



Successful Partnerships

IMPLEMENTATION

The *SW Ecodistrict Plan* identifies the urban infrastructure and development recommendations necessary to achieve the unified, sustainable vision for the study area. Implementing the recommendations will require additional planning and real estate analyses, project execution, policy development, and new governing initiatives, carried out by various entities over the plan's 20-year time horizon. There is no one entity, project, or financing tool that can do it alone — all are important to achieve the vision.

This chapter provides a framework to coordinate, prioritize, and program future actions and projects, recognizing that individual near-term efforts, such as new zoning provisions, streetscape improvements, or amended stormwater policies, must support and lay the foundation for more complex infrastructure and development projects, recognizing that federally appropriated funding is unlikely. The chapter also summarizes the financing tools and policies available and necessary to make projects happen.

This chapter is organized into four sections:

ECONOMIC FINDINGS

- › The costs and benefits of implementing the development scenario, including why district-scale planning makes economic sense.

IMPLEMENTATION

- › The partnership agreements, new governance entities, and pre-development studies necessary to move the recommendations forward.

POLICIES, DIRECTIVES, AND REGULATIONS

- › A summary of the existing policies and directives available to help implement the recommendations.

FINANCING TOOLS

- › The financing tools and partnership opportunities available to the federal government, the District of Columbia, the private sector, and other stakeholders.

Economic Findings

DISTRICT-SCALE PLANNING MAKES ECONOMIC SENSE

Implementing the *SW Ecodistrict Plan* will provide measurable and intangible economic, social, and environmental benefits for the federal government, the District of Columbia, and other public and private stakeholders. The plan recognizes that transforming the study area into the SW Ecodistrict requires strategic public and private investments. A high-level economic analysis was prepared to help the SW Ecodistrict Task Force understand these public and private investments, which include those needed for:

- › Maintaining existing facilities.
- › Increasing the development density in the study area.
- › Adding new and rehabilitating old infrastructure and public space to support the increased density.
- › Achieving the sustainability goals identified in Executive Order 13514.

A range of benefits will be realized as a result of these investments. These benefits and the beneficiary stakeholders include:

- › Federal Government: Land sale revenues, reduced operating expenses, and lease rent savings from efficient space utilization.
- › District Government: Land sale revenues, reduced operating expenses, and incremental new tax revenue.
- › Private Property Owners: Reduced operating expenses, increased rent revenue, increased net operating income and value of new development creation. Although modest due to Washington’s strong office market, sustainability investments by the private sector will yield a rent premium from lower tenant operating expenses on enhanced brand, and improved workplace conditions.

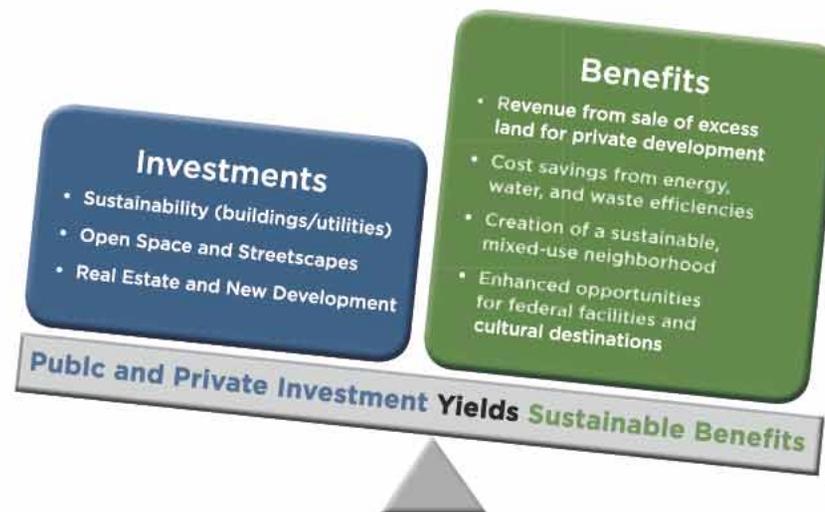
The *SW Ecodistrict Plan* provides additional benefits that are more difficult to quantify. Some benefits are unique to the nation’s capital, while others enhance the reputation of the city, the federal government, and private properties. These qualitative benefits include:

- › Establishing locations for future nationally significant cultural facilities and new public spaces while preserving the historic landscape of the National Mall.
- › Physically, visually, and psychologically connecting the National Mall to the Potomac River and southwest waterfront, and positioning Banneker Park and the 10th Street corridor as a nationally significant cultural destination.
- › Creating a national showcase for sustainability, inspiring good development practices at federal facilities and communities nationwide.

- › Establishing a high quality employment center that attracts the next generation of federal and private sector workers, offers live-work opportunities, and showcases high-productivity worksites.
- › Providing environmental benefits through cleaner rivers, a reduced carbon footprint, lower per capita energy and water use, and enhanced urban ecology.
- › Providing a template for reuse of federal properties that offers private sector land and development opportunities while ensuring federal operations and missions are fully maintained.

The findings of this high level economic analysis are encouraging. The economic analysis estimates a return on investment assuming a 20-year life cycle for the improvements. The initial analysis concludes that the quantitative and qualitative benefits that can be achieved by implementing the *SW Ecodistrict Plan* are significant and will likely exceed the costs of investments necessary to transform the study area.

