



# Channeling Growth in the Nation's Capital: *Attaining the Attributes of a Globally Competitive City*

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# The Challenges Ahead

- Growing Traffic Congestion
- Rising Energy Prices
- Shifting Demographics
  - Age
  - HH size
- Environmental Constraints
- Declining Health, Obesity
- Growing Disparities





# Attributes of a Globally-Competitive City...

- Distinctive Neighborhoods and Districts
- Multitude of Transportation Choices, including Transit
- Walkable Urbanity
- Quality Environments and Access to Nature
- Green and Sustainable Development Practices
- Shared Economic Prosperity



## Distinctive Neighborhoods & Districts







Distinctive Neighborhoods: A Waterfront Identity



# Transportation Choices, Especially Transit







# Next Generation Transit - for Circulation- Streetcars





# Density to Support Transit Options

## For Light Rail Service

- 18-25 units/acre in urban area

## For Bus Service

- 7 units/ acre (every 30 minutes)





# A Walkable Urbanity





# Walkable Urbanity

- Retail Action Strategy
- Health Element in Small Area Plans
  - Walkability
  - Access to Fresh Food
- Mixed Use Zoning
- New Street Hierarchy







# Density to Support Retail

For a 10,000  
sq.ft.  
Convenience  
Store

– 7 units/acre

For a 25,000  
sq.ft. Small  
Supermarket





# Quality Environments and Access to Nature







# Capital Space

- Partnership with NCPC and NPS
- 7800 acres in DC
- DC #1
- Focus on:
  - Connections
  - Active Programming
  - Safe and Accessible





