

WOODLEY PARK & CLEVELAND PARK




Connecticut Avenue Development Guidelines
Existing Conditions Report

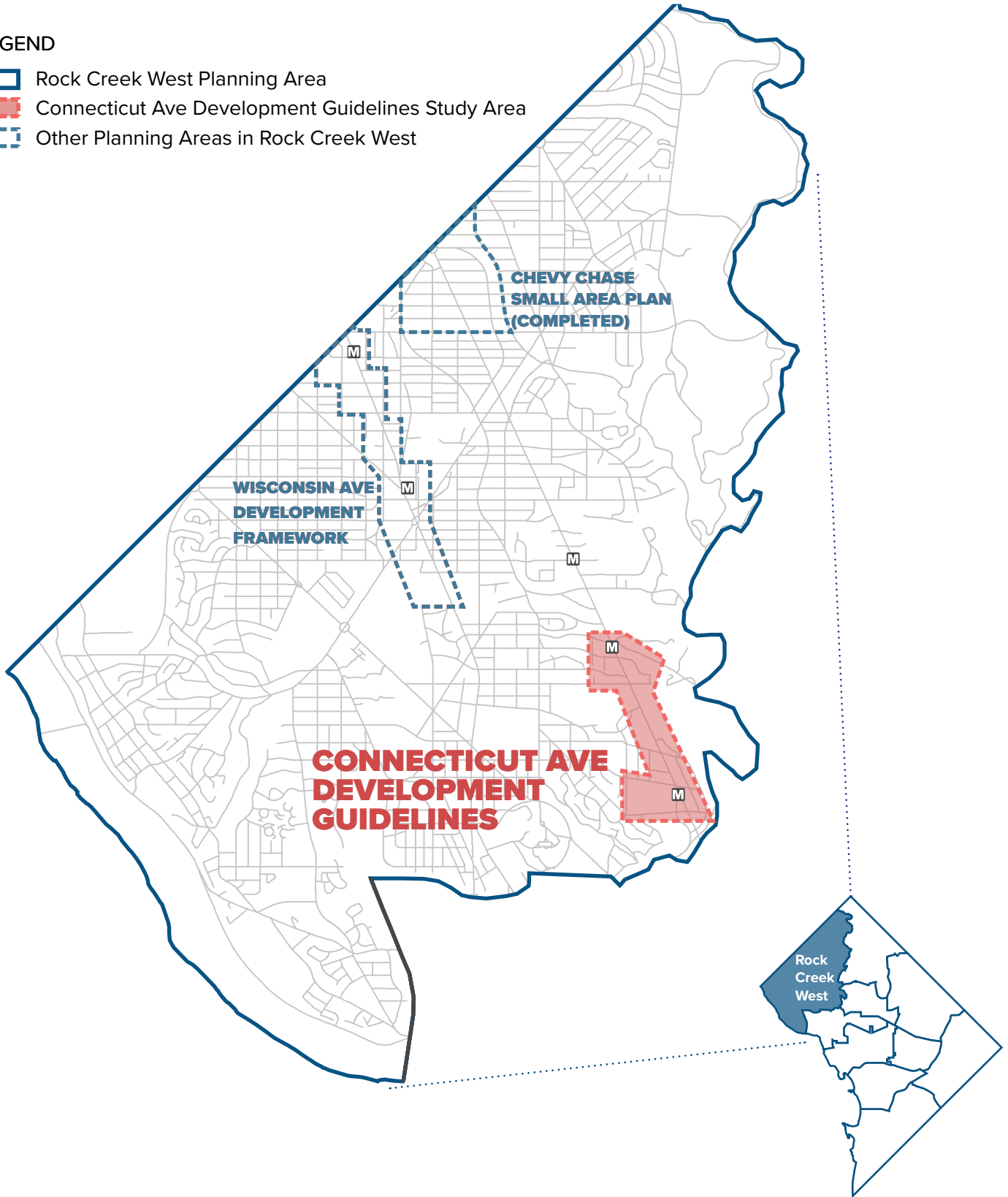
September 2022

District of Columbia
Office of Planning



LEGEND

-  Rock Creek West Planning Area
-  Connecticut Ave Development Guidelines Study Area
-  Other Planning Areas in Rock Creek West



The Connecticut Avenue Development Guidelines is a neighborhood planning effort focused on the Cleveland Park and Woodley Park neighborhoods and is part of a broader Rock Creek West Corridors Planning initiative outlined in the 2021 Rock Creek West Roadmap. Rock Creek West is one of 10 Planning Areas in the District of Columbia.

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INTRODUCTION



EXISTING CONDITIONS OVERVIEW

The first of a two-part analysis, this Existing Conditions Report describes the current demographic trends and land use conditions in and around the study area. The Public Life Study, includes an assessment of the quality of the built environment as well as observation of pedestrian circulation and use patterns in the public space. These two reports will inform the opportunities and recommendations for design strategies to help shape the future of development and streetscape improvements in the Cleveland Park and Woodley Park commercial areas. Please see the website for more information: www.publicinput.com/rcw-connecticut

KEY FINDINGS:

For the past 10 years, the Cleveland Park, Woodley Park, and the surrounding areas¹ population has grown at about a third of the rate of the District overall. The majority of the housing stock in the area was built prior to 1990 and is primarily located within large multi-family residential buildings, much of which was built between the 1920s and the 1940s. The study area currently does not house any dedicated affordable units. However, a recent development project that is currently under construction will add three dedicated affordable units and another planned development project that is currently in concept design phase could potentially add 72 dedicated affordable units.

The median household income in and surrounding the study area is 140% that of the District, however, income disparities can be seen among White and Black households, where the median income for White households is \$141,957 and \$13,848 for Black households. Much like the rest of the District, the majority of residents in and around the study area are renters (57%) with a higher percentage among Black residents (87%).

1 Population, social, economic, and housing trends are based on Census data using the American Community Survey (ACS) five-year estimates from 2016-2020, and 2006-2010 and comprised of Census Tracts 4, 6, 13.04, 5.01, and 5.02.

Dedicated affordable housing is both income-restricted to households earning less than 30% of the DC region's Median Family Income¹ (MFI) and up to 80% of the MFI and rent-restricted to 30% of the target household income limit. The price of this housing is maintained at a level below what the free market would demand using a variety of local and federal tools.

Inclusionary Zoning (IZ) The DC Department of Housing and Community Development (DHCD) administers the District's IZ Program, which requires that 8 percent - 10 percent of the residential floor area be set-aside for affordable units in most:

- new residential development projects of 10 or more units; and
- rehabilitation projects that are creating 10 or more units in an existing building or addition.

IZ rent and purchase prices are governed by the Inclusionary Zoning Maximum Income, Rent and Purchase Price Schedule².

1 The Washington Metropolitan Statistical Area Median Family Income (MFI) is published annually by the U.S. Department of Housing and Urban Development, at which half of households have income above that level and half below. See Page 14 for more details.

2 Go to www.dhcd.dc.gov for most up to date information.

Based on the allowable height as well as the zoning capacity, the study area has the potential for development in underdeveloped commercial sites with non-contributing buildings as well as expansions and additions to buildings that contribute to the historic districts. The zoning in the commercial areas allow four- to five-story buildings, yet most are only two stories or less. Small lots sizes, varied ownership, as well as historic preservation laws all could be attributed to barriers to development in the area.

The quality of the public realm in the study area varies. While the sidewalks in the Woodley Park commercial district are generous, they are deteriorating in many places and lack landscaping and amenities such as bike racks and public seating. Additionally, many storefronts are vacant which detracts from the overall vibrancy of the area. Further north and near the Zoo, the sidewalks get narrower, however, residential developments feature wide setbacks that include lush vegetation, native large shade trees, and lawn areas that soften the aesthetics of the adjacent public realm. Similar to Woodley Park, sidewalks are wide but deteriorating in the Cleveland Park commercial corridor, however, a streetscape and drainage improvement project is currently under construction in Cleveland Park which will greatly improve the quality of sidewalks and landscaping. Construction is expected to be completed in Fall 2023.

While there are no DC Department of Parks and Recreation (DPR) run facilities within the study area, the Macomb Recreation Center is half a mile west of Connecticut Avenue on Macomb Street and residents enjoy proximity Rock Creek Park and the National Zoo's public open spaces. The Cleveland Park Library was recently modernized with an iconic facility designed to complement the neighborhood's historic architecture.

Looking to the future, Cleveland Park and Woodley Park are well established historic districts with many assets that could become opportunities for an equitable, thriving neighborhood for existing residents and future generations.



Cleveland Park service lane



Retail strip across Zoo entrance on Connecticut Ave



Woodley Park streetscape along Connecticut Ave

BACKGROUND & CONTEXT

WHAT IS THE CONNECTICUT AVENUE DEVELOPMENT GUIDELINES STUDY?

The Connecticut Avenue Development Guidelines is a neighborhood planning effort focused on the Cleveland Park and Woodley Park neighborhoods and is part of a broader Rock Creek West Corridors Planning initiative outlined in the 2021 Rock Creek West Roadmap. The planning process is led by the DC Office of Planning (OP) and is intended to implement the Comprehensive Plan Act of 2021, particularly where land use designations have been updated along Connecticut Ave. The Development Guidelines will explore how to support additional housing opportunities in these transit-oriented nodes. The effort will include collaboration with the Historic Preservation Review Board to determine how design can both support the historic districts and meet the new land use designations provided in the Comp Plan.

WHY IS OP UNDERTAKING THIS PLANNING PROCESS?

In parts of Rock Creek West, particularly along Connecticut and Wisconsin Avenues, the Comp Plan's Future Land Use Map (FLUM) adopted new land use designations that support more market rate and affordable housing. These new designations added or increased allowable residential density in certain areas, which could permit additional housing units, pending a change in zoning. In Cleveland Park, the land use designation was amended from Commercial Low Density to mixed-use Residential Medium Density/Commercial Moderate Density. In Woodley Park, the land use designation was updated from Commercial Low Density to mixed-use Residential High Density/Commercial Low Density as seen in the figure below.

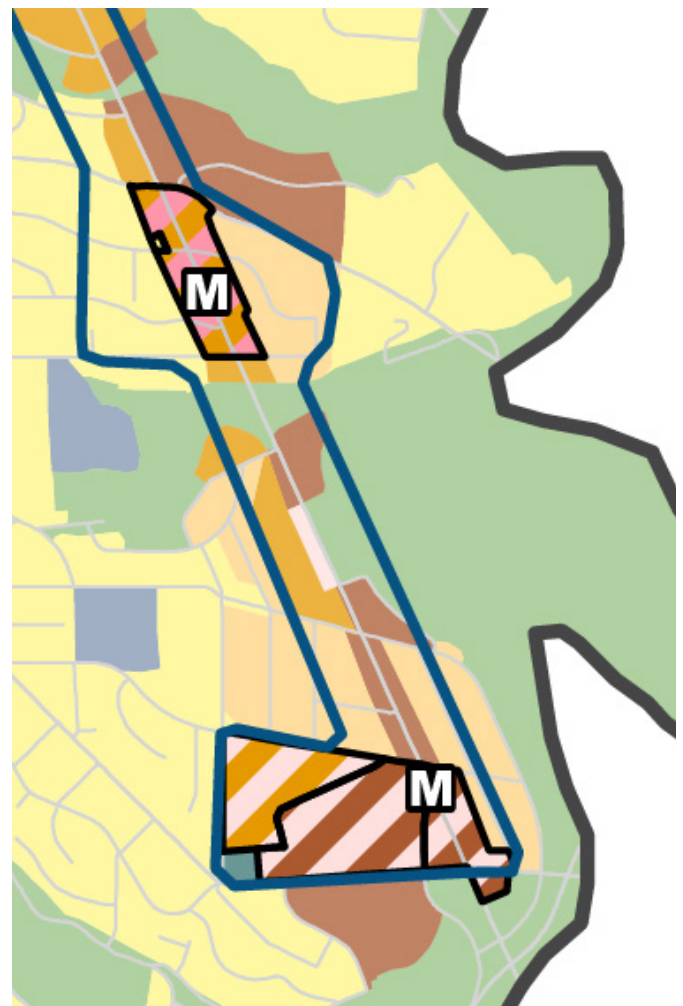
LEGEND:

- 2021 Future Land Use Map (FLUM) Changes
- 2021 Generalized Policy Map (GPM) Future Planning Analysis Areas

FLUM CATEGORIES:

- Residential - Low Density
- Residential - Moderate Density
- Residential - Medium Density
- Residential - High Density
- Commercial - Low Density
- Commercial - Moderate Density
- Commercial - Medium Density
- Commercial - High Density
- Institutional
- Federal
- Local Public Facilities
- Parks, Recreation, and Open Space
- Production, Distribution, and Repair
- Water

Striped = Mixed Uses



PROJECT TIMELINE

Public Outreach and Engagement

The Connecticut Avenue Design Guidelines will be developed through community stakeholder engagement aligned with key milestones outlines below. Goals for the Connecticut Avenue Design Guidelines include:

- Maximizing development potential for additional housing opportunities while taking into consideration historic preservation requirements;
- Creating a public realm design strategy that supports higher density residential development above ground-level retail and promote a socially and economically equitable commercial corridor; and
- Developing streetscape design recommendations based on assessments of public space usage at key activity nodes with consideration for District Department of Transportation (DDOT) investments.

2021

Dec



Visit the project website for most up-to-date information on upcoming engagement activities and project resources. publicinput.com/rcw-connecticut

2022

Jun



Public Life Study:
Conduct analysis of public space use along Connecticut Avenue through site observations and surveys.