This plan acknowledges that further study is required to fully understand the value of investing in the SW Ecodistrict. Because each of the plan’s proposed projects would impact or benefit a range of stakeholders differently, additional work is necessary to phase and prioritize projects and identify funding gaps. Future studies will also identify opportunities and challenges to monetize future benefits to pay for initial investments through a variety of potential mechanisms, including tax increment financing, payments in lieu of taxes, special assessments, negotiated exactions, and real estate exchange tools.



HIGH PRIORITY PROJECTS

Some projects in the development scenario can be achieved in the near-term at relatively low cost, while others will take longer because they are more complex, costly, or dependent on other projects. Four of these projects stand out as significant catalysts.

Two near-term projects will quickly demonstrate tangible change within the study area:

- ① Interim streetscape improvements to 10th Street will improve the pedestrian experience and provide a walkable connection between the National Mall and the waterfront. These improvements will signal to employees, visitors, and future residents that the study area is on the cusp of change.
- ② A new business model for the central utility plant that incorporates existing and future federal and private development can rapidly put the study area on the path toward significant greenhouse gas reduction.

Two longer-term revitalization projects will be catalytic in the study area's transformation:

- ③ Redeveloping the Forrestal Complex offers increased federal and private sector development opportunities, reconnects the National Mall and the Smithsonian Institution with the southwest waterfront, introduces a mix of uses, and creates highly sustainable buildings, including a new U.S. Department of Energy headquarters as described in the Independence Quarter Focus Area.
- ④ Decking Maryland Avenue will restore a preeminent boulevard, visually and physically reconnect the study area to the U.S. Capitol, and create opportunities for future private development. This project is summarized in the Maryland Avenue and 7th Street Corridor Focus Area and further detailed in the District's *Maryland Avenue, SW Small Area Plan*.



Implementation

The *SW Ecodistrict Plan* serves as a flexible tool for federal, District, and private entities to inform future facility and infrastructure planning and development decisions. Some of the recommendations for the focus areas, discussed in Chapter 4, could advance today with the existing financing tools and authorities available to the public and private sectors (described in greater detail at the end of this chapter). For example, federal and private building owners can make energy efficient improvements to their buildings, and the General Services Administration (GSA) has the authority to redevelop buildings and land for which it is responsible. In some cases, it may be appropriate to take advantage of these tools and authorities.

It is more likely, however, that implementing the *SW Ecodistrict Plan* recommendations will require new approaches because existing resources such as Congressional appropriations may not be readily available in the future. Given the magnitude of public ownership in the area, a combination of partnerships among the federal government, the District, other public entities, and the private sector offer significant opportunities to potentially leverage resources and coordinate future improvements to achieve a desired outcome.

The critical next steps to help inform potential implementation decisions include a series of partnership agreements and pre-development studies that are organized around four topics:

- > Financing
- > Organization and Governance
- > Real Estate Development
- > Infrastructure Development

PARTNERSHIP AGREEMENTS AND PRE-DEVELOPMENT STUDIES

There are several studies and partnership agreements, both underway and proposed, which are necessary to move the SW Ecodistrict recommendations to the next stage of implementation. These studies and partnerships, described in greater detail below, will program and design development and inform the National Environmental Policy Act (NEPA) and Section 106 processes. NEPA, 1969, 42 U.S.C. 4321, et seq., requires federal agencies to carefully consider environmental impacts in their decisions. All federal agencies must direct, to the fullest extent possible, their policies, plans, and programs to protect and enhance environmental quality. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties.

FINANCING

Cost Benefit Analysis for Independence Quarter and 10th Street

A critical next step is gaining a better understanding of the costs and benefits to each stakeholder within the Ecodistrict and using this information to develop a phasing and financing approach. As part of the next steps, the National Capital Planning Commission (NCPC) will look at the conceptual phasing/sequencing and financing mechanisms for the redevelopment of federal lands adjacent to Maryland Avenue and bounded by 12th Street, 6th Street, and Independence Avenue. The analysis will calculate the costs, revenues, savings, and intrinsic benefits for each stakeholder and identify how financing gaps might be filled via value-capture mechanisms such as tax increment financing, special assessments, or real estate exchange tools (as defined in the Financial Tools Section).

Financing Strategy

An overall financing strategy for the *SW Ecodistrict Plan* recommendations will be necessary prior to the design and development of streets, parcels, public space or water and energy infrastructure. This development will require public private partnerships and the use of multiple financing tools (discussed at the end of this chapter). The Cost Benefit Analysis for Independence Quarter (described above) will help inform the overall financing strategy.