# Green and Sustainable Development Practices



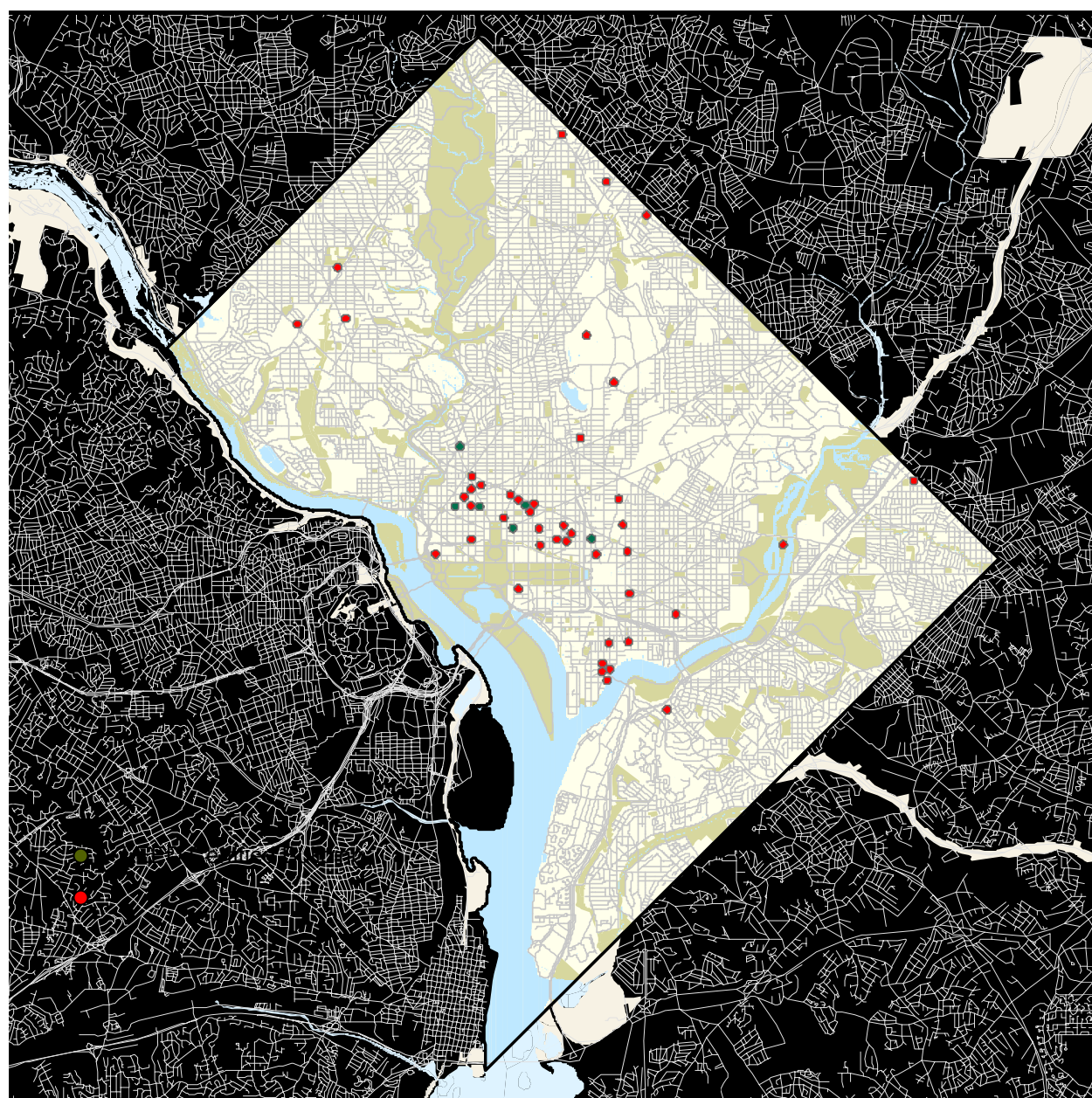




# New Green Building Legislation

## Public Buildings

- Initially Funded in **FY'08**
  - District or Instrumentality New Construction, Disposition by Lease
    - Meet LEED NC or CS, Silver
  - Schools
  - Residential (10,000+ sf)
    - Green Communities Standard
- Initially Funded in **FY'09**
  - Projects receiving > 15% public financing





## Private Sector

- Beginning **January 1, 2009**
  - Non-Residential (50,000+ sf)
    - Submit LEED Checklist to DCRA (at time of any permit app.)
- First Building Permit submitted after **January 1, 2010**
  - Public Property Disposed by Sale (50,000+ sf)
    - Meet LEED NC or CS, Basic Certification
- Beginning **January 1, 2012**
  - All Non-Residential (50,000+ sf)
    - Meet LEED NC or CS, Basic Certification
- Performance Bonds (after Jan. 1, 2012)
  - Due and payable prior to receipt of COO
    - Determined by size
    - Maximum bond = \$3 million
    - Irrevocable Credit Letters or Cash Escrows accepted
    - Mayor to establish rules (returns, forfeits, draw downs)





# Shared Economic Prosperity





## of an inspired, passionate exchange of ideas on the future of the District.

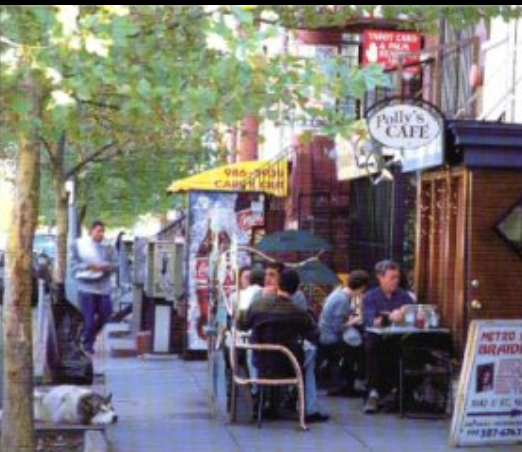
- 25 public meetings attended by more than 1,500 people
- 2 million hits on the Comp Plan web site
- 600 subscribers to the web site who received regular updates
- 24 meetings of the 28-member Citizens Task Force appointed by the Council and Mayor
- Numerous small group discussions
- 100 briefings with ANC's and other interest groups
- Outreach materials prepared in English and Spanish
- Media coverage in print, TV, and radio
- 1,500 pages of comments, responses, and hearing testimony on the various drafts of the plan