Jul



Aug

Plan Development
Conduct public engagement events for the development of design guidelines, policy recommendations and implementation strategies.

- Development Design Guidelines
- Streetscape Design Guidelines

Sep



Oct



Nov

Dec

2023

Jan



Final Report/Approval
Release draft report for public review. Finalize Design Guidelines for HPRB approval and publication.

Feb

Mar



Apr



Sams Park and Shop



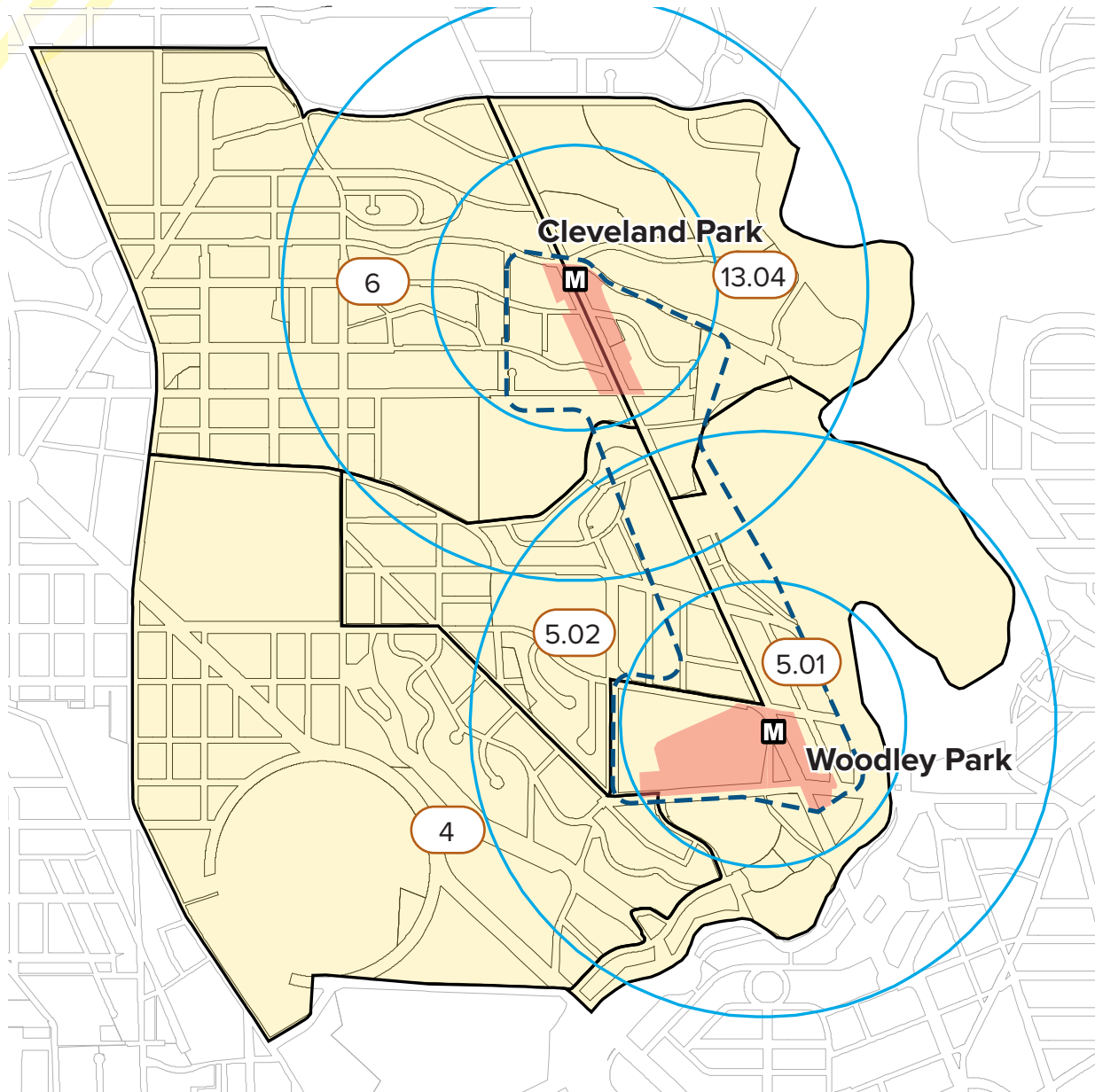
Kennedy-Warren



SECTION 1: DEMOGRAPHICS



NEIGHBORHOOD DEMOGRAPHICS

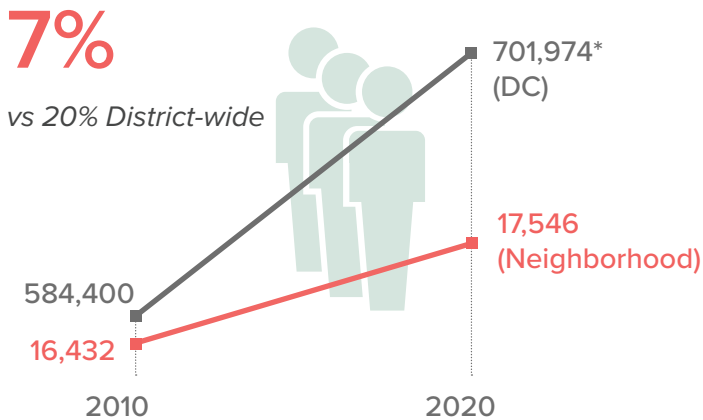


- Study Area
- Census Tracts
- FLUM Changes
- Metro Buffer (1/4 and 1/2 mile)

In order to get an understanding of the demographic, social, housing, and economic characteristics of the study area, Census data was compiled using the American Community Survey (ACS) five-year estimates from 2016-2020. The ACS data for the “Study Area” comprised of Census Tracts 4, 6, 13.04, 5.01, and 5.02. These tracts cover a two square mile geography, generally within a 1/2 mile radius of the two metro stations as shown on the map. The population and housing characteristics of this geography are believed to be a good representation of the study area. Data shown on pages 13-16 are based on ACS unless otherwise noted.

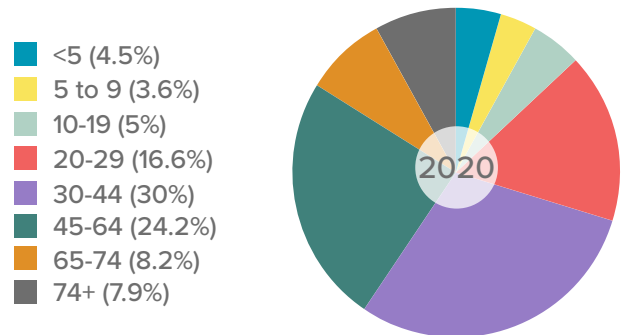
POPULATION

POPULATION GROWTH (2010-2020)



* The April 1, 2020 Census population for the District is 689,545. The drop in population compared to the 2016-2020 ACS 5-year estimate shown in the graphic is likely attributed to increasing domestic out migration from 2016 to 2020 and an increase in deaths due to COVID-19.

AGE BREAKDOWN



AVERAGE HOUSEHOLD SIZE GROWTH

Connecticut Avenue	8%
Rock Creek West Planning Area	12.45%
District of Columbia	8.5%

Over the past 10 years, increase in population and total number of households lagged behind the District (7% vs 20%, and 3% vs 12% respectively). The area has seen growth in average household size, a citywide trend, especially pronounced in Rock Creek West.

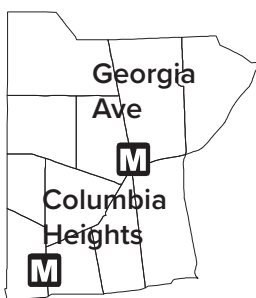
POPULATION DENSITY COMPARISON

Cleveland Park/
Woodley Park



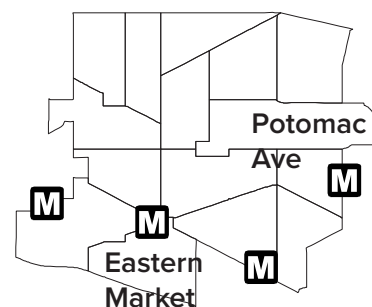
13/acre

Petworth/
Columbia Heights



38/acre

Capitol Hill/
Barney Circle



35/acre

Comparing the Census Tracts to other metro areas of similar size and characteristics, the study area contains about 1/3 of the population density seen in other neighborhoods that are located along major transit corridors outside of downtown.

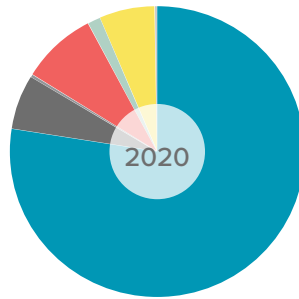
HOUSEHOLD INCOME AND TENURE

POPULATION BY RACE

- White alone (77.5%)
- Black or African American (6.3%)
- American Indian & Alaska Native (.25%)
- Asian alone (8.3%)
- Two or more races (6.3%)

11.7% Identify as Hispanic or Latino

The District-wide White and Black population are 41% and 45% respectively.



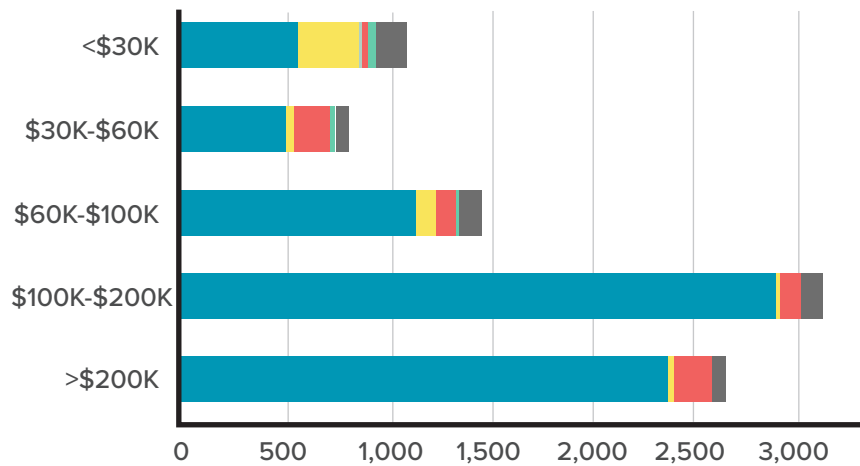
MEDIAN HOUSEHOLD INCOME

\$126,957

140% that of District-wide Median Income of \$90,842.



HOUSEHOLD INCOME BY RACE



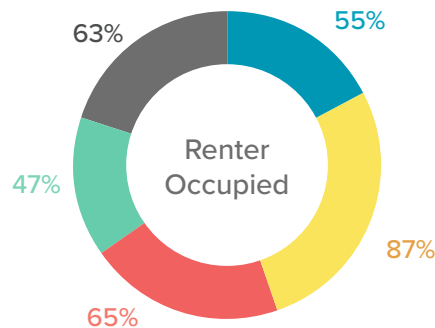
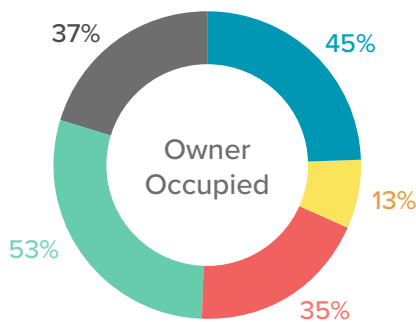
MEDIAN HOUSEHOLD INCOME BY RACE (2020)

White alone	\$141,957
Black or African American	\$13,848
Asian alone	\$96,071
Two or more Races	\$72,845

District-wide White and Black median household incomes are \$144,769, and \$48,515, respectively.

- White alone
- Black or African American
- Asian alone
- American Indian & Alaska Native
- Other
- Two or more races

HOUSING TENURE BY RACE



58% of total housing units are renter occupied

13% of Black households are owner-occupied

compared to 37% District-wide

- White alone
- Black or African American
- Asian alone
- American Indian & Alaska Native
- Other
- Two or more races

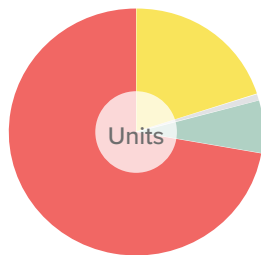
HOUSING TYPES

10,066 Total Housing Units

The majority of housing units in the study's Census Tract areas, 72% of total units, are located within multi-family residential buildings and occupy 18% of the land area with residential uses. Inversely, Single-family homes make up 20% of the housing stock yet occupy 78% of the land.

HOUSING BY BUILDING TYPE

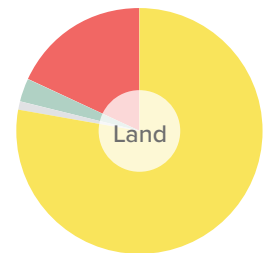
- 1-unit (20%)
- 2-units (1%)
- 3-19 units (6.3%)
- >19 units (72%)



Source: Master Address Repository, DC Office of Planning, April 2022.

HOUSING TYPE BY RESIDENTIAL LAND AREA

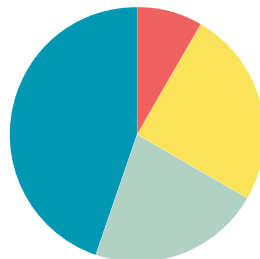
- 1-unit (78%)
- 2-units (1%)
- 3-19 units (3%)
- >19 units (18%)



Source: Master Address Repository, DC Office of Planning, April 2022.

