Exhibit 2.2

# The University of the District of Columbia

# Institutional Campus Master Plan

# 2021-2030

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# The University of the District of Columbia
# **Institutional Campus Master Plan**

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## EXECUTIVE SUMMARY

The University of the District of Columbia (the University or UDC) is dedicated to strengthening the transformative power of the District's system of public higher education. As the University comes closer to its goal of being a public higher education model of urban student success, it strives to enable all its students to reach their highest levels of human potential.

The 2021-2030 Institutional Campus Master Plan (the Campus Plan) contained herein features five primary changes to the UDC campus that are key to this transformation:

- Strategically Plan for the modernization of existing academic buildings and facilities
- Promote the University's distinct identity and wayfinding for public use of campus and cross campus utilization
- Strategically Plan for and implement increases in green landscaping and sustainable features
- Implement urban design improvements at Van Ness Street NW, Veazey Terrace NW, and Windom Place NW
- Modestly increase population in students, faculty, and staff

Under this Campus Plan, the University will capitalize on the distinct and varied locations of its campuses and on the Van Ness Campuses' mixed-use location in Van Ness. The University aims to further enhance its relationship with and contributions to each of its campuses surrounding communities. In particular, the University will site proposed new buildings and building enlargements at locations intended to ensure minimal impact on the surrounding residential communities, as applicable, and maximize their contribution to improving the surrounding public realm. Proposed improvements will adhere to high standards of sustainable design and include renovations to existing buildings.

Under this Campus Plan, the University will also promote physical and digital interconnection among the University's campus sites and assets. As the University upgrades technology platforms, the University will focus on the creation of a consistent package of content that can be utilized across the campus sites. Through improvements to transportation, technology, building appearances and wayfinding, the University will strengthen the connectivity between the University's campus sites and between the varieties of academic programs that are offered.

Finally, the planned growth in the number of students will be consistent with recent enrollment levels, and in any event will be well below the historic planned capacity for the campus. As it continues to develop its academic programming, the University will focus on providing on-campus housing to accommodate the needs of students who currently struggle to secure affordable housing options near the Van Ness campus.

# The University of the District of Columbia
# **Institutional Campus Master Plan 2021-2030**

## SECTION 1: INTRODUCTION

This Campus Plan documents the continuation of the University of the District of Columbia's plan to transform the Van Ness Campus and satellite campus locations into premier university facilities through the construction of needed student facilities that include the modernization and upgrading of existing academic buildings and facilities. These improvements are necessary to attract and retain a diverse and talented student population from the District, the region and beyond, and provide District residents with the highest caliber facilities in support of academic instruction, campus life, and community engagement.

### 1.1 Statement of the University's Mission, Vision, Goals and History

**Exhibit 1.1a Van Ness Campus Aerial View looking north**

**Exhibit 1.1b UDC Campus Sites Plan**

### Mission, Vision, and Goals

The University of the District of Columbia is the public institution of higher learning in and for the nation's capital. The historically black university is also the first exclusively urban land-grant university. Consolidated as the University of the District of Columbia in 1976 by merging District of Columbia Teachers College, Federal City College and Washington Technical Institute.

In 2013, the Board of Trustees (Trustees) established the Community College (CC) as a Branch Campus. The CC embraces its roots "to improve the skills and employability of DC's adult workers, while also providing up to date technical training for current high school graduates." Available programs include associate degrees in Nursing and Mortuary Science. The CC continues to add academic associates' programs and a general studies curriculum that articulates directly into the university's bachelor programs. UDC also confers workforce credentials and professional certifications.

UDC awards undergraduate, graduate, and professional degrees at four colleges (Arts & Sciences; Business & Public Administration; Agriculture, Urban Sustainability & Environmental Sciences; and Engineering & Applied Sciences) and a School of Law located at its flagship Van Ness Campus. UDC offers degrees that are tailored to meet the unique needs of the District, including master's degrees in Cancer Biology Prevention and Clinical Psychology doctorate degrees, a National Architectural Accrediting Board (NAAB) architecture degree and law degrees. Over 75 different programs of study are offered.

UDC and the CC serve a very diverse population that includes students from over 25 different nations. The CC has an open admissions policy that is particularly beneficial for non-traditional students. Together, these institutions provide an important opportunity for young adults and adult learners to gain a quality education at an affordable price.

University of the District of Columbia is unique:

- designated as a Historically Black College/University (HBCU);
- the only public university option in the District of Columbia; and
- offers high quality education at a low cost.

The University of the District of Columbia strives to be a pacesetter in urban education and has the responsibility to build a diverse generation of competitive, civically engaged scholars and leaders.

The University aspires to be a research-intensive institution. In 2018, the University created an Office of University Research which seeks to increase the visibility of UDC's growing research enterprise, train and advise faculty on funding proposal development, research administration and compliance, and engage Federal and local agencies leading to increased extramural funding to the University. Recently, the University received the following awards:

- $7M for 5 years from the National Institute of Standards and Technology from the US Department of Commerce for Advanced Manufacturing
- $4.8M for 5 years from the National Science Foundation for a Center of Research Excellence in Science and Technology (CREST) in Nanotechnology Research and Education
- $3M for 3 years from NASA for Advanced Manufacturing in Lunar Rover Technologies
- $2.8M for 3 years from the US Department of Energy, National Nuclear Security Agency as part of an UDC-led HBCU Consortium
- $200,000 sub-award to support a National Science Foundation grant to develop a 2-year curriculum for the CC in quantum information sciences
- $300,000 from the National Security Agency to enhance UDC's curriculum in cybersecurity and eventually to designate UDC as a Center of Academic Excellence in Cybersecurity Education

The University of the District of Columbia strives to ensure that the institution continues its mandated mission to meet the comprehensive post-secondary education needs of the residents of the District of Columbia. Education, across the continuum, is central to the development of the city, not only in the present, but also in planning and building for the future. It is the foundation for the active participation of all of the citizens of the District of Columbia - economically, socially, morally, culturally and politically.

System-wide, the University has established the following goals:

1. Create and nurture a premier community college.
2. Become an outstanding institution for undergraduate education with a global focus.
3. Offer exceptional, research-driven graduate and professional programs of importance to the District and the nation.
4. Provide an important economic engine for the District of Columbia and region.

# The University of the District of Columbia
# **Institutional Campus Master Plan 2021-2030**

The Campus Plan detailed herein supports the transformation of the University's campus at Van Ness and the satellite campus sites into premier facilities for community college, undergraduate, and graduate education, which advances the University's goals and permits the University to continue to improve educational access and opportunities for all District residents.

## History

The seeds of higher education for the District were planted in the 19th century when the Miner Normal School and Washington (later Wilson) Normal School were founded as schools for young women. The two schools became four-year teachers' colleges in 1929—the only institutions of public higher education in the District of Columbia. In 1955, the two institutions were integrated and combined to form the District of Columbia Teachers College.

After years of persistent lobbying for comprehensive public higher education, President John F. Kennedy appointed a commission to study the issue, which concluded that there was a demand for affordable public higher education. Pursuant to the commission's recommendation, Congress established two schools: Federal City College, the board of which was appointed by the Mayor of the District of Columbia, and Washington Technical Institute, the board of which was appointed by the President of the United States. The mission of both institutions was to serve the needs of the community by directing the resources and knowledge gained through education toward the solution to urban problems. Both institutions opened their doors in 1968 as land-grant colleges and received accreditation in the early 1970s.

Following the grant of home rule to the District of Columbia, the District reshaped the city's public higher education system, and consolidated the Federal City College, Washington Technical Institute, and District of Columbia Teachers College into the University of the District of Columbia. The University currently offers over 75 undergraduate and graduate academic degree programs through the College of Arts and Sciences, School of Business and Public Administration, School of Engineering and Applied Sciences, and the UDC David A. Clarke School of Law.

The University established the CC to more directly fulfill the need to provide workforce development and professional training to help District residents develop the skills needed by local employers. The CC offers a combination of certificate programs in job and professional training and two-year associate degree programs.

## Equity Imperative

The vision for UDC – that "all students will achieve their highest levels of human potential" – is reflected in its Equity Imperative, a document adopted by the University Board in June of 2018, which is designed to regenerate the University of the District of Columbia as a Public Higher Education Model of Urban Student Success. *See* **Exhibit 1.1c.**

The strategies it lays out — which were informed by input from town halls held around the city and suggestions gathered internally from students, faculty, staff, and the Board of Trustees — is transforming the University into a powerful source of hope, education, creativity, research, and

urban resilience as it guides many members of our community toward the middle class. Its tactics are affordable, and its mission is essential to the future health and stability of the District.

As the pinnacle of the District of Columbia's public system of education, the University of the District of Columbia is supporting the District in its continuing effort to be the model of a sustainable, resilient, and equitable community. The University is creating solutions to urban challenges, train and support an exemplary workforce at all levels and in all sectors, and develop transformative, ethical leaders, thus improving access to economic opportunity for all.

The University has several strategic advantages that sets it apart from other academic institutions, including:

- #1 in D.C. According to Ranking of Tuition, Financial Aid, Degree Options, and Student Success Metrics - *Schools.com (2017)*
- #1 Community College in DMV - *Wallet Hub*
- #1 Best Value in the Nation's Capital for Earning an M.A. in Counseling Degree - *TopCounselingSchool.org*
- UDC Law #2 in the Nation for Public Interest & Government Job Placement Program - *National Law Journal (April 2018)*
- UDC Law #6 Clinical Law Program in the Nation - *US News and World Report*
- #10 HBCU in the Nation Wall Street Journal Least Expensive University in DMV- *Collegecalc.org*
- Top 30 HBCUs in the U.S. News and World Report

These strategic advantages help fulfill the mission of UDC which is articulated in the Equity Imperative as follows: "Embracing its essence as a public Historically Black urban-focused land grant university in the nation's capital, UDC is dedicated to serving the needs of the community of the District of Columbia, and producing lifelong learners who are transformative leaders in the workforce, government, corporate, nonprofit sectors and beyond."

Further, the Equity Imperative lays out three crucial goals, which include:

1. UDC will be a public higher education model of urban student success by:
   - offering effective and affordable academic and workforce programs;
   - launching nationally recognized urban research and scholarship; and
   - strengthening links to government and community stakeholders.

2. UDC will award more degrees and workforce credentials by:
   - charting seamless pathways between training, education, and employment;
   - ensuring students succeed by providing coaching, tutoring, and financial aid; and
   - creating environments conducive to learning.

3. UDC will graduate passionate learners and leaders who will transform our lives and urban spaces as we:

- encourage multicultural engagement;
- enrich our curriculum with experiential learning; and
- equip students with self-awareness tools and senses of empowerment.

This Campus Plan seeks to facilitate the implementation and achievement of these goals, and realize the vision and mission of the University, for the betterment of its students and the District at-large.

## 1.2 Location and History of the Van Ness Camus & Satellite Campus Sites

**Exhibit 1.2 Van Ness Existing Conditions Site Diagram**

The main campus of the University of the District of Columbia (the Van Ness Campus) is located at the intersection of Connecticut Avenue NW and Van Ness Street, NW in Ward 3 and consists of the properties located at 4200 Connecticut Avenue NW, 4340 Connecticut Avenue NW, 4250 Connecticut Avenue, and 4225 Connecticut Avenue NW. Control over the property located at 4200 Connecticut Avenue was granted for a university pursuant to a 1972 Transfer of Jurisdiction by the United States General Services Administration. Portions of the Van Ness Campus are located along the Connecticut Avenue commercial corridor. The University owns the properties located at 4340 Connecticut Avenue NW and 4250 Connecticut Avenue NW and leases the property located at 4225 Connecticut Avenue NW. The Van Ness Campus is immediately adjacent to the Van Ness/UDC Metrorail Station.

In addition to the Van Ness Campus, UDC operates its programs from five (5) other locations (the Satellite Campus Sites).

**Exhibit 1.1b UDC Campus Sites Plan**

With the formation of the Community College in 2009, the University established satellite locations throughout the District of Columbia for these programs. These locations include:

- The 801 North Capitol Campus: Located at 801 North Capitol Street, NE in the NoMA neighborhood of the District (the 801 North Capitol Campus), the 801 North Capitol Campus is improved with one building that contains approximately 120,921 square foot of floor area that the University currently leases the use of. The University plans on discontinuing use of this location once the lease expires in 2026. As such, this Campus Plan does not contain recommendations for the continuation of the use of this site and instead discusses how the existing programs at the 801 North Capitol Campus will be accommodated at the other Satellite Campus Sites, particularly the Bertie Backus Campus.
- The Bertie Backus Campus: Located at the southeast corner of South Dakota Avenue and Hamilton Street at 5171 South Dakota NE, in the Queen's Chapel neighborhood of the District (the Bertie Backus Campus), the Bertie Backus Campus is improved with one three-story building that contains approximately 123,425 square feet of floor area on an approximately 209,901 square foot lot.

- The Congress Heights Campus: Located at 3100 Martin Luther King Jr. Avenue, SE in the Congress Heights neighborhood of the District (the Congress Heights Campus), the Congress Heights Campus contains one three-story plus basement building that contains approximately 70,000 square feet of floor area. The University has a lease for this site with an option to purchase.

In addition to the above locations, the University has two facilities located outside of the District:

- The Aviation Technology Facility: Located at the Reagan Washington National Airport in Arlington, Virginia (the Hangar) amidst a block of adjacent airport hangars, the Hangar contains approximately 32,969 square feet of floor area.
- The Agricultural Experiment Station of the District of Columbia: Located at 12001 Old Baltimore Pike in Beltsville, Maryland (Firebird Research Farm), this site comprises approximately 144 acres.

### 1.3 Service to the Community

The University seeks to develop pleasant, safe and vibrant campuses' where education, research, recreation, social and cultural interests will find a supportive home. This setting is one that welcomes the surrounding communities and offers the opportunity to engage the University in a positive and cooperative partnership. UDC has a long history of service to the District of Columbia residents and to its neighbors.

Popular with residents both in the surrounding community as well as across the District, the Van Ness Campus is host to a Farmers Market on Saturdays in the spring through the fall. The Van Ness Campus is also home to the Felix E. Grant Jazz Archives, which form the foundation for a full range music-related programs and activities. The University supports community programs including the District's 4-H program. The School of Business offers employment and soft skills training, job readiness workshops, family literacy and life management courses through its PATHS program. The David A. Clarke School of Law offers numerous clinics for special interest constituents. The urban food hub at the Bertie Backus Campus includes a demonstration kitchen that is utilized as a business incubator and learning space for both students and community members on food safety and nutrition. Additionally, community members can participate in the urban food hub at the Bertie Backus Campus by cultivating a garden bed. The Firebird Research Farm has been able to grow and provide food to the District during the COVID-19 health pandemic.

The University provides an affordable education and provides tuition assistance to students with proven need. In order to provide access to higher education for students who are economically disadvantaged, the UDC Foundation dispensed, in the fiscal year of 2020, $474,795 in scholarship awards and $436,718 in support of University academic programs and events.[1] This funding assists the University in fulfilling its mission of providing quality, affordable, and accessible education to students in Washington, DC and beyond.

[1]These figures represent ten months of support.

### 1.4 Economic Contributions

UDC is a local employer, consumer of local goods and services and a significant contributor to the District economy. The effect of this spending and of the multiplier effect of the University through its staff, faculty, and student spending is an important element of the local economy, and the larger District economy. As UDC is a public District University, this Campus Plan will focus on the campus locations that are located within the District. The Hangar and Firebird Research Farm, which are located outside the District, provide unique services to the University that could not be obtained in the confines of the District.

The University is an equal opportunity employer. It has a policy of employing local businesses with requirements for ensuring opportunities for local business enterprises, disadvantaged business enterprises, resident owned businesses, small business enterprises, longtime resident businesses, and development enterprise zone businesses to compete for work with the University. The University has special recruitment efforts to hire disadvantaged and unemployed District residents as well as persons with disabilities. It participates in local job fairs to encourage D.C. residents to apply for employment with the University.

## SECTION 2: CAMPUS PLAN OVERVIEW

### 2.1 Campus Development Goals

This Campus Plan has been developed to advance the strategic mission of the University to transform the University's Van Ness Campus and Satellite Campus Sites into flagship institutions that will be competitive with other similar tier academic institutions and continues to meet the comprehensive post-secondary education needs of the residents of the District of Columbia.

Through the planning approach discussed herein, the University seeks to develop a campus environment that will advance these goals. Accordingly, this Campus Plan considers the form and physical implications of campus growth, with recommendations to guide the location and character of new facilities. In addition, it outlines policy and operational objectives for a wide variety of elements that shape the character and community impact of the Van Ness Campus and the Satellite Campus Sites.