ORGANIZATION AND GOVERNANCE

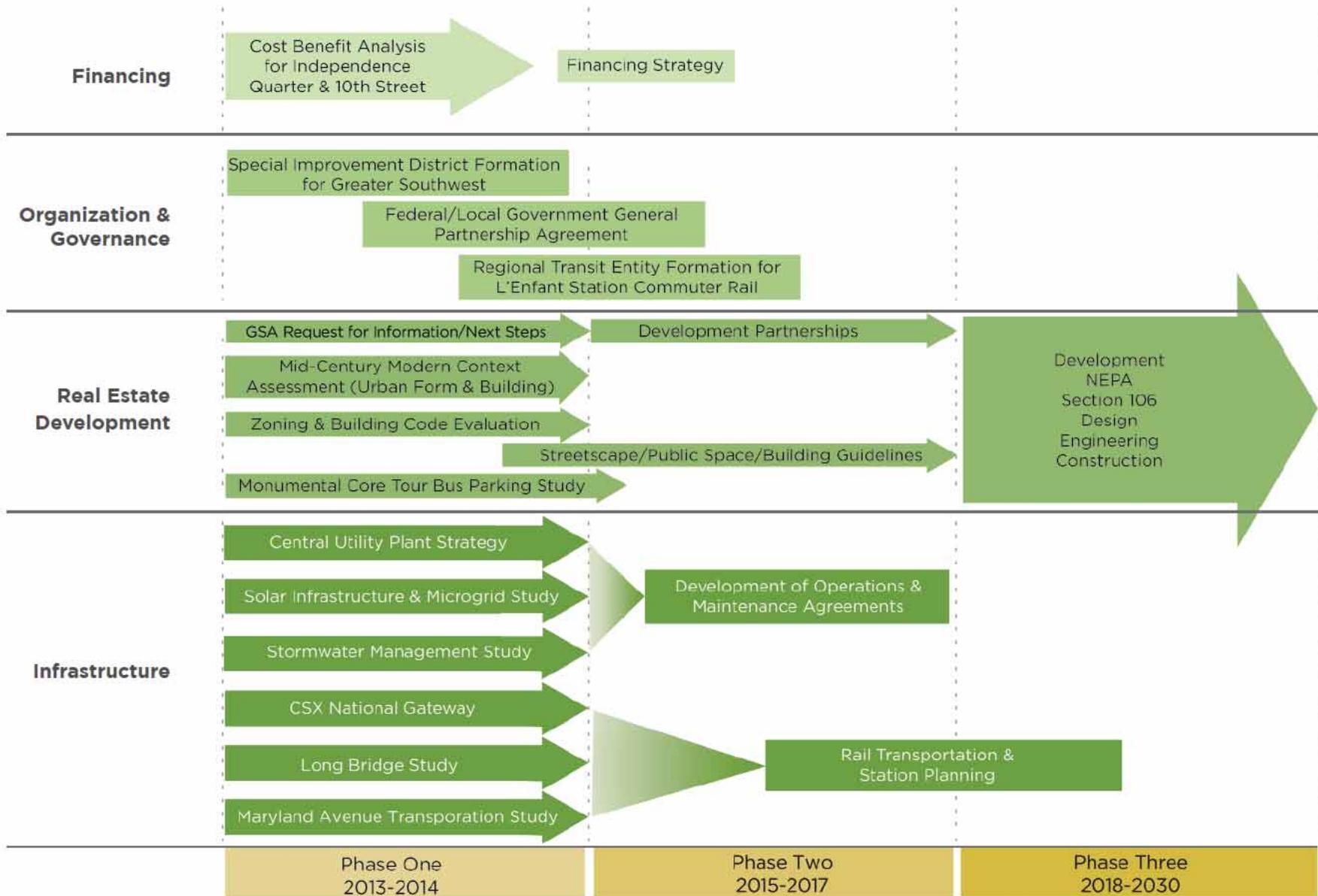
Federal/Local Government General Partnership Agreement

Implementing the *SW Ecodistrict Plan* will require that the federal government and the District of Columbia are committed to its vision and take actions to advance its recommendations. Many federal and District of Columbia agencies helped to develop the plan's recommendations, and each will continue to play a critical and distinct role in their successful implementation. It will be valuable for all entities to enter into a general agreement that serves as a good faith commitment toward future coordination of individual responsibilities. For example: the District might commit to developing new zoning regulations if needed, while the federal government might commit to participating in district-wide improvements, as appropriate.

Special Improvement District Formation

A governance entity managed by a board of public and private representatives could be valuable in providing the coordination, advocacy, financing, and management necessary to achieve the SW Ecodistrict goals. The entity could be similar in structure to a business improvement district but would also have a large role in developing the sustainable

PRE-DEVELOPMENT STUDIES AND AGREEMENTS



infrastructure of the SW Ecodistrict. Or, an entity could be established through special legislation with the appropriate authorities to carry out actions necessary to implement the recommendations. Some of the key functions of this governing entity could include:

- › Develop a district-wide plan that addresses streetscape, public space, stormwater management, and infrastructure improvements.
- › Implement district-wide programs to manage stormwater and reduce energy, wastewater, and potable water use.
- › Champion and coordinate district-wide renewable energy improvements, including solar installations above the Southwest Freeway and on buildings.
- › Coordinate with the District of Columbia on prioritizing any tax increment financing funds (TIF) and/or local improvement district (LID) property tax assessment funds generated within the Ecodistrict for environmental, street, public space, and transportation related projects.
- › Finance, construct, and maintain district-wide green infrastructure improvements. This could be done using a combination of LID/TIF funds or through a private partnership.
- › Administer a green power purchasing program and a stormwater credit program.
- › Define a neighborhood identity through marketing and branding strategies, and develop a plan that reflects the Ecodistrict's sustainability goals.

While this entity may not ultimately manage all of the projects, such as the district-scale water and energy systems, it could provide the leadership and coordination to initiate the projects and develop and carry out necessary public-private partnerships.

Regional Transit Coordination Entity Formation

The National Capital Region is well-served by a variety of regional transit systems, including the city's two busiest transportation hubs, Union Station and L'Enfant Station. The Union Station Redevelopment Corporation, Amtrak, the Virginia Railway Express (VRE), the Maryland Area Rail Commuter (MARC) and Washington Metropolitan Area Transit Authority (WMATA) are assessing how to accommodate increased ridership, improve the commuting experience, and improve transit operations. Addressing the growing transit demand will require looking beyond the study area boundary and coordinating solutions to the complex operational and ridership requirements of all providers. Currently there is no single entity to manage this effort.