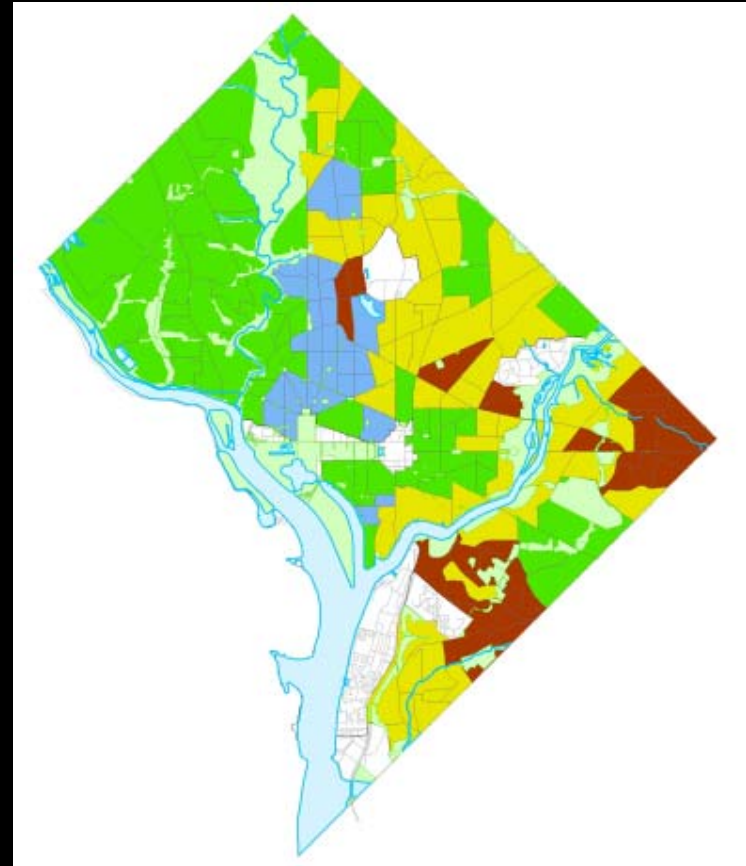
- **Narrow the economic divide in the city**
- **Help existing residents who are dealing with the pressure of rising housing costs and neighborhood change**
- **Ensure that stable neighborhoods are conserved and enhanced**





# Inclusionary Zoning

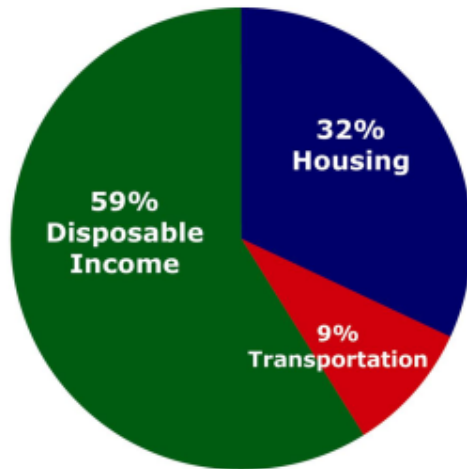
- Approved by Zoning Commission 2/12/07
- 8% to 12.5% of GSF based on type of construction and bonus density achieved
- Affordable units are split between 50% and 80% of AMI for most projects
- Up to 20% bonus density with some height and lot occupancy flexibility.



