

Two: Infrastructure & Transportation

Pursue a balanced approach to transportation, creating a pedestrian friendly neighborhood with improved transit accessibility and vehicular circulation



The long-term future of NoMA is dependent on its ability to meet the transportation and utility demands of the new NoMA neighborhood. This Development Strategy signals the need for multi-agency coordination and a holistic approach to transportation and infrastructure that simultaneously accommodates increased future needs and implements urban design and environmental best practices. Enhanced public transportation and other non-auto facilities and services are essential to adequately support the full development potential of NoMA. Upgrades and modifications can be coordinated with strategies to make walking and cycling more comfortable, to make transit more easily accessible, and to make better connections to surrounding neighborhoods. Union Station and the New York Avenue Metrorail station are potential focal points of compact, mixed-use, transit-oriented development.

8 NEIGHBORHOODS DESIGNED FOR A MULTI-MODAL BALANCE THAT STRENGTHENS WALKING, BIKING AND TRANSIT USAGE

NoMA can accommodate a balanced mix of transportation options. Opportunities for transit access, biking, and walking should be strengthened. Automobile access should be improved without dominating the streetscape. Multi-modal access in NoMA should focus on improved connectivity to surrounding neighborhoods, overcoming barriers and providing more options for movement throughout the entire area.

NoMA's multi-modal layering should include the following: a well-connected street grid with appropriate traffic calming strategies in key locations; bike lanes linked to city-wide bike networks, including the Metropolitan Branch Trail; existing Metrorail stations at New York Avenue and Union Station; local/city bus service with direct connections to rail transit; regional bus service with direct connections to rail transit; generous sidewalks and pedestrian-friendly streetscape design for pedestrian movement; and, potential local shuttle service connecting key destinations.

9 TRANSPORTATION IMPROVEMENTS FOR ACCESSIBILITY, FUNCTION AND SAFETY: CREATE A COORDINATED TRANSPORTATION MANAGEMENT PLAN FOR NoMA AND SURROUNDING AREAS

Transportation infrastructure improvements, greater use of public transportation, and travel demand management programs are required to adequately accommodate this additional traffic. Multiple ongoing transportation studies, traffic calming studies, and Capital improvement schedules will require coordination with both the goals of the NoMA Vision Plan and a logical development sequence that takes into account utility upgrades and other public-realm initiatives that could effect scheduling. DDOT's coordination of a comprehensive transportation management plan for the larger NoMA area is also of utmost importance to the area. Street infrastructure improvements include: short- and long-range improvements to the New York Avenue corridor; additional local streets, collector streets, and alleys; and changes to existing street operations, as described below.

CURRENTLY PROPOSED IMPROVEMENTS

Such improvements to the street network should be re-evaluated and aimed at achieving the goals NoMA Vision Plan.

Redesign of the New York/ Florida Avenue interchange: Southbound New York Avenue is a major regional approach route to NoMA. The interim, at-grade safety improvements would allow southbound traffic to access the heart of NoMA by turning right onto westbound Florida Avenue, left onto 1st Street, NE, and then crossing New York Avenue. Approximately \$500,000 is programmed by DDOT for the design of at-grade improvements to the New York Avenue/Florida Avenue intersection. Work is programmed to begin in fall 2006, with construction beginning in fall 2007, if funds are budgeted and available. Preliminary construction costs are estimated at \$5,000,000. Federal Highway Administration (FHWA) safety funds could be sought. The NoMA Vision Plan supports this interim design solution; while placing importance on roadway edges and medians carefully designed to allow for an enhanced landscape and improved pedestrian crossing. Public art/sculptural features will create a true gateway to NoMA and Downtown; and longer-term improvements, such as the redevelopment of the current Wendy's fast-food restaurant site, should be considered to enhance the "gateway" design of the intersection.

Rebuilding of 1st Street: The City ought to take advantage within the short window of opportunity to adjust the design of 1st Street to reflect its importance as the 'main street' of the NoMA neighborhood, which is a key idea of the NoMA Vision Plan (as described in the "Public Realm" chapter).

RECOMMENDED IMPROVEMENTS FROM THE NoMA VISION PLAN

Creation of a fine-grained, connected street and alley network. Such a network offers the following advantages: Increased access/egress opportunities to NoMA; more direct access to individual blocks and land parcels; easier around-the-block circulation within NoMA; increased visibility, which promotes way-finding, safety, and security; multiple travel route choices for point-to-point travel within NoMA; the dispersal of traffic over a wide network rather

than concentrated traffic on a few streets; increased network capacity; greater opportunities to develop a rational hierarchy of principle arterial, minor arterial, collector, and local streets, and alleys; and better transit circulation and access to the New York Avenue/Florida Avenue/Gallaudet University Metro station. Alleys can provide direct access to loading berths and parking garages, obviating the need for driveways that may interrupt continuous street-front retail.

Street networks typically are organized within a hierarchy of street types, as follows:

1. Interstate; 2. Other Freeways and Expressways; 3. Principal Arterials; 4. Minor Arterials; 5. Collectors; 6. Local Streets

It is recommended that 1st Street and 2nd Street Extended be classified as collector streets, consistent with DDOT's functional classification of area roadways. Most of the other new streets are recommended to be local streets.

Right-of-way is required to build these new links as public streets. In cases where right-of-way currently is not available, the District government should seek voluntary opportunities through the development review and approval processes to obtain such right-of-way, or to purchase right-of-way.

Incorporation of additional two-way streets to existing street network. Two-way streets provide more direct access and promote circulation within NoMA by making possible both clockwise and counter-clockwise around-the-block circulation (See diagrams in Appendix D).

Along with the recommended NoMA two-way street changes detailed at right, additional consideration should be given to converting 4th Street from a one-way southbound to two-way operation. This conversion should be considered in the context of an overall circulation plan for the predominantly residential neighbor east of NoMA.

Further, more detailed consideration also should be given to converting 1st Street, NE from one-way southbound to two way operation between Massachusetts Avenue/Columbus Circle and G Street. Two-way operation of this block would

make 1st Street, NoMA's main street, accessible from the south, which is highly desirable. It also would allow two-way operation of a new north-south circulator bus route that potentially would link NoMA with the Anacostia Waterfront. The relatively narrow street width and high pedestrian volumes are factors to consider.

Improved around-the-block circulation. Proposed new streets, two-way street operations, and around-the-block circulation patterns within NoMA are shown in Appendix D. Clockwise circulation would be possible around 35 blocks, or 13 more blocks than at present. Counter-clockwise circulation would be possible around 24 blocks, or nine more blocks than at present. Both clockwise and counter-clockwise circulation would be possible around 19 blocks (more than double the number today). Clockwise circulation would increase by 59 percent and counter-clockwise circulation would increase by 60 percent as a result of the recommended new links and street direction changes.

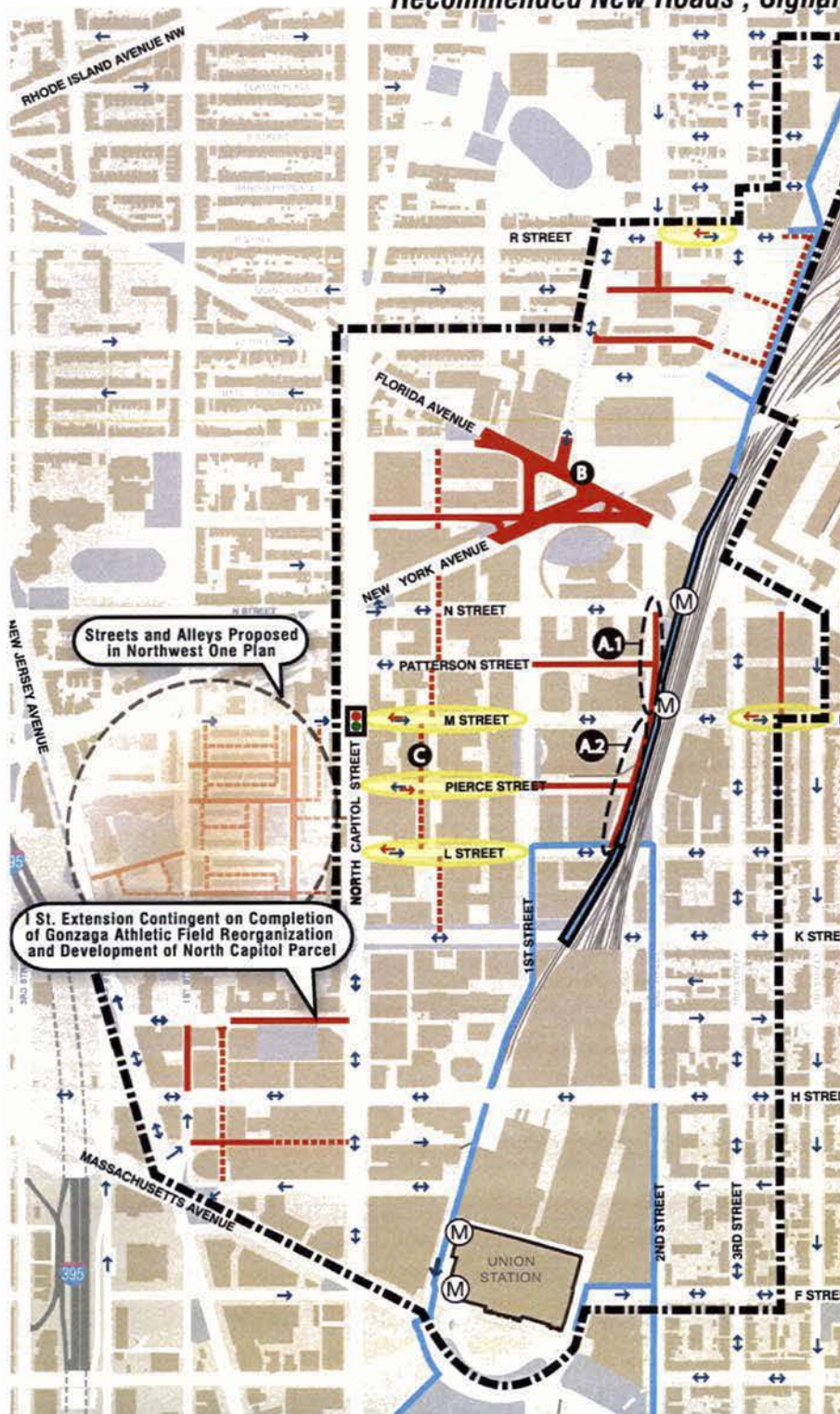
Additional traffic signals. A new traffic signal may be required to permit motorists to turn right and left onto and off of North Capitol Street at M Street. That new signal, if approved by DDOT, should be coordinated with the existing signals along North Capitol Street. Sight distances at the intersections of 2nd Street Extended with L and M Street may be limited by adjacent railroad overpass bridge abutments and columns. Such limitation may be mitigated by installation of new traffic signals on L Street on both sides of the overpass. Both sides of M Street currently are controlled by traffic signals. New traffic signals must be approved by DDOT.