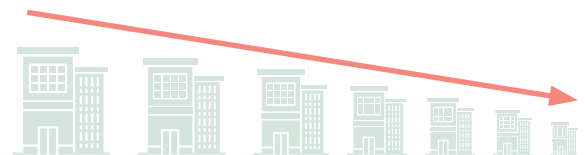
HOUSING BY YEAR BUILT

- Post 1990 (8.4%)
- 1960-1989 (25.2%)
- 1940-1959 (21.8%)
- Pre 1939 (44.65%)

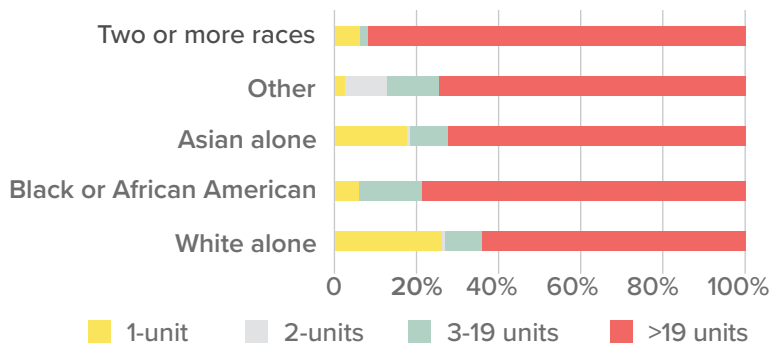


Source: ACS 2016-2020

8.4% Of Total Housing Units Built after 1990



HOUSING TYPE BY RACE



While Income and housing disparities between White and Black Households exist in the District, they are even more pronounced in the study's Census Tract areas. Only 13% of Black households are owner occupied compared to 45% of White households, and the median income for Black households is a tenth of the median income for White households.

HOUSING AFFORDABILITY

AVERAGE SALE VALUE

\$1.19 million

vs \$707,500 District-wide

Source: Redfin.com, April 2022.



DISTRIBUTION OF HOUSING SUPPLY BY NUMBER OF BEDROOMS

Unit Type	Owner	Renter	Total
No Bedrooms	135	1,514	1,649
1 Bedroom	847	2,572	3,419
2 Bedrooms	739	669	1,408
3 Bedrooms	676	166	842
4 Bedrooms	1,102	153	1,255

Source: 2015-2019 ACS, DC Office of Planning

MINIMUM MFI TO AFFORD RENTS BY PROPERTY CLASS

Units	Studio	1BR	2BR	3BR	Totals
Min. MFI	63%	81%	111%	179%	
Avg. Rent	\$1,648	\$2,259	\$3,745	\$7,494	2,468
% of Total Units	26%	54%	17%	2%	100%

Source: Redfin.com, DC Office of Planning, April 2022

MINIMUM MFI TO AFFORD AVERAGE SALES BY UNIT TYPE

Unit Type	Studio	1BR	2BR	3BR	4BR
Condo/Co-op	55%-63%	87%-99%	133%-152%	179%-204%	
Single Family			135%-156%	213%-245%	271%-312%
Townhouse				183%-211%	201%-231%

Source: Redfin.com, DC Office of Planning, April 2022

MEDIAN FAMILY INCOME

The Washington Metropolitan Statistical Area Median Family Income (MFI) is published annually by the U.S. Department of Housing and Urban Development, at which half of households have income above that level and half below. MFI in the Washington Area in 2022 by Household size was:

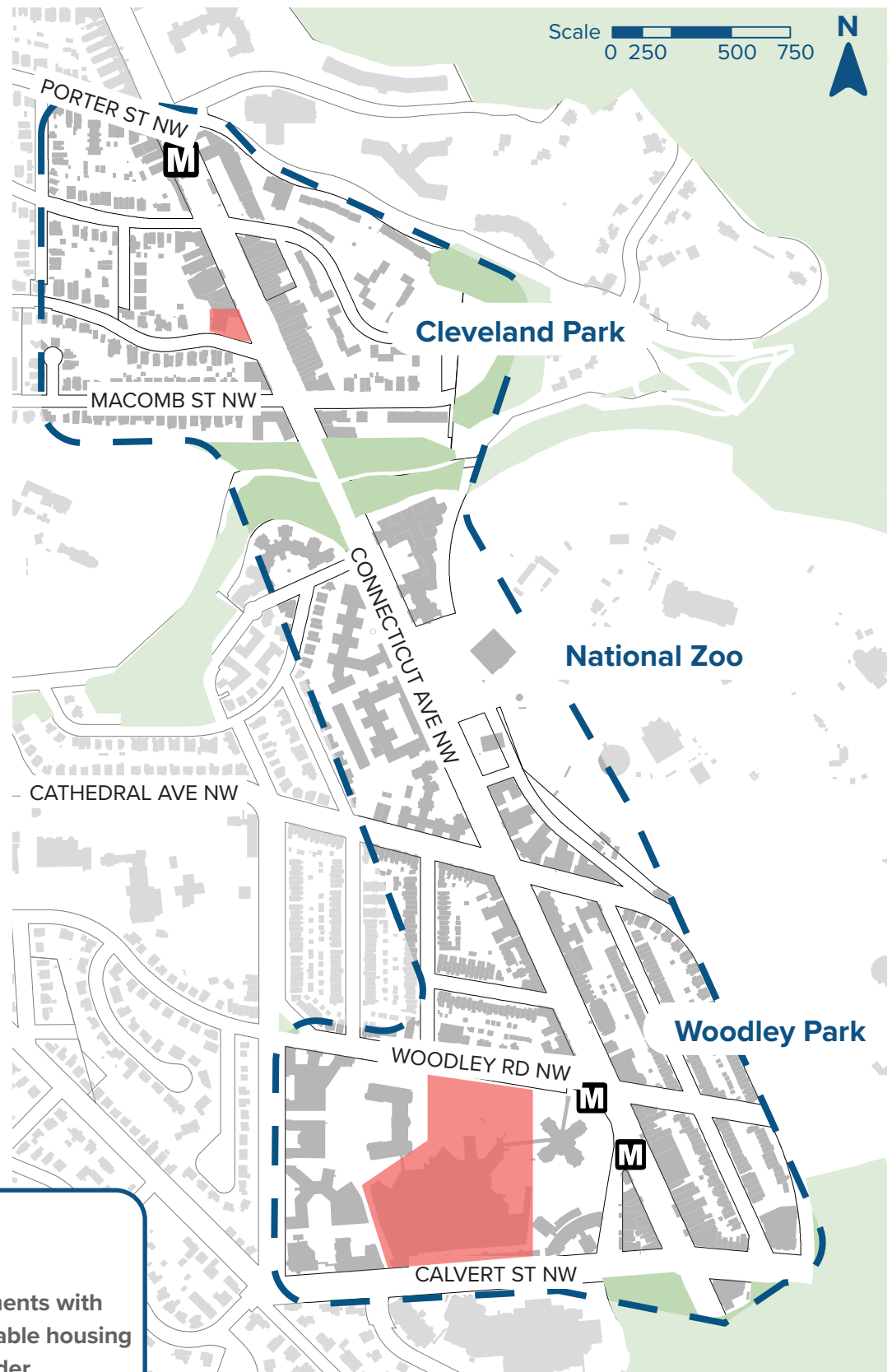
1-person	\$99,600
2-person	\$113,850
3-person	\$128,050
4-person	\$142,300

DHCD recommends that Households should not expend more than 38% of their annual income on housing costs for rental Inclusionary Units and 41% of their annual income on housing costs for for-sale Inclusionary Units.

While Studio and 1-bedroom units are affordable to moderate income households, both renting and buying in the neighborhood, there is a lack of family sized units (2, 3, and 4+ bedrooms) that are attainable to household below the Median Family Income (MFI).

DEDICATED AFFORDABLE HOUSING

There are currently no dedicated affordable housing units within the study area. Two projects are in the pipeline which, when completed, will create 75 dedicated affordable units through inclusionary zoning. The Macklin addition which is currently under construction and the redevelopment of the former Marriott Wardman Park Hotel which is currently in concept design phase



- Study Area
- Future developments with dedicated affordable housing (planned and under construction)



Hampton House on Connecticut Avenue



Smithsonian National Zoo

SECTION 2: LAND USES AND DEVELOPMENT

The background is a solid teal color. It features several decorative elements: a large, semi-transparent light blue circle on the right side; a smaller, solid light blue circle in the center; a dark blue semi-circle in the bottom left corner; and a series of thin, light blue horizontal lines in the bottom right corner.

HISTORIC TIMELINE

District of Columbia

1791 Pierre L'Enfant designs the plan for Washington, RCW remains a part of rural Washington County

1862 The District's first horse-drawn streetcar lines built

1888 First electric streetcar system within District begins operation

1893 Highway Act enacted by Congress; directed District to plan a suburban street network that conformed to the original city grid.

1890
Senators William Stewart and Francis Newlands establish the Chevy Chase Land Company. The Company was responsible for the extension of Connecticut Avenue into Maryland, construction of a trolley line, and development of residential community of Chevy Chase.

1895
Potomac Electric Lighting Company agrees to install lighting on the residential streets of Cleveland Park

1897-1907
Construction of Taft Bridge. The project would extend Connecticut Avenue and provide a direct auto route to Woodley Park, Cleveland Park and Chevy Chase.

Rock Creek Park established; Connecticut Avenue extended towards Maryland

Charters established for street railways; Municipal approval granted for extensions of city avenues granted for Connecticut Avenue

Streetcar opens from Woodley Park to DC line

Infrastructure

19th Century

Neighborhoods

1889:
National Zoo formed



Source: Smithsonian

1890 - EARLY 1900
Large estates, such as the one owned by President Grover Cleveland, were subdivided into new neighborhoods like Cleveland Park. Rowhouse neighborhoods like Woodley Park began taking shape



1894
The Cleveland Park Development Company purchases land from the Chevy Chase Land Company to begin its first subdivision.

1930
Sam's Park and Shop opens

1906-1930S
Connecticut Avenue Commercial Area Growth in Woodley Park - Calvert Street to Woodley Road

Rock Creek West

PRE 1700S Native Americans migrated through Ward 3 camping seasonally along the shores of the Potomac River and Rock Creek.

1865 Land speculators and real estate developers began to buy up Washington County farms and estates; first suburbs immediately outside the old city limits that were accessible by horse-drawn streetcars

1890 Congress dedicates 1,700 acres along the Rock Creek Valley as Rock Creek Park

HISTORIC TIMELINE

1920
Washington, DC adopts land-use zoning. The ordinance restricted apartment buildings to a certain height and use zones, principally along major avenues.

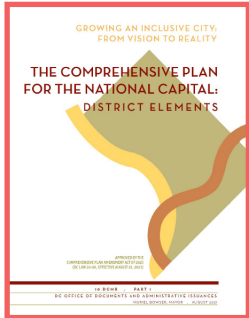
1938
Zoning Act of 1938 introduces Comprehensive Planning to the District

1976
The first segment of Metro opens between Farragut North and Rhode Island Avenue

1978
DC Historic Preservation Law Enacted

1958
Cleveland Park Neighborhood Commercial Overlay District (CP) and Woodley Park Neighborhood Commercial Overlay District (WD) enacted by Zoning Resolution 58

1984
Comprehensive Plan update reduces density along Connecticut Avenue



1915
Streetcar transportation and paved roads start to take shape along Connecticut Avenue.

1981
Woodley Park and Cleveland Park Metro Stations open along Metro Red Line

2021
Comprehensive Plan updates land use designations to allow for more residential development opportunities along Connecticut Avenue

20th Century

21st Century

1936
Uptown Theater Opens

1918
Wardman Park Hotel Opens



Wardman Park Hotel (1918-1928)

1986
Cleveland Park designated as Historic District

1990
Woodley Park designated as Historic District

2014
The Woodley Apartments opens

2018
New Cleveland Park Library opens

1920-1930
This decade marked a peak era of apartment construction along Connecticut Avenue



Hampton House (1920)



Cathedral Mansions (1924)



The Broadmoor (1928-29)



The Kennedy-Warren (1931)

1898
Highway Plan for Ward 3 certified

1920S
A new generation of developers entered the market transforming streetcar suburbs into auto-oriented ones.