In order to ensure consistency with the overarching development vision for the District, this Campus Plan integrates strategic goals outlined by the District of Columbia's Comprehensive Plan and by the District Department of Transportation. Most importantly, environmental sustainability is recognized as an element that is integral to all elements of the plan and fundamental to the future growth of the Van Ness Campus and Satellite Campus Sites, particularly implementing a workable plan to allow the University to comply with the District's Clean Energy Act of 2018.

Specific strategies and objectives articulated in this Campus Plan include:

- Optimizing the utilization of technical facilities and learning environments both within the classroom and throughout the campus locations;

- Providing an environment for cultural exchange, effectively harnessing technology within campus boundaries as well as across the District of Columbia;
- Enabling an efficient and reliable infrastructure that supports academic and administrative activities;
- Utilizing the physical presence of the various campus locations to both engage and enliven the UDC community and the surrounding communities;
- Promoting transportation solutions that take into account the ready access of public transportation, where applicable, the strategic commitment to sustainable development that stresses use of public transit over private vehicles, and the need to improve connectivity between the Van Ness Campus and Satellite Campus Sites;
- Integrating a philosophy of environmentally sustainable management into aspects of the University's physical character and operations and utilizing long-range planning techniques to implement these goals; and
- Furthering opportunities for community engagement through its academic, fitness, and cultural facilities for all campus locations and effectively marketing this information to the District.

## 2.2 Campus Plan Process

**Background**

In 2005, the University commissioned an internal strategic study to create a preliminary vision for future campus development for the Van Ness Campus. This study examined use, staffing and programs in order to identify options for improving both the undergraduate and graduate experience. The study resulted in a preliminary master plan for future campus development that articulated important University needs, particularly for the construction of a student center and on-campus housing, as well as for the improvement of the David A. Clarke School of Law. This study also framed the University's fiscal plan and resulted in funding from the D.C. Council to construct the Student Center.

This 2005 preliminary master plan was updated and revised in 2009. As a part of the 2009 update, the University engaged students, faculty and administration in the planning process and considered a variety of factors, including the immediate surroundings, the physical conditions of the Van Ness Campus, existing parking, vehicular and pedestrian circulation and general organization of the Van Ness Campus in order to identify opportunity areas for the construction of new facilities. The resulting plan incorporated preliminary building programs for a new Student Center and on-campus housing for up to 600 students.

When the Van Ness Campus was first constructed in the 1970s and 1980s, District properties were not subject to zoning and accordingly no formal campus plan was created. However, by 2010 when the University received funding for the proposed Student Center, it embarked on a formal process to develop its campus plan pursuant to Section 210 of the 1958 Zoning Regulations. Beginning in the fall of 2010, the University hosted a series of open houses and community forums to solicit public input on the plan's development. In 2011, the Zoning Commission for the District of Columbia approved a campus plan for the Van Ness Campus of the University, as well as the

further processing of the approved campus plan to allow construction and use of a new student center.

Beginning in late 2019, the University began the outreach process to prepare for the submission of a new campus master plan for approval by the Zoning Commission (the Van Ness Campus Master Plan). The University hosted community meetings to gain external stakeholder feedback and released a publicly available online external stakeholder's survey to solicit input from neighbors, which had a total of sixty-five (65) respondents. The University also conducted an internal survey and convened a university advisory group, consisting of students, faculty and staff, the members of which were appointed by the President of the University, to provide their input and recommendations throughout the planning process. Unfortunately, several follow-up meetings were canceled due to the COVID-19 health pandemic, but the University continued to solicit community feedback through virtual meetings, including presentations to ANC 3F at their September and October 2020 meetings. Throughout the planning process, the University also worked closely with the Office of Planning (OP) and District Department of Transportation (DDOT). The Van Ness Campus Master Plan was submitted to the Office of Zoning in December of 2020.

Notably, the Van Ness Campus Master Plan only includes the portions of the Van Ness Campus that are located in the R-1-B Zone District, where university use is permitted as a special exception, subject to the approval of a campus plan. This Campus Plan builds on the Van Ness Campus Master Plan to include recommendations for the entirety of the Van Ness Campus, as well as the Satellite Campus Sites. Drawing on the research and outreach conducted as part of the Van Ness Campus Master Plan process, which also included internal survey responses and advisory committee meetings pertaining to the Satellite Campus Sites, this Campus Plan sets forth recommendations for the development of long term plans for the use of the Van Ness Campus and Satellite Campus Sites.

In 2019, the University outreach and submission of the first campus master plan for approval by the Zoning Commission only included the Van Ness Campus. The reason for limiting the application and filing to just the Van Ness Campus is not clear. As part of this Campus Plan, land use counsel for the University conducted zoning analysis and attended a virtual meeting with the District of Columbia Zoning Administrator (ZA) to clarify the entitlement process for all University campuses and the resulting information is outlined below in Section 3.1.

### 2.3 Campus Plan Goals

Through the process detailed above, the following goals were developed to implement the University's vision for the Van Ness Campus and Satellite Campus Sites:

- Design for flexible spaces to accommodate the interdisciplinary nature of education.
- Improve campus open space within an urban setting to effectively maximize the utilization of open space; with the aim to provide much needed green space and better pedestrian circulation through the Van Ness Campus and at Satellite Campus Sites.

- Adopt an institutional sustainability action plan, applicable to the Van Ness Campus and Satellite Campus Sites to establish measurable goals, targets, and metrics.
- Strengthen campus image and character by promoting the University's distinct identity through wayfinding and placemaking.
- Create opportunities to enhance the student experience while creating revenue generating activities.
- Establish campus zones within the Van Ness Campus to provide distinct yet connected areas that improve convenience, enhance orientation and improve operational effectiveness.
- Accommodate for future growth by establishing a commitment to the environment and new technologies.
- Reduce parking need, where possible, recognizing that many campus sites are located in an urban setting with direct access to mass transit and may be accessed by multiple modes of transportation.
- Increase and improve upon shuttle bus activity to encourage greater student and faculty interaction between the Van Ness Campus and Satellite Campus Sites.
- Establish the Van Ness Campus as a landmark main campus hub emerging as an important economic engine for the District of Columbia and the region.
- Improve Van Ness Campus visibility from Connecticut Avenue NW while improving the entry points to the University.
- Coordinate for zoning compliance with all Van Ness Campus conditions and establish timing and process to file campus plans for the Bertie Backus Campus and Congress Heights Campus.

## SECTION 3: EXISTING CAMPUS CONDITIONS

### 3.1 Community Context, Surrounding Conditions and Perimeter Conditions

The Van Ness Campus

The Van Ness Campus is located immediately adjacent to the Van Ness Metrorail Station in the Van Ness neighborhood of Ward 3. It is roughly bounded by Connecticut Avenue and commercial development along Connecticut Avenue on the east, Van Ness Street NW on the south, a portion of the International Chancery Complex on the west, and Yuma Street NW on the north. The Van Ness Campus is located entirely within the boundaries of ANC 3F.

The compact, walkable 23 acre Van Ness Campus at Van Ness is comprised of 14 buildings predominantly composed of exposed concrete. Much of the campus is dominated by hardscaped plazas and connecting walkways. The Van Ness Campus was originally conceived as a commuter campus and therefore provides little student support space scattered throughout multiple buildings and lacks any on campus housing facilities.

### Exhibit 3.1a Van Ness Campus Boundary and Zone Districts

The Van Ness Campus is sited at the locus of a varied mix of uses and densities that reflect the location's operation as an uptown center atop a Metrorail station. The Connecticut Avenue corridor features a mixture of medium and high-density commercial and residential development, including a supermarket and several national retailers as well as smaller businesses, office development, and multiple mid- and high-rise apartment buildings. Buildings surrounding the commercial district range in heights from two to ten stories and were predominantly constructed within the last 25 years. With few exceptions, most are privately owned. While the Van Ness area functions as an important community shopping district, it suffers from an unwelcoming street environment, an excessive amount of hardscape surfaces, parking problems, a lack of distinctive facades and storefronts, a limited range of retail goods and services, and a loss of ground floor retail space. Opportunities exist to improve the identity of the district to create a unique character complimentary to the older commercial districts to the south. Also, immediately adjacent to the south and west is the former home of Intelsat's administrative headquarters currently being converted to the Whittle School, and the International Chancery Center, which houses nearly twenty diplomatic offices, including the embassies of Israel and the People's Republic of China. Further to the north and west of Van Ness Campus are low-density single-family and duplex houses.

The Van Ness Campus is located in the R-1-B Zone District. Property in the adjacent commercial corridor to the east is located in the MU-7 Zone District, and nearby high-rise residential apartments and condominiums properties are located in the R-5-D Zone District. The International Chancery Center and residential neighborhoods to the south, west, and east are located in the R-1-B Zone District. North of Yuma Street NW and to the west of the Embassy District, the neighborhood is primarily composed of single family housing. Residential property further to the west is also located in the R-2 Zone District.

The Van Ness Campus is located in the Local Public Facilities land use category on the Future Land Use map, and the Van Ness Campus is designated as an Institutional Use on the Generalized Policy Map. Surrounding properties are located in a range of use and density categories. The commercial property to the east along Connecticut Avenue is located in the Moderate Density Commercial land use category and the high-rise residences on the other side of Connecticut Avenue are located in the High-Density Residential land use category. Property to the south and west is located in the Federal land use category. Property to the north is located in the Low-Density Residential land use category. The adjacent Van Ness commercial district is designated as a Multi-Neighborhood Commercial Area on the Generalized Policy Map.

Notwithstanding its location near the Connecticut Avenue NW corridor, the Van Ness Campus is not prominently visible from Connecticut Avenue NW. At the intersection of Connecticut Avenue NW and Van Ness Street NW, existing campus development is set back from the main roadway, and commercial development lies between the Van Ness Campus and Connecticut Avenue NW further to the north. Two roadways – Veazey Terrace NW and Windom Place NW – run east-west from Connecticut Avenue to the Van Ness Campus and provide access from Connecticut Avenue

NW. A Washington Metropolitan Area Transit Authority (WMATA) bus terminal is also located between the Van Ness Campus and commercial development, off Veazey Terrace NW.

The southern end of the Van Ness Campus, along Van Ness Street, has an institutional feel, due largely to the presence of both UDC buildings and government and embassy buildings across the street. Athletic fields and tree cover generally separate the Van Ness Campus from additional embassies to the west of the Van Ness Campus. Dense landscaping provides buffering along much of the northern edge of the campus, along Yuma Street NW.

The Bertie Backus Campus

The Bertie Backus Campus is located at 5171 South Dakota Avenue, NE in the Queens Chapel neighborhood of Ward 5 with frontage along Hamilton Street NE, South Dakota Avenue NE, and Galloway Street NE. The Bertie Backus Campus is located within ANC 5A and is located within the R-2 Zone District. The surrounding area comprises predominately residential uses, consisting of both high-rise apartments and single-family homes. The properties adjacent to the Bertie Backus Campus to the east are located in the R-2 Zone District and properties to the west are located in the RA-1 Zone District.

**Exhibit 3.1b Bertie Backus Campus Aerial View Looking North**

**Exhibit 3.1c Bertie Backus Campus Context Map**

The Bertie Backus Campus is located in the R-2 zone. The Residential House (R) zones are residential zones, designed to provide for stable, low- to moderate-density residential areas suitable for family life and supporting uses. The Zoning Regulations for the District of Columbia provide under Subtitle U § 203.3 that, "College or university use that is an academic institution of higher learning, including a college or university hospital, dormitory, fraternity, or sorority house proposed to be located on the campus of a college or university shall be permitted as a special exception if approved by the Zoning Commission subject to the conditions of Subtitle X, Chapter 1 and Subtitle Z."

As part of the Campus Plan, land use counsel for the University attended a virtual meeting with the District of Columbia Zoning Administrator (ZA) on December 16, 2020. The purpose of the meeting was to inquire if the University would be required to file a campus plan at the Bertie Backus campus located at 5171 South Dakota Ave NE. The ZA confirmed that for any renovation or expansion project at Bertie Backus would require filing a campus plan application pursuant to Subtitle U § 203.3. It was noted to the ZA that the Bertie Backus Campus currently has two valid Certificate of Occupancies one issued in 2015 and the other in 2010 (CO 1502831 and CO 1100373), the ZA stated definitely that even though the buildings currently have valid COs, if any building permit was filed or construction proposed it would require a campus plan. The use is College/ University use and thus requires a campus plan.

The Congress Heights Campus

The Congress Heights Campus is located at 3100 Martin Luther King, Jr. Avenue SE in the Congress Heights neighborhood of Ward 8, with frontage along Martin Luther King Jr. Avenue SE, Alabama Avenue SE, and Randle Place SE. The Congress Heights Campus is located within ANC 8C and is located within the R-2 Zone District. The surrounding area comprises of commercial and mixed-uses along Martin Luther King Jr. Avenue, and residential and community facility uses to the east and south. The properties to the immediate north, west, and east of the Congress Heights Campus are located in the MU-4 Zone District and the properties to the immediate south are located in the R-2 Zone District.

**Exhibit 3.1d Congress Heights Campus Aerial View Looking North**

**Exhibit 3.1e Congress Heights Campus Context Map**

The main brick building was constructed as the Congress Heights Elementary School in 1897 at 3100 Nichols Avenue (now known as Martin Luther King Jr. Avenue). By 1970 the structure was deteriorated and closed as a local elementary school. The structure was then used to house Ward 8 offices, a Head Start program, and then later in 2011 a Public Charter School. Democracy Prep Congress Heights Public Charter School used the facility from 2014 to 2018.

The building at the Congress Heights Campus was formally a public school and thus 11 DCMR Subtitle U § 252 applies to uses permitted within a building owned by the District of Columbia that formerly served as the location of a public school in an R Zone. A Community college use is permitted by right but subject to conditions: (1) the use shall not occupy more than fifty thousand square feet (50,000 sq. ft.) of building area; (2) there shall be no external activities after 9:00pm; and (3) there shall be no use of the college space after 12:00am. The Congress Heights Campus occupies approximately 70,000 square feet of floor area therefore this use classification would not comply. And given the Residential zoning, the Bertie Backus analysis would also apply to the Congress Heights Campus requiring a campus plan for any renovations or building permits.

Firebird Research Farm

The Firebird Research Farm is located in Beltsville, Maryland with frontage along Old Baltimore Pike and Grant Road. The surrounding area comprises of commercial uses to the west, along Old Baltimore Road, and residential uses to the north, south, and west.

**Exhibit 3.1f Firebird Research Farm Aerial View Looking North**

**Exhibit 3.1g Firebird Research Farm Context Map**

The Hangar

The Hangar is located at the Washington National airport, amidst a block of adjacent airport hangars.

**Exhibit 3.1h The Hangar Aerial View Looking North**

**Exhibit 3.1i The Hangar Context Map**

## 3.2 Buildings, Facilities, Uses, and Campus Layout

The Van Ness Campus

**Exhibit 1.2 Van Ness Existing Conditions Site Diagram**

**Exhibit 3.2 Van Ness Campus Topography Diagram**

The core of the Van Ness Campus is located at its southern end and consists of academic and administrative buildings organized around Dennard Plaza, a large hardscaped plaza that connects many of these key buildings.

To the east of the core of the Van Ness Campus, at the intersection of Connecticut Avenue and Van Ness Street existing development is set back from the main roadway and a large hardscaped plaza sits adjacent to the Van Ness/UDC Metrorail entrance.

North of the core of the Van Ness Campus are buildings and space devoted to performing arts, including an auditorium, amphitheater, and music, dance, and theater space. Further to the north and west are athletic facilities, which include the athletic center, fields, and tennis courts. There are currently no on-campus residential facilities. The majority of the Van Ness Campus is currently devoted to academic/administrative use.

Dennard Plaza and the surrounding buildings sit above a central campus parking garage and loading facility. Parking is accessed from Van Ness Street NW, while loading is accessed from Connecticut Avenue NW via Veazey Terrace NW. The Van Ness Campus is also accessed from Connecticut Avenue NW via Windom Place NW.

The Van Ness Campus site slopes from west to east, dropping over forty feet from the athletic fields on the west side of Van Ness Campus to the portions near Connecticut Avenue NW, and the central plaza accommodates the change in grade. Because of the significant natural topography, there are several bridge components that connect Dennard Plaza with buildings further to the north.

The Bertie Backus Campus

The Bertie Backus Campus consists of one three-story, approximately 123,425 square foot building on an approximately 209,907 square foot lot. The Bertie Backus Campus was the first location provided by the DC City Council in 2009 for the establishment of the CC and is home of some of UDC's CC and Workforce Development programs, including the CC's practical nursing, nursing assistant, and home health aid programs and the architectural engineering, fashion merchandising, and construction management degree programs. The building also accommodates a Department of Employment Services office.