Safety Improvements.

Safety improvements should include a variety of techniques that work together. On-street parking will provide a physical and psychological barrier between pedestrians and vehicular traffic, and contribute to traffic calming. An off-street bike trail (Met Branch Trail) and path will provide a safe route removed from vehicular traffic. An improved and interconnected street grid will help divert truck traffic away from residential-scaled neighborhood streets, and improved crosswalk timing will increase pedestrian safety.

Recommended New Roads , Signals and Two-Way Streets

TWO: INFRASTRUCTURE AND TRANSPORTATION



Streets and Alleys Proposed in Northwest One Plan

1 St. Extension Contingent on Completion of Gonzaga Athletic Field Reorganization and Development of North Capitol Parcel

The following links will supplement the existing NoMa street network, resulting in a finer-grained, connected network of streets:

- Extension of N St and 2nd St adjacent to new ATF building. Re-building missing pieces of the pre-existing street pattern is an important principle supported by the NoMa Vision Plan
- Extend 2nd St from L St to N St. In addition to the public realm benefits (discussed in the next chapter), this critical road extension will make the New York Avenue/Florida Avenue/Gallaudet University Metro station more accessible, provide a closer (and less disruptive) location than Florida Avenue for drivers to drop off and/or pick up kiss-and-ride passengers, and provide a possible location for a taxi stand to serve the proposed new hotel. While creating service and parking access of major development sites along blocks fronting 1st St, 1st St itself will become more pedestrian-friendly, with fewer curb cuts and visible service areas.
- Re-open O St between North Capitol St and 1st St, NE
- Construct new mid-block, north-south alleys between North Capitol St and 1st St, NE, from K St to New York Avenue. Like the proposed 2nd St extension, this alignment of service access points through a coordinated alley system would remove service and parking access off of 1st St, and could potentially relieve associated service/access traffic off of more pedestrian-oriented streets.
- Re-open 1st St, N.W. between H and I Streets.
- Extend Pierce St from 1st St, NE to 2nd St Extended.
- Extend Patterson St from 1st St, NE to 2nd St Extended.
- Extend Abbey Place, NE from M St to N St.
- Extend G Place, NE from 1st St, NE to North Capitol St.
- Extend I St to the east to North Capitol St.
- Construct 1st Terrace between G and I Streets.
- Extend the existing local street network to better serve the area located east of Eckington Place and south of R St.
- Develop the street and alley network recommended in the Northwest One Plan, just outside of NoMa.

The following street segments are recommended to be converted from one-way to two-way operations:

- Convert L Street from one-way westbound to two-way operation between North Capitol St and 1st St, NE
- Convert Pierce St from one-way eastbound to two-way operation between North Capitol St and 1st St, NE
- Convert M St from one-way eastbound to two-way operation between North Capitol St and 1st St, NE, and between 3rd and 4th Streets, NE
- Convert R St from one-way to two-way operation between 2nd and 3rd Streets, NE

LEGEND

- Recommended New Road
- Recommended New Minor Road or Alley
- Potential 2-Way Street
- One-Way Street
- Two-Way Street
- Study Area Boundary
- Recommended New Traffic Signal
- Metropolitan Branch Trail
- Elevated Trail
- Recommended Extension of Elevated Trail

RECOMMENDATION NOTES:

- A1** 2nd Street Extension: Critical street network improvement for transportation, service access, urban design quality, and transit (Metrorail station) accessibility. A.1 is the extension of 2nd St from N-M Streets. A.2 is the extension of 2nd St from M-L Streets.
- B** NY-Florida Avenue Intersection Improvements (See Appendix D, item 2): Critical street network improvement for transportation and pedestrian linkages. This plan supports the interim improvement strategy proposed by DDOT described on facing page.
- C** New mid-block, north-south alleys between North Capitol St and 1st St, NE, from K St to New York Avenue: A significant opportunity to coordinate new north-south service access (not necessarily aligned from block to block) with specific alignment to be developed on a case by case basis, as development projects move forward. Alignment shown on diagram is hypothetical, to illustrate the idea.

DC WASA

Summary of Proposed Water Capital Improvement Program (CIP) Projects within NoMA

Large Valve Replacements

- 6th Street and K Street, NE – Contract 6 (Aug. 2006 to Feb. 2009)
- 4th Street and L Street, NE – Contract 2 (Ongoing to Dec. 2005)
- 2nd Street and E Street, NE – Contract 5 (Ongoing to Mar 2007)
- K Street and New Jersey Avenue, NW – Contract 2 (Ongoing to Dec. 2005)
- L Street and New Jersey Avenue, NW – Contract 4 (Ongoing to May 2006)
- M Street and New York Avenue, NW – contract 3 (Ongoing to Jan. 2006)

Small Valve Replacements

Three Locations – Contract 4 (Ongoing to May 2006)

Dead End Eliminations

- Florida Avenue and P Street, NE – Contract 3 (Ongoing to April 2007)
- 5th Street and Florida Avenue, NE – Contract 4 (Ongoing to Oct. 2007)

Small Diameter Water Main Replacements

Two Locations – Ongoing to (Dec. 2006)

Numerous Lead Service Replacements

- Florida Avenue, NE – 2005-4 (Ongoing to Nov. 2006)
- Other By Block Locations – Contract 8 (Ongoing to Feb. 2007)

10

HIGHLIGHT METROPOLITAN BRANCH TRAIL AS A MAJOR TRANSPORTATION AMENITY

The Metropolitan Branch Trail, a significant open space amenity for the city and region, passes through NoMA. Connecting the center of DC with Maryland, and tying into a regional bike and trail network, its importance to the NoMA neighborhood is not only recreational: it is a major transportation spine.

With its connections to the New York Avenue Metrorail station, and potential future connections to Union Station, the trail can serve as a vital artery for pedestrian and bike connections into major transit access points. It also navigates the difficult north-south connections between the Eckington neighborhood and NoMA, crossing under New York Avenue, and over Florida Avenue, providing an alternate route for residents north of the New York-Florida Avenues intersection to the Metrorail station and future NoMA neighborhood amenities.

All future development adjacent to the trail should accommodate: bike storage and bike functions, to strengthen the trail's transportation viability; and provide for trail-access points wherever possible at both elevated and at-grade conditions.

District Department of Transportation (DDOT)

Summary of Investments in the Greater NoMA Area

Transportation Studies:

North Capitol Street/Truxton Circle Transportation Study

Study Limits: North Capitol Street and First Street NW from Bryant Street to G Street NE

Study Purpose: To identify transportation issues and develop alternative improvement options with regards to vehicular operations, transit service and pedestrian safety; and to analyze the feasibility of converting the intersection of North Capitol Street, Florida Avenue, Q Street, and Lincoln Road from a signalized intersection to a traffic circle.

Time frame: September 2004 through January 2006

Eckington Place, NE

Study Limits: First Street NE, Eckington Place, R Street, Q Street, Quincy Place and Lincoln Road NE

Study Purpose: To develop traffic calming enhancements, which maintain the livability and environmental quality of the neighborhoods while also ensuring the safe, efficient and economical movement of persons and goods.

