENVIRONMENTAL PROTECTION ELEMENT**

#### Policy E-1.3.1: Preventing Erosion

Ensure that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions. Support the use of retaining walls and other “best management practices” that reduce erosion hazards. Engage the public regarding stormwater runoff issues and promote retrofits for existing properties. Erosion requirements should be implemented through building permit and plan reviews, and enforced through the permitting and regulatory processes.

### **VOLUME 1, CHAPTER 8: PARKS, RECREATION, AND OPEN SPACE ELEMENT**

#### Policy PROS-3.1.4: Tributary Parks

Maintain the scenic open space qualities and ecology of the city’s stream valley parks, including tributaries to the Potomac and Anacostia Rivers as well as tributaries to Rock Creek. Create and maintain hiking and walking paths along tributary streams as appropriate to protect habitats,

[minimize erosion, and preserve trees.](#) Ensure that development adjacent to stream valley corridor parks does not compromise visual and ecological values and access to natural and forested areas.

#### PROS-3.4: Connecting the City Through Trails

Key trail-building initiatives include the Anacostia Riverwalk and Fort Circle Parks Hiking Trail (both referenced in the previous section), the Metropolitan Branch Trail between Union Station and Silver Spring, the Watts Branch Trail, the Georgetown Waterfront Trail, [the Broad Branch Road connection between the Western Ridge Trail and Soapstone Valley Trail](#), and the Potomac Heritage National Scenic Trail Plan (PHNST). The PHNST is of particular interest, as it is one of the country's 22 scenic national trails and includes multiple strands extending from the Chesapeake Bay to western Pennsylvania. Several of these strands pass through the District of Columbia.

### **VOLUME 2, ROCK CREEK WEST AREA ELEMENT**

#### Overview

The Rock Creek West Planning Area encompasses 13 square miles in the northwest quadrant of the District of Columbia. The Planning Area is bounded by Rock Creek on the east, Maryland on the north/west, and the Potomac River and Whitehaven Parkway on the south. Its boundaries are shown in the Map at left. Most of this area has historically been Ward 3 although in past and present times, parts have been included in Wards 1, 2, and 4.

Rock Creek West's most outstanding characteristic is its stable, attractive neighborhoods. These include predominantly single family neighborhoods like Spring Valley, Forest Hills, American University Park, and Palisades; row house and garden apartment neighborhoods like Glover Park and McLean Gardens; and mixed density neighborhoods such as Woodley Park, Chevy Chase, and Cleveland Park. Although these communities retain individual and distinctive identities, they share a commitment to proactively addressing land use and development issues and conserving neighborhood quality.

Some of the District's most important natural and cultural resources are located in Rock Creek West. These resources include Rock Creek Park, [Soapstone Valley Park](#), the National Zoo, Glover Archbold Park, Battery Kemble Park, and Fort Reno Park as well as numerous smaller parks and playgrounds. Many of these areas serve as resources for the entire city. Cultural resources include the Washington National Cathedral, American University, [WAMU](#), the University of the District of Columbia, Howard Law School, ~~and~~ George Washington University's Mt. Vernon Campus, [and the Levine School of Music](#); numerous churches; and several museums, including the Kreeger and Hillwood. The neighborhoods themselves are an important cultural resource, with several historic districts and many historic landmarks. Rock Creek West is also the location

of the Naval Observatory and the home of the U.S. Vice President.

Despite its residential character, Rock Creek West actually has more jobs than households. The community is host to major corporations such as Fannie Mae ~~and Intelsat~~, and three of the region's commercial television stations. It includes a large number of foreign missions, including the International Chancery Complex at Van Ness Street. Several large hotels are located in the community, including the Omni-Shoreham and Marriott Wardman Park near the Woodley Park Metro station.

Some of the District's most vibrant retail districts are located around the area's Metro stations and along its major corridors. Commercial overlay zones have been created in three of these areas, allowing a mix of retail uses and retaining a human scale and pedestrian character along neighborhood shopping streets. Much of the commercial land use in the area is located along the Wisconsin and Connecticut Avenue corridors in shopping districts like Friendship Heights and Cleveland Park. While the presence of these uses is generally positive and creates some of the most livable neighborhoods in the city, the downside is that major thoroughfares are often congested and residential side streets are burdened with parking problems.