Additionally, the Bertie Backus Food Hub is on the premises of the Bertie Backus Campus. UDC's food hub program consists of food production, food preparation, food distribution, and waste and water recovery. The food hub was built on an underutilized basketball court with grants from the Department of Energy and Environment and Anacostia Economic Development Corporation. The food hub has aquaponic and hydroponic systems, a native plant nursery, a demonstration kitchen, and garden beds. The native plant nursery, a unique feature in this food hub, serves as a space to teach job skills in greenhouse management and plant production. The demonstration kitchen is utilized as a business incubator and a learning space for students and community members on food safety and nutrition. Community members are able to participate in the food hub by cultivating a garden bed.

The Congress Heights Campus

The Congress Heights Campus consists of one three-story, plus basement, building containing approximately 70,000 square feet of floor area. The west wing of the building was recently constructed. The Congress Heights Campus contains certain workforce development and lifelong learning programs.

Firebird Research Farm

Firebird Research Farm is formally named the Agricultural Experimentation Station of the District of Columbia and was established by the USDA to research and test techniques in urban agricultural that are consistent with sustainable practices. Agriculture and horticulture are usually associated with rural settings and large open spaces. Firebird Research Farm focuses on adapting successful, highly efficient farming techniques to small urban spaces. The hydroponic systems explore techniques to grow a wide variety of vegetables in nutrient enriched water rather than soil. This growing method can generate exceptionally high yields, and is no longer limited to only microgreens, but can be used for vegetable varieties including tomatoes, peppers, cucumbers and squash. Firebird Research Farm is managed using sustainable systems and methods that reduce strain on the environment. The customized aquaponic systems facilitates the ability to raise fish and grow vegetables in a self-sustaining closed loop system where fish waste is used as plant fertilizer, while the water is filtered and recycled.

The Hangar

The Hangar at the Washington National airport houses UDC-CC's Aerospace Technology programs, granting both Associate's Degree and Certification programs. The FAA-approved Aviation Maintenance Technology program's mission is to provide a pathway for highly qualified men and women to earn Federal Aviation Administration (FAA) Mechanic certification and begin lucrative and productive careers in aviation maintenance. It is considered one of the "hidden gems" of UDC and the CC and is one of only two HBCU's with FAA-certified Aviation Maintenance programs. Students can earn an associate of applied science degree in a coveted and in-demand degree that will lead immediately to industry jobs or promotions/career advancement for those already working in the aviation industry.

### 3.3 Student Enrollment

Over the past four decades, the University's enrollment has modulated in response to changing social, political, and economic trends in the District. Within a decade of its establishment, the University system reached a total enrollment of over 14,000 students by 1980. Today, however, the system enrollment is approximately 3,953 students in undergraduate, graduate, professional programs, and CC. Of that total, approximately 2,255 students are enrolled at the Van Ness Campus.

With the establishment of the CC at satellite locations (801 North Capitol Campus, the Bertie Backus Campus and the Congress Heights Campus), the remaining number of students in the University's undergraduate programs has correspondingly changed. In 2010, the University enrolled approximately 3,200 students in its undergraduate, graduate, and professional programs.

**CURRENT STUDENT POPULATION (Headcount)**

| | **2006** | **2010** | **2020** |
|---|---|---|---|
| Undergraduate, Graduate, and Professional Programs | 5,772 | 3,183 | 2,255 |
| Community College | - | 2,672 | 1,594 |

### 3.4 Open Space

**Exhibit 3.6a Van Ness Campus Open Space Diagram**

**Exhibit 3.6b Van Ness Campus Existing Pervious Surface Diagram**

The Van Ness Campus

Current buildings occupy approximately 31% of the underlying land area of the Van Ness Campus. As an urban campus built with challenging topography, much of the site is covered by impervious surfaces. These include the buildings, walkways, plaza spaces, tennis courts, and service drives. Furthermore, at the time of the original campus construction, there were no stormwater management devices other than public stormwater catchment in the streets, however over the last decade the University has implemented stormwater collection cisterns, which collect runoff from the plaza and new green roof spaces. A wide variety and significant amount of landscaped and pervious areas currently exist within the Van Ness Campus. Large contained planted areas are distributed across the Van Ness Campus, green roofs are installed on Dennard Plaza and some campus buildings, and wide planted borders buffer the Van Ness Street NW and Yuma Street NW borders. The Van Ness Campus contains significant stand of mature trees which provide a unique setting for the outdoor amphitheater, the serenity garden, and playing fields dedicated to athletic uses.

Satellite Campus Sites

The Bertie Backus Campus contains open space along the perimeter of the site, and an interior portion of open space that comprises impervious surfaces that are utilized as an open parking area. The southeast of the site contains a landscaped area.

The Congress Heights Campus is located on an urban block, which is improved with an existing building that occupies the majority of the block. Open space at this location comprises of an open parking area at the southwest corner of the site, an existing playground area that is not currently in use, located at the southeast corner of the site, and a lawn area located at the northeast corner of the site.

Firebird Research Farm contains a combination of improved land that is utilized for food production and of unimproved forested areas. Fourteen greenhouses are located at the Firebird Research Farm.

The Hangar does not contain any open space.

## 3.5 Circulation Networks & Transportation

3.5.A Van Ness Campus

*Site Location and Major Transportation Features*

The Van Ness Campus is located in the Van Ness neighborhood of Washington, DC's Ward 3. It is served by several principal and minor arterials, including Connecticut Avenue NW, Reno Road NW, and Tilden Street NW. Major collector roadways serving the Van Ness Campus include Albemarle Street NW and Van Ness Street NW. Transit trips to the campus are accommodated by Metrorail and Metrobus service, including the Van Ness-UDC Metro station which is adjacent to the campus. Pedestrian trips to the Van Ness Campus are accommodated by a network of sidewalks, crosswalks, and curb ramps. Bicycle trips to the campus are accommodated by bicycle facilities near the campus, including bike lanes, shared lanes, and signed bicycle routes. A Capital Bikeshare station is located adjacent to campus, and two (2) additional Capital Bikeshare stations are located within a quarter-mile of the campus.

**Exhibit 3.5.A.1 Location map of the Van Ness Campus.**

*Transit*

The Metrorail and Metrobus systems provide high quality transit access to the Van Ness Campus. The campus is located adjacent to the Van Ness-UDC Metro station on the Red Line, where trains run every six (6) to 15 minutes on weekdays and every 12 to 15 minutes on weekends.

Metrobus service is available at the campus, with stops adjacent to the campus on Connecticut Avenue NW and Van Ness Street NW. These bus routes connect the campus to many areas of the

District of Columbia, as well as Metro stations where transfers can be made to reach further areas in the District, Virginia, and Maryland.

**Exhibit 3.5.A.2 Map of Transit Facilities serving the Van Ness Campus.**

*UDC Shuttle*

UDC Shuttle service is currently provided between the Van Ness Campus and the UDC Community College at 801 North Capitol Street NE. This shuttle route runs once every 80 minutes Monday through Friday between 8:40am and 8:40pm.

**Exhibit 3.5.A.3 Map of UDC Shuttle Service**

*Pedestrian Facilities*

The existing pedestrian network surrounding the Van Ness Campus is mostly well-connected and of decent quality. The campus's pathways combine with the sidewalks and urban street grid surrounding the campus to form a fairly continuous and comfortable pedestrian network, though not without exception. A review of pedestrian facilities within a quarter-mile area is shown on Exhibit 3.5.A.4. This review is based on DDOT's sidewalk minimum width requirements and ADA crosswalk and curb ramp standards.

A notable exception to the high-quality pedestrian environment around the campus is Yuma Street NW west of campus, which lacks sidewalks on one side of the street, and 35th Street NW north of campus, which lacks sidewalks on both sides of the street.

As shown on Exhibit 3.5.A.4, there are instances where a sidewalk does not meet DDOT width requirements. In some of these cases, the sidewalk meets the unobstructed clear width requirement but not the tree/furnishing zone requirement. In other cases, the sidewalk is in a high-density residential or light commercial area as designated in DC's Official Zoning Map, but it only meets the width requirement for a low- to moderate-density residential area. In other cases, the sidewalk does meet any width requirement.

*Bicycle Facilities*

The Van Ness Campus is served by several on-street bicycle facilities, as outlined below.

Bicycle lanes are provided on the following streets:

- Tilden Street NW between Reno Road and Shoemaker Street, where there is a connection with the Rock Creek Trail;
- Reno Road NW between Van Ness Street and Rodman Street in the southbound direction, with a shared lane in the northbound direction; and
- Van Ness Street NW between Reno Road and Connecticut Avenue.

Shared lanes are provided on Van Ness Street NW between Wisconsin Avenue and Reno Road.

Signed bike routes are designated along 36th Street, Warren Street, and 37th Street west of the campus.

The Capital Bikeshare program provides an additional bicycling option for UDC students, staff, faculty, and visitors. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. There is one 15-dock Capital Bikeshare station directly adjacent to the campus at the Van Ness-UDC Metro station entrance (Connecticut Avenue and Veazey Terrace NW). There are two (2) other stations within a quarter-mile of the campus, including a 19-dock station at Connecticut Avenue and Yuma Street NW and a 14-dock station at Connecticut Avenue and Tilden Street NW.

*MoveDC*, the District of Columbia's long-range transportation plan which was originally released in 2014 and is currently undergoing an update, proposes the following bicycle improvements in the vicinity of the Van Ness campus:

- A cycle track along the entire length of Connecticut Avenue NW within the District of Columbia;
- Bike lanes on Albermarle Street NW between 49th Street and Linnean Avenue; and
- An extension of the existing bike lanes on Reno Road NW northward to Albermarle Street and southward via 34th Street to Garfield Street.

**Exhibit 3.5.A.5 Existing and Future Bicycle Facilities**

There are currently 75 short-term bicycle parking spaces, no long-term bicycle parking spaces, and no showers and changing facilities on the Van Ness Campus.

**The Satellite Campus Sites**

3.5.B Bertie Backus Campus

*Site Location and Major Transportation Features*

The Bertie Backus Campus is located in the Queens Chapel neighborhood of Washington, DC's Ward 5. It is served by South Dakota Avenue NE, a principal arterial, as well as local streets. Transit trips to the campus are accommodated by Metrorail and Metrobus service, including the Fort Totten Metro station which is 0.3 miles from the campus. Pedestrian trips to the campus are accommodated by a network of sidewalks, crosswalks, and curb ramps. There are limited bicycle facilities near the Bertie Backus Campus currently, but several bicycle facilities are planned or proposed nearby. There are two (2) Capital Bikeshare stations within a half-mile of the campus, but none within a quarter-mile.

**Exhibit 3.5.B.1 Location Map of the Bertie Backus Campus.**

*Transit*

The Metrorail and Metrobus systems provide high quality transit access to the Bertie Backus Campus. The campus is located 0.3 miles from the Fort Totten Metro station, which serves the Red, Green, and Yellow Lines. Red Line trains run every six (6) to 15 minutes on weekdays and every 12 to 15 minutes on weekends. Green and Yellow Line trains run every 12 to 20 minutes on weekdays and every 15 to 20 minutes on weekends.

Metrobus service is available at the campus, with stops across the street from the campus on Galloway Street NE, as well as on other streets nearby. These bus routes connect the Bertie Backus Campus to many areas of the District of Columbia, as well as Metro stations where transfers can be made to reach further areas in the District, Virginia, and Maryland.

**Exhibit 3.5.B.2 Transit Facilities Map serving Bertie Backus Campus.**

*UDC Shuttle*

UDC Shuttle service is currently provided between the Bertie Backus Campus and the UDC Community College at 801 North Capitol Street NE. This shuttle route runs once per hour Monday through Friday between 9:00am and 9:00pm.

**Exhibit 3.5.B.3 Map of UDC Shuttle Service at the Bertie Backus Campus.**

*Pedestrian Facilities*

The existing pedestrian network surrounding the Bertie Backus Campus is mostly well-connected and of decent quality. A review of pedestrian facilities within a quarter-mile area is shown on Exhibit 3.5.B.4. This review is based on DDOT's sidewalk minimum width requirements and ADA crosswalk and curb ramp standards.

Most streets within a quarter-mile area have sidewalks on both sides, as well as crosswalks and curb ramps at required locations. All street frontages of the Bertie Backus campus have DDOT- and ADA-compliant sidewalks, curb ramps, and crosswalks, except for the alley on the northeast side of the site.

A notable exception to the high-quality pedestrian environment around the campus is along Galloway Street NE and Gallatin Street NE, which lack sidewalks on one side of the street. The missing sidewalks are on the sides of the streets that border the National Park Service-owned Fort Circle Parks.

As shown on Exhibit 3.5.B.4, there are instances where a sidewalk does not meet DDOT width requirements. In some of these cases, the sidewalk meets the unobstructed clear width requirement but not the tree/furnishing zone requirement. In other cases, the sidewalk is in a high-density residential or light commercial area as designated in DC's Official Zoning Map, but it only meets the width requirement for a low- to moderate-density residential area. In other cases, the sidewalk does not meet any width requirement.

*Bicycle Facilities*

Under current conditions, the only bicycle facility near the Bertie Backus Campus is a shared lane on Sargent Road NE, 0.5 miles east of the campus.

The Capital Bikeshare program provides an additional bicycling option for UDC students, staff, faculty, and visitors. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. There are no existing Capital Bikeshare Stations within a quarter-mile of the campus. There are two (2) stations within a half-mile of the campus, including a 19-dock station at the Fort Totten Metro station and a 15-dock station at 3rd Street and Riggs Road NE.

There are several bicycle facilities planned or proposed in the Bertie Backus Campus area. The Metropolitan Branch Trail will come within 0.3 miles of the campus when its Brookland to Fort Totten and Fort Totten to Takoma sections are completed in 2021 and 2023, respectively.

*MoveDC*, the District of Columbia's long-range transportation plan which was originally released in 2014 and is currently undergoing an update, proposes the following bicycle improvements in the vicinity of the Bertie Backus Campus:

- An off-street trail along Galloway Street NE and Gallatin Street NE;
- A cycle track along South Dakota Avenue NE between Riggs Road and New York Avenue; and
- Bike lanes on Riggs Road NE between South Dakota Avenue and the Maryland border.

Existing and future bicycle facilities surrounding the Bertie Backus Campus are shown on Exhibit 3.9.B.5.

There are currently 15 short-term bicycle parking spaces, no long-term bicycle parking spaces, and no showers and changing facilities on the Bertie Backus Campus

The Congress Heights Campus

*Site Location and Major Transportation Features*

The Congress Heights Campus is located in the Congress Heights neighborhood of Washington, DC's Ward 8. It is served by the minor arterials of Martin Luther King, Jr. Avenue SE and Alabama Avenue SE, as well as Randle Place SE, a collector. Transit trips to the campus are accommodated by Metrorail and Metrobus service, including the Congress Heights Metro station which is 0.6 miles from the campus. Pedestrian trips to the campus are accommodated by a network of sidewalks, crosswalks, and curb ramps. Bicycle trips to the campus are accommodated by bicycle facilities near the campus, including off-street trails, bike lanes, shared lanes, and signed bicycle routes. A Capital Bikeshare station is located adjacent to the campus.

**Exhibit 3.5.C.1 Map of the Congress Heights Campus.**

*Transit*

The Metrorail and Metrobus systems provide high quality transit access to the Congress Heights Campus. The campus is located 0.6 miles from the Congress Heights Metro station on the Green Line, where trains run every 12 to 20 minutes on weekdays and every 15 to 20 minutes on weekends.

Metrobus service is available at the campus, with stops adjacent to the campus on Martin Luther King, Jr. Avenue SE, Alabama Avenue SE, and Randle Place SE. These bus routes connect the campus to many areas of the District of Columbia, as well as Metro stations where transfers can be made to reach further areas in the District, Virginia, and Maryland.

**Exhibit 3.5.C.2. Map of transit facilities serving the Congress Heights Campus**

*UDC Shuttle*

UDC Shuttle service is currently provided between the Congress Heights Campus and the Congress Heights Metro station. This shuttle route runs every 20 minutes Monday through Thursday between 4:00pm and 9:30pm, and Fridays between 4:00pm and 5:30pm.

**Exhibit 3.5.C.3 Map of UDC Shuttle Service at the Congress Heights Campus**

*Pedestrian Facilities*

The existing pedestrian network surrounding the Congress Heights Campus is mostly well-connected and of decent quality. A review of pedestrian facilities within a quarter-mile area is shown on Exhibit 3.5.C.4. This review is based on DDOT's sidewalk minimum width requirements and ADA crosswalk and curb ramp standards.

Most streets within a quarter-mile area have sidewalks on both sides, as well as crosswalks and curb ramps at required locations. All street frontages of the Congress Heights campus have DDOT-compliant sidewalks. However, curb ramps are missing or non-compliant in some locations adjacent to the campus. There are also some intersections adjacent to the campus that have crosswalks missing on one or more legs of the intersection.