Time frame: October 2003 through October 2004

KLM Small Area Traffic Study

Study Limits: K Street from First through Second Street, L Street from First through Second Street, and M Street from First through 6th Street (all NE)

Study Purpose: To assess existing and future traffic conditions in the study area and make recommendations to reduce traffic congestion at intersections, promote pedestrian safety, reduce truck traffic in residential neighborhoods and improve bicyclist mobility.

Time frame: April 2005 through January 2006

New York Avenue Corridor Study

Study Limits: Mount Vernon Square to Maryland state line, a few blocks on either side of the corridor

Study Purpose: To resolve safety and congestion issues along the corridor

Time frame: Draft report issued June 2005; final report due winter 2006

Note: Study has recommended \$1.2 billion of improvements, but funding has yet to be identified

Planned Infrastructure Improvements

First Street, NE Reconstruction

Description: DDOT will rebuild curbs, gutters, and sidewalks, upgrade the roadway foundation and resurface the street.

Limits of Work: New York Avenue to K Street

Time frame: Fiscal year 2007

Cost: \$4 Million

K, L, and M Streets Resurfacing

Description: DDOT will upgrade roadway surface, sidewalks, and street lighting.

Limits of Work: First to Second Street NE, below and around the CSX underpasses

Time frame: Fiscal year 2006/2007

Cost: \$3 Million

Second Street, NE Reconstruction

Description: DDOT will rebuild curbs, gutters, and sidewalks, upgrade the roadway foundation and resurface the street.

Limits of Work: Massachusetts Avenue to M Street

Time frame: Spring 2006

Cost: \$3 Million

Metropolitan Branch Bike Trail

Description: DDOT is in the process of constructing a multi-use trail running primarily along the west side of the red line Metrorail tracks.

Limits of Work: National Mall to Silver Spring

Time frame: Ongoing

Cost (Example Segments): L Street to New York Avenue = \$6 million; New York Avenue to Franklin Street = \$2 million

Florida Avenue Resurfacing

Limits of Work: Third to H Streets NE

Time frame: Spring/Summer 2006

North Capitol Street Resurfacing

Limits of Work: Bryant Street to M Street

Time frame: Ongoing

Cost: \$500,000

New York Avenue – Florida Avenue Improvements

Description: DDOT plans to design and build a new traffic movement at the intersection of New York Avenue and Florida Avenue in order to create a "loop" that relieves traffic congestion at this intersection

Limits of Work: Intersection and immediate surrounding area

Time frame: Design fiscal year 2006; Construction fiscal year 2008

Cost: \$2 Million

Columbus Plaza Reconstruction

Description: DDOT will modify traffic channelization, improve pedestrian safety, and enhance landscaping throughout the plaza.

Limits of Work: Columbus plaza

Time frame: Fiscal year 2007

Cost: \$6 Million

H Street Corridor Reconstruction

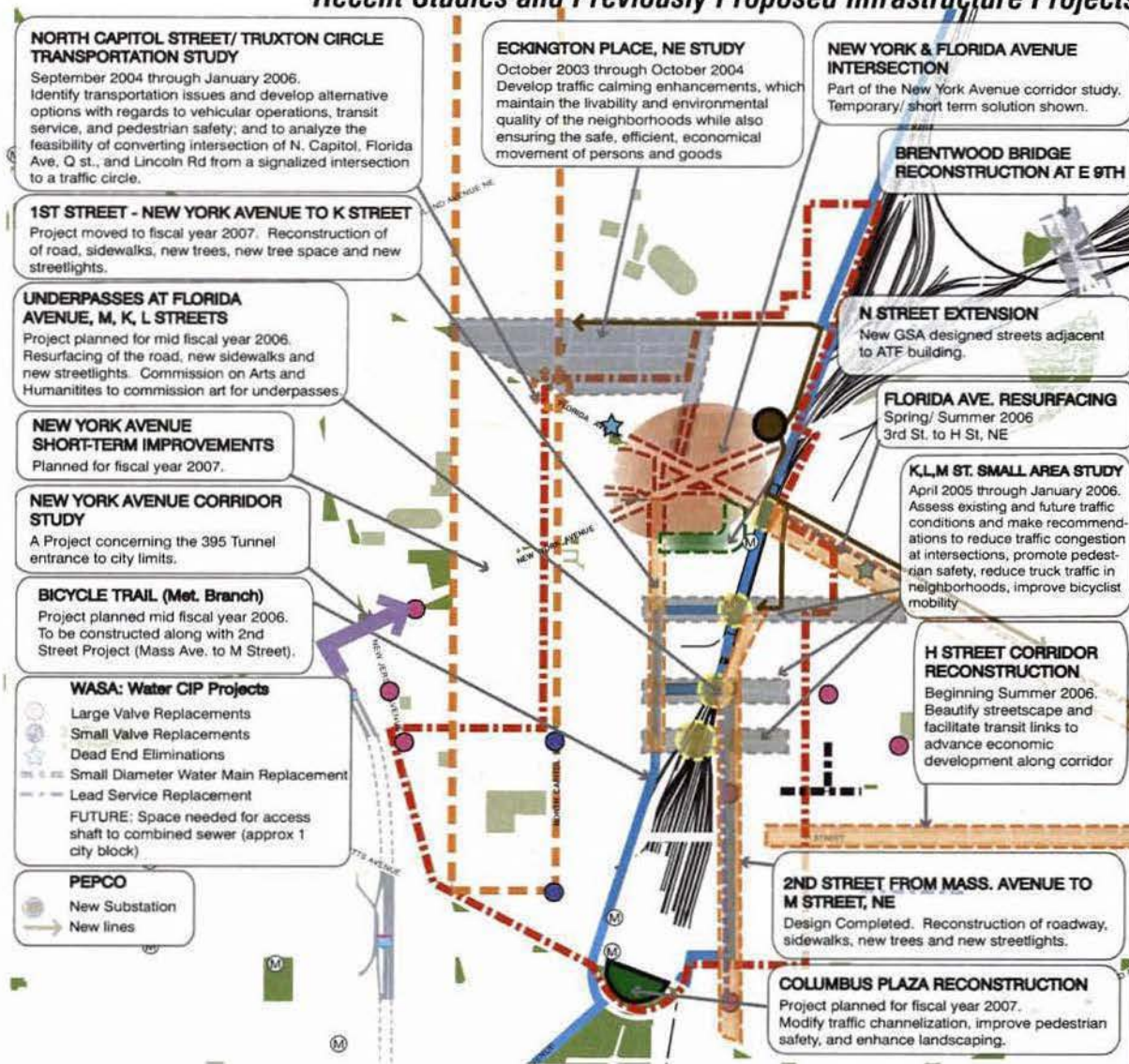
Description: DDOT will beautify the streetscape and facilitate transit links to advance economic development along the corridor

Limits of Work: Third to Fourteenth Streets NE

Time frame: Beginning Summer 2006

Cost: \$20 Million

*PLEASE NOTE THAT FINANCIAL NUMBERS AND TARGET DATES REPRESENT ESTIMATES AND ARE SUBJECT TO CHANGE.



11

IMPROVE SAFETY, CONNECTIONS, AND ACCESSIBILITY TO NEW YORK AVENUE METRORAIL STATION

Enhanced pedestrian, bus, and auto access is required to achieve the full potential of the New York Avenue/Florida Avenue/Gallaudet University Metro station.

The extension of 2nd Street between L and N Streets would significantly increase pedestrian, bus, and auto access to the station. Currently it is difficult for pedestrians to safely and comfortably cross New York and Florida Avenues due to their width and heavy traffic volumes, and at-grade improvements to these principal arterials that increase vehicle-carrying capacity may make it even more difficult for pedestrians to cross these streets. Improvements that balance the needs of motorists and pedestrians are advised.

Current community concerns include: insufficient signage; lack of crosswalks in some areas; lack of direct access from current Metrobus routes and stops; a sense of isolation due to currently undeveloped adjacent sites and minimal frontage along public

roadways; and a perception of inadequate safety

SHORT-TERM IMPROVEMENTS

- Improved crosswalks with traffic-timing aimed at ease of pedestrian crossing
- Increased security presence
- Improved lighting and signage

LONG-TERM IMPROVEMENTS

- More direct Metrobus-to-Metrorail transfers by altering nearby Metrobus routes as ridership and demand increases with gradual neighborhood build-out
- Security-conscious planning at adjacent development sites, contributing to a feeling of 'eyes-on-the-street'
- An increase in publicly-accessible vehicular access to the station, with more direct frontage for drop-offs, and an overall increased vehicular presence.

12

DEVELOPMENT OF UNION STATION AS A MULTI-MODAL HUB

Currently, Union Station does not take full advantage of its status as a multi-modal hub. Regional train and local Metrorail service are located within Union Station; local Metrobus service connects in Columbus Plaza, on the south side of the station; public car parking and limited tour bus parking is housed in the parking garage north of the station. However, regional bus service, and important connection into and out of the city, is located in a facility three blocks north of Union Station. The distance is far enough away to preclude easy connections to Union Station, and to create confusion for those not familiar with the area. Though within

walking distance, the walk is difficult with heavy baggage, and intimidating at nighttime.