The Rock Creek West area has strong economic momentum, leading to past and present concerns about the effects 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 (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 response by some in the community has been to place an emphasis on controlling growth. Others in the community favor the creation of a walkable, lively urban community but find that the limited supply of residential density has created a lack of pedestrian foot traffic, which in turn has sapped the retail vitality of the community. The Mayor has said that the city must meet the needs of a growing population. Some of the community favor accomplishing this through high-quality, well-placed residential density, and particularly in transit-rich areas near Metro and on main thorough-fares such as Connecticut Avenue. Others would prefer that the needs of a growing population be met elsewhere in the city. ~~The need to appropriately control and guide growth, and to protect neighborhoods, remains a top priority throughout the community and is a major theme of this Element.~~

The demand for housing also has been consistently strong in Rock Creek West. During the 1980s and 1990s, when the District was losing residents, neighborhoods west of Rock Creek Park continued to add households. Growth has resulted from a combination of factors, including relatively low crime rates, numerous neighborhood amenities, accessible neighborhood retail, convenient Metrorail access, active community organizations, and

relatively high-performing public schools with strong parental support.

These same factors have created a continuing affordable housing dilemma in the community. In 2005, the median purchase price of a home exceeded \$800,000 in every zip code west of the Park. Tax assessments have escalated as home prices have increased, placing a burden on many residents— especially seniors and those with low and moderate incomes. Rents have also escalated. ~~\_, and the overall supply of rental units has decreased as apartments have converted to condominiums. Although t~~ There are limited opportunities for new housing development in the area, there continues to be a substantial unmet need for new affordable units and a need to protect the remaining affordable units in an environment where affordable units are being eliminated.

The preservation and improvement of the natural environment is also a high priority in Rock Creek West. The community is fortunate to have one of the densest tree canopies in the city, several community gardens, the Capital Crescent Trail, and more park and open space acreage than any other Planning Area in the city. However, development on the fringes of the parks has caused erosion and diminished water quality and views in some places. Tree and slope overlay zones have been created in several locations to address this issue.

The sense of community in Rock Creek West is reinforced by a particularly active network of neighborhood associations, Advisory Neighborhood Commissions, and involved residents. Well-organized Citizens Associations serve many of the area’s neighborhoods, including AU Park, Chevy Chase, Cleveland Park, Forest Hills, Foxhall, Glover Park, Palisades, Spring Valley, Wesley Heights, Tenleytown, and Woodley Park. A number of Historical Societies and interest groups are also actively involved in community affairs. Recently, the city has sanctioned Main Street organizations, Van Ness and Tenley, made up of community members dedicated to reviving and improving the main streets of their communities. These groups shape local land use and development decisions, and provide guidance on a wide range of issues relating to transportation, community services, public safety, and other long-range planning concerns. While neighborhood associations have played an important role in preserving single-family home neighborhoods, in some cases they have opposed infill development in areas close to transit, contrary to the policies in this plan and widely accepted best practices of urban planning which encourage responsible and sustainable growth in transit-rich areas.

#### Policy RCW-1.1.2: Economic Development

Given the strength of the private market within Rock Creek West, carefully consider public sector initiatives that would stimulate additional development in the area, consistent with the existing character of the neighborhood.

*Comment: The need to “guide growth and protect neighborhoods” can be met by taking a serious look at what is and is not needed in the neighborhood as we try to fill the retail spaces,*

recognizing that an empty space may, in some cases, be the better option.

### Policy RCW-1.1.3: Conserving Neighborhood Commercial Centers

Support and sustain local retail uses and small businesses in the area's neighborhood commercial centers. With the exception of Van Ness, tThese centers should not include be protected from encroachment by large office buildings and other non-neighborhood serving uses. Compatible new uses such as housing for families (i.e. more than two bedrooms) and multi-family housing or limited low-cost neighborhood-serving office space (above local-serving ground-floor retail uses ) should be considered within the area's commercial centers to meet affordable housing needs, sustain new neighborhood-serving retail and small businesses, and bring families back to the District.

Comment: Ward 3 has some of the same issues plaguing the city as a whole, most notably affordable housing, which is also a factor in the lack of diversity noted in Ward 3, not just in race but also in familial status. There is a low percentage of households with children compared to other parts of the city, and the lack of diversity in the area is likely correlated with the lack of affordable housing and housing units with more than two bedrooms.