As shown on Exhibit 3.5.C.4, there are instances where a sidewalk does not meet DDOT width requirements. In some of these cases, the sidewalk meets the unobstructed clear width requirement but not the tree/furnishing zone requirement. In other cases, the sidewalk is in a high-density residential or light commercial area as designated in DC's Official Zoning Map, but it only meets the width requirement for a low- to moderate-density residential area. In other cases, the sidewalk does not meet any width requirement.

*Bicycle Facilities*

The Congress Heights Campus is served by several on-street bicycle facilities, as outlined below.

The Oxon Run Trail, an off-street trail, is located 0.5 miles south of the campus.

Bicycle lanes are provided on the following streets:

- Malcolm X Avenue SE between South Capitol Street and Newcomb Street; and
- Martin Luther King, Jr. Avenue SE between and 4th Street and Upsal Street.

Shared lanes are provided on Malcolm X Avenue SE between Newcomb Street and Martin Luther King, Jr. Avenue.

Signed bike routes are designated along Alabama Avenue SE, Savannah Street SE, 5th Street SE, and 6th Street SE.

The Capital Bikeshare program provides an additional bicycling option for UDC students, staff, faculty, and visitors. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. There is an 11-dock Capital Bikeshare station directly adjacent to the campus at Alabama Avenue and Martin Luther King, Jr. Avenue SE).

There are several bicycle facilities planned or proposed in the Congress Heights Campus area. A 1.3-mile shared use path along Interstate 295, tentatively called the Malcolm X Trail, will come within 0.5 miles of the campus when it is completed in 2022 as part of the I-295/Malcolm X Avenue Interchange Improvement Project.

*MoveDC*, the District of Columbia's long-range transportation plan which was originally released in 2014 and is currently undergoing an update, proposes the following bicycle improvements in the vicinity of the Congress Heights Campus:

- An off-street bike-pedestrian trail along Mississippi Avenue SE east of 13th Street;
- Cycle tracks along Alabama Avenue SE, Mississippi Avenue SE west of 13th Street SE, and 13th Street SE between Alabama Avenue SE and Mississippi Avenue SE; and
- Bike lanes along Wheeler Road SE between Alabama Avenue SE and Southern Avenue SE, and along 13th Street SE between Mississippi Avenue SE and Southern Avenue SE.

Existing and future bicycle facilities surrounding the Congress Heights Campus are shown on Exhibit 3.5.C.5.

There are currently no short-term bicycle parking spaces, no long-term bicycle parking spaces, and no showers and changing facilities on the Congress Heights Campus.

Firebird Research Farm

*Site Location and Major Transportation Features*

The Firebird Research Farm is located in Beltsville in Prince George's County, Maryland. It is served by Old Baltimore Pike, a County-maintained road. Transit service to the site is limited but includes one (1) RTA of Central Maryland bus route that stops 400 feet from the site driveway and arrives once per hour. Pedestrian and bicycle infrastructure near the site are also limited.

**Exhibit 3.5.D.1 Location Map of the Firebird Research Farm**

*Transit*

The Firebird Research Farm is located 0.6 miles from the Muirkirk station on the MARC Camden Line, where trains run every 20 to 60 minutes on weekdays between approximately 5:30am and 8:45am, and between approximately 3:45pm and 8:00pm.

The RTA of Central Maryland bus route 302/G is the only bus route that stops less than one (1) mile from the Firebird Research Farm. The 302/G route stops approximately 400 feet north of the site driveway on Old Baltimore Pike, and has service once per hour in each direction between approximately 6:15am and 8:45pm on weekdays only.

**Exhibit 3.9.D.2 Map of Transit Facilities Serving the Firebird Research Farm**

*UDC Shuttle*

UDC Shuttle service is not currently provided at the Firebird Research Farm.

*Pedestrian Facilities*

The existing pedestrian network surrounding the Firebird Research Farm is very limited. A review of pedestrian facilities within a quarter-mile area is shown on Exhibit 3.5.D.3. This review is based on Prince George's County's sidewalk minimum width requirements and ADA crosswalk and curb ramp standards.

As shown on Exhibit 3.5.D.3, there are no sidewalks on the east side of Old Baltimore Pike where the Firebird Research Farm's driveway is located, and there are only sporadic sidewalks on the west side of Old Baltimore Pike. There are also no crosswalks across Old Baltimore Pike at the Farm's driveway location. Consequently, there are no continuous pedestrian facilities between the Farm's driveway and the bus stops serving the site.

There are also missing or insufficient sidewalks, curb ramps, and crosswalks along walking routes to destinations north and west of the Farm, such as the Muirkirk MARC station and the Baltimore Avenue/Route 1 corridor. The most direct walking route to these locations requires walking through parking lots and industrial areas along Conway Road.

*Bicycle Facilities*

The nearest bicycle facilities to the Firebird Research Farm are the bike lanes on Cedarhurst Drive, 0.5 miles north of the site. There are no bicycle facilities directly serving the site, nor are any currently planned or proposed.

Existing bicycle facilities surrounding the Firebird Research Farm are shown on Exhibit 3.5.D.4.

There are currently no short-term bicycle parking spaces, no long-term bicycle parking spaces, and no showers and changing facilities on the Firebird Research Farm. However, a restroom and shower building is currently being designed at the site.

The Hangar

*Site Location and Major Transportation Features*

The Hangar is located at Ronald Reagan Washington National Airport. It is located at Hangar #2 at 2801 Thomas Avenue, just west of Terminal A. Transit trips to the site are accommodated primarily by the Ronald Reagan Washington National Airport Metro station which is 0.4 miles from the site. Pedestrian trips to the site are accommodated by the airport's network of exterior sidewalks and interior walkways. Bicycle trips to the site are accommodated primarily by the Mount Vernon Trail, which comes within 0.3 miles of the site. A Capital Bikeshare station is located 0.3 miles from the site.

**Exhibit 3.5.E.1 Location Map of the Hangar at National Airport**

*Transit*

The Metrorail system provides high quality transit access to the Hangar site. The Ronald Reagan Washington National Airport Metro station is located 0.4 miles from the site. The station serves the Blue and Yellow Lines on which trains run every 12 to 20 minutes on weekdays and every 15 to 20 minutes on weekends.

Virginia Railway Express (VRE), Metroway, Metrobus, and other commuter buses services are available approximately one (1) mile from the site in Crystal City.

**Exhibit 3.5.E.1 Map of Transit Facilities Serving the Hangar**

*UDC Shuttle*

UDC Shuttle service is not currently provided at the Hangar.

*Pedestrian Facilities*

The existing pedestrian network surrounding the Hangar at National Airport is mostly well-connected and of decent quality. It is comprised of the airport's exterior sidewalks and interior walkways. Walking routes to and from the Hangar site are shown on Exhibit 3.5.E.2.

*Bicycle Facilities*

Under current conditions, the only bicycle facility near the Hangar is the Mount Vernon Trail, which comes within 0.3 miles of the site. Currently, there is no paved connection between the trail and the site; the most direct bicycle route would involve leaving the Mount Vernon Trail and navigating a grassy area and the curb of Abingdon Drive, which connects to Thomas Avenue and the Hangar site.

The Capital Bikeshare program provides an additional bicycling option for UDC students, staff, faculty, and visitors. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. The nearest Capital Bikeshare station to the Hangar is a 19-dock station located 0.3 miles north of the site.

There are several proposed bicycle facilities in the area. Arlington County proposes working with the Metropolitan Washington Airport Authority (MWAA) to establish bike connections to National Airport from Crystal City and the Mount Vernon Trail. There is also a proposed bicycle and pedestrian bridge known as the Crystal City to Reagan National Airport Multimodal Connector (CC2DCA). This facility is currently being studied and a specific location is yet to be determined.

**Exhibit 3.9.E.3 Existing and Future Bicycle Facilities Surrounding the Hangar**

There are currently no short-term bicycle parking spaces, no long-term bicycle parking spaces, and no showers and changing facilities at the Hangar at National Airport.

## 3.6 Service

The Van Ness Campus

Service and loading operations for the Van Ness Campus occur at the following facilities:

- Three (3) 12' x 30' loading berths under Building 38 (C Level of the parking garage), accessed from the Veazey Terrace service court, which is the only designated waste removal and delivery location for the Van Ness UDC campus;

- A driveway at Windom Circle adjacent to Buildings 43 and 46E allowing brief loading by smaller vehicles, but no marked service/delivery spaces;

- A surface loading area at Building 38 with room for smaller loading vehicles to park nearby, but no marked service/delivery spaces, accessed from the Veazey Terrace service court; and

- A surface loading area at Building 42 with room for smaller loading vehicles to park nearby, but no marked service/delivery spaces, accessed from the Veazey Terrace service court.

**The Satellite Campus Sites**

Bertie Backus Campus

Service and loading operations for the Bertie Backus Campus occur at a surface loading area accessed from the driveway from Galloway Street NE.

Congress Heights Campus

Service and loading operations for the Congress Heights Campus occur at a surface loading area accessed from the driveway from Alabama Avenue NE.

Firebird Research Farm

Service and loading operations for the Firebird Research Farm occur at a surface loading area accessed from main site driveway from Old Baltimore Pike.

The Hangar at National Airport

Service and loading operations for the Hangar at National Airport occur on-street in front of the garage door entrance from Thomas Avenue.

## 3.7 Parking

**Exhibit 3.7 Van Ness Campus Parking Distribution Diagram**

**Existing Parking Policy**

Van Ness Campus

The majority of parking spaces for the Van Ness Campus are located in the Van Ness Underground Parking Garage (Garage), which contains a total of 715 spaces. Other sources of on-campus parking are small groups of surface spaces located between and behind buildings. Parking in the Garage is controlled on weekdays from 9:00am to 10:00pm.[2] Parking permits are available for students and faculty/staff members. Permits for faculty and staff are currently sold for $150 per fall or spring semester, and student permits are sold for $75 per fall or spring semester. Parking for summer term semesters are sold to faculty and staff for $40 and are sold to students for $25. Students, faculty, and staff who do not purchase a seasonal parking permit may pay the following daily parking rates: Free under 30 minutes; $4 for 30 minutes to 24 hours. All others pay the following daily parking rates: Free under 30 minutes; $5 for 30 minutes to one (1) hour; $8 for one

[2]The hours of the Garage are modified during the COVID-19 pandemic health crisis to Monday through Thursday 9am to 5pm.

(1) to three (3) hours; $12 for three (3) to six (6) hours; $20 for six (6) to 24 hours. Permits are sold by the Parking Operations Office. Campus police enforce the parking policy and issue citations to vehicles who do not comply.

Additionally, the David A. Clarke School of Law has its own parking garage on the lower level and an agreement with the nearby Days Inn to utilize a portion of their parking spaces.

Bertie Backus Campus

There are 111 off-street parking spaces available at the Bertie Backus Campus, including 31 spaces in the north lot accessed from Hamilton Street NE and 80 spaces in the south lot accessed from Galloway Street NE. There are no fees, permitting, or access controls associated with these parking facilities; parking spaces are free and first-come, first-served.

Congress Heights Campus

There are 34 off-street parking spaces available at the Congress Heights Campus, located in a surface parking lot accessed from Alabama Avenue SE. These parking spaces are access-controlled with a gate. The parking spaces are free to use, but hangtags are assigned and distributed to UDC staff and faculty.

Firebird Research Farm

There is no formal parking facility at the Firebird Research Farm, but there is an unpaved area that can accommodate 10 to 20 vehicles depending on site conditions. There is currently no access control for this facility, but a card- or keypad-activated driveway gate is being considered.

The Hangar at National Airport

There are several surface parking spaces in front of the Hangar site that are available to vehicles with Area 4 permits. Area 4 hangtags are distributed to UDC staff and faculty, but no parking spaces are reserved for UDC. Those without Area 4 permits are directed to park in the DCA Terminal A garage, located 0.3 miles north of the site. Other public parking facilities include the Terminal B/Metro station garage located 0.4 miles north of the site, and the Economy parking lot located 0.4 miles southwest of the site.

## SECTION 4: CAMPUS DEVELOPMENT ELEMENT

The Campus Plan contained herein features the below primary changes to the Van Ness Campus and Satellite Campus Sites, as applicable, that are key to this transformation:

- Modestly increase population in students, faculty, and staff that support the change to a selective admissions flagship institution.
- Modernize and upgrade existing academic buildings and facilities.
- Create more-efficient academic spaces in existing buildings.

- Identify potential building sites on the Van Ness Campus, the Bertie Backus Campus, and Firebird Research Farm.
- Apply for a Zoning Commission Campus Plan for Bertie Backus and the Congress Heights Campus in connection with any modernization.
- Propose upgrades and improvements to vehicular access and multi-model options at each campus and between campuses.
- Identify and proposes upgrades to on-campus public spaces and wayfinding to facilitate connectivity within and between campus locations and to promote UDC identity within the UDC community and within the District.

As discussed in detail below, these primary changes to the Van Ness Campus and Satellite Campus Sites, as applicable, will help to fulfill the University's vision, mission, and Equity Imperative goals.

### 4.1 Population

Since the adoption of the 2011 Campus Plan, the University has continued to develop and grow its undergraduate, graduate, and professional programs and provide District residents with an affordable, quality education in the District of Columbia.

As a bachelor's degree increasingly becomes a critical baseline requirement for many jobs, the University aims to provide District residents with the opportunity to achieve this education. The University system also aims to provide graduates of the public school and public charter school systems with the educational opportunities they will need to find success. The University will supplement the strength of local students with selective regional, national, and international recruiting efforts to attract promising students.

The Van Ness Campus

Broadly, the University estimates that the Van Ness Campus population will grow from current levels to reach a total population of approximately 7,000 students on a headcount basis in 2029. This modest increase in additional students can be readily accommodated within the existing academic space on the Van Ness Campus, which was constructed to accommodate even larger student populations, and has done so in past decades.

This enrollment increase is needed to adapt to changes in the economy, and workforce demographics and needs, and permits the University to develop its programs, and attract and retain talented students and faculty. The proposed enrollment will be easily accommodated within existing campus academic and administrative infrastructure. The flexibility to accommodate anticipated student demand for higher education over the life of the Plan is paramount not only to the success of the University itself, but also to the District's economic development as a whole.

Bertie Backus Campus

Broadly, the University estimates that the Bertie Backus Campus population will grow from the current level of 350 students on a headcount basis to reach a total population of 2,500 students on

a headcount basis by 2030. This increase in additional students would be accommodated by the proposed interior renovations of the unused portions of the building, and by the proposed building addition, as discussed in Section 4.2.

Congress Heights Campus

Broadly, the University estimates that the Congress Heights Campus population will grow from the current level of 430 students on a headcount basis to reach a total population of 1,500 students on a headcount basis by 2030. This increase in additional students would be accommodated by the efficient utilization of the existing building.

The Hangar at National Airport

Broadly, the University estimates that the Hangar population will grow from the current level of 42 students on a headcount basis to reach a total population of 100 students on a headcount basis by 2030. The proposed enrollment would be accommodated within the existing space.

## 4.2 Campus Development

The Van Ness Campus

To support the planned evolution of academic programs at the Van Ness Campus, UDC will create a more vibrant on-campus experience through the modernization and upgrading of existing academic buildings and facilities.

Over the next decade, the Van Ness Campus for UDC will continue to function as the principal location for core academic and administrative functions associated with the University's undergraduate and graduate programs.

The Capital Improvement Plan (CIP), adopted by the University Board in 2020, lays out the capital expenditures of University from 2020-2026. *See* **Exhibit 4.2a**. The CIP provides the earmarked funds and direction for the modernization and upgrading of existing academic buildings and facilities as described below.

**Modernization and upgrading of existing academic buildings and facilities**. This Campus Plan calls for the rehabilitation and improvement of nearly all academic buildings and facilities on the Van Ness Campus. The buildings are being supported with the original infrastructure, most of which is well past its useful life. In fact, an internal study by the University found that many buildings suffer from non-existent or inefficient heating and cooling controls, deteriorated ductwork and piping, poor ventilation, energy loss and lack of humidity and temperature control. The deficiencies in the mechanical systems severely impact the buildings' ability to support the academic mission of the University, and need to be replaced in a prioritized manner in the near term. The University has a plan to effect a systematic campus-wide approach of phasing out the Central Utility Plant over time, decoupling all buildings connected to it. If the existing central plant is to be eliminated and removed from service, the existing chillers, boilers, and cooling towers will be demolished and replaced with efficient stand-alone HVAC systems in each individual building.

A study of the structure of the campus buildings found that most of the structural elements of the existing campus buildings are in good condition. However, it was noted that there are some signs of apparently minor decay in the concrete in a few areas in the Van Ness parking garage. Some minor decay was observed in concrete elements specifically near some slab edges and expansion joints. These deficiencies will be surveyed and documented, and any flaws will be repaired as necessary before any major renovation is undertaken.