Regional bus service (Greyhound and Trailways) should be located within Union Station or its associated parking structure for a true multi-modal experience, similar to South Station in Boston. In addition, bike facilities should be integrated into the station to take full advantage of its proximity to the Metropolitan Branch Trail and to encourage general ridership from surrounding communities.

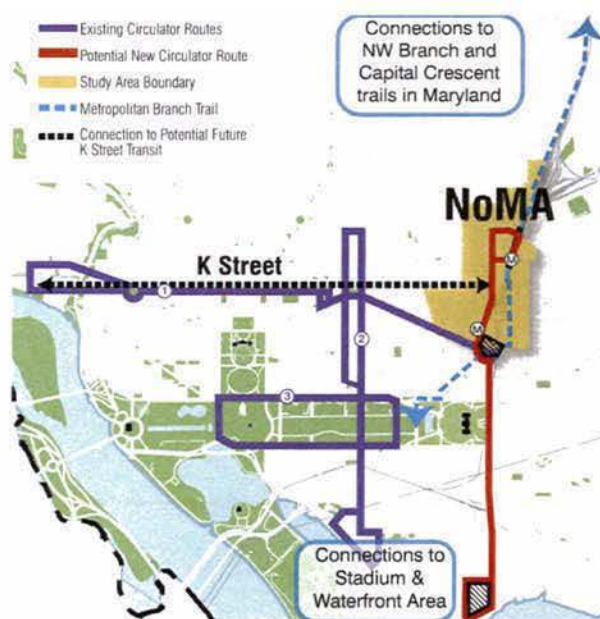
13 STRENGTHEN NoMA'S CITY-WIDE TRANSIT CONNECTIONS

In addition to NoMA's Metrorail stations, other longer-term, city-wide transit alternatives should be explored.

Recent momentum aimed at planning a future transit way along K Street should be acknowledged and accounted for. A designated transit lane, either bus or light-rail, in the center of a redesigned K Street cross section, should be studied and encouraged to reach eastward as far into NoMA as possible. This would have the additional benefit of creating transit access directly through the rapidly changing Mount Vernon Triangle area.

Another potential transit connection recommended for further study is the addition of a 'Circulator' bus route that runs in a north-south loop connecting NoMA (and New York Avenue Metrorail station) to the new baseball stadium on the Anacostia waterfront. This new line could be routed on 1st Street in the heart of NoMA. The northern terminus of the route could be a loop around 1st Street, N Street, 2nd Street Extended, and M Street, thus providing the direct feeder bus service to the New York Avenue/Florida Avenue/Gallaudet University Metro station that is missing today. If 2nd Street cannot be built, feeder buses could loop clockwise around 1st Street, New York Avenue/O Street, 2nd Street (adjacent to the new ATF Headquarters Building and The Eckington), and N Street.

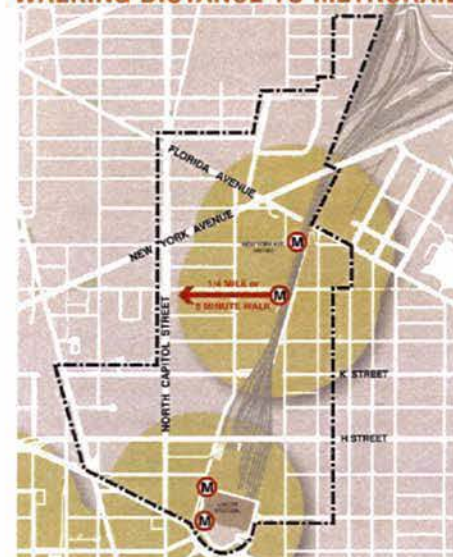
This new north-south circulator line would cross the existing east-west circulator line (and the potential future K Street Transitway) at Massachusetts Avenue/ Columbus Circle and 1st Street, NE. The service could operate at five- to 10-minute headways, every day, between 7 AM and 9 PM.



14 DETERMINE UTILITY CAPACITIES FOR POTENTIAL FULL BUILD-OUT

Long-term sustainability in NoMA is dependent upon coordination among the various agencies that oversee water, sewer, electric and other utility capacities. A coordinated effort must: 1) determine existing capacities; 2) determine strategies for handling potential future build-out; 3) encourage innovation and efficiency in handling future capacity; and 4) develop a strategy for funding necessary improvements. While city agencies must often, by necessity, react to current and imminent development capacity issues, effort should be made to anticipate future growth pro-actively and in a timely manner to avoid the inability to respond to and harness positive market pressures.

WALKING DISTANCE TO METRO RAIL



Transportation Summary of Existing Conditions

TRANSPORTATION NETWORK

NoMA is served by a multi-modal transportation system that consists of:

1. A connected network of streets and highways,
2. Public transportation facilities and services, including Metrorail, Metrobus, commuter rail, AMTRAK, Greyhound, and other shuttle buses,
3. Taxis,
4. Sidewalks, and
5. Bike paths and trails.

FUNCTIONAL CLASSIFICATION

These facilities serve many functions, including:

1. Accommodation of regional through traffic,
2. Connection of NoMA to other parts of the city,
3. Circulation within NoMA, and
4. Direct access to properties within NoMA.

The District Department of Transportation (DDOT) designates each street within NoMA according to a hierarchical functional classification system, as follows:

PRINCIPLE ARTERIALS: Sections of North Capitol Street, New York Avenue, and Florida Avenue

MINOR ARTERIALS: Sections of New Jersey Avenue, H Street, and K Street

COLLECTORS: Sections of 1st Street, NW; 1st, 2nd, 3rd, and 4th Streets, NE; F, L, M, P, Q, and T Streets; and Eckington Place

LOCAL STREETS: All other streets within NoMA.

The higher functional classes primarily are intended to carry large volumes of high-speed traffic through NoMA; they provide little or no direct access to adjacent land parcels. Local streets, on the other hand, are intended to carry relatively small volumes of low-speed traffic and provide direct access to adjacent land parcels. Local streets are not intended to carry long-distance trips.

CIRCULATION

Existing street directions and around-the-block circulation patterns within NoMA are shown on Figure 3. Clockwise circulation currently is possible around 22 blocks within NoMA; counter-clockwise circulation is possible around 15 blocks. Both clockwise and counter-clockwise circulation is possible around only eight blocks.

EXISTING TRAFFIC COUNTS

The arterial roadways that carry regional traffic to and through NoMA are heavily traveled. Local and collector streets within NoMA are relatively lightly traveled and underutilized.

According to the New York Avenue Corridor Study, New York Avenue, west of Florida Avenue presently carries 63,300 vehicles per day (vpd). Florida Avenue, south of New York Avenue carries 31,000 vpd. North Capitol Street carries 29,100 vpd.

H Street carries 24,200 vpd and K Street carries 14,300 vpd, according to DDOT. Collector streets, such as 1st, 2nd 4th, and M Streets, carry only about 5,000 to 6,100 vpd, according to DDOT.

EXISTING LEVELS OF SERVICE

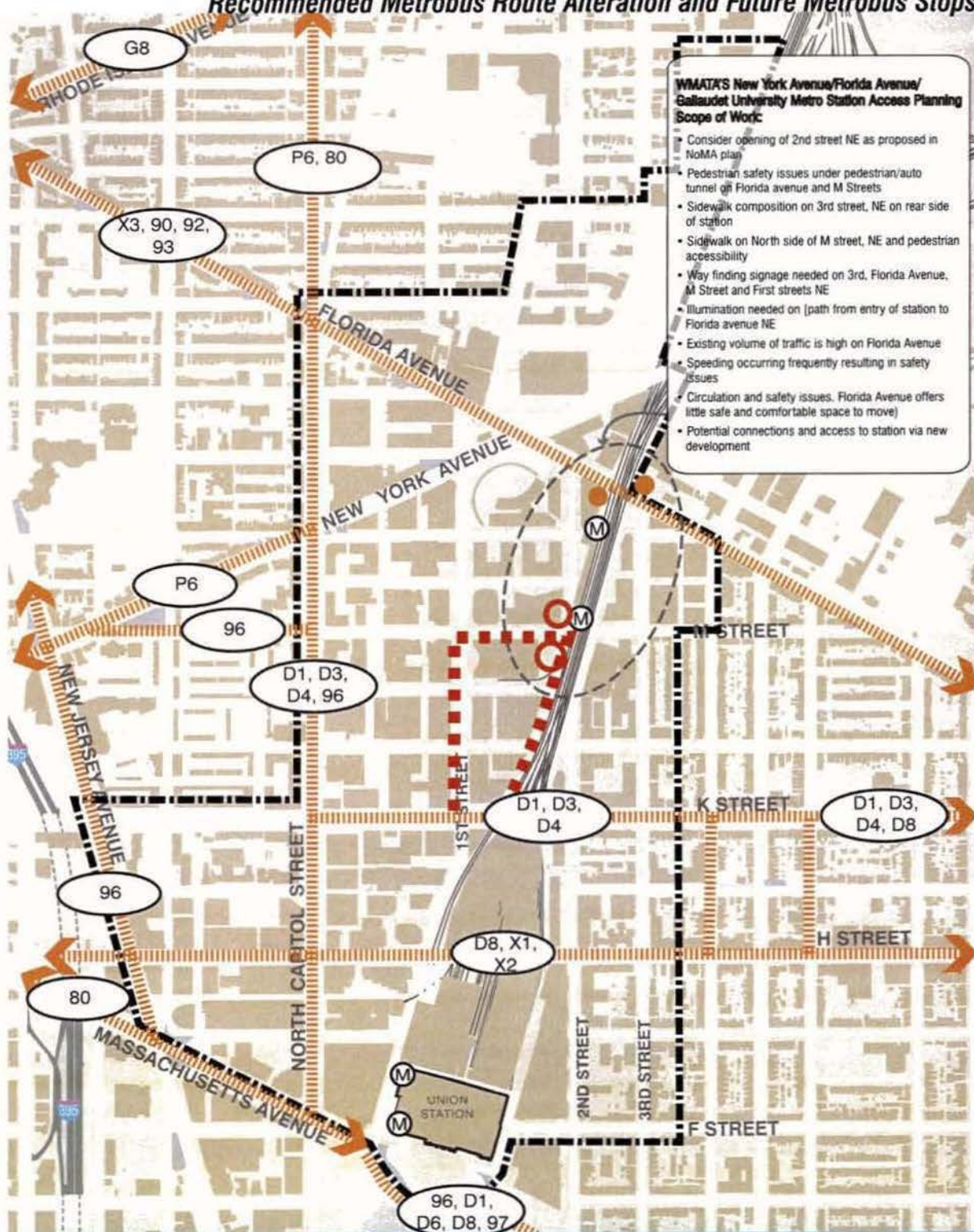
The New York Avenue/Florida Avenue Intersection presently operates at capacity at level of service (LOS) "F" during both the AM and PM peak hours. Motorists experience long delays passing through this intersection. Long queues of standing vehicles block traffic at upstream intersections on both New York and Florida Avenues.