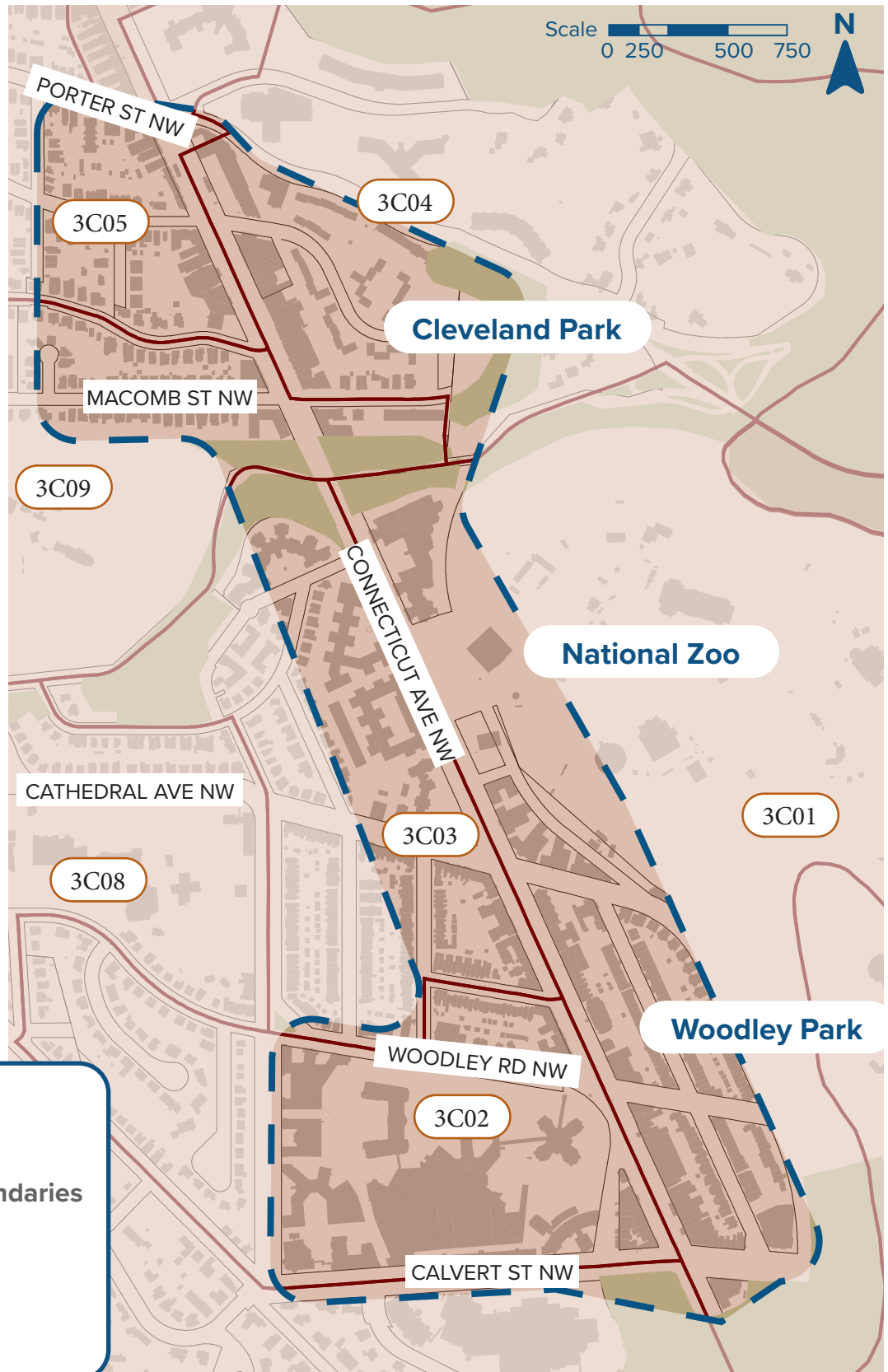
1937
The Federal Housing Administration map grades the District and nearby suburbs for housing financing and mortgage lending purposes.

1964
Rock Creek Park Historic District Designation

ADVISORY NEIGHBORHOOD COMMISSIONS

The study area is within Advisory Neighborhood Commission (ANC) 3C and intersects with portions of Single Member Districts (SMD) 3C01, 3C02, 3C03, 3C04, 3C05, and 3C09.

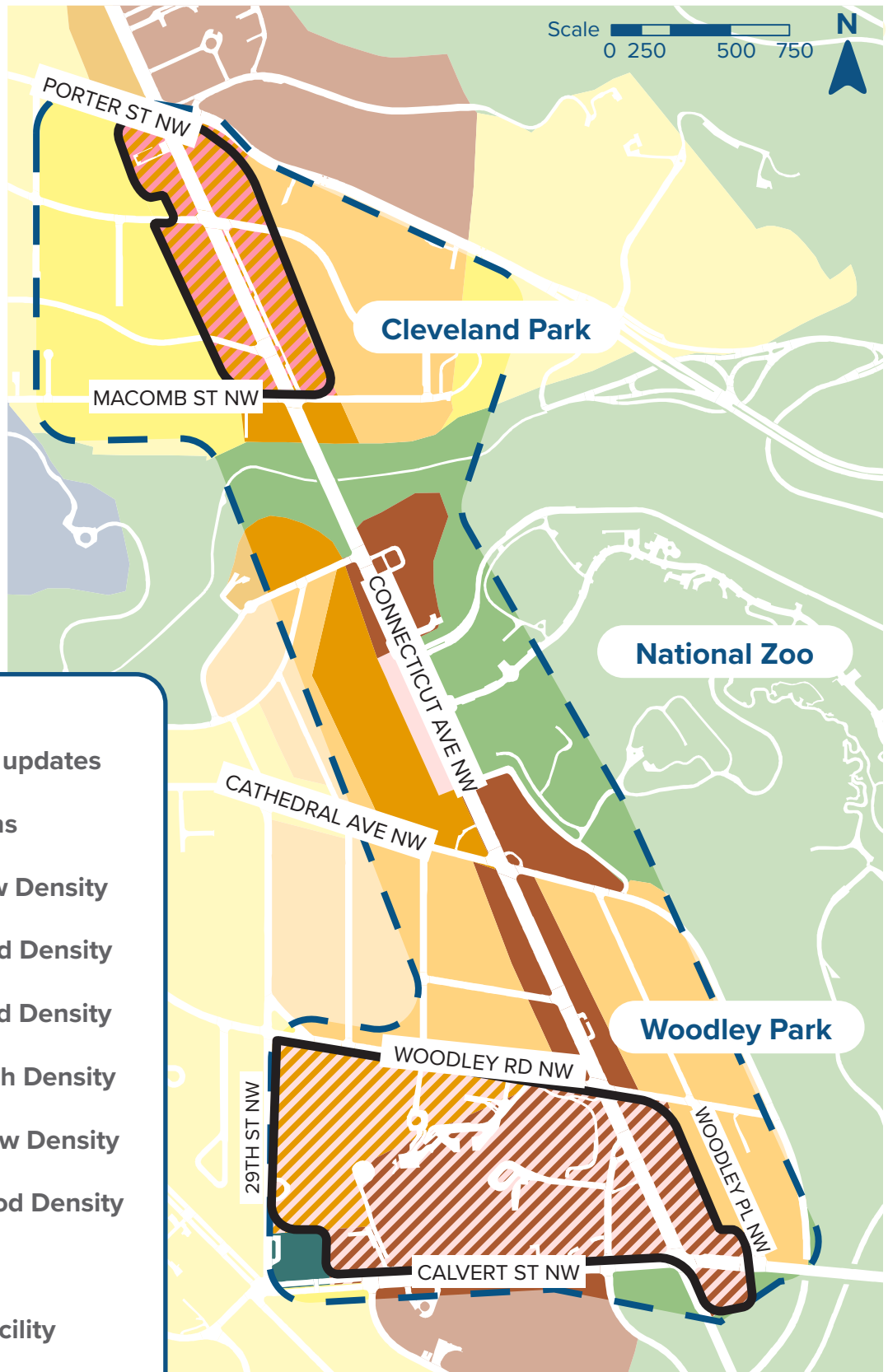
The SMD boundaries shown are from 2013. The boundaries of the ANC and SMDs of the District of Columbia are updated every ten years, based on the results of the latest decennial census. Updated boundaries based on the 2020 decennial census were approved by the DC Council on June 7, 2022 and approved by Mayor Muriel Bowser on June 16, 2022. The new ANC and SMD boundaries will take effect on January 1, 2023.



- Study Area
- 2013 SMD Boundaries
- Parks
- Buildings

FUTURE LAND USE MAP - COMP PLAN 2021

The Future Land Use Map shows anticipated future land uses, which may be the same, or different than, the current land uses. In two main street corridors within the study area, the Comp Plan's Future Land Use Map (FLUM) adopted new land use designations that support more market rate and affordable housing. These new designations added or increased allowable residential density to permit additional housing units, pending a change in zoning.



- Study Area
- Areas of FLUM updates

Land Use Designations

- Residential-Low Density
- Residential-Mod Density
- Residential-Med Density
- Residential-High Density
- Commercial-Low Density
- Commercial-Mod Density
- Institutional
- Local Public Facility
- Parks

CURRENT ZONING

Within the study area, there are three Neighborhood Commercial Zones, NC-3 at Cleveland Park, and NC-4 and NC-5 at Woodley Park. The NC zones allow low to moderate density mixed-uses to accommodate local neighborhood serving retail.

Between the two metro stations, the zoning transitions to allow medium and high density residential multi-family under the RA-2, RA-4, and MU-4 zones.

To the west of the study area, the zoning transitions to allow low-density row houses and single family detached (R-1-B, R-1-A, and R-3), while to the east of Cleveland Park, the RA-1 accommodates low- to moderate-density residential development.



- Study Area
- Zoning (Varies)
- Buildings

CURRENT LAND USES

The existing land uses within the study area are largely reflective of the zoning allowances, particularly the residential zones. In the NC zone areas however, the uses and building heights vary slightly. For example, in Cleveland Park, while the NC-3 allows building heights of up to four stories, the majority of the existing commercial buildings are one- to two-stories. Similarly in the NC-4 and NC-5 in Woodley Park where buildings do not take full advantage of allowable heights of up to four to five stories.

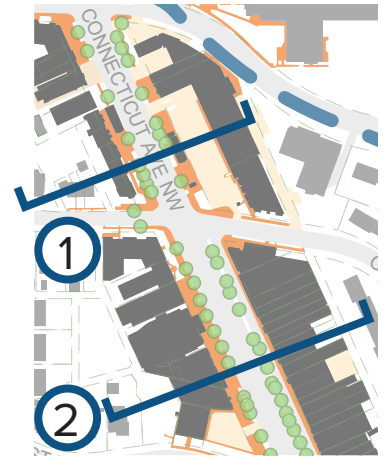


CLEVELAND PARK MAIN STREET

Two sections graphically illustrate the current building character, land use type, and massing in the Cleveland Park commercial area. The dashed lines outline the allowable building height under the current NC-3 zone.

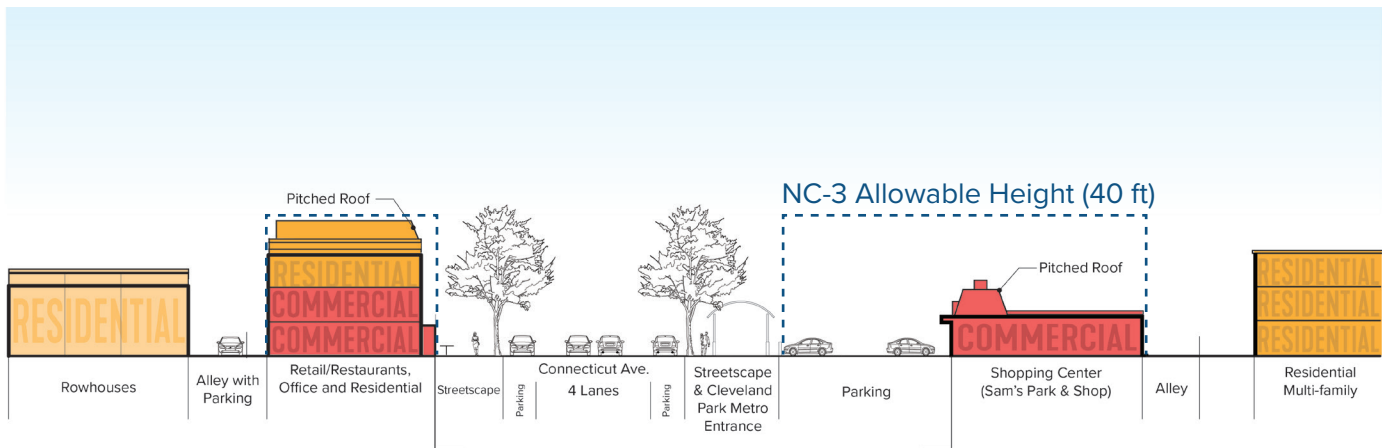
SECTION 1, between Porter and Ordway Streets, shows a transition from residential rowhouses to mixed use commercial with residential on the top floor on the west side. The east side transitions from low-rise commercial to 3-stoey multi-family residential.

SECTION 2, between Ordway and Macomb Streets, shows a transition from single family homes to low rise commercial uses on the west. Low-rise commercial occupies the east side as well and transitions to mid-rise residential.

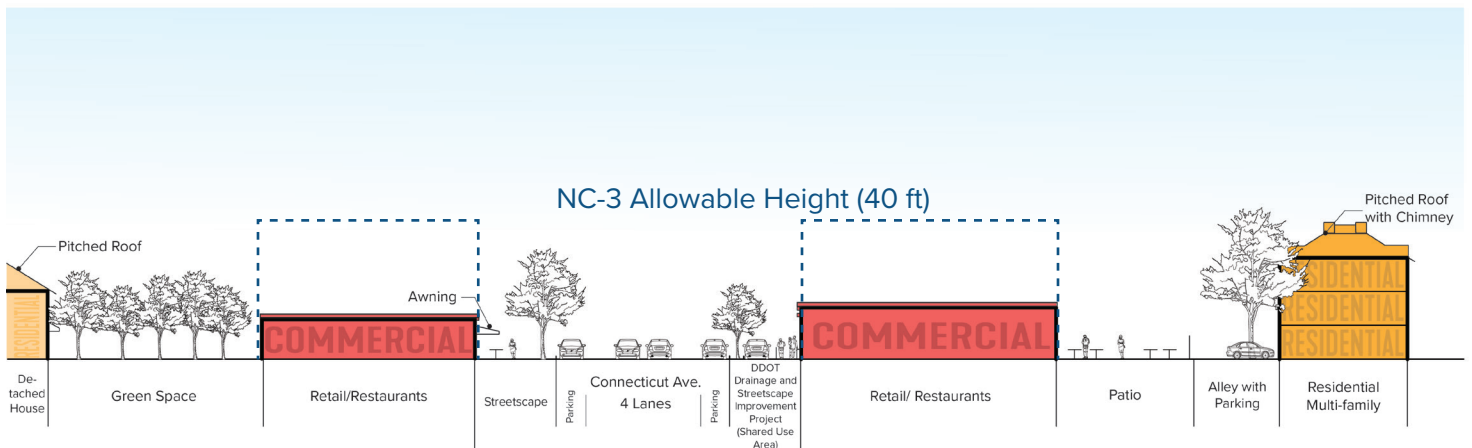


Key Map

SECTION 1 - 3500 BLOCK OF CONNECTICUT AVENUE



SECTION 2 - 3400 BLOCK OF CONNECTICUT AVENUE



WOODLEY PARK MAIN STREET

Two section cuts graphically illustrate the current building character, use type, and massing in the Woodley Park zone. The dashed lines outline the allowable building height under the current NC-4 and NC-5 zones.