To address building deficiencies, the University intends to utilize the capital funds. New elevators will be installed, HVAC systems will be significantly upgraded, the building envelopes (roof upgrades, new windows, etc.), will be renewed, building security and access systems will be upgraded, adaptable/customizable/movable classroom desks/furniture will be provided, and state-of-the-art classroom technologies like Smartboards will be installed in existing academic buildings.

**Creation of more-efficient academic spaces in existing buildings.** Further, this Campus Plan accounts for the allotment of capital funds that would allow for the interior redesign of existing buildings that will allow them to provide more efficient academic spaces to support the University mission, vision, and programs.

As set forth in the 2021-2026 CIP and in the Van Ness Campus Master Plan, the University is planning for the renovation of existing academic buildings to provide for more-efficient use of academic spaces, and possible student housing.

**Identify potential building sites on the Van Ness Campus.** As a part of the multiple planning efforts that led to the development of this Campus Plan, opportunities to develop additional capacity on the Van Ness Campus were identified. This additional capacity comes in three forms:

(1) Potential Sites for Green Roof Construction

Based upon structural analyses, Buildings 32/42, 38/39, 47, and 52 are capable of supporting additional rooftop additions in the form of green roofs that will help meet the sustainability goals of the University and help reduce stormwater runoff. There are also opportunities for green roof installations as part of the proposed new building construction.

(2) Identifying Potential Locations for New Outdoor Spaces

This Campus Plan anticipates the construction of new outdoor spaces that may function as urban gardens/outdoor study, informal gathering, and/or meditation space. Two areas in particular that have been identified is the space directly to the north and east of Building 42 onward towards Building 47, and the "B" level of the area adjacent to Building 32 towards the Theater.

Additionally, this Campus Plan anticipates the installation of an artificial turf practice field (U-12 regulated) in the southwestern portion of the Van Ness Campus, a portion of which is currently being used by DCPS as swing space. The placement of a practice field in this specific location is ideal, as it abuts the existing NCAA-regulated field set for refurbishment, and is proximate to the existing sports complex building.

(3) Identifying Potential Sites for New Construction of Academic Buildings and/or Student Housing

There are two sites that have been identified that could serve as locations for the construction or renovation of an academic building and/or student housing. *See* **Exhibit 4.2b. Van Ness Campus Development**

**"Site A" -** This site is at the north east corner of the Van Ness Campus. Here, student housing would be sited over the existing tennis courts at the campus' Windom Place Entrance. This site contains a developable area of up to 120,000 square feet of land area. It is located closest to the nearby residential neighborhood and would allow for an improved programmatic connection between the University's Law School and the Van Ness Campus. The topography and proximity over metro lines would also need to be addressed in order to develop the site.

**Site "44" -** The second site is situated towards the south of the Van Ness Campus along Van Ness Street NW. The University intends to renovate the existing building of 110,421 gross floor area and convert it into student housing.

In addition to the above discussed locations, alternative campus organizational concepts were evaluated based on the placement of planned facilities in each site. Site evaluations examined the potential for the size and applicable development restrictions on height, bulk, and setbacks to accommodate the program needs for each use. These evaluations also considered the potential for each location to integrate the planned facilities into the existing Van Ness Campus in an organized manner that enhances campus life, character, operations, and community engagement. Finally, the site evaluations carefully considered the impact of the planned facilities on surrounding uses at each location.

There are three buildings that have been identified where vertical/floor additions may be feasible. They include buildings 32, 42, and 43. Each building will require an in-depth structural evaluation before any construction planning. New additions to existing buildings can be used to accommodate academic and/or administrative spaces.

**Improvements along Connecticut Avenue.** Improvements to the buildings located along Connecticut Avenue are essential as they connect the interior of the Van Ness Campus to the surrounding community and will play a key role in the reinvigoration of the Connecticut Avenue retail corridor. Additionally, alongside improvements to the facades of the buildings located along Connecticut Avenue, certain interior renovations should be prioritized, such that these buildings capitalize on their unique position on what is poised to become an active commercial corridor. This Campus Plan recommends the following:

**Building 52 (David A. Clarke School of Law):** While the existing square footage is seen as adequate to meet the needs of the School of Law, there is a need for reallocation of spaces to increase efficiency in the operations. Similar to many of UDC's colleges, there should be a plan to create more collaborative and informal areas that would encourage student-to-faculty and student-to-student interaction outside the formal classroom. Additionally, plans should be made to remedy the ongoing issues with flooding and ventilation in the basement of the building, which

currently limits its use as a library. Full access to the basement would allow for more flexibility on how spaces are organized throughout the building, and would allow for the creation of study rooms and spaces to displace the School of Law's library collection. There is also a need for a more central location, closer to the lower level, for public speaking or larger events. Additionally, ADA accessibility to the upper floors from the parking garage on the lower level should be addressed.

**Building 52: David A. Clarke School of Law Summary Action Plan**

| Recommendation | Goal | Action Steps | Responsible Party |
|---|---|---|---|
| Conduct a Building Efficiency Analysis<br><br>Suggested timeline: Year 1 | To improve academic space efficiency and locations of existing programs. | 1. Create an inventory of the number of existing academic and administrative spaces and their square footage.<br><br>2. Document and analyze the existing and future number of students, faculty and staff.<br><br>3. Identify possible reassignment or relocation of programs to improve academic operations.<br><br>4. Identify areas for collaborative spaces. | University to engage internal facilities personnel and Architect consultant for action steps. |

**4225 Connecticut Avenue:** The building located at 4225 Connecticut Avenue is currently leased by the University. The University plans to renovate the interior of this building and use it as 'swing space' for the temporary relocation of different personnel and services while physical improvements and systems upgrades take place at their original locations. It may be beneficial for the University to explore the purchase of this building so it can be permanently developed as an asset.

**4250 Connecticut Avenue:** The building located at 4250 Connecticut Avenue was acquired by the University in 2020. The University seeks to renovate this building into a world class academic building. The ground floor will be reserved for ground floor commercial. Additionally, the University to update the existing envelope during its renovation. The University is continuing to explore and finalize the proposed programming that will be housed within the building upon the completion of renovations.

**4250 Summary Action Plan**

| Recommendation | Goals | Action Steps | Responsible Party |
|---|---|---|---|
| Conduct Feasibility Study<br><br>Suggested timeline: Years 3-4 | 1. To establish programmatic specifications for building renovation.<br><br>2. To establish sustainability goals for new building. | 1. Perform test fit of proposed programmed spaces within the existing building.<br><br>2. Explore different architectural schemes that satisfy University requirements.<br><br>3. Develop a preliminary schedule and list of reasonable costs associated with strategy for new building. | University to engage Architectural & Engineering Team. |
| Conduct Structural Analysis<br><br>Suggested timeline: Year 3 | To determine if green roofs and solar panels are feasible for installation. | 1. Structurally analyze existing terraced roof to determine viability of green roofs.<br><br>2. Determine if intensive, extensive or a combination of both green roof types can be installed based on load capacity.<br><br>3. Identify recommendations for enhancements or redesign to strengthen structure for additional loads. | University to engage Architect and Structural Engineer |

**4310 Connecticut Avenue:** The building located at 4310 Connecticut Avenue is not part of the Van Ness Campus, nor does UDC currently own or lease space at this location. However, aside from frontage along Connecticut Avenue, this building is currently surrounded by the Van Ness Campus. This Campus Plan recommends UDC explore obtaining control over this location as it is the "missing tooth" along Connecticut Avenue. This will not only consolidate and strengthen the public face of the University perimeter, it will encourage further engagement with the Law School. In addition, plans to amplify the University gateway at Windom Place and the potential for student housing to be constructed over the existing tennis courts can begin to bridge the activity gap between the Law School and the rest of the campus and create opportunities for new outdoor spaces for the School.

The Bertie Backus Campus

**Exhibit 4.2c Bertie Backus Campus Proposed Development Plan**

The University intends to make improvements to the interior of the existing building by renovating the unused portions of the building, which comprise up to approximately 15,000 square feet, and intends to upgrade the mechanical systems. There are also plans to construct a new, approximately 60,000 square foot, academic building addition to the existing campus. This addition will house the CC programs and activities that will be relocated from the existing building at the 801 North Capitol Campus.

The 801 North Capitol Campus consists of one nine-story, approximately 88,000 square foot building containing classrooms, computer and science labs, Student Success Center, a one-stop student services center, and college faculty and administrative offices. It is also the center of the CC Division of Workforce Development and Lifelong Learning (WDLL) program administration, including Continuing Education, faculty and staff, and a multipurpose room with 170 seats.

The proposed enlargement of the existing building at the Bertie Backus Campus would be uniquely designed for the academic programs of the CC. This Campus Plan strongly recommends a feasibility study for the addition and renovation to determine the efficient configuration and use of the existing space and lot. The University will plan to do a full space inventory analysis of the 801 North Capitol Campus to analyze the existing and future spatial demands of the programs currently located at the 801 North Capitol Campus to ensure that all activities can be accommodated at the Bertie Backus Campus. Issues that the University should consider when locating the new addition include:

- Locating the addition above the southern parking lot will maintain many of the existing parking spaces and reduce the distance of circulation within the campus building. However, this configuration, based on current zoning and height restrictions, may limit total gross square footage that could be achieved; and

- Locating the addition at the corner of South Dakota Ave. and Galloway Street, would strengthen the definition of the campus edge and establish a modern grand entry to the campus. This location also maintains many of the existing parking spaces while utilizing first-floor space, however, it would lengthen the existing building circulation.

Due to the relocation of the programs currently located at the 801 North Capitol Campus, the University should conduct a full traffic study to calculate the parking demands and investigate how vehicular traffic (private and service) will be managed at the Bertie Backus Campus. This Campus Plan recommends analyzing existing vehicular, transit, pedestrian, and bicycle access; vehicular, bike, and pedestrian circulation; existing and proposed parking supply; parking demand assumptions; bike parking; loading needs; and Transportation Demand Management (TDM) measures. Additionally, this Campus Plan recommends estimating enrollment changes at this location.

Any development plan for Bertie Backus Campus must include the time and planning necessary to file a campus plan application with the Zoning Commission. The submission of a campus plan processing can take anywhere from nine months to over a year, depending on community involvement. Before submitting the Application to the ZC, the University will need to submit a request for proposal to retain all the necessary consultants. Once a team is on board allow for six to nine months to prepare all necessary information. Then the ZC process starts with a mailing of a notice of intent to the affected ANC and all property owners within two hundred feet (200 ft) of the perimeter of the property. In a campus plan processing, the applicant must make all reasonable efforts to attend a duly noticed meeting of the affected ANC during the forty-five (45) day notice period. Community outreach before, during and after the campus plan processing will be beneficial and in line with the Universities goals. The filing will need to comply with the requirement of Form 108 and Subtitle Z 302.10.

The University is also constructing a new commercial and instructional kitchen at the Bertie Backus Campus to utilize the crops from the Firebird Research Farm and to continue and strengthen the urban sustainability initiative. The University is exploring the construction of a new outdoor dining and social hub area close to the kitchen that will increase outdoor activity and activate the campus. Other spatial programming for the University to consider during the renovation/addition includes: a central Community College Student Success Center, health services center, laboratories, and collaborative/lounge areas. Additionally, revenue generating spaces such as reservable multi-purpose rooms and a central testing center, which can be used by for the placement of incoming students and used for external students, as a profit center, should be considered.

**Bertie Backus Summary Action Plan**

| **Recommendation** | **Goals** | **Action Steps** | **Responsible Party** |
|---|---|---|---|
| Conduct Building Capacity Study and Feasibility Analysis<br><br>Suggested timeline: Year 1-2 | 1. To determine space inefficiencies in existing Bertie Backus and in 801 N. Capitol buildings.<br><br>2. To determine whether the existing educational facility is functionally adequate to partially accommodate the proposed increase in capacity | 1. Create an inventory of the number of existing academic/lab and administrative spaces and their square footage.<br><br>2. Document and analyze the existing and future number of students, faculty and staff.<br><br>3. Architecturally analyze existing course types and | University to engage internal facilities personnel and Architect & Engineer consultant for action steps. |

| Recommendation | Goals | Action Steps | Responsible Party |
|---|---|---|---|
| | 3. To determine gaps in new building proposals (example):<br>• 801 N. Capitol: 120,921 square feet.<br>• Bertie Backus New Addition (Preliminary): 60,000 square feet<br>• Proposed fit out at Bertie Backus: 15, 000 square feet of the existing space.<br>• Total proposed space to house 801 spaces: 75,000 square feet.<br>• Shortage in preliminary proposal: 45,921 square feet.<br><br>4. To establish the needed square footage of the new addition at Bertie Backus. | course schedule to determine if classes can be condensed.<br><br>4. Analyze expected growth for new academic programs especially those requiring new or unique facilities.<br><br>5. Evaluate flexibility of programming specifications to determine adaptability of spaces between courses or programs.<br><br>6. Perform test-fit for Bertie Backus to finalize accommodations in available existing building and proposed new building.<br><br>7. Develop a preliminary opinion of probable project cost and schedule associated with the most feasible strategy for the new building and renovation. | |
| Conduct Structural Analysis<br><br>Suggested timeline: Year 2 | 1. To determine if vertical additions/levels can be accommodated on top of existing building. | 1. Structurally evaluate existing load capacities at roof and overall structural health of foundation, | University to engage Structural Engineer and |

| Recommendation | Goals | Action Steps | Responsible Party |
|---|---|---|---|
| | 2. To determine if green roofs, green houses or photovoltaics is feasible for installation. | columns and framing.<br><br>2. Identify recommendations for enhancements or redesign to strengthen structure for additional loads.<br><br>3. Acquire recommendations from landscape architect for green roof specifications to aid in determination of load capacity.<br><br>4. Engage both disciplines in new addition design to determine if greenhouse relocation is feasible. | Landscape Architect |
| Conduct a Site & Storm Water Management Analysis<br><br>Suggested timeline: Year 2-3 | 1. To determine solution that would alleviate existing storm water runoff/drainage issues.<br><br>2. To document site utilities, tree canopy etc. | 1. Assess existing SWM issues and provide recommendations.<br><br>2. Inventory hardscape<br><br>3. Inventory green space<br><br>4. Inventory tree canopy<br><br>5. Calculate baseline storm water infiltration and retention and establish | University to engage Civil Engineer and Landscape Architect |

| Recommendation | Goals | Action Steps | Responsible Party |
|---|---|---|---|
| | | appropriate targets for improvement<br><br>6. Establish and specify other site improvement and landscape work | |
| Conduct Energy Performance Analysis<br><br>Suggested timeline: Year 3 | 1. To improve building energy efficiency.<br><br>2. To establish targets for new addition building. | 1. Calculate building Energy Use Intensity and establish reduction goals.<br><br>2. Identify features that can be retrofitted in existing building.<br><br>3. Identify any deficiencies with existing envelope and investigate ways to improve performance if the University renovates façade.<br><br>4. Identify features that can be designed into new building to meet energy use goals.<br><br>5. Refer to Sustainability Action plan for the University. | University to engage Architect, Electrical Engineer and Sustainability Consultant |

The Congress Heights Campus

The University intends to purchase the leased building located at the Congress Heights Campus and will continue to look at ways to efficiently organize the CC and workforce development programs located within the building.

Any development plan for Congress Heights Campus must include the time and planning necessary to file a campus plan application with the Zoning Commission. The submission of a campus plan processing can take anywhere from nine months to over a year, depending on community involvement. Before submitting the Application to the ZC, the University will need to submit a request for proposal to retain all the necessary consultants. Once a team is on board allow for six to nine months to prepare all necessary information. Then the ZC process starts with a mailing of a notice of intent to the affected ANC and all property owners within two hundred feet (200 ft) of the perimeter of the property. In a campus plan processing, the applicant must make all reasonable efforts to attend a duly noticed meeting of the affected ANC during the forty-five (45) day notice period. Community outreach before, during and after the campus plan processing will be beneficial and in line with the Universities goals. The filing will need to comply with the requirement of Form 108 and Subtitle Z 302.10.