The intersections of the North Capitol Street service roads with New York Avenue operate at capacity at LOS "F" during the PM peak hour.

Most local and collector street intersections that are unaffected by such back-ups operate at acceptable peak hour levels of service.

Recommended Metrobus Route Alteration and Future Metrobus Stops

TWO: INFRASTRUCTURE AND TRANSPORTATION



LEGEND

- Bus Stop Close to New York Avenue Metro
- Potential Future Bus Stop
- Existing Bus Routes
- Potential Bus Route Alteration for Better Access to Metrorail Station
- Study Area Boundary

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Three: Public Realm & Open Space

Create a vibrant, highly walkable environment with landscaped, attractive streets and open spaces, active ground floor uses, and strong pedestrian links

Given the lack of public land ownership within NoMA, the creation of a successful public realm and open space network is one of the area's most significant challenges. A three-pronged approach for implementing a high quality public realm includes: street/ alley modifications and streetscape improvements, coordination of private-sector open spaces, and enhancement of existing and potential recreational opportunities (like the Metropolitan Branch Trail).

North Capitol Street, Before



North Capitol Street, After



15 A FINE-GRAINED STREET GRID WITH ACTIVE MINOR STREETS

REINTRODUCE STREETS/ALLEYS

With only the major corridors, NoMA would be only half a neighborhood. The small streets that are the heritage of the original design of DC should be reactivated and celebrated as vital parts of the NoMA neighborhood.

Instead of the common process of large developments wiping out small scale streets and the historic fine-grained scale of the city, NoMA should use these streets to create a walkable and intimate neighborhood with many corners and points of interest. Small streets break up developments into separate buildings, creating architectural interest, with additional frontages for residential spaces. They will provide a variety of experiences, complementing the larger corridors.

Some of these streets must be re-created where they have been eliminated, such as O Street. All of them will be transformed, and designed as spaces that comfortably accommodate both pedestrians and cars in a slow-moving and calm environment.

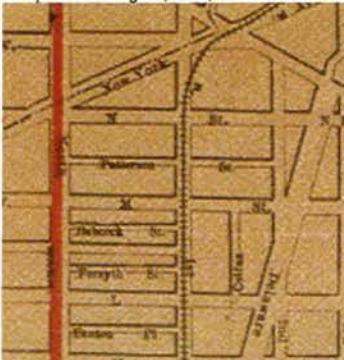
A fine-grained street grid has several additional advantages: it

provides more options for vehicular movement, alleviating potential back-ups on fewer streets; it provides more options for pedestrian movement along sidewalks; it creates more linear dimension for building frontages and entrances; and, it contributes to a greater perception of variety and human-scaled development.

SPECIFIC ADDITIONS TO THE STREET NETWORK INCLUDE:

- Extension of 2nd Street from N Street south to L Street.
- Re-opening of O Street between North Capitol and 1st Streets
- Re-designed street and alley system in the Northwest One redevelopment project
- Extension of Q Street NW, east of Eckington Place, as part of the new Fairfield development
- Coordinate service/parking access on multiple blocks from K Street to New York Avenue, between North Capitol Street and 1st Street

Map of Washington, D.C., 1900



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STRONGLY DEFINED MAJOR CORRIDORS

NoMA's hierarchy of streets will serve as the web of public space that connects and ties together the entire public realm. Image-defining streets, each with its own identity and responding to the neighborhood context are critical.

NORTH CAPITOL STREET: "GRAND, SYMBOLIC BOULEVARD"

Emphasize the importance of capital-centric boulevard through monumental scale building massing and streetscape. North Capitol is the "front-porch" identity for both NoMA and Northwest One. Its character is formal, and ceremonial, one of only 3 Capitol-centric streets. It should act as a 'seam' instead of a barrier, and linking, rather than dividing. Retail uses are ancillary.

K STREET: "LINEAR PARK"

Take advantage of deep setbacks with landscaping, café seating, etc. Continue retail and activity momentum from Mount Vernon Triangle area to the west and capitalizing on the "K Street address".

1ST STREET: "NoMA'S MAIN STREET"

Active, social space with neighborhood retail mix. 1st Street is a neighborhood street, with an intimate scale and a slower pace.

H STREET: "THE EAST-WEST CONNECTOR"

Diverse, changing street character, serving multiple neighborhoods as a major shopping street. Strong neighborhood connections to the east; future connections into air-rights development from the bridge over the tracks; and a larger-scale, downtown-scale brick-architecture streetscape west of North Capitol Street.



First Street, NE, After



17

STREETSCAPES AS OPEN SPACES

The streetscape is an essential part of NoMA's limited public open space. It is critical for this Development Strategy to be followed by a more detailed Public Open Space Plan that focuses on the design of streets and sidewalks. A major focus will be on the ability to enhance streets and sidewalks as open space amenities, with the following goals:

LANDSCAPING

Innovative landscaping techniques such as cluster planting and the planting of under-story trees between canopy tree box spaces should be applied to give the streets a park-like feel. Triangles and medians should be vegetated wherever possible. Landscaping should be coordinated with other streetscape infrastructure from the beginning to maximize the space available for trees and landscaping. (For example, street light poles can be combined with traffic signal poles.)

K STREET AS A LINEAR PARK

A defining feature of K Street is the large building setback requirement on both sides of the street. This allows for generous sidewalks and landscaping, wide enough to be considered a linear park.



First Street, NE, Before

Future open space guidelines will benefit from the example of K Street in the Mount Vernon Triangle area, already in the process of more detailed landscape design. Mount Vernon's K Street extended into the NoMA area will strengthen east-west connections, and reinforce the notion of K Street as a linear park.

SIDEWALK RETAIL

In addition to park and landscape elements, sidewalks with sufficient width in NoMA have the potential for specialized retail functions, such as outdoor café seating, sidewalk selling (merchandise spilling out of storefronts), and temporary vendor retail.

PUBLIC OPEN SPACE AND RECREATION SPACE

OPEN SPACE

This plan anticipates a long-term need for one or more small to medium size open spaces that can function as the heart of the NoMA neighborhood. Given the difficulties of anticipating long-term market conditions and potential property ownership issues, short-term recommendations for parks are limited to areas within extra-wide street rights-of-way under public control:

- "Burnham Park": As a placemaking idea, it is important that a park have close physical proximity to the "Burnham Spine" and/or 1st Street, and a prominent and accessible location within the NoMA neighborhood. The intersection of K and 1st Street is ideally located at the confluence of the Burnham Spine, 1st Street, and the terminus of the K Street Linear Park.
- "K Street Linear Park": A continuation of the K Street design principles currently underway in Mt. Vernon Triangle (to the west)
- "1st Street Linear Park": Similar strategy to K Street, but focused on a specific block, straddling both sides of the street, strategically located in the heart of NoMA
- Miscellaneous open space opportunities: Take advantage of small, inefficient, potentially unbuildable parcels, especially along the tracks, to tie into the Met Branch Trail/Burnham Spine network

As NoMA continues to grow, with significant increases in the residential population, new opportunities for expanding Burnham Park, or creating additional public open spaces in the vicinity of 1st Street and central NoMA, will require serious consideration.