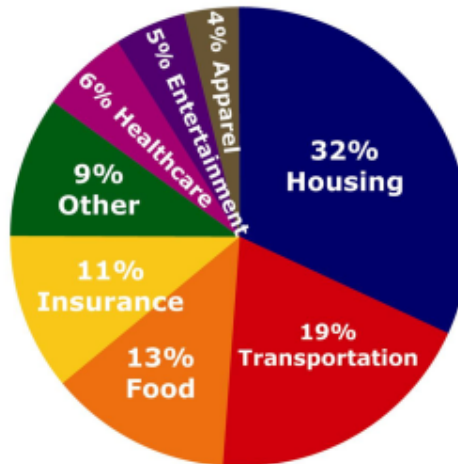


# Location Matters: Transportation is #2 Expense after Housing

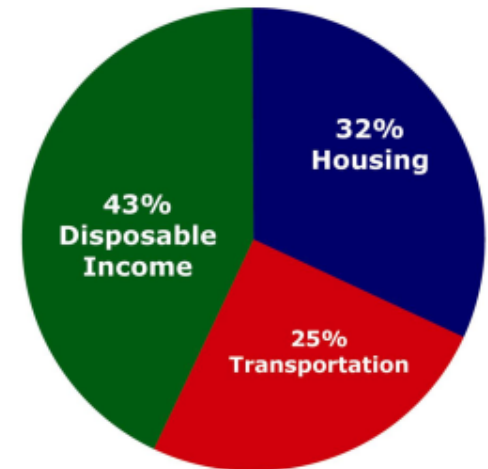
Location Efficient  
Environment



Average American  
Family



Auto Dependent  
Exurbs



# H+T burden is greatest for the lowest income households

*Percentage of Income Spent on Housing and Transportation in Denver Metro*

Household Income	<\$20,000	\$20,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$250,000
Housing	59 %	33 %	25 %	21 %	18 %	14 %
Transportation	55 %	34 %	25 %	18 %	13 %	9 %
Combined Housing and Transportation	115% *	67 %	50 %	39 %	31 %	23 %

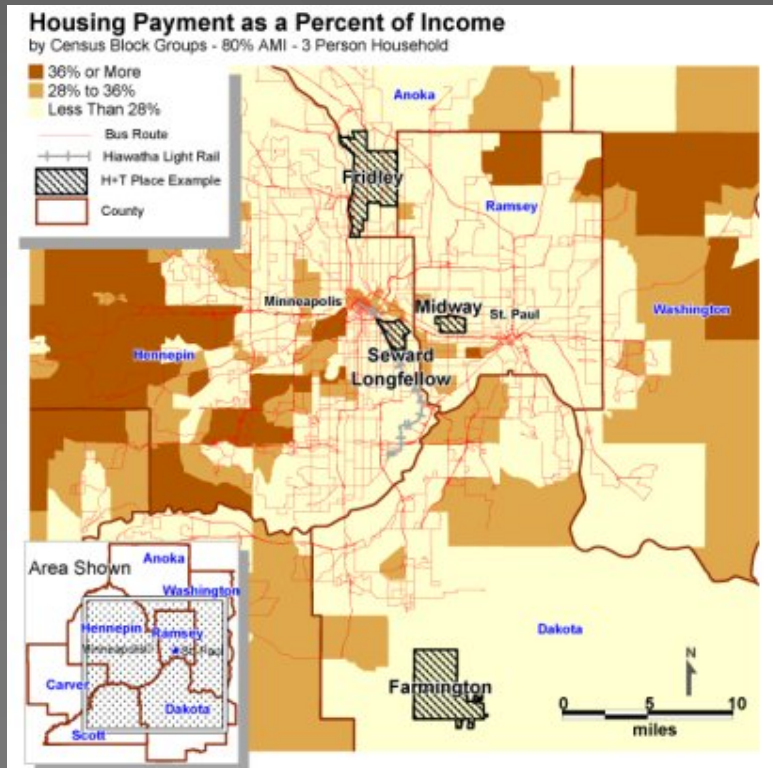
## Yet they are the most dependable riders



# Twin Cities Transportation Affordability

- Where can households earning 80% AMI afford to live?
  - Considering both housing and transportation costs sharply reduces available locations

## Housing costs



## Housing plus transportation costs