**Congress Heights Summary Action Plan**

| **Recommendation** | **Goal** | **Action Steps** | **Responsible Party** |
|---|---|---|---|
| Conduct Site and Landscape Analysis<br><br>Suggested timeline: Year 2-3 | 1. To determine opportunities for landscape enhancements<br><br>2. To document site utilities, tree canopy etc. for site improvement. | 1. Identify and document existing site features including tree types, locations etc.<br><br>2. Explore areas for landscape improvement, outdoor learning or community garden. | University to engage Civil Engineer and Landscape Architect |
| Conduct Structural Analysis<br><br>Suggested timeline: Year 2-3 | 1. To determine if photovoltaics is feasible for installation. | 1. Structurally analyze existing sloped roofs at east wing or flat roofs at west wing to determine feasibility for solar panels.<br><br>2. Determine if framed or flexible photovoltaics can be structurally supported. | University to engage Architect and Structural Engineer |

| Recommendation | Goal | Action Steps | Responsible Party |
|---|---|---|---|
| Conduct Energy Performance Analysis<br><br>Suggested timeline: Year 3 | 1. To improve building energy efficiency. | 1. Calculate building Energy Use Intensity and establish reduction goals.<br><br>2. Evaluate if either framed or flexible photovoltaics (or a combination) can be used to meet campus' energy and sustainability goals.<br><br>3. Refer to Sustainability Action plan for the University. | University to engage Electrical Engineer and Sustainability Consultant |

Firebird Research Farm

The University plans to make interior, utility, and infrastructure upgrades to support the growing operations and enhance the urban agricultural research programs. There are also plans to construct a new restroom, septic system, and classroom. Furthermore, the University is exploring an idea of constructing a Firebird Conference and Research Facility in order to consolidate the existing programs and expand its research capabilities. This facility may encourage more activities and public attention to the work done at the Firebird Research Farm. This Campus Plan recommends that the site for this new building is located close to the entrance of Old Baltimore Pike Road for easy entrance and exit along Grant Road. However, the University is committed to minimizing deforestation and will explore the use of land that has been already been cleared or partially cleared. The new construction provides the opportunity for the University to continue its sustainable initiatives by pursuing LEED certification, implementing new green roof and solar panels and meeting stormwater management requirements. Addition of new hardscape will be limited but can provide opportunities for sustainable designs and dual use such as solar canopies over parking lots. The University may also want to analyze new energy initiatives such as wind power at the Firebird Research Farm, in addition to its solar farm.

**Exhibit 4.2d Firebird Research Farm Bird's Eye View of New Additions**

Of all the Satellite Campus Sites, the Firebird Research Farm is located the furthest away from the Van Ness Campus. Due to its remote location, the University has made efforts to connect the Firebird Research Farm to the other campuses by integrating programs and techniques developed at the farm into the urban farms at the other campuses. The University intends to increase opportunities for cross-programming between CAUSES and the School of Business at the Van Ness Campus and continue its programs at the Bertie Backus Campus. The Campus Plan supports the expansion of labs and provision of additional indoor/outdoor lab spaces.

The Firebird Research Farm is located in a O-S Zone. O-S (Open Space) zone provides for low density and development intensity as indicated on the General or Area Master Plans for Prince George's County, Maryland. The O-S Zone is intended to provide for areas which are to be devoted to uses which preserve the County's ecological balance and heritage, while providing for the appropriate use and enjoyment of natural resources. And the use of the O-S Zone is intended to promote the economic use and conservation of agriculture, natural resources, residential estates, non-intensive recreational uses, and similar uses. The O-S Zone permits private college or university use subject to general conditions and requirements. All development and uses, including all building setbacks, shall be shown on a Detailed Site Plan approved by the Planning Board.

It is noted that the O-S Zone permits Agritourism as a permitted use. Agritourism is a commercial enterprise that is intended to attract tourists and provide supplemental income for the owner of a working farm that qualifies for agricultural use assessment pursuant to § 8-209 of the Tax-Property Article of the Annotated Code of Maryland (as amended). The commercial enterprise shall be offered to the public or invited groups and shall be related to agriculture or natural resources and incidental to the primary operation on the site. Agritourism uses include, but are not limited to: "Equine Activities", fishing, hunting, wildlife study, corn mazes, harvest festivals, barn dances, hayrides, roadside stands, farmer's markets, u-pick or pick-your-own operations, rent-a-tree operations, farm tours, wine tasting, educational classes related to agricultural products or skills. Agritourism may include picnics, equine facilities, and party facilities, corporate retreats and weddings; however, no lodging or overnight stay shall be provided for these uses. Agritourism includes farm or ranch stays subject to the same rules as a Bed-and-Breakfast Inn as defined in this Subtitle. Accessory recreational activities may be provided for guests.

Agency outreach should be pursued in connection with any development and filing of a Site Plan for approval.

**Firebird Farm Summary Action Plan**

| **Recommendation** | **Goal** | **Action Steps** | **Responsible Party** |
|---|---|---|---|
| Conduct Feasibility Study<br><br>Suggested timeline: Year: 4-5 | 1. To establish programmatic specifications for new building<br><br>2. To establish desired size of new building.<br><br>3. To establish sustainability goals for new building. | 1. Explore locations for building construction on Farm for minimum site impact.<br><br>2. Create inventory of spaces in existing buildings that will be relocated to new building.<br><br>3. Perform test fit of proposed programmed spaces within | University to engage Architectural & Engineering Team. |

| | | | |
|---|---|---|---|
| | | the proposed square footage for the new building.<br><br>4. Explore different architectural schemes that satisfy University requirements.<br><br>5. Explore sustainable strategies for new building and other strategies to support or improve sustainable initiatives on campus.<br><br>6. Develop a preliminary opinion of probable project cost and schedule associated with the most feasible strategy for the new building. | |

The Hangar

This Campus Plan recommends a complete MEP assessment of the Hangar to identify ways to improve indoor air quality on the first level. The University plans to explore the installation of an ADA chairlift to serve as access to the second floor within the immediate Hangar. Additionally, this Campus Plan recommends estimating enrollment changes at this location and reviewing which Metropolitan Washington Airport Authority entitlement/review processes may be triggered, if any.

**The Hangar Summary Action Plan**

| Recommendation | Goal | Action Steps | Responsible Party |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Conduct Mechanical/HVAC Analysis<br><br>Suggested timeline: Year 1 | To improve indoor air quality in Hangar. | 1. Identify and document existing HVAC equipment.<br><br>2. Identify various equipment and strategies that would improve ventilation, air circulation, cooling and heating within the Hangar. | University to engage Mechanical Engineer |

### 4.3 Off-Campus Housing

As a part of the University's efforts to attract and retain talented undergraduate students, in 2010, the University began leasing a small number of units in nearby apartment buildings to provide housing near the Van Ness Campus for its evolving undergraduate programs. This program started in fall 2010 and has been successful. The University expects to continue to utilize available off-campus resources for additional student housing over the life of this Campus Plan. While the occupancy of these units by students is permitted under the Regulations, UDC proactively manages the behavior of students living in these residential facilities in order to ensure that these students will live harmoniously with nearby residents.

### 4.4 Technology

The University is systematically upgrading its IT infrastructure and should continue to make assessments on how to effectively provide a complete and reliable network connection between campuses. In light of the COVID-19 health pandemic, the University should also consider implementing more technological upgrades that would accommodate asynchronous or distance learning and low-touch/no-touch devices in classrooms and workspaces across all campuses. The University is currently investigating ways on how to maximize the use of resources such as Mediasite, which is currently used at the School of Law to create and disseminate academic video to staff and students. Plans to expand technology platforms such as this over the next 10 years will help to keep the University at the cutting edge of academic learning as technology advances. Additional tools such as smartboards can also be installed and assessments of the existing networks at the individual campus locations should be conducted to ensure the demands of future high-performance technology are met.

UDC-TV plans to create intellectual property where content can be captured at the Satellite Campus Sites, for example at the Firebird Research Farm. Over the next ten years, UDC-TV will plan to increase its ability to capture media content from the Satellite Campus Sites and create opportunities for developing intellectual property for the University.

Additionally, it is important for the University to provide a package of consistent content that can bridge the gap between the different campus locations digitally. Access to institution wide

notifications, guidance, chat rooms and information will allow students, faculty and staff to able to connect with each other across campuses and stay abreast with University updates.

This Campus Plan also recommends UDC explore technological upgrades for the School of Law. Currently accredited by the American Bar Association, the School of Law plans to continue efforts to maintain accreditation over the next ten years. There is a need for an upgraded electronic file storage system that would allow for tracks of metrics that could be used by the School of Law during the re-accreditation process.

## SECTION 5: TRANSPORTATION ELEMENT

### 5.1 Overview

This section reviews the expected means of evaluating the transportation impacts of the Institutional Plan.

### 5.2 Impact Evaluation

Van Ness Campus

The Van Ness Campus Master Plan set forth the following the transportation goals:

- Enhance pedestrian safety
- Promote District transit use
- Reduce automobile dependency
- Reinforce sustainability
- Improve campus circulation
- Enhance pedestrian connectivity, including the introduction of pedestrian bridge connections

To achieve the transportation goals, the Van Ness Campus Master Plan included the following proposals, which are further detailed therein:

- Develop and implement a thorough set of Transportation Demand Management (TDM) programs and policies, which would reduce vehicular demand and organize, market, and monitor the different TDM strategies employed. The TDM plan includes programs and policies pertaining to: parking pricing, carpooling, carhsharing, transit benefits, bicycling, electric vehicle parking, and marketing.
- Improve campus circulation and enhance pedestrian activity by (1) reconfiguring the driveway/turnaround under Building 44, access from Van Ness Street; (2) creating an enhanced pedestrian gateway at the intersection of Connecticut Avenue and Veazey Terrace; (3) creating pedestrian improvements on Windom Place; and (4) creating three pedestrian connection bridges.

The transportation impacts of the Van Ness Campus were reviewed in a previously submitted Transportation Report that accompanied the Van Ness Campus Master Plan.

Bertie Backus Campus

Any renovation or expansion project at the Bertie Backus Campus would require filing a campus plan application pursuant to Subtitle U § 203.3. A separate Comprehensive Transportation Review (CTR) would also be required to accompany the campus plan. DDOT's review of the CTR would likely focus on parking ratio, curb cuts and public realm impacts, and Transportation Demand Management (TDM).

Congress Heights Campus

Any renovation or expansion project at the Congress Heights Campus would require filing a campus plan application pursuant to Subtitle U § 203.3. A separate Comprehensive Transportation Review (CTR) would also be required to accompany the campus plan. DDOT's review of the CTR would likely focus on parking ratio, curb cuts and public realm impacts, and Transportation Demand Management (TDM).

Firebird Research Farm

Maryland law (Sections 20-301 through 305 of the Land Use Article) requires Mandatory Referral review by the Prince George's County Planning Board for school facilities like the one proposed at the Firebird Research Farm.

It is recommended that UDC coordinate with the Prince George's County Planning Department to determine what type of Mandatory Referral processes are necessary.

The Hangar at National Airport

It is recommended that UDC coordinate with the Metropolitan Washington Airport Authority (MWAA) to determine what entitlement or review processes, if any, are triggered by UDC's planned improvements at the site.

## SECTION 6: SUSTAINABILITY ELEMENT

### 6.1 Overview

"Sustainability" is a core value, as stated in the Equity Imperative. This includes campus facilities and operations, as well as academics and research. The University will also implement policies and procedures that will allow it to achieve the stated goals in the District's Clean Energy Act of 2018.

### 6.2 University Goals

Throughout early 2020, interviews were conducted with the Deans and Department heads, many of whom are tasked with promoting sustainability initiatives. These include Corporate Assets and Real Estate Services (CARES), CAUSES, and Risk Management, among others. These sustainability initiatives fulfill the initiatives set forth in the District's Sustainability 2.0 Plan, a

collaborative effort led by the Urban Sustainability Administration at Department of Energy & Environment, in conjunction with the Office of Planning, and released in 2018. Also, it carries out policy goals in the District of Columbia Mayor's College and University Sustainability Pledge, which the University signed in 2012. This pledge was updated in 2019 to continue the University's support and leadership in sustainability initiatives in order to make the District the "healthiest, greenest, most livable city" in the United States by 2032. As part of this pledge, the University became a Charter Participant in the Association for the Advancement of Sustainability in Higher Education's Sustainability Tracking, Assessment and Rating System. The following policies and several core goals and plans were uncovered during those meetings, as described below. The University will also support the Districts goal of using 100% renewable electricity by 2032.

### 6.3 Facilities and Operations

**Campus Initiatives.** Below is a list of sustainability initiatives:

1. Urban Food Hub: The University's Urban Food Hubs exemplify the University's commitment to building capacity across the diverse communities in the District, but especially in the food desert neighborhoods. The four components of our Urban Food Hubs are food production, food preparation, food distribution, and waste and water recovery. The University seeks to expand and support urban agricultural space, with a focus on transit-oriented urban agriculture.

2. Sustainability dashboard to track efforts in real time: The University seeks to implement a real-time dashboard of the Van Ness Campus's sustainability features and this Campus Plan recommends the use of the dashboard for all campus locations.

3. Implementation of a Strategic Energy Management program that provides organizational training and continuous support to the University in order to successfully integrate energy management practices.

4. Use of green cleaning and landscaping products.

5. Installation of solar panels on buildings to generate a substantial portion of the University's electricity with solar power.

**Van Ness Campus – Transportation Demand Management (TDM) Programs and Policies.** As set forth in the Van Ness Campus Master Plan, the University seeks to accommodate increased population on the Van Ness Campus without adding more parking supply or roadway capacity. UDC's Van Ness Campus benefits from its proximity to a Metro station and other multimodal transportation facilities and the TDM policies set forth seek to increase and enhance the ways the Van Ness Campus takes advantage of its urban, multimodal setting. The TDM included strategies to reduce vehicular demand and to organize, market, and monitor the different TDM strategies employed to ensure efficiency in their implementation. A detailed review of the transportation elements of the Plan and TDM measures is contained in the Transportation Filing of the Van Ness Campus Master Plan at **Exhibit 5.3**

**Van Ness Campus - Dennard Plaza Renovation.** In addition to providing spaces for social interaction and community building, the plaza renovation, completed during the last decade, provided much needed vegetated space, using native and adapted plants to enhance the Van Ness Campus ecosystem. The renovation, aided through a partnership with the District Department of Energy and Environment, increased stormwater retention capacity and reduced the heat island effect generated by the Van Ness Campus. The renovation of the "A" level plaza extended from Dennard Plaza serves as a model for low-impact development and urban stormwater management in the Washington, DC region. Placement of additional tree planters in this Campus Plan further increases the benefits of greenspace in the plaza.

**Green Roof Project.** Over the past decade, the University added approximately 34,000 square feet of vegetated space on building rooftops on the Van Ness Campus. Photovoltaic panels were also installed during the construction of the University's Student Center. In the next several years, the University's goal is to add 70,000 square feet of green roof and install additional photovoltaic panels across several campus buildings. Potential locations at the Van Ness Campus are shown in **Exhibit 6.2**. Triple Yield installations are also being considered, where solar panels are installed on a roof and food is grown under the solar panels using water captured from the roof to feed the plants. This Campus Plan recommends a detailed structural evaluation be performed at potential sites to determine the capacity of the slab and foundation to determine if adding green roofs and photovoltaic panels is structurally feasible without significant changes to the structure of a building.

Additionally, this Campus Plan recommends, if achievable, a combination of intensive and extensive green roofs. At certain locations, such as the building located at 4250 Connecticut Avenue, an intensive green roof would provide the opportunity to showcase CAUSES' urban sustainability research initiatives at the edge of the Van Ness Campus, along its most public street. A green roof with dynamic planting at this location would complement the terraced roof at the building thereby enhancing the overall appearance of the building façade and softening the campus edge.

The University should also explore the possibility of adding green roofs at the Satellite Campus Sites. It should be noted that because of the sloped roofs of the east wing and limited square footage of west wing of the building located at the Congress Heights Campus, green roofs may not be feasible, however, assessments should be made to see if lightweight flat or peel and stick, photovoltaic panels can be installed.

**Bertie Backus Campus.** The University-wide Urban Food Hub initiative has been initiated at the Bertie Backus Campus, and several greenhouses and community gardens are located at the Bertie Backus Campus. The University's plan for new construction presents an opportunity to implement stormwater management strategies sanctioned by the Department of Energy and Environment (DOEE). These may include adding bioretention areas along the edge of South Dakota Ave and Galloway Street. Consideration can be made to relocating the existing greenhouses and/or adding greenhouses to the roof of the proposed enlargement. As discussed above, structural assessments of the existing roof should be undertaken to determine if green roofs or photovoltaics are feasible.

### 6.4 Energy, Water & Climate Strategies

The District of Columbia passed the Clean Energy DC Omnibus Amendment Act of 2018, which amended the Renewable Energy Portfolio Standard Act of 2004. The bill is intended to transition the District of Columbia to operate on 100% renewable electricity by 2032. The University will develop and implement strategies that will allow it to fully support the new law. In addition, with the University's plans for building and infrastructure improvements and the plan to decouple all campus buildings from the central power plant there is a significant opportunity to improve monitoring and measuring of overall building performance and energy use. There are also opportunities for long-term cost-savings and high return on investment.

The DOEE recommends that renovations or repairs of existing buildings/structures will require design of stormwater management (SWM) facilities sized for retention of stormwater volume equal to 0.8" of rainfall for the building/structure footprint area if the criteria are met. The University intends to work with DOEE to meet any renovation SWM requirements.