Further study is needed to determine if it is feasible to expand the existing Union Station Redevelopment Corporation's authorities to include transportation planning for L'Enfant Plaza Station, or alternatively, if a new entity is needed altogether. Either of these options may require new or amended legislation.

REAL ESTATE DEVELOPMENT

Development Partnerships

As part of the next steps, partnerships between the federal government, District government and/or private property owners will be needed to redevelop one or a combination of parcels. These partnerships would develop preliminary development programs, conceptual master plan(s), and initial financing strategies that would ultimately inform NEPA and Section 106 processes.

Mid-Century Modern Context Assessment

Prior to design work, it will be helpful to conduct the research necessary to understand and evaluate the historic significance of buildings and sites constructed during the urban renewal era. Recent research on Banneker Overlook revealed the need to gain a broader understanding of how planning and designs for individual sites were related to or influenced by the larger planning context of urban renewal. This assessment could provide guidelines for evaluating individual sites as well as the collection of properties in Southwest Washington, in accordance with National Register of Historic Places criteria.

Zoning and Building Code Evaluation

The Comprehensive Plan for the National Capital: District Elements and the zoning regulations do not apply to federal land. However, if the federal government were to dispose of land, these policies and regulations would apply. It is important that the regulations necessary to implement the *SW Ecodistrict Plan* be in place prior to any federal disposal or long-term lease. The District, in coordination with the federal government, will need to evaluate and potentially update the Comprehensive Plan's District Elements and zoning regulations for this area.

Streetscape/Public Space/Building Guidelines

This initiative will prepare streetscape and public space guidelines for all streets and public spaces in the SW Ecodistrict. The purpose is to identify street sections, programming guidelines, and materials to ensure projects are coordinated and result in a cohesive and beautiful public realm that reflects the SW Ecodistrict recommendations.

Monumental Core Tour Bus Parking Study

The National Park Service (NPS) is studying the issue of tour buses circulating and idling around and near the National Mall, which generates traffic and environmental problems. While tour bus service is important to the local tourist economy, the absence of a comprehensive tour bus parking policy and management plan makes it difficult to mitigate their negative impacts: congestion, air and noise pollution, and visual clutter around the National Mall and vicinity. The results of this study will inform a follow-up study that will consider specific locations, including the SW Ecodistrict.



INFRASTRUCTURE DEVELOPMENT

Central Utility Plant Strategy

Modeling studies conducted to develop the *SW Ecodistrict Plan* recommendations concluded that expanding the number and use of public and private buildings served by the central utility plant would dramatically reduce the area's greenhouse gas emissions. It could also help finance operations and maintenance. The GSA does not, however, have the authority to expand the central utility plant's operations to private buildings. This plan recommends that the GSA seek authority to examine the environmental and financial implications of expanding the service of the central utility plant to private buildings in the area in addition to the impacts of federal buildings disconnecting from the plant. A new policy expanding the GSA's authority with regard to the plant should be considered.

Solar Infrastructure and Microgrid Study

This study will assess how to phase and finance the installation and operation of a district-wide solar array and microgrid infrastructure.

Stormwater Management Study

This study will evaluate how to phase and finance the installation and operation of the stormwater infrastructure system with a focus on the 10th Street corridor. It will assess the district-wide collection, conveyance, and treatment of stormwater, and the distribution of non-potable water to new and existing buildings. It will calculate the costs, revenues, savings, and other intrinsic benefits, accounting for the one-time and ongoing costs and benefits of system improvements. The study will also consider the regulatory and policy hurdles to a district-wide collection system and make recommendations.

Development of Operational/Management Agreements

Upon completion of the central utility plant strategy, solar infrastructure, and stormwater management study, agreements will need to be developed between public and private property owners, utilities, and possible third party companies regarding the financing and construction of district-wide infrastructure systems. New or amended legislation may be needed to execute potential agreements.

CSX National Gateway Plan

CSX's *National Gateway Plan* proposes to improve the flow of freight between the Mid-Atlantic and the Midwest States. To increase the movement of freight through the corridor, CSX is proposing to upgrade tracks, equipment, and facilities to accommodate double-stack rail cars. This requires reconstructing the Virginia Avenue tunnel and lowering the tracks through the Maryland Avenue corridor to accommodate vertical clearance. Implementation of this plan presents an opportunity to lower and expand the tracks to reconstruct Maryland Avenue and increase freight and commuter rail capacity.

Long Bridge Study

The District Department of Transportation (DDOT) and CSX began the Long Bridge Study in September of 2012 to address the significant bottleneck that exists over the Potomac River. The study will assess the feasibility of improving the span and corridor for multiple modes of transportation (freight and passenger rail, Metrorail, and bicycle/pedestrian access) which will influence operations at L'Enfant Station.

Rail Transportation and Station Planning

Constrained infrastructure, growing ridership, competing operational needs, and multiple jurisdictions that cross city and state boards call for strong partnerships and coordinated planning among all freight and commuter service providers, including the operators at Union Station and L'Enfant Station. Planning initiatives to address some of these issues were recently completed or are now underway, such as the July 2012 Amtrak Master Plan for Washington Union Terminal (Union Station), the CSX National Gateway project, and the City's Long Bridge Study. However, a comprehensive Commuter Rail Expansion Study and an Economic Analysis are needed to assess the feasibility, cost, and benefits of the physical and operational improvements to the rail lines, the stations, and the connections to multiple transit modes at both Union Station and L'Enfant Station.