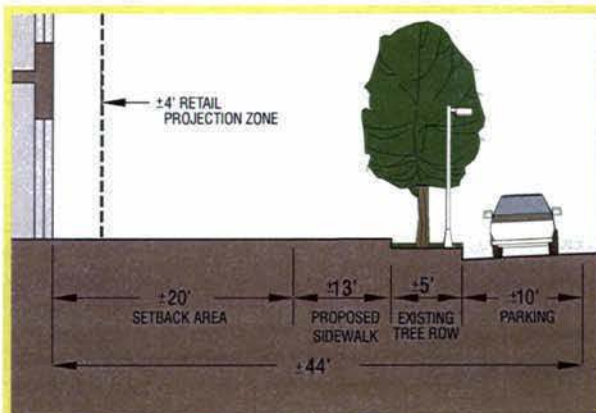
RECREATION SPACE

With the potential for a significant increase in NoMA's residential and daytime populations, adequate public recreation space is essential. With a lack of public land to develop into traditional public open space (both passive and active recreational uses), alternative configurations should be explored. This plan highlights (in addition to the expanded Metropolitan Branch trail) two potential locations for future recreational uses:

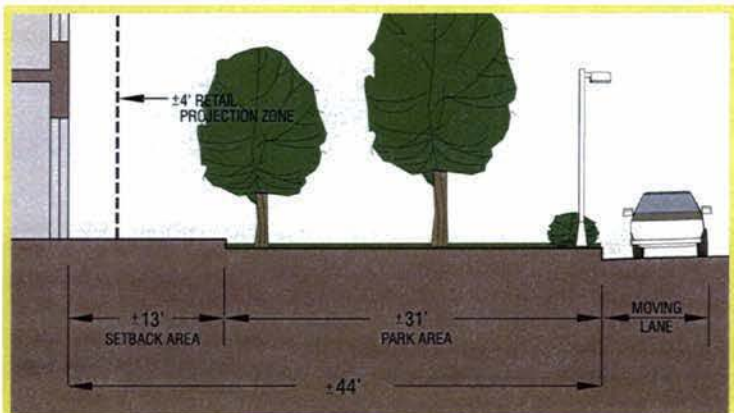
- Uline Arena: Nestled between the railroad tracks and residential blocks to the east, and close to the New York Avenue Metrorail station, the old Uline Arena (now in disrepair, and serving as a parking garage) is an ideal location for recreational uses. Its unique architectural form, history of public use, flexible spatial characteristics, and outstanding location all contribute to its desirability. The main hall and adjacent development parcels could easily accommodate a mix of recreational uses with other neighborhood-friendly uses, such as commercial, retail and residential. Indoor activities could include playing fields/courts, and other smaller-scaled recreational activities, and may be compatible with satellite sports-facility needs of nearby educational institutions (like Gallaudet or Gonzaga).

- Air-rights development over the tracks: The sheer size and potential square footage of the air-rights development to the north of Union Station would allow for the integration of a recreational component to the program. As with Uline Arena, its proximity to transit, location between NoMA and Near Northeast neighborhoods, and adjacency to the Met Branch Trail, all contribute to its viability as local and regional recreational amenity.

EXISTING LACK OF OPEN SPACE



TYPICAL 1ST STREET, NE SECTION
(WITH PROPOSED IMPROVEMENTS TO CURRENT DDOT RE-DESIGN)

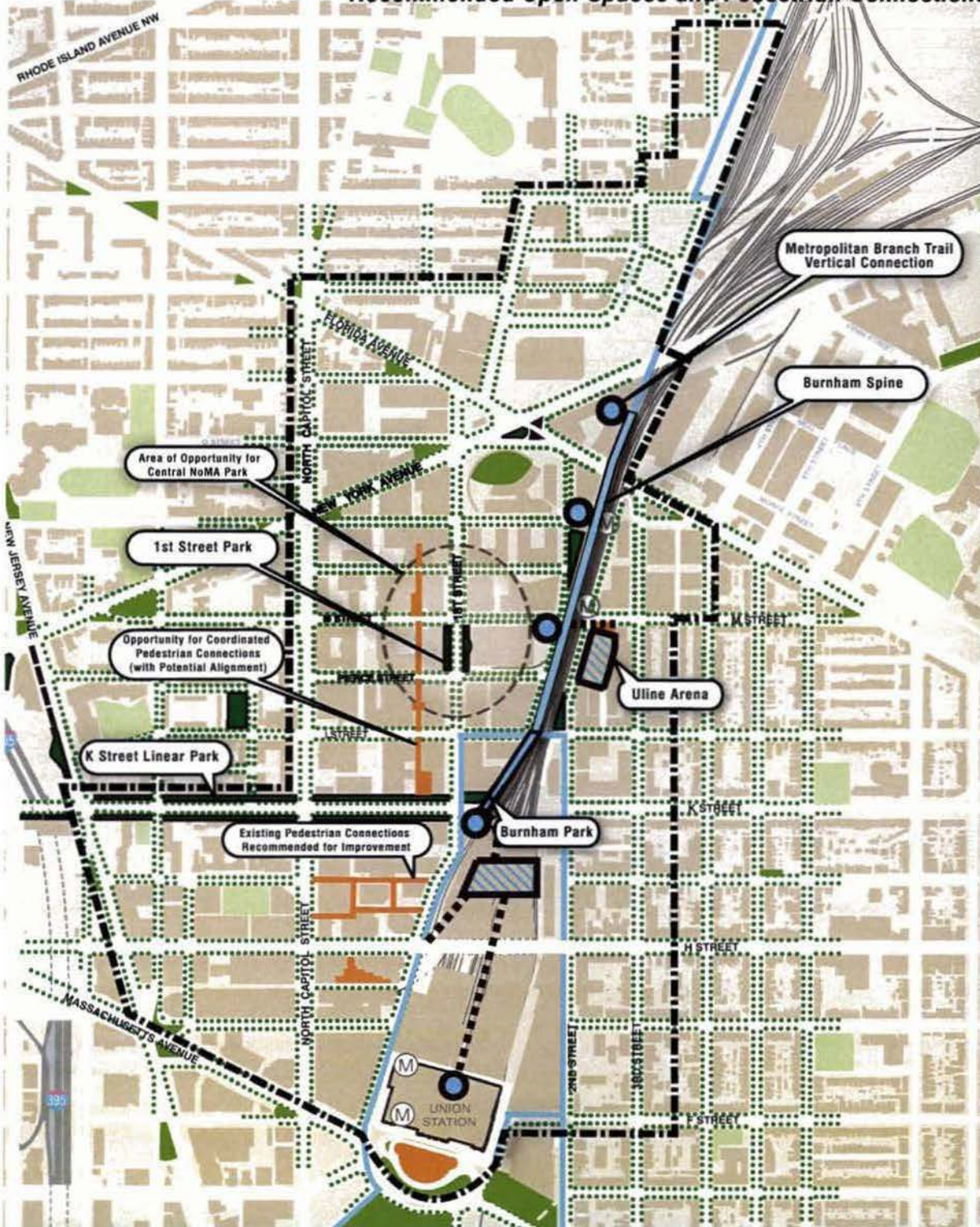


1ST STREET, NE SECTION AT "1ST STREET LINEAR PARK" ADJACENT TO M STREET

PRIVATELY OWNED PUBLIC SPACES

A network of open spaces should be created in NoMA which is greater than the sum of its individual parts. Given the lack of publicly owned land for open/green spaces, privately-owned and planned open spaces have a heightened importance. It is common for private developments to plan for internalized open spaces (open to the public, but set back from/ shielded from the street), with little regard for the spaces in adjacent developments. Where possible, these spaces should be coordinated so that they: facilitate movement throughout the neighborhood; make better use of small, isolated spaces through potential consolidation; consider more-mid-block connections; and create a variety of hardscape and landscaped environments.





LEGEND

- Paved Public Open Space for Pedestrian Traffic
- Recommended Unpaved Public Open Space
- Existing/Improved Public Open Space
- Existing Semi-Public Open Space
- Metropolitan Branch Trail
- Elevated Trail
- Street Trees

LEGEND

- Recommended Elevated Trail Access Point
- Recommended Existing Pedestrian Connection
- Recommended New Pedestrian Connection
- Recommended Trail
- Study Area Boundary

SUMMARY OF RECOMMENDATIONS

- "K Street Linear Park", "Burnham Park" and "1st Street Park" are recommended open spaces that occupy areas under public control by taking advantage of wide public rights-of-way in key locations. (See 1st Street example street sections on facing page).
- An area of opportunity has been shown above in the central NoMA area, indicating a desirable location for a more ambitious future public open space (which may become necessary as NoMA's population grows). This space could potentially expand upon the 1st Street Linear Park.
- Hypothetical interior-block pedestrian connections have been shown above to illustrate a significant opportunity to coordinate privately-owned public spaces into a cohesive, interconnected open space network. Specific alignments may be determined on a case-by-case basis. (Note: Internal public connections may be limited on sites with residential development).