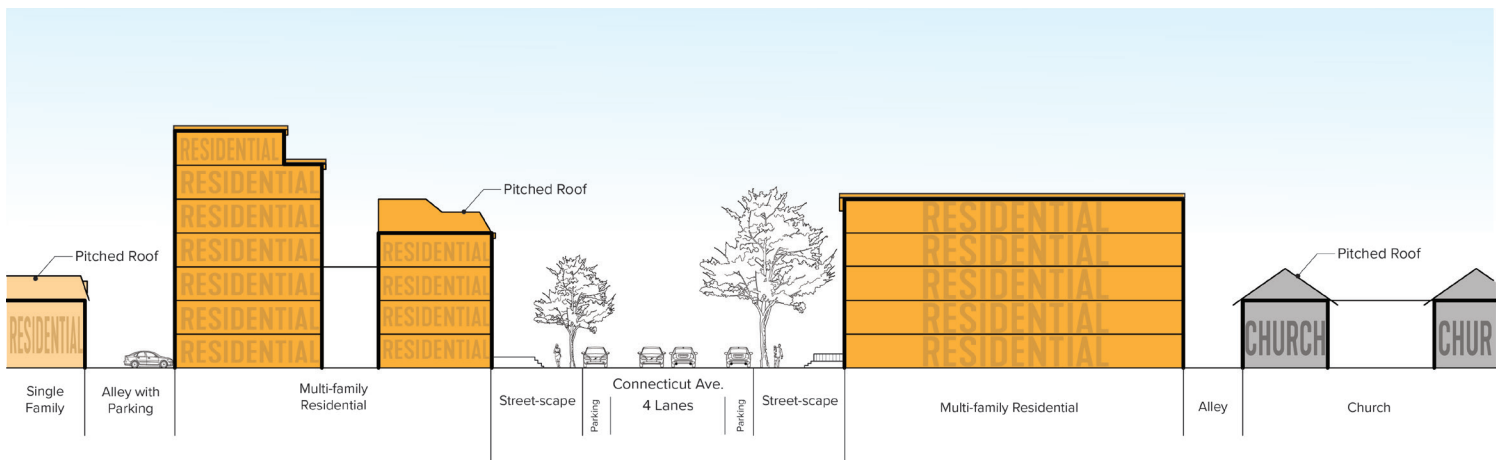
Section 3 shows a transition from residential single family homes on the west side to an all residential apartment complex/condominium which transitions to a high density in the back. On the east side, a mid-rise residential apartment / condominium transitions to a small alley to a church.

SECTION 4 illustrates a transition from high-rise residential apartment complex to a low-rise commercial strip. On the east side, a mid-rise commercial building with office space on the top level transitions to single-family rowhouses, separated by a service alley.

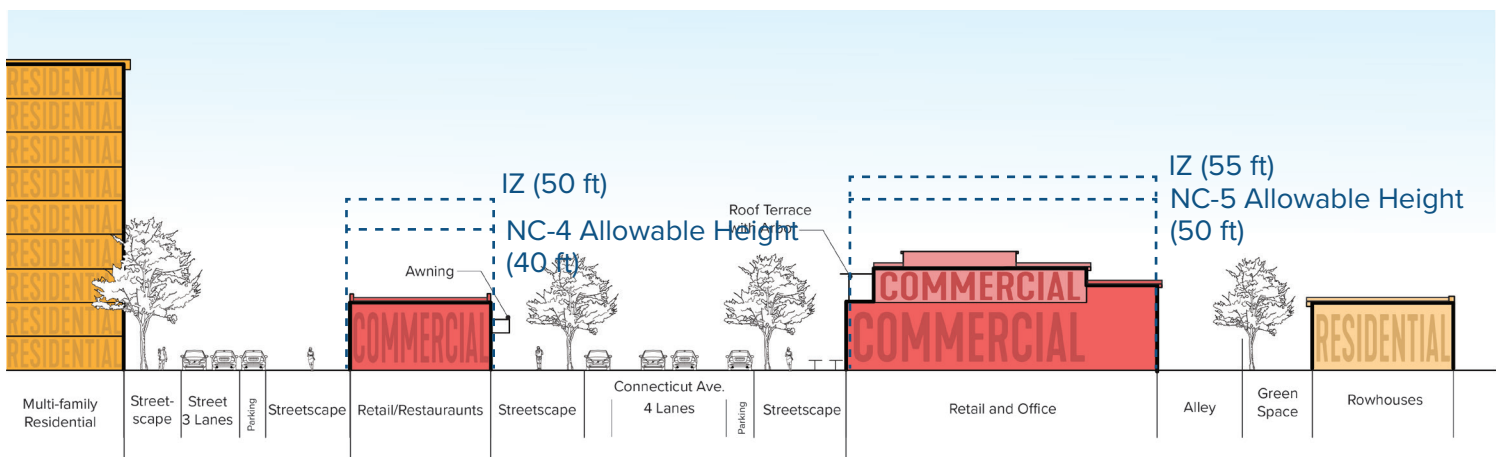


Key Map

SECTION 3 - 2700 BLOCK OF CONNECTICUT AVENUE

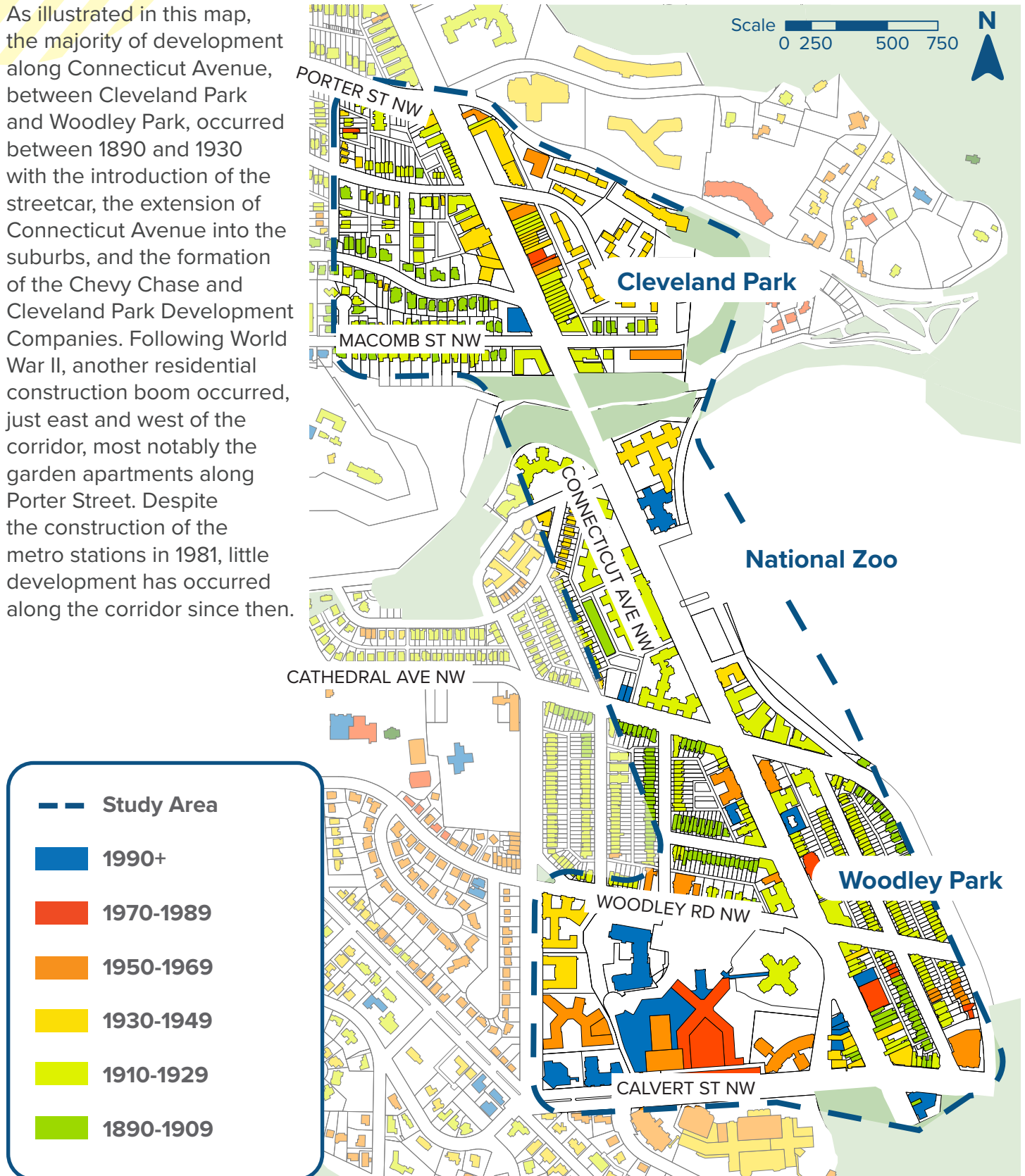


SECTION 4 - 2600 BLOCK OF CONNECTICUT AVENUE



BUILDINGS BY YEAR BUILT

As illustrated in this map, the majority of development along Connecticut Avenue, between Cleveland Park and Woodley Park, occurred between 1890 and 1930 with the introduction of the streetcar, the extension of Connecticut Avenue into the suburbs, and the formation of the Chevy Chase and Cleveland Park Development Companies. Following World War II, another residential construction boom occurred, just east and west of the corridor, most notably the garden apartments along Porter Street. Despite the construction of the metro stations in 1981, little development has occurred along the corridor since then.



HISTORIC DISTRICTS & RESOURCES

The Cleveland Park Historic district was designated in 1986, and the oldest section of Woodley Park designated as an Historic district in 1990. In addition to these designation, a number of buildings are designated historic landmarks along Connecticut Avenue such as: the Kennedy-Warren built in 1931 and expanded with a south wing in 2004, following the original art deco design; the Cathedral Mansions (built in 1924) across from the National Zoo entrance; and the Wardman Tower (part of the Wardman Park Hotel constructed in 1918) which was recently converted to luxury condominiums in 2017.

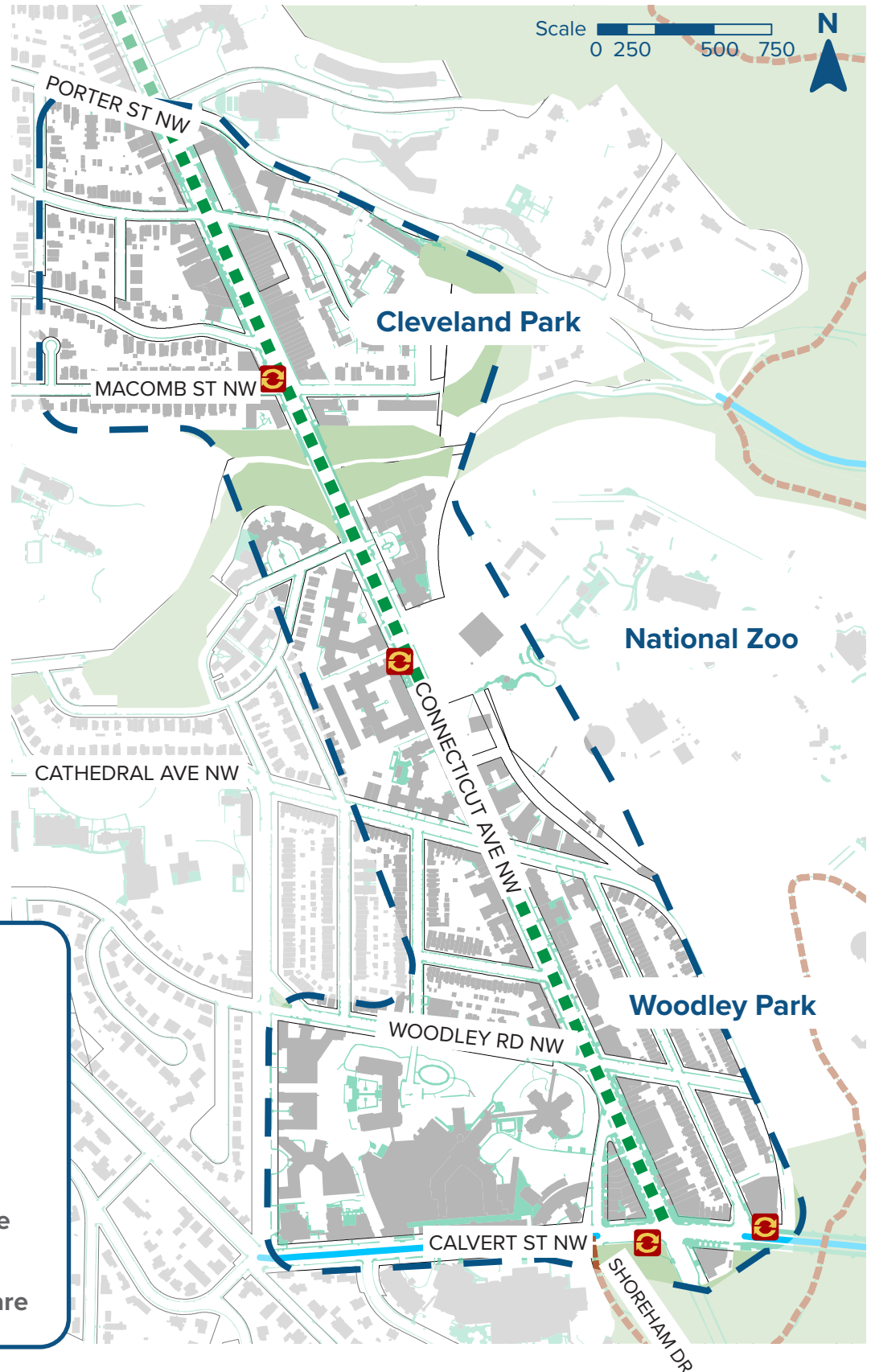


- — Study Area
- Historic Districts
- - - Historic Landmark
- Non-contributing building*