### Policy RCW-1.1.6: Metro Station Areas

Recognize the importance of the area's five Metrorail stations to the land use pattern and transportation network of Northwest Washington and the entire District of Columbia. Each station should be treated as a unique place and an integral part of the neighborhood around it. With the exception of Van Ness, tThe development of large office buildings at the area's metro stations should be discouraged. The preference is to use available and underutilized sites for retail use at the street level and housing and/or commercial real estate above, housing and retail uses in a manner consistent with the Future Land Use Map, the Generalized Policies Map, and the policies of the Comprehensive Plan. Careful transitions from development along the avenues to nearby low-scale neighborhoods must be provided, keeping with established Great Streets land use patterns.

Comment: Especially in the area of Connecticut Ave from adjacent to the Van Ness St. to Albemarle St., —UDC Metro station, all development should include street-level retail, to create a vibrant, pedestrian-friendly commercial center that is accessible to Metro riders. Above the ground floor the market should dictate the most efficient use of the space above the ground floor, be it housing, hotel, office space, or some other commercial use.

### Policy RCW-1.1.9: Protecting Common Open Space

Protect the large areas of green space and interior open spaces that are common in and around the community's institutional uses and its older apartment buildings, such as Cathedral

Mansions and the Broadmoor, and areas owned by the Federal Government, such as the large park at 4000 Connecticut Ave (former Intelsat building). Where these open spaces are recognized to contribute to the integrity of the site or structure, stringent protection from inappropriate infill shall be maintained.

*Comment: The large park adjacent to the former Intelsat building at 4000 Connecticut Ave is an invaluable public space, one of the only wooded areas left along the entire length of the avenue. The city should make every effort to preserve this space as open park land, working closely with the State Department, who owns the property.*

#### Policy RCW-1.1.12: Congestion Management Measures

Ensure Plan that land use and transportation decisions do not exacerbate to mitigate congestion and parking problems in already congested areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations. Given current congestion in Van Ness (37,000 cars per day), and the desire to ensure pedestrian safety, a moratorium on commercial drive-throughs should be established. When planned unit developments are proposed in these areas, require traffic studies which identify the mitigation measures — including provision of public off-street parking to the extent needed - that must occur to maintain acceptable transportation service levels, —and secure a commitment to implement these measures through transportation management plans. Traffic studies and mitigation plans should consider not only the impacts of the project under consideration but the cumulative impact of other projects which also may impact the community, as well as the impact of non-resident drivers using local streets. Car-sharing, bicycle facilities, and designs which promote transit use should be encouraged as mitigation measures, in addition to measures addressing passenger and service vehicles.

*Comment: An increase in commercial businesses will lead to more congestion and parking issues. As more restaurants were added to the 4400 block of Connecticut, residents have noticed a sharp increase in lack of street parking. As more street-level retail is both desired and encouraged, every opportunity to make full use of existing off-street parking and add new off-street parking as needed to support that development.*

#### Policy RCW-1.1.14: Bicycle Facilities

Improve facilities for bicyclists, to the extent feasible and consistent with traffic safety considerations, along Connecticut, Wisconsin, and Massachusetts Avenues, along MacArthur Boulevard, along Calvert and Albemarle Streets and Broad Branch Road (to connect to Rock Creek Park), and at each of the Metrorail stations. In addition, consider installing bicycle lanes on secondary roads and shared bicycle/automobile lanes throughout the area.

*Comment: Greater and more convenient access to Rock Creek Park will facilitate recreational*

*and commuter cycling separate from the more dangerous routes along the major avenues.*

#### Policy RCW-1.2.3: National Park Service Areas

Conserve and improve the more than 2,000 acres of natural open space in the forested neighborhoods that lie between the Potomac River and Rock Creek Park, including Battery Kemble Park, Glover Archbold Park, the Potomac National Heritage Scenic Area, and the Fort Circle Parks. *In addition, conserve and improve the many small parcels of natural open space formed by the city's intersecting streets and avenues, to create pocket parks and wooded areas wherever possible.* Support efforts to restore water quality and improve natural habitat, along with capital improvements to improve trails and provide appropriate recreational features.