Transportation Feasibility Study for Maryland Avenue

To coordinate infrastructure improvements as recommended by the District of Columbia Office of Planning *Maryland Avenue, SW Small Area Plan*, DDOT is undertaking a Transportation Feasibility Study for Maryland Avenue and the adjacent street network. It will provide guidance for implementing street improvements to the area. It will be beneficial to phase the study to align with the National Gateway Plan's project schedule.

Policies, Directives, and Regulations

The federal government and the District have a range of existing legislative tools and regulations that can be used to effectively implement the *SW Ecodistrict Plan's* recommendations. Development on private land in the District is guided by policies in *The Comprehensive Plan for the National Capital: District Elements* and regulations in the zoning code. The federal government is guided by the Comprehensive Plan's Federal Elements, a number of executive orders, existing laws, and policies that encourage the federal government to advance livable and sustainable communities. These policies encourage federal land and facilities to contribute to the civic life of local communities.

FEDERAL GOVERNMENT

Policies and regulations that guide the GSA to promote the use of federal space to strengthen cities, encourage a mix of uses within federal buildings, and encourage programming and landscaping of public spaces include:

Federal Space Management, Executive Order 12072

Promotes the use of federal space to strengthen cities and make them attractive places in which to live and work; to improve their social, economic, environmental, and cultural conditions; and to improve the administration and management of federal agencies.

The Public Buildings Cooperative Use Act of 1976

Encourages the location of publicly accessible commercial, educational, and recreation facilities within federal buildings.

The Good Neighbor Program

Sets forth the goal of making the federal government's properties safer, cleaner, and livelier while helping to rebuild cities, block by block. The program promotes providing space for shops and restaurants that invite people into federal buildings, and developing plazas and public spaces around federal properties. It encourages property managers to program, design, and maintain public space; streamline and integrate security; improve image and aesthetics; and enhance access and circulation.

The First Impressions Program

Advances the GSA's Design Excellence goal of creating federal buildings that "express the vision, leadership, and commitment of the government in serving the public and expressing the values of the nation." Specifically, the First Impressions Program enlivens public spaces such as lobbies and plazas through better programming and enhanced signage and landscaping.

The Public Buildings Act

Permits the GSA to exchange or acquire property. This exchange authority requires the GSA to determine that any property exchange is in the "best interest of the government." This authority was used by the GSA in 2000 to exchange a federal building in Charleston, South Carolina, for a site owned by the City of Charleston. The exchange allowed the GSA to obtain a more suitable site for a new federal courthouse while providing the city with a desirable site for its own purposes.

Title V of the Stewart B. McKinney-Vento Homeless Assistance Act, as amended (42 U.S.C. § 11411)

Requires the GSA to submit to the Department of Housing and Urban Development (HUD) all properties reported to GSA for disposal for a HUD determination of suitability for homeless use. Properties determined suitable are posted by HUD for 60 days to provide notice of availability to interested parties. Interested parties may apply to the Department of Health and Human Services (HHS) to obtain the property by permit, lease or deed for homeless use. HHS reviews and approves applications for homeless use of surplus real property, and recommends assignment of these properties from federal disposal agencies to approved applicants.

Policies and regulations applicable to all federal agencies for sustainability improvements with regard to greenhouse gas reductions, energy, waste, and water efficiencies, and public transportation include:

The Energy Independence and Security Act of 2007

Requires all federal buildings to reduce their overall energy consumption 30 percent by 2015. New buildings and buildings undergoing major renovations must reduce fossil fuel-generated energy consumption 55 percent by 2010 and 100 percent by 2030. The act also establishes the Office of Federal High Performance Green Buildings within the GSA to oversee the implementation of these requirements.

Strengthening Federal Environmental, Energy, and Transportation Management, Executive Order 13423

Calls for, among other items, all federal agencies to reduce their energy consumption 30 percent by 2015 and requires that at least half of an agency's energy use come from renewable sources.

Federal Leadership in Environmental, Economic, and Energy Performance, Executive Order 13514

Introduces new greenhouse gas (GHG) emissions management requirements, expands water reduction requirements for federal agencies, and addresses waste diversion, local planning, sustainable buildings, environmental management, and electronics stewardship for federal agencies and properties.

Policies and regulations that promote the protection and use of historic buildings for federal occupancy and permits (with consultation) the long-term leases and adaptive reuse for places listed on the National Register of Historic Places include:

Federal Facilities on Historic Properties, Executive Order 13006

Promotes the use of historic buildings and properties for federal occupancy to support Executive Order 12072, "Federal Space Management" and the National Historic Preservation Act.

Section 106, National Historic Preservation Act of 1966

As amended by 36 CFR, Part 800, Protection of Historic Properties, requires federal agencies to take into account the effects of their undertakings on historic properties, and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment.

Section 110, National Historic Preservation Act of 1966

Promotes the preservation and protection of historic properties owned or controlled by federal agencies. The act also provides for the transfer of surplus federal historic properties to ensure their protection and enhancement and for these agencies to undertake planning to minimize harm to National Historic Landmarks that may be directly and adversely affected by actions. This legislation was used to rehabilitate and restore the National War College at Fort McNair in Washington, DC.