* DC Office of Planning.
 Period of Significance:
 Cleveland park Historic District: 1880-1941
 Woodley Park Historic District: 1905-1938

WALKING AND BIKING

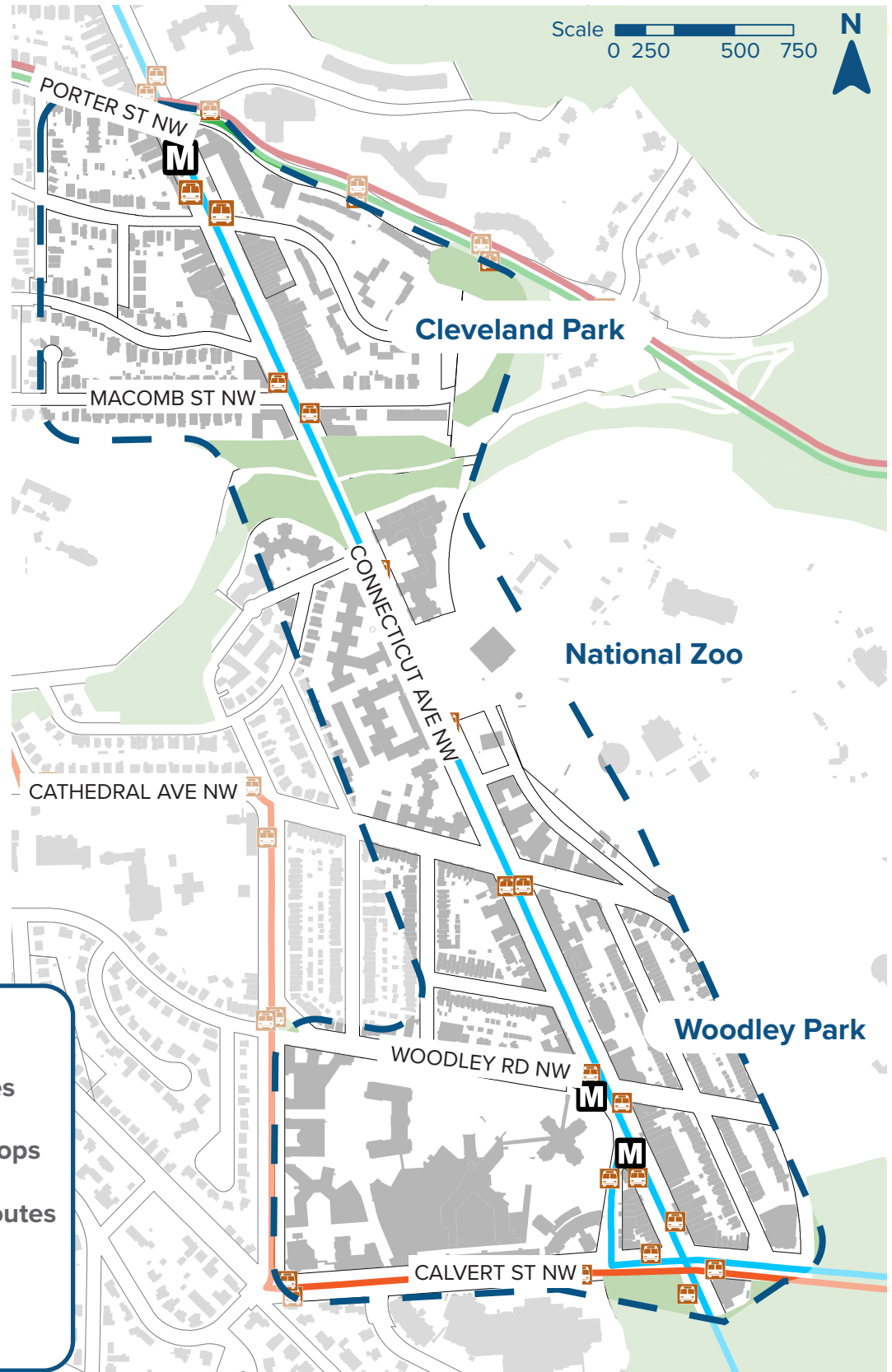
Despite the study area's proximity to the Rock Creek Trail, there is only one access point from Shoreham Drive NW. Currently, there is only one bike lane along Calvert Street, however, a protected bike lane is contemplated along Connecticut Avenue, between Calvert Street NW and Legation Avenue NW, as part of DDOT's Connecticut Avenue Multimodal Safety Improvement Project.



TRANSIT SERVICE

The study area enjoys access to a robust transit network including two metro stations, Cleveland Park and Woodley Park-Zoo/Adams Morgan, and multiple WMATA bus lines (L2, H2, H4, and 96). Living within the study area, particularly along Connecticut Avenue unlocks access to over 400,000 jobs within a 30-minute travel time via transit*.

** Based on Transportation Planning Products (CTPP) Data using 5-year ACS dataset, 2012-2016.*



- Study Area
- M** Metro Entrances
- WMATA Bus Stops
- WMATA Bus Routes**
- L2
- 96
- H2
- H4

GREEN SPACE AND TREE CANOPY

The study area enjoys a robust tree canopy and is described by many as “leafy” and “green”. Street trees are generally healthy and mature and provide for shade along the sidewalks. There are however gaps in the street tree canopy along Connecticut Avenue, especially in Cleveland Park and across from the Zoo entrance on Connecticut Avenue. Additionally, in certain areas near the Zoo and the Woodley Park commercial district, large tree roots are heaving sidewalks due to narrow street tree planters.



CIVIC FACILITIES AND AMENITIES

While there are no District-run recreational facilities within the study area, the neighborhood enjoys proximity to Rock Creek Park and the National Zoo, two of the largest public open spaces in the District.

The Cleveland Park Library was rebuilt in 2018 and there are a number of schools in and adjacent to the study area, the Oyster-Adams Bilingual School, Washington International School, and Maret School.

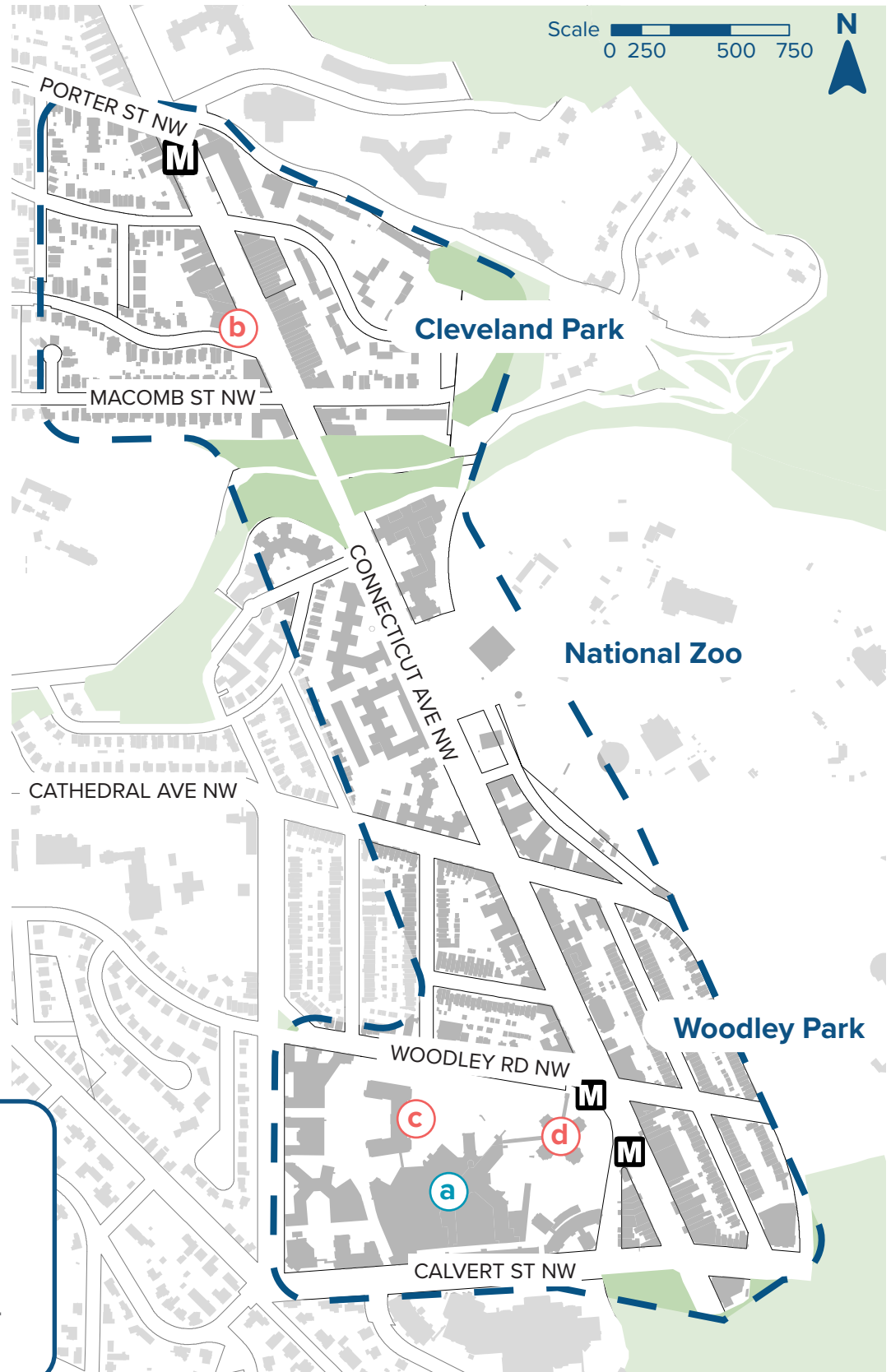


DEVELOPMENT ACTIVITY

While the study area has seen little change in the last few decades, there has been some momentum in residential development over the past few years with approximately 280 residential units developed or under construction since 2015 and 900 units in concept development phase.

- a** 900 units at 2600 Woodley Rd (Former Wardman Hotel)
- b** 35 units at 2911 Newark St NW (The Macklin)
- c** 212 units at 2700 Woodley Rd (The Woodley)
- d** 32 units at 2660 Connecticut Ave NW (Wardman Tower)

- Study Area
- Buildings
- a Concept Design
- b Existing or under construction



DEVELOPMENT ACTIVITY

- a** **900 units** at 2600 Woodley Rd NW to replace the former Marriott Wardman Park Hotel. Approximately **72 units** will be set aside as dedicated affordable. The project is in concept design phase.



- b** **31 units** and **4 townhome** addition to the existing Macklin Apartment building at 2911 Newark St NW. 3 units will be dedicated affordable through inclusionary zoning. The addition will also include 2,700 sq ft of retail on Connecticut Ave. Under Construction.



- c** **212 units** at 2700 Woodley Rd NW. New multi-family residential building completed in 2015.





- d** **32 units Wardman Tower** conversion of the former hotel to luxury condominiums. Completed in 2017.