20

IMPORTANT PEDESTRIAN CONNECTIONS

CONNECTIONS TO UNION STATION & AIR-RIGHTS DEVELOPMENT

Union Station faces south, its main entry along Massachusetts Avenue reflecting the historical limits of Downtown DC. Connections from Union Station to the north were not anticipated, and present a significant challenge for the emergence of the NoMA neighborhood. Facing the back-end of the station, NoMA's new residents, workers and visitors could benefit from improved pedestrian connections to other Union Station, and to the proposed air-rights development above the railroad tracks. In addition to neighborhood-wide strategy of improved streetscapes and interconnected public realm, specific actions can also be taken to improve pedestrian connections:

- Improve the existing Metrorail entrance in 1st Street wall. The current entrance is improperly scaled, undignified, and heavily used. As a primary connection into both Union Station and the Metrorail system, this entrance could be vastly improved both in terms of image and circulation.
- Provide for a significant pedestrian connection to future air-rights development over the tracks from the triangular development site at the southeast corner of K and 1st Streets. Since development of the air-rights, and development on the triangular site are likely to be by different developers, both

plans should allow for coordination of this element. Given the restrictive geometry of the triangular site, development plans may need some leeway in encroaching upon public rights-of-way to achieve an appropriately grand and architecturally expressive connection.

- Activate the existing H Street bridge over the tracks with entrances to the future air-rights development. Continuous building frontage, multiple building-access points, and sufficient architectural and visual interest, can transform the perception of H Street from a barrier to a continuation of a hill-like streetscape.

IMPROVED PEDESTRIAN LINKS TO SURROUNDING NEIGHBORHOODS

The web of streets and public spaces that comprise NoMA is cut off from the surrounding neighborhoods by a number of barriers. The most significant of these involves the elevated railway tracks, separating the central NoMA area from the residential neighborhoods to the east. Pedestrian links are limited to the various railway underpasses, which are poorly lit and isolated. Pedestrian-oriented improvements at all underpasses should include: public art, improved lighting and sidewalks, and consideration of active uses (such as Metrobus drop-offs, bike facilities, etc).



21 METROPOLITAN BRANCH TRAIL: THE "BURNHAM SPINE"

In addition to The Metropolitan Branch Trail's role as a major transportation amenity, it will also serve the NoMA neighborhood as a major open space and recreational amenity, as well as a source of neighborhood identity. Five aspects of the Trail should be developed to maximize its presence and accessibility:

1) Extend the existing structured/elevated portion southward for eventual connections into air-rights development over the tracks and H Street. Currently, the elevated portion of the trail terminates between L & M Streets. Ideally, the trail would continue southward alongside the railroad tracks, attaching to or resting upon the existing historic stone wall, and finally connecting into the elevated H Street Bridge. Proposed and potential development along this route should accommodate this potential public right-of-way. Vegetation should be added wherever possible to maximize the recreational value of this trail.

2) Vertical transition elements: Vertical transitions between the trail and the ground should be encouraged at frequent intervals, and should provide exuberant architectural 'markers', or 'tower' elements that become

symbolic gateways to this linear park system. Vertical transitions may consist of ramps, stairs, elevators, etc., which may be either freestanding or attached to existing or proposed buildings.

3) Requirements for private development abutting trail: Future adjacent development should integrate the trail into the overall circulation patterns of the building, allowing for vertical transitions, building-to-trail connections, and bike-related amenities.

4) Connections into Eckington neighborhood: The Trail should maximize its visibility and points of access to the Eckington neighborhood, providing a much-needed safe pedestrian connection from neighborhoods north of the Florida-New York Avenues intersection to NoMA and areas south of Union Station.

5) Connections to Mall: Current plans for the Trail end the dedicated trail portion at L Street, transferring to designated on-street lanes. Improvements should be studied wherever possible to improve the



22 OPEN SPACE AT FLORIDA & NEW YORK AVENUE INTERSECTION REDESIGN

The Florida Avenue and New York Avenue intersection is one of the District's most troublesome intersections. It is problematic in terms of traffic flow, pedestrian safety, aesthetics, and spatial definition. As a major 'gateway' moment upon entering Downtown from the east, the intersection should reflect the symbolic entrance to both NoMA and the entire historic Downtown area.

Ongoing DDOT studies suggest a range of alternative intersection designs, ranging from interim to long-term. With the interim solution becoming the most likely scenario, at least for the next decade, this plan supports

its general concept (of a "virtual roundabout" redirecting traffic flows in a roundabout direction while maintaining existing property lines and configurations), and proposes a visual enhancement. Intersection design should explore modifying and shaping the 'virtual roundabout' to create a visual 'gateway' open space with high quality landscape design. Pure geometric formalism (circle, oval, square, etc) is not necessary to achieve this; rather, a consolidation of leftover spaces into a well-designed ensemble of landscape and/or sculptural elements that functions more as a visual landmark than a usable public space.

Four: Identity & Building Design

Design to inspire a new standard of exciting, modern architecture, urban design, and high-quality materials that create a lasting, competitive identity

Ultimately, the character and image of NoMA will depend, in large part, on the quality of its architecture. In NoMA, there is a great opportunity to create a unique identity that expresses its character as a 21st century neighborhood. The challenges are: to combine the best of contemporary design with coordinated neighborhood building strategies; and, to draw upon NoMA's historic resources while implementing the latest environmentally-sustainable building technologies. Combined with a new emphasis on defining the public realm and pedestrian experience, success in these areas will create a memorable and lasting place.



23

CREATE IDENTITY & MARKET STRENGTH THROUGH INNOVATIVE, CONTEMPORARY ARCHITECTURE

The importance of innovative and contemporary architecture is a key element to NoMA's unique neighborhood identity. Unique, high quality architecture, though, is not an end unto itself; it is a tool for crafting a strong competitive identity in the region. The inclination to provide a less-expensive, lower-quality version of other Downtown and K Street areas to meet a lower price point by using lower-quality materials should be avoided. Contrary, the NoMA neighborhood should be celebrated for its uniqueness within the city limits, while still promoting architecture in the neighborhood which is of the highest quality, reflecting the goal of a durable and lasting urban district, appropriate to NoMA's location near Downtown.

An authentically varied urban setting is created when existing historic buildings coexist with quality new design by local and national architects. Such a neighborhood calls for a wide range of diverse new architecture, using exciting industrial, inexpensive, and unconventional materials; achievable even on buildings aimed at a lower-price office market. Here is an opportunity for hip and contemporary architecture including loft-type residential, generous use of glass, and unique architecturally expressive features, such as color and dynamic roofscapes. Special focus on architectural detail at the lowest 3 levels of buildings will intensify the pedestrian experience.



24 ARCHITECTURAL RESPONSE TO SITE'S WAREHOUSE/ INDUSTRIAL PAST

NoMA has a rich industrial history, unique to other areas within such proximity to Downtown. The popularity of the Wholesale Market, located just north of NoMA, only enhances the vitality and relevance of the industrial character to this area of the city. Many of NoMA's own warehouse-type buildings have become important assets to the whole neighborhood; some even providing unique and economical headquarters and hubs for large corporations.

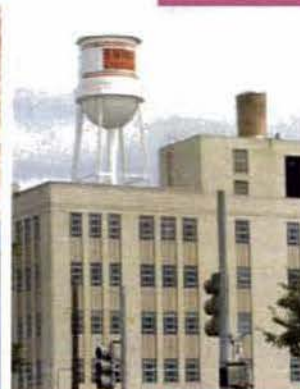
Existing warehouse-style buildings should be considered an asset to a site within NoMA. Such buildings often have strong architectural character, tall ceilings and large open spaces that are considered highly-desirable to both the office, cultural and residential-loft markets. NoMA's industrial character also supports such innovative building types as live-work units that will only help to enhance the unique quality of the NoMA neighborhood.



25 TAKE FULL ADVANTAGE OF HISTORIC RESOURCES

While the Wholesale Market and beautiful historic rowhouse neighborhoods surround the NoMA site, many large and iconic historic architectural resources within NoMA are vastly underused. Uline Arena is currently dilapidated and used for parking. Current plans for One NoMA Station (the old Woodie's building) propose a new building in front of the recently renovated façade, blocking eastern views from 1st Street. The Smithsonian Warehouse on North Capitol Street lacks any street presence, as does the historic Burnham stone wall along 1st St. The possibility of the US Government Printing Office buildings becoming available exists after a planned relocation.

The NoMA neighborhood must use these unique historic buildings and landmarks as highlighted neighborhood anchors and destinations, taking in to consideration views and building-street relationships. Any new construction should emphasize the L'Enfant plan by emphasizing street definition and view corridors and respect the historic neighborhood scale on the periphery of NoMA. Contemporary architecture that respects existing historic buildings will reinforce the unique feel of the NoMA neighborhood.