Section 111, National Historic Preservation Act of 1966

Permits long-term leases and adaptive reuse for all or portions of assets listed on the National Register of Historic Places, after consultation with the Advisory Council on Historic Preservation. This legislation was used to adapt the historic Tariff Building located on 7th Street, NW for reuse as a hotel and restaurant.

"Preserve America," Executive Order 13287 and the White House's Preserve America Initiative

Builds on the National Historic Preservation Act and NEPA to protect and utilize historic properties to advance economic vitality and foster awareness of U.S. history and American values, particularly through public-private partnerships. They also endorse public agency collaboration to promote the use of historic properties for heritage tourism and related economic development. They support local community preservation activities and heritage tourism programs, including the annual Preserve America grants that may be used for heritage tourism planning and implementation.

THE DISTRICT

District of Columbia legislation, policies and regulations that promote sustainability on District-owned and privately-owned sites include:

Parking

The District of Columbia regulates parking on private property based on development use and size. The parking requirements are currently being reviewed as part of a larger zoning update. *The Comprehensive Plan for the National Capital: Federal Elements*, which guides NCPC's review of federal projects, recommends minimal parking for federal buildings in this area due to its central employment area location and proximity to multiple modes of transportation.

The Green Building Act of 2006

Establishes high-performance building standards that require the planning, design, construction, operation and maintenance of building projects and establishes a green building incentives program. All District public buildings meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification standards for environmental performance. The District of Columbia expedites all LEED Gold-level projects through the permitting process and by 2012, all new private development projects will be required to meet LEED certification.

Clean and Affordable Energy Act of 2008

Requires public buildings to benchmark their energy use and publicly post their rating on an online database. Annual benchmarking of private buildings is being phased in, and after 2013, all buildings of 50,000 sq. ft. or more will be required to participate. Ratings are based on expected energy performance of a project's modeled energy use.

Distributed Generation Amendment Act of 2011

Increases the Solar Renewable Portfolio Standard (RPS) requirements for the District (which is the percent of renewable energy required in utility services). Additionally, it no longer allows renewable energy distributors located outside of the DC grid to gain SREC's (Solar Renewable Energy Credits); this encourages local production and consumption of renewable energy.

The Mayor's 2012 Sustainability Vision to become the greenest and most livable city in the nation is resulting in the development of new legislation, policies and regulations to promote sustainability on District-owned and privately-owned sites. These include:

Energy Efficiency Financing Act of 2010

Authorizes the District of Columbia to issue, sell, and deliver DC revenue bonds to finance low-interest loans to District property owners for the purpose of making energy efficiency and renewable energy improvements to their property. The property owners who elect to participate in the program would repay the loans through an assessment on their property taxes.

Community Renewables Energy Act of 2012

Allows utility customers to subscribe to energy created by Community Energy Generation Facilities. This enables community renewable energy use; credits the benefits from a community energy generating facility directly to a customer's monthly utility bill; allows for-profit, non-profit or third-party entities to build, own, and operate community energy generating facilities; and creates opportunities for participation by low-income utility customers.

Renewable Energy Incentive Program Amendment Act of 2012

Allows the District Department of the Environment (DDOE) to continue to offer rebates to District businesses and residences that install energy improvements to their facilities.

2012 District of Columbia Construction Code

The District bypassed the 2009 International Code Council (ICC) Codes in favor of the more progressive and environmentally conscious 2012 ICC Codes. This will enforce sustainable building practices for all new and renovated residential and commercial buildings.

District of Columbia Stormwater Regulations related to the Municipal Separate Storm Sewer System (MS4) Permit

Newly developed and redeveloped properties will have to retain 1.2 inches of rainfall on-site through the use of green infrastructure controls like green roofs, rain gardens, and trees planted along streets. This will dramatically decrease the amount of runoff into the Anacostia River which suffers from stormwater runoff filled with pollutants.

The Green Area Ratio and Other Sustainability Measures in the District of Columbia Zoning Code Update

The Green Area Ratio (GAR) is an environmental sustainability zoning measure that is intended to set standards for landscape and site design that is measured by a scoring method developed by the District Department of Consumer and Regulatory Affairs. The GAR model allows a user to implement landscaping and energy-efficient techniques which translates into an overall GAR score for the property site. The GAR will apply to all new buildings requiring a Certificate of Occupancy, to major building renovations that more than double the assessed value of a property, and for residential properties with more than two units.

Financing Tools

The federal government, the District, and private interests can use a variety of funding tools to implement components of the *SW Ecodistrict Plan* recommendations. In some cases, it may be appropriate to use an agency's existing funding resources. However, it is more likely that implementing the *SW Ecodistrict Plan* recommendations will require new funding approaches. Given the largely public ownership interests in the area, a combination of any number of partnerships among the federal government, the District, another public entity like WMATA, and the private sector offer significant opportunities to leverage resources. This is possible because the plan's recommendations achieve broad benefits that extend to the federal government, to the District, its workers and residents, and to existing property owners in the area. Potential financing mechanisms include:

FEDERAL GOVERNMENT

- › Land dispositions: The GSA is allowed to use money from the disposition of federal land to reinvest in the Public Building Fund.
- › Capital budgets: Agencies could prioritize projects in annual budgets.
- › Congressional appropriations: Although current and foreseeable budget conditions make this unlikely, Congress could appropriate money for individual projects when appropriate.
- › Federal grants: The federal government offers grants to state, regional and local jurisdictions and to public and private entities. These grants include the Better Buildings Initiative (Department of Energy), the Sustainable Communities Initiative (Department of Transportation/ Environmental Protection Agency/Housing and Urban Development), and TIGER Grants (Department of Transportation).
- › Federal Payment to a Business Improvement District (BID): The federal government can make payments to BIDs (as it does with the Downtown DC BID) to receive services provided by the BID.
- › Federal bonds: Build America Bonds program expired in 2011 but other programs could exist in the future.