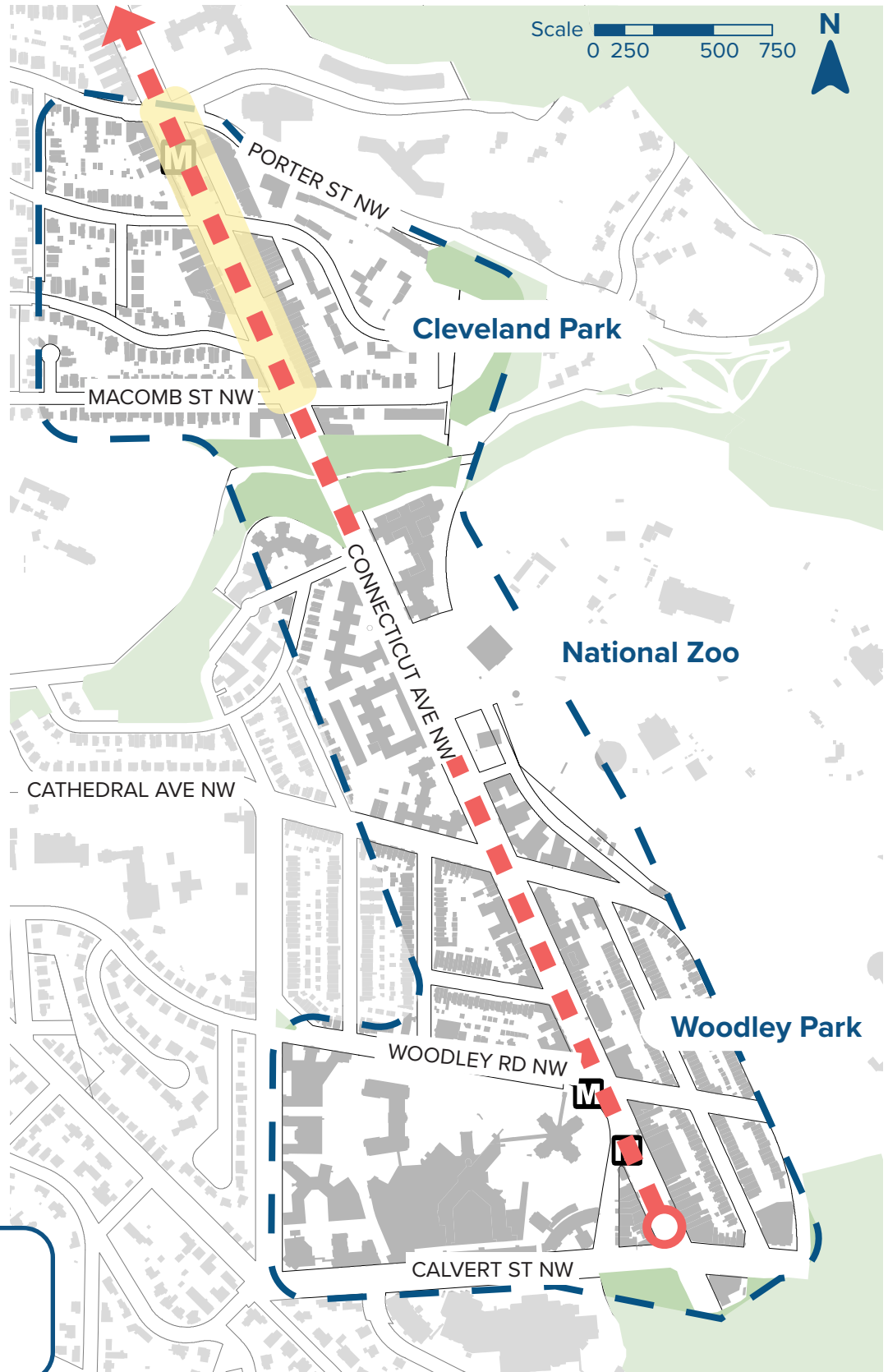


PUBLIC SPACE PROJECTS

In the next five years, the Connecticut Avenue corridor within the study area will be seeing transformative improvements to the public space. The District Department of Transportation (DDOT) is undergoing two major initiatives, the Cleveland Park Streetscape and Drainage Improvement project and the Connecticut Avenue Multimodal Safety Improvement project.

-  Cleveland Park Streetscape and Drainage Improvement Project
-  Connecticut Avenue Multimodal Safety Improvement Project

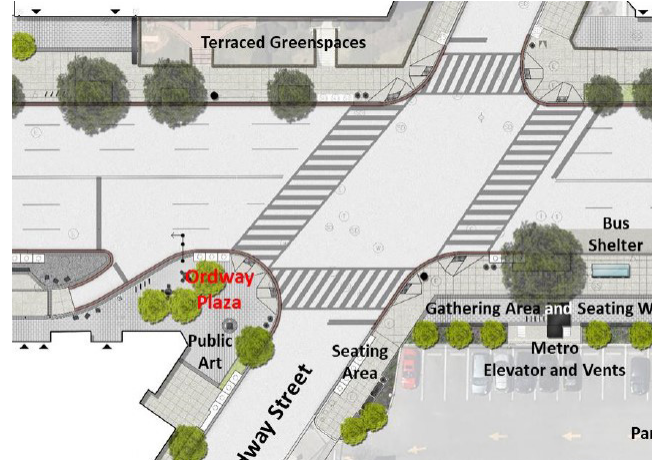
-  Study Area
-  Buildings



PUBLIC SPACE PROJECTS

CONNECTICUT AVENUE STREETScape AND DRAINAGE IMPROVEMENTS

The Cleveland Park Streetscape and Drainage Improvement Project along Connecticut Avenue from Macomb Street NW to Porter Street is designed to improve drainage throughout the corridor and improve pedestrian safety and implement several green infrastructure improvements.



CONNECTICUT AVENUE MULTIMODAL SAFETY IMPROVEMENT PROJECT

Connecticut Avenue Reversible Lane Operations and Safety Study were initiated in December 2019. The primary study area extends from Legation Street to Calvert Street. The project goals include the following:

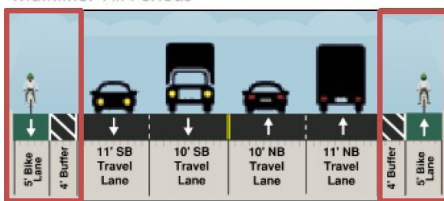
- Reduce crashes and conflict points and enhance safety for all modes and roadway users
- Consider additional mobility options along the corridor, such as protected bicycle lanes
- Assess the feasibility of removing the Reversible Lane Operation
- Determine the feasibility of reducing capacity along Connecticut Avenue and that effect on adjacent roadways

Following data collection and analysis between Spring and Fall 2020, and the stakeholder engagement throughout 2020 and early 2021 a number of concepts were developed. On December 15, 2021 the Mayor and DDOT announced that the preferred Concept C would be advanced to the design phase. In June 2022, DDOT held two public meeting on the Draft Concept Development Maps.

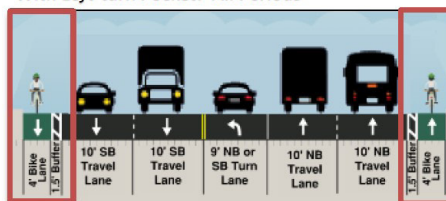


PREFERRED CONCEPT C

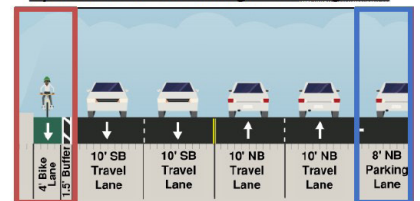
Mainline: All Periods



With Left-turn Pocket: All Periods



Option: NB or SB Parking & Loading Lane





Zone 1: Cleveland Park



Zone 2: Zoo



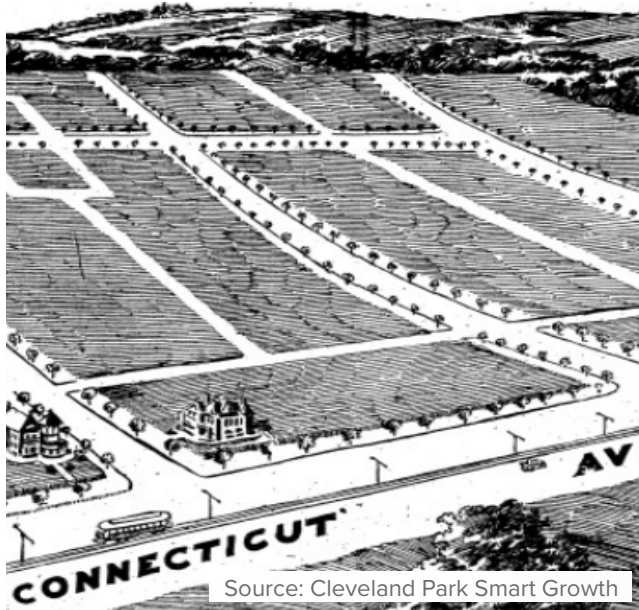
Zone 2: Woodley Park

SECTION 3: PUBLIC REALM



BUILDING & STREETScape BACKGROUND

This stretch of Connecticut Avenue, within the study area, is a dynamic, urban street with a mix of residential, commercial, retail, and civic uses that vary in development intensity. Landscapes range from simple rows of street trees to lushly-landscaped open spaces that serve as the foregrounds of large apartment buildings. Historically, the corridor evolved alongside shifts in transportation including the extension of Connecticut Avenue across Rock Creek, the addition, then removal, of a streetcar line along the corridor, and the integration of Metro, providing high-capacity transit to the area.



Source: Cleveland Park Smart Growth

Cleveland Park & Connecticut Avenue Streetcar (undated)

The distinct and eclectic mix of architectural styles in Cleveland Park and Woodley Park, and the character of their accompanying streetscapes, has earned these areas listing in the National Register of Historic Places. The overview of buildings and streetscape along the corridor described on the following pages provides context for the recommendations to be made regarding the shape and character of future mixed-use development, as well as public space and streetscape improvements in the Plan Development phase of this project.



Source: Forest Hills Connection

Connecticut Avenue Streetcar (undated)



Source: Library of Congress

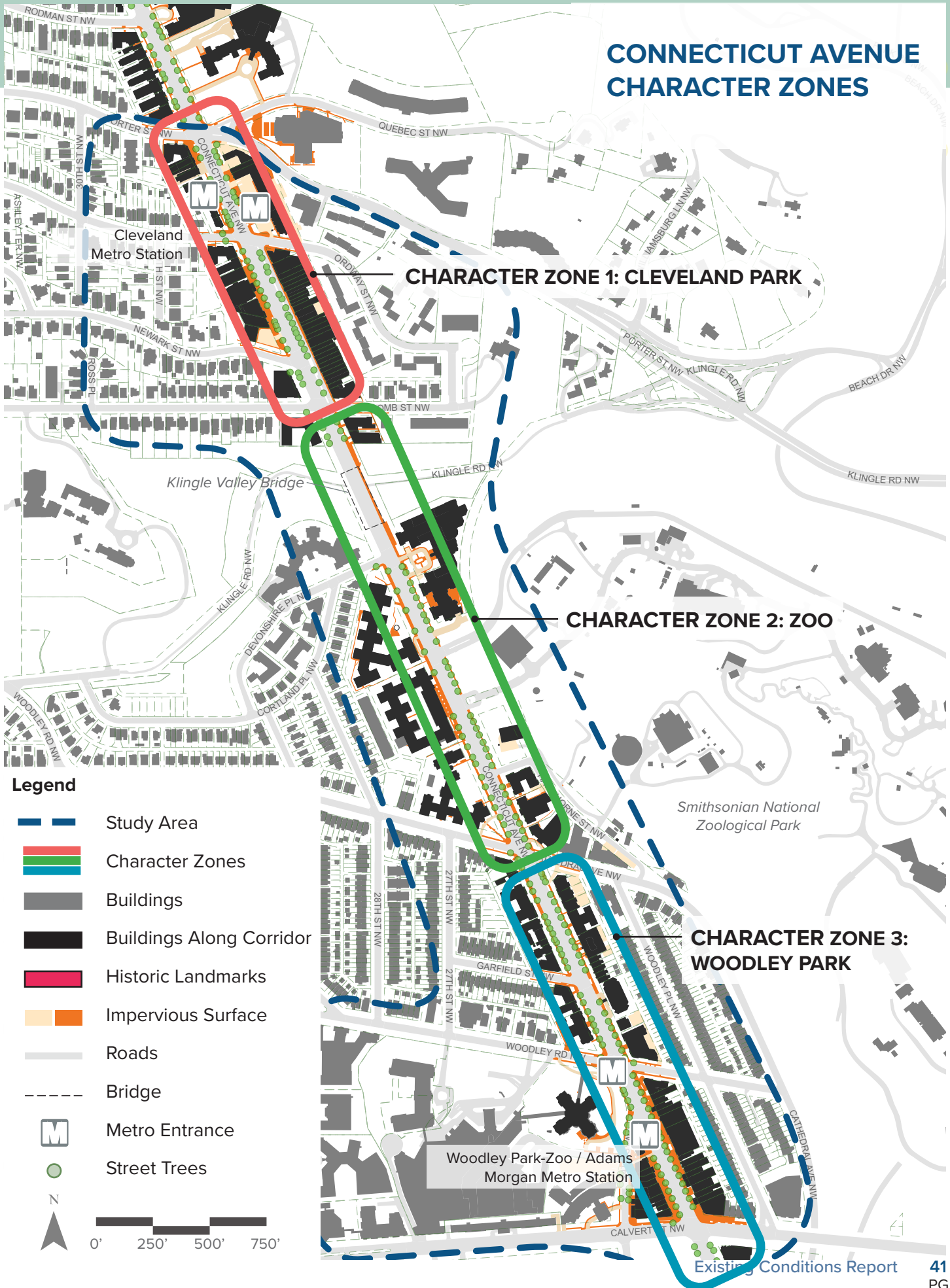
Klinge Valley Bridge (1933)



Source: Archives Records 2018

Wardman Park Hotel, Woodley Park (1918)

CONNECTICUT AVENUE CHARACTER ZONES



BUILDING CHARACTER

The character of the buildings along Connecticut Avenue varies in the study area as one progresses from Porter Street toward Calvert Street. In Cleveland Park, the buildings are a combination of 2- and 3-story commercial and civic buildings along with 6-7 story residential

buildings. In the area around the Zoo, larger multi-story residential buildings dominate with only a small commercial strip. In Woodley Park, there is a balance of high-rise residential, four story rowhouses and rowhouses converted to commercial uses.