*Comment: The city should also recognize the importance of the small parcels of green space formed irregular street intersections, such as at Reno/36th/Warren and Reno/38th/Harrison, preserving and expanding these spaces wherever possible to enhance their environmental and social value, as was done at New Hampshire/17th/Swann and New Hampshire/17th/T.*

#### Policy RCW-1.2.8: Schools and Libraries

Place a very high priority on the renovation and improvement of *public libraries and* schools, *including the University of the District of Columbia and libraries.* The fact that a majority of the *elementary, middle, and high* schools in this Planning Area are operating at or above capacity should be considered in DCPS facility planning, ~~*and in the approval of any residential development that could further exacerbate school overcrowding.*~~ Changes to school service boundaries *and other mechanisms for assigning school placement -should be considered,* and the development of additional school facilities should be aggressively pursued to ensure that school overcrowding is proactively addressed.

*Comment: As the city's only public institution of higher learning, the University of the District of Columbia should also be renovated and improved to ensure it continues to meet the needs of the city's residents.*

*Comment: Boundary changes are just one – and not necessarily the best – strategy to adjust student assignments and reduce overcrowding.*

#### Policy RCW-1.2.9: Recreation Centers and Aquatic Facilities

Expand recreation grounds where and when feasible, with a particular emphasis on athletic fields for activities such as soccer, softball, and regulation baseball. Expand aquatic facilities to a level of service that is comparable to the level provided in other parts of the District, *taking particular care to mitigate the environmental and land use issues that arise as a result.*

*Comment: The addition of an outdoor pool in Ward 3 is welcome provided sufficient care is taken to mitigate storm water run-off and preserve heritage trees in the park where the pool is built.*

#### Action RCW-1.2.B: Recreation Center and Pools

Develop a new recreation center and community pool in the eastern part of the Planning Area. An analysis conducted as part of the District's 2006 Parks and Recreation Master Plan determined a shortage of such facilities in the Tenleytown/North Cleveland Park/Forest Hills area. ~~and suggested that immediate planning begin to select appropriate sites.~~ The Department of Parks and Recreation has since selected Hearst Park as the site of a new outdoor community pool and planning is underway.

*Comment: ANC 3F supports Hearst Park as the location of a new outdoor community pool provided the city takes adequate measures to address the environmental and design concerns that have been raised by the Commission and the local community. ANC 3F passed a resolution in April calling on the Mayor to create a Steering Committee to address these concerns and the Council to restore funding for the project in FY2019.*

#### Action RCW-1.2.D: Senior Center Development

Develop an ~~additional~~ senior center in the Rock Creek West Planning Area, in order to improve the delivery of services to the area's large elderly population.

*Comment: The area lacks a public senior center, despite the large senior population, many of whom the report notes live below the poverty line.*

#### Action RCW-1.2.F: Façade Improvements

Encourage and support urban design and façade improvements in the established commercial districts along Wisconsin Avenue and Connecticut Avenue, including financial support for small businesses seeking to upgrade their storefronts.

*Comment: City programs like Great Streets Grants and Main Streets provide valuable resources to small businesses seeking to upgrade the design aesthetics of their store fronts.*

#### RCW-2.1 Connecticut Avenue Corridor

*General Comment: One goal of the Comprehensive Plan revision is to incorporate various reports and studies undertaken by the Office of Planning. The amended Comprehensive Plan should explicitly reference the findings of the three recent reports related to Van Ness: the Van*

Ness UDC Commercial Corridor Enhancement Study (2011); the Shades of Green, Green Infrastructure and Pavement Removal Strategy for Van Ness (June 2015); and the Van Ness Commercial District Action Strategy (July 2015). In general, the reports aim to improve the pedestrian experience, lessen adverse environmental impact, enhance economic vitality by activating retail space, and promote streetscape vibrancy. To support those goals, ANC 3F urges the Office of Planning to work with ANC 3F and Van Ness Main Street on the following specific initiatives:

- Implement a green infrastructure study;
- Create linear public space to soften and green the corridor;
- Create focal points through public art that activate public spaces within each retail cluster;
- Establish urban design guidelines that visually unify Van Ness;
- Differentiate public space with three distinct use zones;
- Replace streetlights with teardrop streetlights (NOMA Public Design Realm model);
- Implement a way-finding system, using public art where possible;
- Support temporary and permanent placemaking initiatives and plaza activation;
- Activate the area around Connecticut Avenue and Windom Place;
- Incorporate green stormwater strategies into the landscape amenity zone;
- Encourage developers to go above and beyond the Green Building Act requirements through use of PUDs and other provisions;
- Pursue a Sustainability Showcase along corridor;
- Support redevelopment of low-scale buildings into vertically mixed-use buildings with ground floor retail; and
- Extend retail spaces to the building edge.