Other approaches that the University will consider to achieve stormwater management sustainability goals:

1. Operations: Reduce/eliminate chemicals used in operations that drain to the storm sewer (pesticide, weedicide, fertilizer, de-icing salt, etc.) or utilize eco-friendly alternatives.
2. Targeted Stormwater Management Projects: Create SWM projects to treat existing areas of the Van Ness Campus with a focus on benefitting the Rock Creek Watershed. These could include reducing/preventing the most polluted runoff going to Rock Creek, such vehicle paving and dumpster areas, or locating stormwater measures to treat large campus drainage areas.
3. Apply or increase DOEE compliant SWM measures. This includes green roofs, cisterns with building cooling tower HVAC System, bioretention, pervious paving and infiltration.
4. Track stormwater sustainability through quantifying the compliance of the existing campus as a whole, for both new development and existing development. Pursuing this goal through over-designing stormwater systems with permitted campus development projects would be a cost-effective approach and would provide stormwater credits approved by DOEE.

This Campus Plan also recommends the University implement strategies to reduce potable water consumption and reduce wastewater discharge, which will include green infrastructure upgrades to campus infrastructure to create a resilient campus. One main objective is the use of cisterns and other rainwater harvesting devices to reduce portable water use. This will include for landscape irrigation, as well as potential long-term strategies, such as utilizing the gray water, where allowable, internal to buildings, which includes toilet flushing, and HVAC equipment.

The University proposes that all new construction or significant renovations include low flush and flow fixtures in restrooms and kitchen areas and that urinals be available in all male-gendered

bathrooms. The University also proposes that applicable fixtures be specified as EPA WaterSense labeled. The following flush and flow rates are recommended:

Toilets: 1.28gpf maximum or dual-flush 1.6/1.0.
Urinals: 0.125gpf maximum but waterless urinals are better
Lavatory faucets: 0.5gpm maximum but 0.35gpm is better
Kitchen faucets: 1.0gpm maximum but 0.5gpm is better
Showerheads: 1.5gpm maximum but 1.25 is better
Pre-rinse spray valves: 1.4gpm maximum

The University captures a significant volume of rainwater from permeable pavers in the main plaza cisterns, and proposes connecting these cisterns to meet some of the demand for irrigation, toilet flushing, or similar uses.

According to the Intergovernmental Panel on Climate Change (IPCC) and other experts in the field, there are ten years to reduce atmospheric carbon to keep global warming from rising above 1.5 degrees Celsius. Washington's "Sustainable DC 2.0 Plan" establishes a goal of carbon neutrality by 2050 and to reduce per capita energy use District-wide by 50% by 2032. This Campus Plan recommends that the University strategizes to publish climate action and resiliency plans to measurably improve the University's environmental performance in campus operations. This would constitute valuable contributions to the District and global sustainability goals.

### 6.5 Campus Facilities Strategies

**Campus Buildings.** As the University constructs new facilities or renovates existing facilities, it is cognizant of the impact such construction has on the environment and commits to minimizing such impact.

**District Green Building Regulations.** The University will comply with District requirements to meet the US Green Building Council's LEED Silver certification level for new construction. New construction and renovation of existing buildings presents the opportunity to implement various sustainable approaches, including meeting any requirements set forth by the DOEE.

**Open Space Policy.** The University recognizes the importance of maintaining open space as both a campus and community asset. It looks to minimize disturbance to existing trees and open space.

**Tree Canopy Preservation.** The Plan will recommend the University adopt the District's goal of a 3% increase in the canopy from 35% to 40% coverage by 2032.

**Smart Landscape.** This Campus Plan will recommend the University design landscaped areas to minimize the need for irrigation, or utilize non-potable water for irrigation. Also, the University will add trees along the Van Ness Campus perimeter, and green walls at certain locations as shown at **Exhibit 6.3**.

**Creation of Urban Gardens.**

**Creating green energy**. Installing geoexchange under a new practice field in the southwestern portion of the Van Ness Campus.

**Encourage alternate modes of transportation.** This initiative will reduce carbon emissions from vehicles driving to the Van Ness Campus. This Campus Plan also recommends UDC consider installing vehicle charging stations during new construction.

**Continued Learning and Development.** In addition, the university has an opportunity to engage in a no-cost Strategic Energy Management (SEM) curriculum through the D.C. Sustainable Energy Utility (DCSEU). Led by the Sustainable Energy Partnership and under contract to DOEE, the DCSEU is committed to environmental preservation, community engagement, and economic development. This SEM program will provide tools, resources, and training to the University to engage in energy benchmarking, analysis, and use reduction resulting in a University energy management plan, cost savings, and eligibility for performance-based energy rebates. The University is also working with other District Universities to develop Building Energy Performance Standards (BEPS) that will chart a pathway towards compliance with the District's Clean Energy Act of 2018.

The Clean and Affordable Energy Act of 2008 (CAEA) requires the Mayor, through DOEE, to contract with a private entity to conduct sustainable energy programs on behalf of the District of Columbia. The CAEA authorizes the creation of a District of Columbia Sustainable Energy Utility (DCSEU) and designates the SEU to be the one-stop resource for energy efficiency and renewable energy services for District residents and businesses. The DCSEU operates under a performance-based contract with DOEE, with input and recommendations from the SEU Advisory Board, and oversight from the Council of the District of Columbia.

This act was amended by the Clean Energy Act of 2018 (CEA 2018), the most ambitious renewable electricity standard in the nation. The CEA 2018 revised the District's Renewable Energy Portfolio Standard to mandate 100% of the District's energy supply comes from renewable energy sources by 2032. Furthermore, with the recognition that 75% of the District's greenhouse gas emissions the CEA 2018 targeted this section. As discussed above, the University is working to develop BEPS, which will chart minimum energy performances for buildings.

**Implement an Institutional Sustainable Action Plan.** This Campus Plan recommends that UDC create and adopt an institutional sustainable action plan that can be adapted to the campus locations to establish various goals, targets, and metrics. A customizable draft Sustainability Action Plan is attached to this Campus Plan as **Appendix A.**

### 6.6 Academics & Research

The University has developed programs, within CAUSES, which will continue to prepare students to address complex issues in resource management, food systems, and ecosystem health in an urbanizing world. The Water Resources Research Institute (WRRI) provides accredited lab tests, research and training to its students and the broader community.

**Establishing more green and sustainable business practices and operations.** This will reduce the impact on the environment by looking into providing green business incubators (innovation lab, business kitchen incubator). The goal is to reduce waste and conserve energy.

**Constructing labs**. Specifically: nursing training, materials testing, and agricultural experimentation. Indoor and outdoor lab spaces to perform sustainability research. As previously discussed, new construction at the Firebird Research Farm would provide opportunities for UDC to expand labs and provide additional indoor/outdoor lab spaces.

## SECTION 7: COMMUNITY RELATIONS ELEMENT

### 7.1 Overview

This section elaborates on the University's interaction with the neighboring community and residents of the District at large. Discussed below are the various programs and partnerships UDC initiates and maintains, media and tools of communication they use to interact, and cultural events and opportunities they offer to the public.

### 7.2 Communications

**University Community Task Force.** As a result of the approval of the 2010 Van Ness Campus Master Plan, UDC created a task force comprised of University representatives, neighborhood representatives, local businesses, and other non-university community stakeholders to address a range of physical planning issues relating to university growth and operation.

**Entitlement Process and Community Outreach.** As discussed above, in Section 4 of this Campus Plan, any development plan at the Bertie Backus Campus and Congress Heights Campus, must include the time and planning necessary to file a campus application with the Zoning Commission. The timing of the process of such plan depends on community involvement and, as such, this Campus Plan recommends the University develop a plan for community outreach and involvement for these two sites early on in the process.

**Intra-University Dialogue/Coordination.** UDC is an active member of the Consortium of Universities of the Metropolitan Washington Area. The Consortium serves as the coordinating entity for academic and administrative committees from the university presidents who serve as the Consortium's board of trustees to chief academic officers, registrars, and a host of administrative committees. Through this collaboration, programs such as cross-registration, the Campus Public Safety Institute and the Washington Research Library Consortium, now a separate nonprofit organization, have been possible.

**Tools.** UDC will continue to use electronic forms of communication as well as evaluate the installation of an event board or electronic marquee to announce public events at all campus locations and serve as an element of campus identity and a mode of communication to the UDC population and neighboring community. The ideal location will be subject to further study by the University and its final placement should be coordinated with an overall campus wayfinding program.

**UDC Cable TV.** UDC will continue to operate UDCTV, a 24-hour educational cable program service operated by the University of the District of Columbia. UDCTV is the District government's non-commercial, adult education program service. The mission of UDCTV is the innovative use of cable television technology and programming, to support the University in carrying out its land-grant function of teaching, research and public service. Over the next ten years UDCTV will plan to increase its ability to capture campus wide media content from several buildings and expand its services to creating intellectual property for the University.

### 7.3 Educational Partnerships

Consistent with the University's mission, UDC will continue to evaluate opportunities to provide service -learning programs affiliated with the curriculum of its colleges. The Office of Continuing Education (CE) at the Community College provides face-to face and online opportunities for personal, professional and civic growth. These courses are designed to provide skills training and industry certifications necessary for current and emerging job markets as well as for exploring personal and professional growth. Classes are open to all populations within the DMV area and beyond without regard to educational background. UDC continues to offer a myriad of courses.

### 7.4 Opportunities and Programs for University Neighbors

**University Programs**. UDC will continue to offer programs through its Cooperative Extension Service (CES) – CES is an informal educational service, which extends beneficial research-based information to the community through outreach efforts, including providing free and fee based public programs (seminars, courses, demonstrations and one-on-one technical assistance) and publications (brochures, factsheets, newsletters, pamphlets). CES includes four program units that address key issues found in the urban environment:

- Center for Nutrition Diet and Health (CNDH) + the Institute of Gerontology
- Center for Urban Agriculture and Gardening Education
- Center for Urban Resilience, Infrastructure, and Innovation + the Architectural Research Institute (ARI) + the Water Resources Research Institute
- 4-H and Youth Development
- Community Resources and Economic Development and the Center for Cooperatives

**Athletics & Recreation.** UDC maintains a number of sports and recreation facilities which are currently utilized or envisioned to be utilized as resources for community use through memberships. These include a natatorium, athletic fields, and tennis courts. The athletic fields and tennis courts at the Van Ness Campus will be rebuilt with a new synthetic playing surface installed on the athletic field.

**Farmers Market.** UDC coordinates farmers markets to provide fresh, healthy, local food options to residents of the District of Columbia. The Van Ness Farmers Market features vegetables, berries, melons, bread, pickled items, flowers, prepared foods, and live music. The market is held each Saturday in the summer months through late fall on the Connecticut Avenue plaza. Additionally, the Farmers Market features food demonstrations, one-on-one consultation and free helpful

publications to assist residents with such issues as nutrition, diet and health, youth development, parenting, gardening and financial planning.

**Campus Services.** Where possible, campus support facilities including dining, bookstore, and conference room use are made accessible to the public.

**Campus Dining.** In addition to serving the student population on the Van Ness Campus, the cafeteria is open to the public and serves as community resources.

## SECTION 8: CAMPUS CHARACTER ELEMENT

This section addresses how UDC seeks to express its mission through the physical appearance of the Van Ness Campus and Satellite Campus Sites and establishes a positive physical presence in the surrounding community. The University aspires to strengthen its identity and visual appeal; and improve its urban design characteristics in future campus development projects through buildings, streetscape and open spaces.

### 8.1 University Goals

**Express the Flagship Identity of the Van Ness Campus.** The Van Ness Campus is the primary site of a growing university and should be recognized as a significant resource to the community. Moreover, with its history as the only urban land-grant public institution of higher education in the nation, as well as one of the Historically Black Colleges and Universities (HBCU), the University will strive to express the importance as a flagship entity through campus improvement measures. Campus buildings should clearly reflect the University's identity and messaging via coordinated signage, art and iconography.

**Improve the Overall Appearance and Character of Campus.** UDC seeks to improve the physical expression of the Van Ness Campus and Satellite Campus Sites over time. By improving the appearance of its buildings, providing clear wayfinding, enhancing the streetscape and establishing a cohesive landscaped open space system on the Van Ness Campus and Satellite Campus Sites and their edges.

**Connect Community & Campus Population.** With the aim of activating the Van Ness Campus and commercial district in a cohesive manner, UDC will explore ways in which physical improvements to the Van Ness Campus can make the overall neighborhood more physically and economically attractive. The proposed enlargements and improvements to the Bertie Backus Campus will also explore ways to connect the campus to the overall neighborhood in a positive way.

**Utilize the Campus to Activate Connecticut Avenue NW.** The Van Ness Campus resources, activities and its growing student population offer a unique opportunity to enliven Connecticut Avenue NW in the Van Ness area. With improvements to the streetscape and the addition of more community oriented retail, the neighborhood's character as a thriving mixed-use commercial district will be enhanced.

**Connect the Van Ness Campus and Satellite Campus Sites.** UDC seeks to strengthen the connection between the Van Ness Campus and Satellite Campus Sites to promote collaboration amongst students and faculty.

## 8.2 Campus Identity

### 8.2.1 Physical Identity Elements

**Exhibit 8.2.1a Van Ness Campus Perimeter Improvements Diagram**

**Campus Buildings – Van Ness Campus.** The Van Ness Campus's identity is defined by the style of its buildings. The concrete and tinted glass of the style vernacularly described as "Brutalist" presents a stolid and monolithic appearance. UDC's aspiration to grow its student population and improve the physical characteristics of the Van Ness Campus environment provides an important opportunity to improve the physical expression of the buildings as well.

**Campus Signage.** The Van Ness Campus and Satellite Campus Sites need an effective, coordinated signage system to improve way-finding on campus, at its edges, and between campus locations. This Campus Plan recommends establishing a unified system, including a unified standard and signage plan for the Van Ness Campus and Satellite Campus Sites.

The University has the advantage of having many sites in close proximity to the Metrorail or Metrobus. These transportation modes are predominantly used to access the Van Ness Campus, the Bertie Backus Campus, and the Congress Heights Campus. This Campus Plan recommends extending UDC branding to Metro stops that service these locations, which will continue the efforts to bring more awareness to the University and its unique initiatives and programs through physical displays.

At the Van Ness Campus this would establish a neighborhood identity for the Van Ness Campus, and serve as an important community resource in boosting safety and a sense of pride in the neighborhood. Improved signage, particularly at entry points to the Van Ness Campus and at other identified locations, will assist in building identification, establishing major walkways on the Van Ness Campus, and provide directional addresses to buildings.

**Campus Open Spaces – Van Ness Campus.** The open space network on the Van Ness Campus and its edges is an important element in establishing campus identity and enhancing the student experience. The Van Ness Campus contains a variety of public open spaces which offer unique settings for educational and cultural experiences, including the grove of mature trees surrounding the amphitheater, Dennard Plaza, the plaza extended, the "B" level promenade, sports and recreation facilities and a variety of planters and planting spaces distributed throughout the plaza. This Campus Plan recommends that as the University renovates buildings and public spaces and adds new campus facilities that it undertakes a program to comprehensively evaluate, replace and repair existing hardscaped and landscaped areas.

With UDC's sustainability vision of enacting initiatives that fulfill the goals set forth in the District's Sustainability 2.0 Plan, it continues to develop the paved areas north of Dennard Plaza

to provide more green space and which will serve as a model for low-impact development and urban stormwater management in the Washington, DC region.

Similar projects and measures to incorporate green and sustainable design elements, such as low-impact development are highly encouraged where practical. These not only help improving the physical characteristics but help conserve natural resources and can serve as a community and regional resource.

As a part of the sustainability initiative of UDC, lighting design is recommended to incorporate solar powered lighting or an appropriate technology. UDC is developing a Lighting Plan for outdoor lighting on campus and its peripheries in context with adjoining activities and uses, and to provide a safe pedestrian environment to the community.

**Campus Perimeter – Van Ness Campus.** Along each face of the Van Ness Campus's perimeter, UDCs is surrounded by a variety of uses including diplomatic, institutional, commercial, and residential. Each condition suggests a unique response to meeting aesthetic, access, and security requirements. This Campus Plan recommends a thorough review of perimeter conditions and the development of landscape, hardscape, and security and access specific to each condition.

The Van Ness Campus lays in the heart of an established commercial district in Van Ness, located along one of the city's major thoroughfares; Connecticut Avenue. The commercial district is mixed-use in nature with stable residential communities, office establishments and a growing retail component. Over the last decade, the Van Ness Campus has improved its connection to the corridor with the construction of the Student Center and has created opportunities for further strengthening of the University's presence with its off-campus properties along Connecticut Avenue. Proposed landscape and traffic improvements in this Campus Plan has the potential to continue to synergize the relationship between the Van Ness Campus and immediately adjacent commercial district.