CHARACTER ZONE 1: CLEVELAND PARK

North Connecticut Ave, Porter St NW to Maccomb St NW



Target store within Sam's Park & Shop



Fire Station & art deco commercial near corner of Porter St.



Art Deco one-story commercial adjacent to Uptown Theatre

CHARACTER ZONE 2: ZOO

Central Connecticut Ave: Maccomb St NW to Cathedral Ave NW



The Kennedy-Warren - Large Art Deco residential high-rise building



One-story commercial shops across from Zoo



South Cathedral Mansions - Multi-story large residential complex

CHARACTER ZONE 3: WOODLEY PARK

South Connecticut Ave, Cathedral Ave NW to Calvert St NW



Woodley Park Place Condominium - Addition to historic three story Federal townhouses



Commercial Retail - Conversion of four story townhouse to commercial use



2701 Connecticut Ave. Large 7-story pre-war residential

STREETSCAPE CHARACTER

The streetscape character along Connecticut Avenue in the study area varies. Commercial-oriented areas typically include wide sidewalks that accommodate a variety of outdoor uses, including dining, seating, and landscape

CHARACTER ZONE 1: CLEVELAND PARK

North Connecticut Ave, Porter St. NW to Devonshire Pl. NW



Sidewalks are activated by outdoor dining and active building frontages

areas. Residential areas feature larger buildings that are located farther back from the street and include lush landscaping, large street trees, and site walls at the backs of sidewalks.



Recent development has included more green space and public amenities along building frontages

CHARACTER ZONE 2: ZOO

Central Connecticut Ave: Macomb St. NW to Cathedral Ave. NW



Residential buildings include large setbacks creating a green edge along the sidewalk



The Zoo entrance is a major pedestrian gathering place along the corridor



The bridge across Klinge Valley Park provides an opportunity for viewing and serves as a major threshold between Cleveland Park & Woodley Park

CHARACTER ZONE 3: WOODLEY PARK

South Connecticut Ave., Cathedral Ave. NW to Calvert St. NW



The Woodley Park Metro entrance lacks a sense of place and orientation for arriving transit riders



Wide sidewalks accommodate outdoor dining and public amenities such as micro-transit docking areas



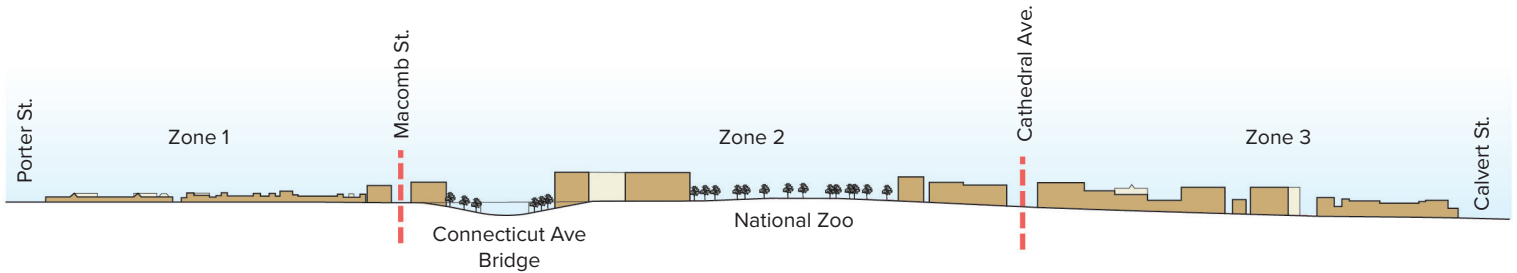
Street trees are iconic placemaking elements along the Connecticut Avenue corridor, providing shade, scale and beauty

BUILDING SCALE

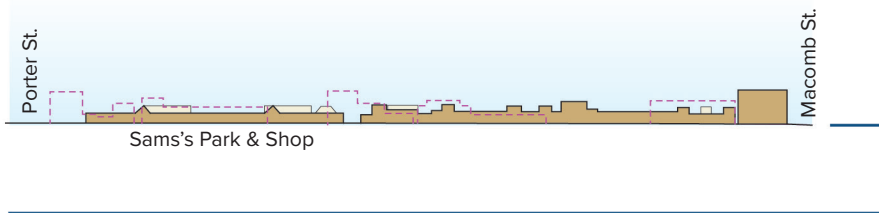
CONNECTICUT AVENUE EAST ELEVATION

The Connecticut Avenue Corridor Sections illustrate the building scale of the streetwall facade, opposite street wall, and topology changes along the entire width of Connecticut Avenue within the study boundary. Each Character Zone is enlarged to closely demonstrate the typology of the corridor. The east elevation of

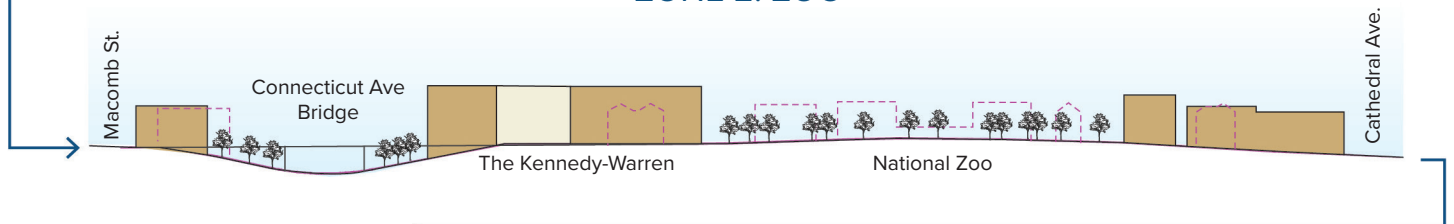
Connecticut Avenue starts at Porter Street and continues to Calvert Street. The east end begins with low-rise buildings and transitions to mid- and high-rise buildings. The east side also hosts the National Zoo.



ZONE 1: CLEVELAND PARK



ZONE 2: ZOO



ZONE 3: WOODLEY PARK

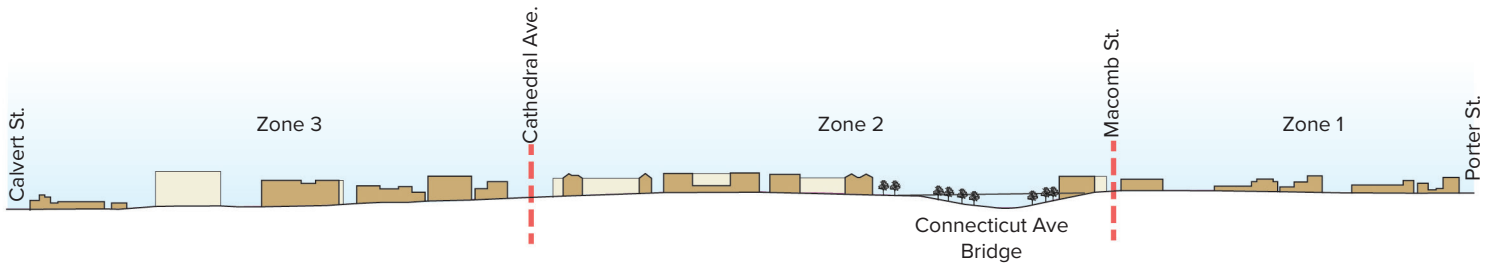


BUILDING SCALE

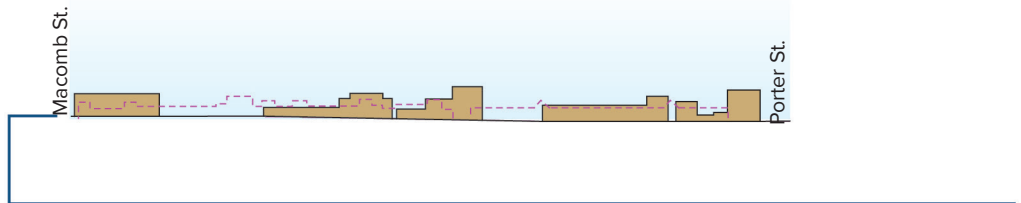
CONNECTICUT AVENUE WEST ELEVATION

The west elevation of Connecticut Avenue starts at Porter Street and continues to Calvert Street. The west end begins with mid-rise buildings and few low-rise. After Macomb Street, the corridor transitions to almost all mid- and high-rise buildings. Once at the Woodley Park Metro

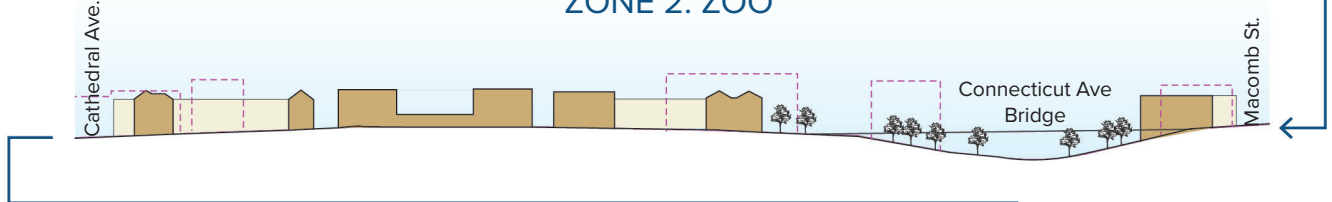
station, there is a small strip of low-rise buildings till Calvert Street. Both elevations run along similar topology with noticeable changes at the Connecticut Avenue Bridge and the downward slope toward Calvert Street starting from the National Zoo.



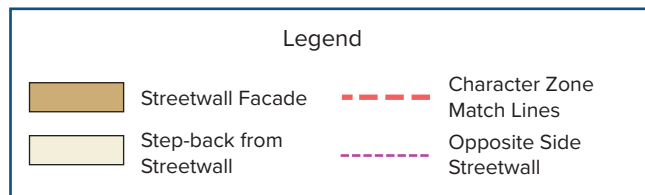
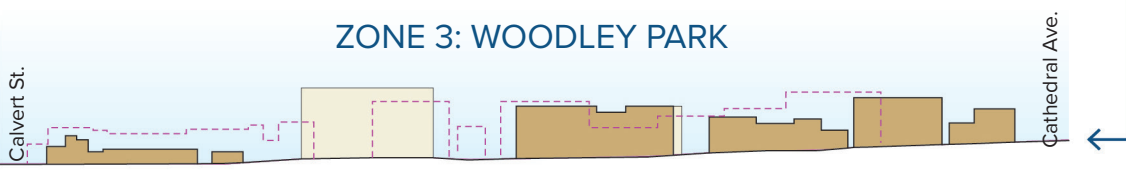
ZONE 1: CLEVELAND PARK



ZONE 2: ZOO



ZONE 3: WOODLEY PARK



RESOURCES

Affordable Housing:

- [36,000 Housing Count](#) (DMPED Economic Intelligence Dashboard)
- [Housing Equity Report](#) (2019)
- [Housing Production Trust Fund](#)
- [Inclusionary Zoning \(IZ\) Affordable Housing Program](#)
- [Rock Creek West Roadmap](#) (2021)

Comprehensive Planning

- [The Comprehensive Plan for the National Capital: District Elements](#) (2021)

Development and Zoning

- [DC Interactive Zoning Map](#)
- [DC Zoning Handbook](#)
- [Interactive Zoning Information System Case Search](#)

Historic Preservation:

- [Cleveland Park Historic District](#)
- [Woodley Park Historic District](#)
- [HistoryQuest](#) (online map)
- [Ward 3 Heritage Guide](#) (2020)

Parks, Recreation, and Library:

- [DC Statewide Comprehensive Outdoor Recreation Plan](#) (2020)
- [Next Libris: The DC Public Library's Facilities Master Plan](#) (2020)

Public Space Activation and Design:

- [Commemorative Works Program](#)
- [Our City, Our Spaces!](#) (2021)
- [Public Life initiatives](#)
- [Public Realm Design Manual](#) (2019)
- [Public Space Activation & Stewardship Guide](#) (2018)

School Planning:

- [DC Edscape](#)

Sustainability and Resilience:

- [Building Energy Performance Helpdesk](#)
- [Sustainable DC](#) (2018)
- [Resilient DC](#) (2019)

Transportation:

- [Cleveland Park Streetscape and Drainage Improvement Project](#)
- [Connecticut Avenue Multimodal Safety Improvement Project](#)
- [Bus Priority Plan](#) (2021)
- [moveDC: Multimodal Long-Range Transportation Plan](#) (2021)

For up-to-date information on the Connecticut Avenue Development Guidelines project visit www.publicinput.com/rcw-connecticut

ACKNOWLEDGMENTS

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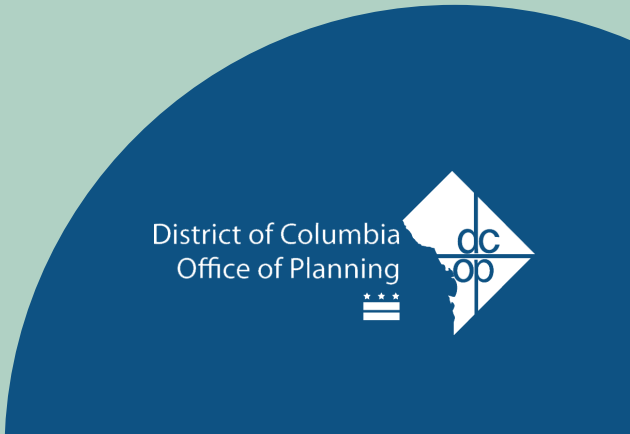
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Office of Planning