From the Taft Bridge across Rock Creek, Connecticut Avenue extends 3.5 miles northwest to the Maryland State Line. Along the way, the avenue passes through the Woodley Park, Cleveland Park, and Van Ness/UDC commercial districts (with Metro stations of the same name at each location), as well as the Chevy Chase commercial district at its northern end. The avenue is a broad, attractive boulevard for most of its length, handling over 35,000 vehicles on an average day. The areas between the commercial districts are generally developed with mid- to high-rise apartments and condominiums, although there are pockets of less dense development as well. In many respects, Connecticut Avenue epitomizes the model of a “great street” that the city seeks to emulate in other parts of the District.

Land use issues vary from one segment of the corridor to the next. The Woodley Park and Cleveland Park segments are historic districts and contain almost no undeveloped land. In Woodley Park, there are ongoing parking and traffic issues relating to the presence of two large hotels with a combined total of over 2,100 rooms. Proposals to convert rooms to condominiums and develop additional units at one of the hotels could generate the need for additional traffic and parking improvements during the coming years.

Further north, the Van Ness commercial district includes a multi-neighborhood shopping district (with a supermarket, ~~several national retailers, and several~~ smaller businesses, and only one national retailer), office buildings, and several mid- to high-rise residential buildings. The former Intelsat headquarters and the International Chancery Complex are located here. The area also includes the campus of the University of the District of Columbia (UDC), enrolling 6,000 students from across the city.

*Comment: CVS is the only large national retailer in Van Ness.*

While the Van Ness area functions as an important community shopping district, it suffers from a ~~harsh-challenging~~ street environment, including an excessive amount of hardscaped surfaces, parking problems, a lack of distinctive facades and storefronts, a limited range of retail goods and services, and a loss of ground floor retail space to institutional and school uses. The area does not create the same welcoming appearance that is present in the older commercial districts to the south, although the openings of Bread Furst, Sfoglina, and Soapstone Market have improved both the retail offerings and the streetscape. The UDC plazas, in particular, have recently been ~~could be~~ redesigned to provide a more inviting civic space for students and area residents. While continued improvement is needed, parallel attention, and priority should now be given to attracting high-quality street-level retail cultural amenities around these spaces, especially in adjacent building at 4250 Connecticut Ave. The Van Ness Main Street organization, created in 2016, has begun to make tangible improvements, such as the architectural changes at the corner of Connecticut Avenue and Albemarle Street. The Van Ness Main Street wayfinding and public art programs will also be important additions to the area.

Between Van Ness and Albemarle Streets, there are a number of vacant commercial buildings spaces on the corridor. Their reuse with new local-serving, pedestrian-oriented retail uses and housing is encouraged. Additional measures are needed to upgrade the streetscape, improve traffic flow, and address parking problems. Any redevelopment along the corridor should respect the scale of existing neighborhoods, promote walkability, and create a more attractive street environment. The impact of new development on traffic, parking, infrastructure, and public services must be mitigated to the greatest extent feasible. The scale and height of new development on the corridor should reflect the proximity to single family homes, while recognizing the Avenue's history as a Great Street with higher density on the Avenue. , as well as the avenue's intended function as the neighborhood's main street. This means an emphasis on low- to mid-rise mixed use buildings rather than high-rise towers or auto-oriented strip development.

Complementary uses such as public art, greenery, and additional local- serving ground floor retail space could help make this center a more attractive gathering place. If and when private redevelopment of older commercial properties is proposed in the vicinity, every effort should be made to achieve more attractive architecture, and ~~a mixing of residential and~~ pedestrian-

oriented retail uses rather than further concentration of ~~office space and~~ ground floor institutional/school space.

A Campus Plan for UDC was completed in September 2005 to guide campus growth and development for the next 20 years. As the Plan is implemented, efforts should be made to improve the public space around the Metro station and ensure that any future facility development is compatible with the surrounding neighborhood.

