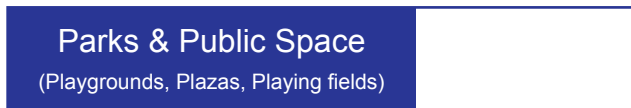
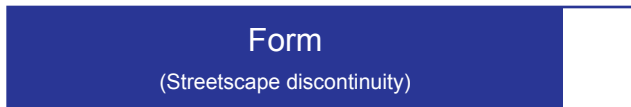


Human Dominant & Mixed Use

Human Dominant & Mixed Use communities have a strong balance between residential and commercial uses tied together with great amenities. The *State of Place*® is high in these communities enabling a high quality of life for many people.

Examples

Clarendon, King Farm, Downtown Frederick



Minimum

Maximum

Human Oriented & Mixed Use

Human Oriented & Mixed Use communities are vibrant places with plenty of momentum and capacity to offer more to their residents and visitors in the foreseeable future. The *State of Place*® in these areas is strong and likely to grow stronger.

Examples

Silver Spring, Crystal City, Columbia Heights



Photo by MR. T in DC



Photo by Andrew Bossi

Density (Building Concentration & Height)	
--	--

Form (Streetscape discontinuity)	
-------------------------------------	--

Proximity (presence of non-residential land use)	
---	--

Parks & Public Space (Playgrounds, Plazas, Playing fields)	
---	--

Pedestrian Environment (Curbscuts, Sidewalks, Street Furniture)	
--	--

Safety (Graffiti, Litter, Windows with Bars)	
--	--

Traffic (Signals, Traffic Calming)	
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Minimum

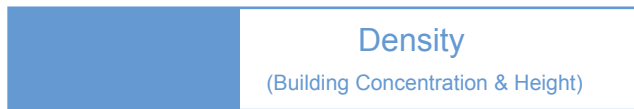
Maximum

Auto Oriented & Mixed Use

Auto Oriented & Mixed Use communities have good “bones” and that promote auto oriented mixed use. The *State of Place*® is lower in these communities demonstrating the possibility of strong returns on place making investments.

Examples

Leesburg, Fort Totten, Wheaton



Minimum

Maximum



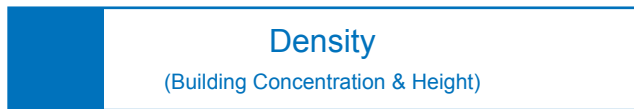
Auto Oriented & Separated Use

Auto Oriented & Separated Use

Communities are ripe with opportunity. The *State of Place*® of these areas is low indicating that these areas have the most to gain from place making investments.

Examples

Springfield, Ivy City, Waldorf



Minimum

Maximum



State of Place Groupings

HUMAN DOMINANT & MIXED USE

Capitol Hill
Clarendon
Downtown DC
Downtown Frederick
Dupont Circle
Foggy Bottom
Georgetown
Judiciary Square
King Farm
King Street
Mount Vernon
National Harbor
Penn Quarter/Chinatown
South West Federal - Center
Virginia Square
West End

HUMAN ORIENTED & MIXED USE

Anacostia
Bethesda
Ballston
Braddock
Capitol Riverfront
Carlyle
Columbia Heights
Columbia Pike Town - Center
Courthouse
Crystal City
Downtown Takoma Park
East Frederick Rising
Gaithersburg Central
Gaithersburg Crown - Farm
Germantown

Glover Park
Historic Fairfax City
H Street/Atlas District
Gaithersburg Kentlands
Logan Circle
NoMa
Pentagon City
Potomac Yard
Reston Town Center
Rockville
Rosslyn
Shirlington
Silver Spring
South West Waterfront
U Street/Shaw
Urbana Town Center

AUTO ORIENTED & MIXED USE

Bailey's West
Beauregard
Bowie Town Center
Branch Ave
Brunswick
Congress Heights
Downtown Manassas
Dulles Town Center
Falls Church
Fort Totten
Herndon
Huntington / Penn Daw
Glenmont
Greenbelt Metro Station
Kensington
Landmark Van Dorn

Langley Park
Largo Town Center
Leesburg
M Square Research Park
Manassas Park
Metropolitan Grove
Minnesota Ave.
New Carrollton
Prince George's Plaza
Reston East
Rhode Island Avenue Metro
Saint Elizabeth's
Twinbrook
Vienna Transit Station Area
Walter Reed
West Hyattsville
Wheaton
White Flint
Van Dorn Transit Area

AUTO ORIENTED & SEPARATED USE

Addison Road Metro
Beacon/Groveton CBC
Bladensburg Town Center
Dulles West
Francis Scott Key Mall
Ivy City
Landover Road Metro Area
Naylor Road
North Woodbridge
Springfield
Route 28 South
Tysons
Waldorf

* Each group is listed in alphabetical order

State of Place

- 1) one component for the Places tool developed for the SIP
- 2) 5 Categories
- 3) Categories are developed based on Analysis of Place Based Inventories
- 4) Designed to locate opportunities and Strengths

Connected & Thriving

Connected and Thriving communities have high quality pedestrian amenities, many uses, and lots of activity. The *State of Place*® in these areas is the strongest in the region. Connected and Thriving communities are faced with the challenge of ensuring equity and preserving success.

Examples

West End, Downtown DC, Foggy Bottom

Density

Form

Proximity

Parks

Pedestrian Environment

Safety

Traffic