THE DISTRICT

- › Capital budgets: District agencies could prioritize projects in annual budgets.
- › Tax Increment Financing (TIF): TIF creates funding for public projects by borrowing against projected future increases in property tax revenues. The District of Columbia uses the TIF tool for projects that create a public benefit such as the Great Streets Program or affordable housing.

- › Payments in Lieu of Taxes (PILOT): PILOT funds allow the District of Columbia to collect funding that replaces lost property tax revenues on federally-owned property or other non-taxable entities. PILOTs can also be made with private entities as part of public/private partnerships for development.
- › Freeway Air Rights Title 23 Funds: If the Federal Highway Administration (FHWA) approved the sale of the air rights over the SW Freeway, the District of Columbia would then be allowed to use the money from the sale to reinvest in Title 23 eligible projects (i.e. road infrastructure).
- › Local Improvement (or Special Assessment) Districts: see "Partnership" section below.

PRIVATE

- › Private development: New construction could be financed by private investors.
- › Energy saving performance contracts: A company pays the upfront investment for energy-efficiency renovations and retrofits in a building in exchange for payments from energy savings over time.
- › Special purpose entity for water/energy systems: A privately-owned entity could build, own, and operate a district-scale water or district-energy system with revenue coming from energy/water sales and local credits.

PARTNERSHIPS

- › Public-private partnerships for site redevelopment: The federal government could partner with a local government or the private sector to develop a new federal building in exchange for federal land or facilities.
- › Enhanced-Use Leases: A company is allowed to develop government land with renewable energy or other projects in exchange for payment or in-kind services such as reduced-rate energy.
- › Local Improvement District Tax Assessment: A special assessment is levied against property within a particular area to fund infrastructure/public realm projects. While federal government land cannot be assessed, an alternate form of payment could be considered.
- › Special purpose entity/partnerships for energy and water systems: This model would be a shared district system between the local and/or federal government and a private entity.



Recommended Development Scenario
Study Model (2030).



Plan Applicability

The *SW Ecodistrict Plan* is not a prescriptive master plan; rather, it identifies opportunities to coordinate complex development, public space, infrastructure, and transportation improvements. It will guide future programming, planning, design, and development decisions for federally owned property under the jurisdiction of individual federal agencies, such as the GSA or the NPS. Although not applicable to District-owned or privately-owned land; participation by the District of Columbia and private property owners is vital to achieving the goals of the plan.

Individual projects that benefit one agency could be led by a single entity; however, other projects may exceed the scope of a single federal or local agency's mission and operational budget. Some initiatives will only be considered when the useful life of a facility or infrastructure system is close to its end, although initiating detailed feasibility studies may be warranted sooner. The near- and long-term project recommendations will require additional detailed planning, evaluation, and design to comply with NEPA, the National Historic Preservation Act, and other requirements.

Projects can be pursued as funding becomes available. The plan identifies the potential partnerships necessary to carry out the projects, as well as the possible legislative tools and governance approaches that may help move the projects toward implementation.

NCPC will advise federal agencies, and encourage District and private property owners, to use the plan as a guide when programming, planning, and designing future development proposals in the SW Ecodistrict. In addition, NCPC will also use the plan to:

1. Evaluate and comment on:
 - a) development proposals that go beyond the routine maintenance of public buildings; and
 - b) proposals for improvements to parks, public spaces, and public transportation systems.
2. Guide input on federal, local, and private planning studies and reports.
3. Inform future updates of NCPC's Strategic Plan that describes the Commission's mission, values, and vision, and conveys the agency's goals over a specified time period.
4. Develop or amend future NCPC planning studies and reports, including the *Comprehensive Plan for the National Capital: Federal Elements* and the *Federal Capital Improvements Program*.

Acknowledgements

The *SW Ecodistrict Plan* is a partnership initiative led by the National Capital Planning Commission in cooperation with 17 federal and local agencies that comprised the SW Ecodistrict Task Force. The Task Force served as the steering committee for the plan, and a Working Group provided technical expertise.

SW ECODISTRICT TASK FORCE AND WORKING GROUP

- › National Capital Planning Commission, Chairman and Presidential Appointee
- › District of Columbia Office of Planning, Director
- › District of Columbia Deputy Mayor for Planning and Economic Development, Deputy Mayor
- › District of Columbia Department of the Environment, Director
- › District of Columbia Department of Transportation, Director
- › Federal Aviation Administration, Director of Facilities
- › National Park Service, Associate Deputy Regional Director for Lands, Resources, and Planning
- › Smithsonian Institution, Director, Office of Facilities Engineering and Operations
- › U.S. Commission of Fine Arts, Secretary
- › U.S. Congress, Architect of the Capitol
- › U.S. Department of Agriculture, Director of Facilities
- › U.S. Department of Education, Office of Management, Chief of Staff
- › U.S. Department of Energy, Director of Facilities
- › U.S. Environmental Protection Agency, Assistant Administrator Office of Administration and Resource Management
- › U.S. Department of Housing and Urban Development, Director of Facilities
- › U.S. General Services Administration, Public Buildings Deputy Administrator
- › U.S. General Services Administration, Director of Planning and Design
- › U.S. Postal Service, Director of Facilities