*Comment: While the building at 4000 Connecticut is still known colloquially as the Intelsat building, the company moved to Tysons Corner and sold the building to a developer several years ago. At UDC, the redevelopment of Denard Plaza and the new Student Center have softened the streetscape around the Metro plaza, and the pending redevelopment of the building at 4250 Connecticut Ave is a golden opportunity to improve the retail and cultural amenities in this immediate area.*

#### Policy RCW-2.1.2: Infill Development

Recognize the opportunity for additional housing with some retail and limited office space in some areas along the Connecticut Avenue corridor. In the Van Ness area, prioritize attractive retail spaces with ceiling heights to attract quality retailers. Upper floors may be residential, office, or hotel as the market demands. Any development along the corridor should be consistent with the designations of these areas on the Future Land Use Map, zoning overlay requirements, and the scale of adjoining uses.

*Comment: The Van Ness area already contains over 6000 apartment units and over 1 million square feet of office space. Potential re-development sites are not large in land area, making it difficult to mix two uses on the upper floors or a new building. The Van Ness Main Street plans to propose a zoning modification to require first floor retail spaces but let the market decide whether the permitted density on the upper floors will be residential, office, or hotel.*

#### Policy RCW-2.1.4: Coordination Between Community and UDC

~~Support greater~~ Continue and enhance coordination and communication between UDC officials and the surrounding community on issues such as parking, traffic, property maintenance, and facility development. Establish complementary goals between the University and the community ~~at large~~, so that the ~~u~~University becomes even more of a community asset and resource than it is today. By encouraging UDC continuing to make its the UDC Performing Arts Theater more available for events that draw in both community and visitors, the University it will become become a-a beacon for the arts and Van Ness and continue to grow as will become a cultural destination that spurs local economic development.

#### Action RCW-2.1.B: Large and Medium-sized Hotel Sites

Carefully monitor future proposals for the Omni-Shoreham, ~~and~~ Marriott Wardman Park, and Days Inn hotels to ensure compliance with the Zone regulations and prevent adverse effects on the adjacent residential community. Proactively address ongoing issues at the hotels, such as tour bus and visitor parking.

*Comment: These same concerns about future development and ongoing issues with tour bus and visitor parking also apply to the medium-sized hotel in the 4400 block of Connecticut Ave.*

**ANC 3F PROPOSED AMENDMENTS**  
**COMPREHENSIVE PLAN OF THE NATIONAL CAPITAL**  
May 16, 2017

**FUTURE LAND USE MAP**

The Van Ness/UDC Metro Station

On the current map that is part of the Comprehensive Plan, the Van Ness / UDC Metro Station is shown in the wrong location. It is shown at Van Ness Street. The actual location is at Veazey Terrace.

Van Ness Commercial Area

The current designation for the commercial area along Connecticut Avenue from Van Ness Street to Albemarle Street (excluding the Hastings Condominium at 4444 Connecticut Avenue) is moderate density. It should be changed to medium density.

The current comprehensive plan contains the following definitions:

- *Moderate density commercial.* Designation used to show areas of retail, office, and service uses generally 3 to 5 stories in height.
- *Moderate density residential.* Designation used to show row house neighborhoods, garden apartment areas, and areas characterize by a mix of single-family homes, row houses and small apartments.
- *Medium density commercial.* Land Use Map category used to indicate areas of midrise typically four-seven-story office and retail development.
- *Medium density residential.* Land Use Map category used indicate areas of midrise (typically four-seven-story) apartment development although may also identify areas with the mix of high-rises and row houses or high-rises surrounded by large open spaces.

Van Ness is home to a red line Metrorail station. The comprehensive plan has many references to higher density at Metro stations. The properties fronting on Connecticut Avenue are zoned MU-7. The DC Zoning Handbook states that MU-7 is intended to permit medium density mixed-use development. The Van Ness neighborhood contains residential areas that are currently designated as high density residential. For example the Van Ness and Consulate apartments rise to 12 stories above the street. For all these reasons, a medium density designation is more appropriate.

However, Since the MU-7 zone currently permits height of up to 90 feet in a Planned Unit Development, the definition of Medium density commercial should be modified as follows.

- *Medium density commercial.* Land Use Map category used to indicate areas of midrise typically four-seven-story (but can be up to nine-story) office, ~~and~~ retail, and/or hotel development.