To activate the Van Ness Campus frontage along Connecticut Avenue NW, this Campus Plan recommends introducing as much ground floor retail as possible oriented towards offering a range of goods and services to meet the needs of students and local residents. Within the aforesaid context, elements of the Student Center such as dining venues, and the primary entrance to the facility located at street level with active storefronts and entrances to augment the existing commercial dining and retail establishments as opportunities to enliven this city's major thoroughfare.

UDC explores partnerships with DC's Economic Development agencies and works to establish district management that considers cross marketing and promotions for the District.

To enhance pedestrian-life on Connecticut Avenue NW and the Van Ness neighborhood, this Campus Plan recommends adding streetscape elements in coordination with DDOT public space improvements to soften the continuous expanse of paving. A unified landscape of street trees and planting beds, attractive hardscape, street furniture, cohesive district lighting solutions, wayfinding signage system, sheltered bus stops, public art and other appropriate features to support pedestrian activities is highly recommended.

This Campus Plan recommends that special consideration is taken to explore façade design strategies to unify the buildings located along Connecticut Avenue, which would strengthen the University's present on this main corroder and provide opportunities to redesign and reestablish entrances at Veazey Terrace and Windom Place.

**Improvements to the Shuttle Bus Service.** This Campus Plan also recommends that UDC explore improvements to the shuttle bus service. Currently, the University provides shuttles that service the Bertie Backus Campus, the Congress Heights Campus, the 801 North Capitol Campus and the Van Ness Campus. This Campus Plan recommends increasing shuttle service activity through the day and establishing a circular travel path to all, or most, of the campuses. This would encourage greater student and faculty interaction between campus locations.

**Van Ness Campus – Pedestrian Connectivity.** The Campus Plan proposes certain improvements to promote campus circulation and enhance pedestrian connectivity and getaways to the Van Ness Campus. Dennard Plaza serves as the center point of most existing pedestrian paths on campus.

The first of these improvements is reconfiguring the driveway/turnaround under Building 44, accessed from Van Ness Street. This Campus Plan proposes consolidating the two (2) existing driveways from Van Ness Street into one, allowing fewer curb cut interruptions on Van Ness Street, a simpler and more compact intersection, and shorter pedestrian crossing distances across Van Ness Street.

Secondly, an enhanced pedestrian gateway is proposed at the intersection of Connecticut Avenue and Veazey Terrace in which Veazey Terrace is closed to vehicle traffic and converted to a pedestrian-only plaza/entrance. This enhanced gateway is coupled with a proposed vertical pedestrian transportation element between Building 56 and Building 38, which would be highly visible and accessible from the enhanced Veazey Terrace gateway and existing Metro station entrance.

This Campus Plan recommends pedestrian improvements on Windom Place, including expanding and adding pedestrian refuge locations along the southern curb of Windom Place, which has several wide curb cuts serving the loading docks and garage entrances for 4250 Connecticut Avenue. This Campus Plan also proposes realigning the curbs at the intersection of Windom Place and the WMATA Kiss and Ride access, while recommending the northern curb of Windom Place be relocated by others to narrow the overall width of the street. Finally, this Campus Plan recommends closing the existing driveway directly west of the WMATA Kiss and Ride that connects the Windom Place drop-off area and the service court at the end of Veazey Terrace, converting the driveway into a new pedestrian path.

This Campus Plan includes the following pedestrian bridge connections:

- Between Buildings 44 and 39 at the Level 2
- From Buildings 42 and 43 to 4250 Connecticut Avenue NW at the A Level
- From Level A to proposed vertical transportation down to Connecticut Avenue NW

### 8.3 Cultural & Academic Identity Strategies

**Historically Black Colleges and Universities.** As an HBCU, UDC benefits from Title III, a grant awarded by the U.S. Department of Education to developing institutions (with particular emphasis on Historically Black Colleges and Universities) to assist in the realization of each institution's strategic plan. For the fiscal year of 2020 the Title III awards total approximately five and a half million. These funds will be used to support approved projects across the Van Ness Campus. Title III grants are vital to the development and success of institutions around the nation, and UDC is fortunate to have these resources in order to rebuild, reclaim, and renew the proud legacy of this institution. As UDC prepares to grow its enrollment and curriculum, this Plan recommends that UDC explore ways to reinforce its HBCU identity as a physical expression on the Van Ness Campus. Opportunities for this exist within the new Student Center as well as distributed across the Van Ness Campus.

**Curriculum.** As UDC aspires to grow its enrollment, it is actively improvising and offering more courses through degree and non-degree programs. This Campus Plan recommends the University continue to broaden awareness of the unique academic offerings available to District residents.

**Athletics.** The University of the District of Columbia Athletics Department is committed to high standards of achievement in both the educational and athletic experiences. The Department offers intercollegiate, intramural and recreational programs that encourage the fullest participation of students whose physical, emotional and social welfare is primary in the educational experience of the University. The plan recommends the University utilize its athletic programs to broaden awareness of the unique academic offerings available to District residents.

### 8.4 Architectural Expression Strategies

As UDC continues to grow, opportunities exist to develop a more positive architectural expression utilizing contemporary design vocabulary, construction technologies, and material expressions.

**Building Appearance – Van Ness Campus.** Conceived as a cohesive assembly of buildings unified by floor levels, access ways, materials, and heights, the existing architectural style does provide a cohesive stylistic framework. This Campus Plan recommends that as university buildings undergo periodic maintenance and renovations in the future, the designs incorporate a palette of contemporary building materials like glass and metal that compliment and freshen the underlying building vocabulary. While the buildings maintain a neutral concrete framework, techniques should be considered to visually distinguish the campus buildings which can improve the way populations navigate and experience the campus. Strategies would include enhancing the facades of existing buildings with the use of decorative metal panels' backlit with University colors. These would be unique to each building but cohesive throughout the entire campus. Also, planting of green walls will not only serve as a sustainability element but they will also visually enhance facades improving the campus experience. *See* **Exhibit 8.4.** For any new building construction, it is recommended that new designs reference and mix the campus palette concrete, glass, and metal with contemporary elements to achieve a visually pleasing impact on the viewers.

**Building Appearance – Bertie Backus Campus.** The existing building at the Bertie Backus Campus has long continuous glass, brick and concrete façades that flank South Dakota Avenue, Hamilton Road and the adjacent alleyway. As the building undergoes renovations this Campus Plan recommends implementing strategies to visually break up the massing of the building. This is especially important along Hamilton Road, where there are smaller scale single-family homes. These strategies may include adding panels, lighting, and color to add interest, depth and verticality to the otherwise horizontal building. Also, sleek, modern enhancements to the South Dakota façade can begin to integrate the building with the new adjacent high-rise apartments and ground-floor retail spaces. General upgrades to windows and building materials will also help enhance the overall building look. Similar façade improvement strategies, such as decorative metal panels, implemented on the Van Ness Campus, discussed above, can be adapted here to unify the appearance of the campuses.

**Urban/Landscape Design: Streets – Van Ness Campus**. In the Van Ness Campus's urban setting, public streets perform important functions for both the campus and the surrounding areas. An extensive network of heavily trafficked city streets passes through and borders the Van Ness Campus. While these streets **and** their public spaces fall under DDOT's purview, there are three focus areas that this Campus Plan provides recommendations for. These are the Veazey Terrace, Windom Place, and Van Ness Street entrances to the campus.

These three areas comprise primary pedestrian entryways to the campus while differentiating the campus district from the city at large. To function properly, these areas must include traffic signals that can be seen easily by drivers while also providing a comfortable, protected pedestrian environment.

**Urban Design/Landscape – Veazey Terrace NW.** Currently, the Van Ness Campus service areas at Veazey Terrace NW and Windom Place NW are very visible and appear as campus entrances along Connecticut Avenue NW. This Campus Plan recommends more effective identification, enhanced screening and potential reconfiguration of service areas, including the closing of Connecticut Avenue NW service routes, as described above. As shown in **Exhibits 8.4e and 8.4f**, these improvements on the Van Ness Campus will provide for a better pedestrian experience, including the creation of usable green space and additional sidewalk connections, and present a clear entry point or "front door" to the University for those entering on foot. The proposed Veazey Terrace to Connecticut Avenue closure unites the campus front along Connecticut Avenue and introduces a direct link from the Metro station to the campus core - Dennard Plaza Green. They establish a rich and diverse sequence of events, for students/faculties or casual visitors. They provide an image and identity of the overall campus as well as reflect the unique character of the campus parts, such as the new Windom Plaza entrance to the theater district.

**Urban Design/Landscape – Connecticut Avenue NW and Van Ness Street NW.** The Van Ness Campus area on Connecticut Avenue NW serves as an important shopping district, however it suffers from a harsh street environment and excessive amount of undifferentiated hardscape. An approximately 420 foot-long segment of the Van Ness Campus abuts Connecticut Avenue NW to the east. UDC will consider ways to enhance the street character along this portion of Connecticut

Avenue NW in a unified manner that coordinates future campus improvements with proposed improvements to the public space to the north and south. *See* **Exhibit 8.4g.**

**Urban Design/Landscape – The Bertie Backus Campus.** The Bertie Backus Campus is extensively paved with a large area of surface level parking. To continue the effort of increasing green space across UDC campuses, landscape improvements and urban design features should be added to reduce heat gain, storm water runoff, and to improve the learning and working experience. A portion of the Bertie Backus Campus, near Hamilton Road, is currently allocated to parking but has the potential to be partially developed into a bio-retention area for storm-water management, alleviating the current flooding issues. This will also help to soften the campus edge near to the residential street. A grove of trees currently sits at the edge of the campus along Galloway Street. This are can be developed into a park that could be used as outdoor academic space for CC. Other green spaces such as bioretention areas and more outdoor academic spaces can be designed in conjunction with the new addition building. Planters can be installed in the larger parking lot to add vegetation and provide shade. Street furnishings, such as seating and more intimate street lighting can increase foot traffic, general utilization, and security along the campus perimeter. *See* **Exhibit 8.4h Bertie Backus Campus Existing Site/Landscape Diagram** and **Exhibit 8.4i Bertie Bertie Backus Campus Perimeter Improvements.**

**Urban Design/Landscape – The Congress Heights Campus.** Though existing space is limited, the perimeter of the Congress Heights Campus along Randle Avenue and at a portion of Martin Luther King Jr. Avenue offers space for landscape and sustainable features such as community gardens, outdoor learnings areas, and general ornamental planting. *See* **Exhibit 8.4i Congress Heights Existing Site/Landscape Diagram.**

**Walkways – Van Ness Campus.** Walking is the most important mode of experience on the Van Ness Campus, especially for the campus with drastic grade changes. Walkways should provide the richest satisfaction and should be ardent and safe. Buildings along the walkways should be responsive to the basic ordering of the walks' landscape elements, such as their material, color, planting and facade treatment.

There is a diagonal direction of walking experience traversing the campus from the south east corner of Dennard Plaza to the north west Physical Ed building. This directional movement is the basic continuous pedestrian spine of the campus. It passes through and links almost every kind of campus landscape – from entrances, building edges, to the protected interior spaces. This directional spine comprises the richest and most diverse sequence of events on campus.

**Urban Design/Landscape – Dennard Plaza Green (Van Ness Campus).** This area is the heart of the Van Ness Campus. It is a central experience for almost all users of the campus. It is important that this space, in addition to meeting the functional requirements of circulation and catering to a variety of organized and casual activities, fulfill its role as a prime image of the University. While attention to the core is required, its edges must also be treated in spatial experience.

Dennard Plaza is largely paved with peripheral planting beds around it with ornamental trees that forms an edge. It serves as plaza boundary and separates the plaza with the building zone.

In addition to being a confluence of pedestrian circulation, Dennard plaza accommodates a variety of activities at several scales, ranging from rallies/events at a large scale, to holding outdoor classes, parties, small concerts at an intermediate scale, to at the smallest scale, providing opportunities for simply sitting, reading, conversing, socializing, or reflection. Additional landscape elements such as large movable planters will be placed to soften the hardscape and provide more user-friendly spatial relationship.

The planters are of the size that can accommodate small trees and can be selected to offer variation of shape, color, and interest to the hard-paved plaza. They also can provide seating either by integrated seats or broad rims.

**Urban Design/Landscape – Amphitheater Area (Van Ness Campus).** The remnant of this wooded hillside is the greenest part of the present-day campus landscape, but are also most vulnerable. The stand of mature trees is in poor conditions or diseased. Erosion along the embankment is apparent. The amphitheater is in need of updating and repair. However, due to its adjacency to the performing arts programs of the University, with adequate enhancement, it can be the 2nd core of the campus.

It is a unique exception to the whole institutional campus landscape. The area holds a wealth of possibilities. It is where one can get away from the academics and activities to become immersed in its green surroundings. It is also a major outdoor performing venue with welcoming shade in good weather. A very careful, thorough analysis and exploration of its potential rehabilitation should be undertaken by a special group specifically constituted to address this landscape.

**Campus Signage and Wayfinding – Van Ness Campus.** This Campus Plan recommends the design and implementation of a signage plan with effective graphic quality to improve wayfinding on the Van Ness Campus and its peripheries. Besides making it easy for members of the community to find their way around the Van Ness Campus, this is also encouraged to impart a strong identity to the Van Ness Campus as a flagship entity, and the adjoining commercial district. The standardized wayfinding package can include street signage, exterior building signage, directional signs, pathway markings, campus map kiosks. The campus plan proposes clarifying and naming pathways making circulation intuitive through the use of paving material, colors and signage. *See* **Exhibit 8.5a Campus Wayfinding and Exhibit 8.5b Campus Wayfinding Signage.**

Additionally, the building that houses the School of Law has a building façade that consists of wrapping ribbon windows and brick with two-story high curtain walls at the lower level. This Campus Plan recommends illuminated building signage high along Connecticut Avenue. There are commercial spaces on the ground floor, so this Campus Plan also recommends that identifying signage should be updated at street level to clearly indicate the entrance to the School of Law. Placing University branded banners along the Connecticut Avenue corridor from Building 52 to

the Student Center will visually define the expanse of the campus and also tie the School of Law to the other UDC Connecticut Avenue buildings.

**Campus Signage and Wayfinding – The Bertie Backus Campus.** As discussed above, a consistent message and signage package should be developed that is applicable across all UDC campuses. *See* **Exhibit 8.5c Campus Wayfinding Signage.** This should be applied to the Bertie Backus Associates' degrees and workforce development programs. This includes the installation of directional signage along Galloway Street which leads to the campus from the nearby Fort Totten Metro station. Upgraded building signage and street signage should be used to highlight the existing main entrance at South Dakota Avenue or any new main entrances established during the renovation and addition. Signage should also be used to indicate the entrance from the parking lot as well. The campus has a unique location in the city being very close to the Maryland border and the closest campus location to the Firebird Research Farm. The University should investigate ways to bring awareness to the campus through branding on both sides of the border. *See* **Exhibit 8.5c Bertie Backus Campus Proposed Campus Wayfinding.**

**Campus Signage and Wayfinding – The Congress Heights Campus.** The existing building façade holds a charming balance of both modern materials of glass curtain walls on the West Wing and more traditional stucco and large windows on the East Wing. Wayfinding and building and street signage are needed at the campus' edges to ensure that the University is identified. It will also help to distinguish the various building entrances along Martin Luther King Jr. Ave. and at Alabama Ave. *See* **Exhibit 8.5d Congress Heights Proposed Campus Wayfinding.**

**Campus Signage and Wayfinding – Firebird Research Farm.** This Campus Plan recommends signage to be upgraded along Old Pike Road and additional directional and wayfinding signage added along the main vehicular circulation at Grant Road. This would assist in directing visitors to the fields, greenhouses, and research facilities. *See* **Exhibit 8.5e Firebird Research Farm Proposed Campus Wayfinding.**

**Campus Signage and Wayfinding – The Hangar.** Given the location of the Hangar within the airport, this Campus Plan suggests implementing University wayfinding signage at the parking lot entry as well as improving building signage. *See* **Exhibit 8.5f The Hangar Proposed Campus Wayfinding.**

**Placemaking and Public Art.** This Campus Plan recommends the design of public art installations in planned improvements to existing and proposed outdoor spaces intended for outdoor study, informal gathering places, and meditation. Focusing on the utilization of local and University artists to enhance the public domain in this area is a goal.

**Student housing.** The introduction of student housing on the Van Ness Campus will serve an identified student demographic, increase campus pride, and help reinforce the cultural identity of UDC on the Van Ness Campus.

**Athletic branding.** This Campus Plan recommends that the University incorporates collegiate athletics into a branding package and signage plan. Placement of exterior banners, logos or

emblems along athletic zones on campus and its perimeter can communicate school spirit, legacy and culture, encouraging community engagement through athletics.