TASK FORCE MEMBERS AND REPRESENTATIVES

Dan Amon, Stephen Ayers, Terry Bellamy, Cathy Berlow, Troy L. Brown, L. Preston Bryant, Jr., Robert E. Byrd, Brian Costlow, John Hart, Victor Hoskins, Bruce Kendall, Bruce Lawson, Thomas Luebke, Peter May, Brandon Mitchell, Peter O’Konski, Robert Peck, Tom Samra, Desa J. Sealy, Brendan Shane, Richard Smith, Harriet Tregoning, Christophe Tulou, Curtis Wilburn, Mina Wright

WORKING GROUP REPRESENTATIVES

A Working group of Task Force agency representatives were joined by representatives from the Washington Metro Area Transit Authority and the State Historic Preservation Office.

Dawud Abdur-Rahman, Nina Albert, Dan Amon, Dan Barry, Cathy Berlow, Melissa Bird, Catherine Broad, Drew Campbell, Laine Cidlowski, Chris Dickersin-Prokopp, Fred Fanning, Nia Francis, Frank Giblin, Robert Goo, Dan Guilbeault, Karen Handsfield, Jamise Harper, Jamie Henson, Thomas Hoffman, Chris Hudson, Stephen Hurley, Joseph Imamura, Arlova Jackson, Doug Jacobs, Mark Kellogg, Andrew Lewis, Andrea Limauro, Steve Lorenzetti, Jennifer MacDonald, Jason Marcinkoski, Michael McAvinn, Rebecca Montoya, Rodney Moulden, Robin Snyder, Jeffrey Seltzer, Deborah Smith, Richard Smith, Joseph Steller, Ann Trowbridge, Matthew Troy, Jacob Weisman, Danielle Wesolek, Meredith Upchurch, Eliza Voigt, Karen Waldvogel, Allen Whitley, Patricia Zingshiem



PROJECT TEAM

Components of the project were jointly funded by NCPD, GSA, CFA, and the USDA. NCPD had primary responsibility in oversight of the *SW Ecodistrict Plan* and its principal consultant, ZGF Architects. GSA had primary responsibility for oversight of the Building Modeling Component with its principal consultant, Onuma Inc. The District of Columbia Office of Planning funded and led the planning effort for the *Maryland Avenue, SW Small Area Plan* with oversight of its primary consultant, AECOM. The Maryland Avenue corridor lies within the SW Ecodistrict and is an integral component of the Task Force's recommendations.

NCPD EXECUTIVE STAFF

Marcel Acosta, Executive Director
 Barry Socks, Chief Operating Officer
 William Dowd, Director, Physical Planning Division
 Julia Koster, Director, Office of Public Engagement
 Anne Schuyler, General Counsel

NCPD PROJECT TEAM

Elizabeth Miller, Project Manager
 Diane Sullivan, Lead Sustainability Planner
 Core Team: Sarah Moulton, Amy Tarce, Ken Walton
 Contributors: William H. Herbig, Jennifer Hirsch, Paul Jutton,
 Christian Madera, Scott Sowers, Stephen Staudigl,
 Roszonna Whitsett, David Zaidain

GENERAL SERVICES ADMINISTRATION PROJECT TEAM

Brett M. Banks, Real Estate Portfolio Coordinator
 Stephen Hagan, Building Information Modeling Coordinator
 Contributors: Hallie Futterman, Stephanie Leedom, Frank Palermo,
 Greg Westphal, Nancy Witherell

DISTRICT OF COLUMBIA PROJECT TEAM (MARYLAND AVENUE, SW SMALL AREA PLAN)

Vincent C. Gray, Mayor
 Harriet Tregoning, Director of the Office of Planning
 Rosalynn Hughey, Deputy Director, Citywide & Neighborhood Planning
 Geraldine Gardner, Associate Director, Neighborhood Planning
 Joyce Tsepas, Project Manager
 Alan Harwood and Ryan Bouma, AECOM Consultants
 Core Team: Melissa Bird, Dan Guilbeault, Jamie Henson,
 Arlova Jackson, Jared Kahn, Andrew Lewis, Andrea Limauro
 Contributors: Eulois Cleckley, Dan Emerine, Art Rodgers

TASK FORCE CONSULTANTS

ZGF ARCHITECTS LLP

Otto Condon, Principal
 Charles Kelley, Architect/Urban Designer
 Design Team: Jason Kasperek, Greg Matto, Robert Petty,
 Elizabeth Schultz, Meghan Spigle

ARUP

Fiona Cousins, Principal
 Engineering Team: Deepak Kandra, Jack Mahoney

HR+A ADVISORS

Candace Damon, Partner
 Economic Team: Kumar Kintala, Lionel Lynch

KITTELSON & ASSOCIATES, INC.

Ed Myers, Senior Principal
 Yolanda Takesian, Lead Planner
 Conor Semler, Planner

ONUMA INC. AND ATKINS

Kimon Onuma, Principal
 Core Team: Thomas Dalbert, Finith Jernigan, Kerry Himes,
 Yong Ku Kim, Ken Kost