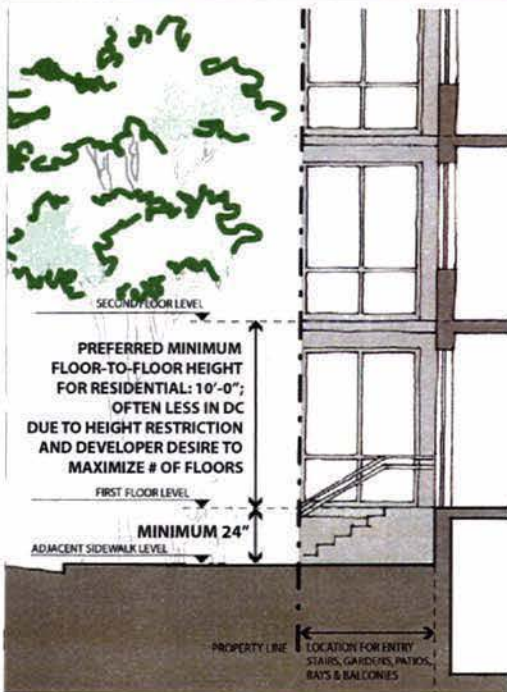


26 GROUND FLOOR DESIGN EXCELLENCE

Excellent ground floor design will have a huge impact on meeting NoMA's goals of balanced uses and walkable streets.

Residential buildings with multiple entrances add visual interest and real activity to streetscapes. Ground floor residential should be located several feet above the street level to allow for privacy.

Maximizing retail's street presence is also of utmost importance to a successful street life. "Sunken-pit" entries are highly discouraged, with a minimum possible difference in floor level from interior to exterior sidewalk. Minimum floor to floor heights in key locations (especially along K Street) should be encouraged. Potential future retail locations, even when designed for some other interim use, should allow for the successful future conversion into retail.



27 INNOVATIVE SECURITY DESIGN TECHNIQUES

Multiple high-security tenants may be incompatible with the goals of active, pedestrian-friendly ground floors, as deep security-setbacks lead to poorly-defined, inconsistent street walls and dead, inactive blocks. Such setbacks also impact the possibility of successful retail structures.

In addition to the recommendation in the "Land Use" section excluding "Level-5" and discouraging "Level-4" security projects in NoMA, further action should be taken to ensure that security design in NoMA takes into account to the following:

- Explore creative solutions that allow for a mix of uses, including potential ground floor retail
- Require perimeter security and fortification to occur at the building wall
- Require alternatives to deep setbacks (such as the typical 50' setback requirement for level-5 security)
- Utilize the National Capital Planning Commission's National Capital Urban Design and Security Plan, and NCPC's "Objectives and Policies" (adopted May 5, 2005), and other ongoing security-design work as key references for employing quality security street design. (See Appendix E.1) While the Development Strategy does not recommend complete adherence to these documents, they represent a starting point for exploring a range of innovative techniques for mitigating the negative urban design impacts.



RECEIVED

D.C. OFFICE OF ZONING

Five:

Existing Neighborhoods

Preserve and enhance surrounding neighborhoods and historic landmarks, and guide redevelopment to address unmet community needs

NoMA sits in the heart of a set of established and improving neighborhoods. The appropriate fit into this existing context will require sensitivity and skillful connections. Transitions in scale are critical, along with the recognition of distinctions between areas where redevelopment is encouraged and those deemed stable and worthy of preservation. Enormous change can be managed in a way that makes conditions livable for current and nearby residents during growth periods.

28 SCALE TRANSITIONS

BETWEEN NoMA AND EXISTING ADJACENT ROWHOUSE NEIGHBORHOOD AREA:

Transitions in height, especially between 2nd & 3rd Streets NE
Transitions addressed by architectural character and good design
Transitions in bulk/lot size

Washington DC's rowhouse neighborhoods are irreplaceable, urban design treasures. New development in and around these neighborhoods should exhibit the utmost sensitivity to all aspects of their context, with a special consideration for compatible scale. When low-scaled rowhouse fabric abuts areas zoned for higher-density development, special care should be taken to create adequate scale transitions between these two scales of building. Abrupt changes in scale can create infringements on perceived neighborhood boundaries, can adversely impact light and views, and can drastically alter the pedestrian experience of the public realm.

TRANSITIONS IN HEIGHT AND LOT SIZE

For transition areas within NoMA, new development should avoid abrupt, incompatible scale transitions, especially on sites closest to finer-grained rowhouse neighborhood fabric. Compatible scale should take into account both height and lot size/ building frontage length, since height-alone is not the only contributing factor.

TRANSITIONS THROUGH GOOD DESIGN: ARCHITECTURE, LANDSCAPE AND STREETScape

Careful design solutions should be explored so that denser development is also mitigated by architecture that addresses scale through building design and facade articulation. This, in combination with pedestrian-oriented streetscape design, can address pedestrian scale despite height differences. Design techniques using vegetation can create visual transition down to a neighborhood scale. Trees also help with traffic calming by giving the appearance of narrower streets.

OTHER TYPES OF SCALE TRANSITIONS:

Transition at railway tracks: Encourage higher development along tracks, stepping down in scale to the east to meet the lower-scaled residential neighborhoods.

Transition at H Street: Building scale should step up at H Street in accordance with the recent H Street overlay in order to emphasize the importance of this retail corridor, and step down to adjacent low-scale residential areas.



29 CONSERVATION OF ROWHOUSE NEIGHBORHOODS

Rowhouse neighborhoods, in their variety of styles, are a defining feature of Washington DC's communities and urban form. While not all of the individual buildings in a rowhouse neighborhood are architectural achievements, the agglomeration and configuration of blocks of rowhouses confer a great collective value. The current economics of residential construction in downtowns make it difficult to achieve similar types of neighborhoods in new construction. Therefore, our remaining examples of this building/neighborhood type must be valued and protected.

- Any new proposed development within non-designated rowhouse neighborhoods in the NoMA area will be required to follow existing zoning designations for an appropriate contextual response to scale. In addition, tear-downs of existing rowhouse fabric are strongly discouraged.

- Destination retail uses must reinforce existing retail concentrations (such as along the H Street corridor) without incompatible infringement on residential streets, while avoiding excessive automobile traffic through residential streets.

- Limit office uses from infringing on rowhouse neighborhood streets, especially for neighborhoods east of the tracks, where residential uses should more appropriately push westward to the tracks, consolidating opportunities for office uses in areas west of the tracks.

PROXIMITY TO NEIGHBORHOODS & DOWNTOWN





30 BALANCING SCALE/DENSITY WITH POTENTIAL FOR INCREASED NEIGHBORHOOD AMENITIES

Increased density both within established neighborhoods and at their fringes requires a balanced view of the potential trade-offs. Approvals for requests that do not fit within the matter-of-right zoning, i.e., planned unit developments (PUDs), should only be allowed when 1) the project furthers citywide Comprehensive Plan objectives without negatively impacting the surrounding neighborhoods and 2) the proposed project is a high quality development and the proffered amenities are of a clear benefit to the public. In determining the amenities for a specific project, the developer's first point of contact should also contact any local community and neighborhood organizations and allow them to weigh-in on the discussion. The Zoning Commission hears and decides requests for approval of PUDs and is required by statute to give "great weight" to the recommendations of the affected ANC(s) and the Office of Planning.



31 HISTORIC PRESERVATION

Historic preservation plays an important role in creating and maintaining authentic neighborhoods. There already exist a number of buildings in NoMA with historic designation, or pending historic designation. Any development involving these buildings must be held to the expected standards of preservation, renovation and adaptive re-use. In addition, the Office of Planning has compiled a list of buildings to be added to the "pending" category of historic designation. Again, new development affecting these properties should address their historic qualities sensitively.

32 THE NoMA COMMUNITY

CONTINUED COMMUNITY INVOLVEMENT

Every effort should be made to include the residents from surrounding communities and from within the emerging NoMA neighborhood in the planning process. An ongoing dialogue with community organizations and leaders, and continued updates on development activity should allow for periodic community feedback for what is likely to be an extended period of dynamic activity in the area.

COMMUNITY NEEDS DURING EXTENDED CONSTRUCTION PERIODS

NoMA is not a blank slate. New construction must be sensitive to the potentially negative impacts and inconveniences to current residents, workers and surrounding neighborhoods caused by extended periods of heavy construction.

Construction staging areas for private development projects should be limited to private property. Currently, construction areas sometimes spill over into the public realm, making the use of sidewalks difficult. Careful monitoring and enforcement of these areas will allow for minimal disruption of the public realm.

The impacts of construction truck traffic should be minimized. Truck routes should be established on a project-by-project basis to direct trucks to the most efficient access routes that avoid small-scale residential streets, especially those in the Near Northeast neighborhoods (which are already burdened by truck traffic associated with the Wholesale Market and FedEx. New Streets and alleys created in the NoMA area (proposed in this Development Strategy) will contribute to the presence of alternate routes to the major arterials.

PEDESTRIAN SAFETY

Pedestrian safety is a high priority District-wide and in the NoMA area. A multi-pronged approach to pedestrian safety must be advocated in short-, mid-, and long-term actions. Basic infrastructure, like adequate sidewalks and lighting; traffic calming techniques; adequate pedestrian street/intersection crossings; interim security for undeveloped areas; and, ultimately, building design that contributes to active sidewalks and 'eyes on the street' will all help make NoMA a safer place to walk.

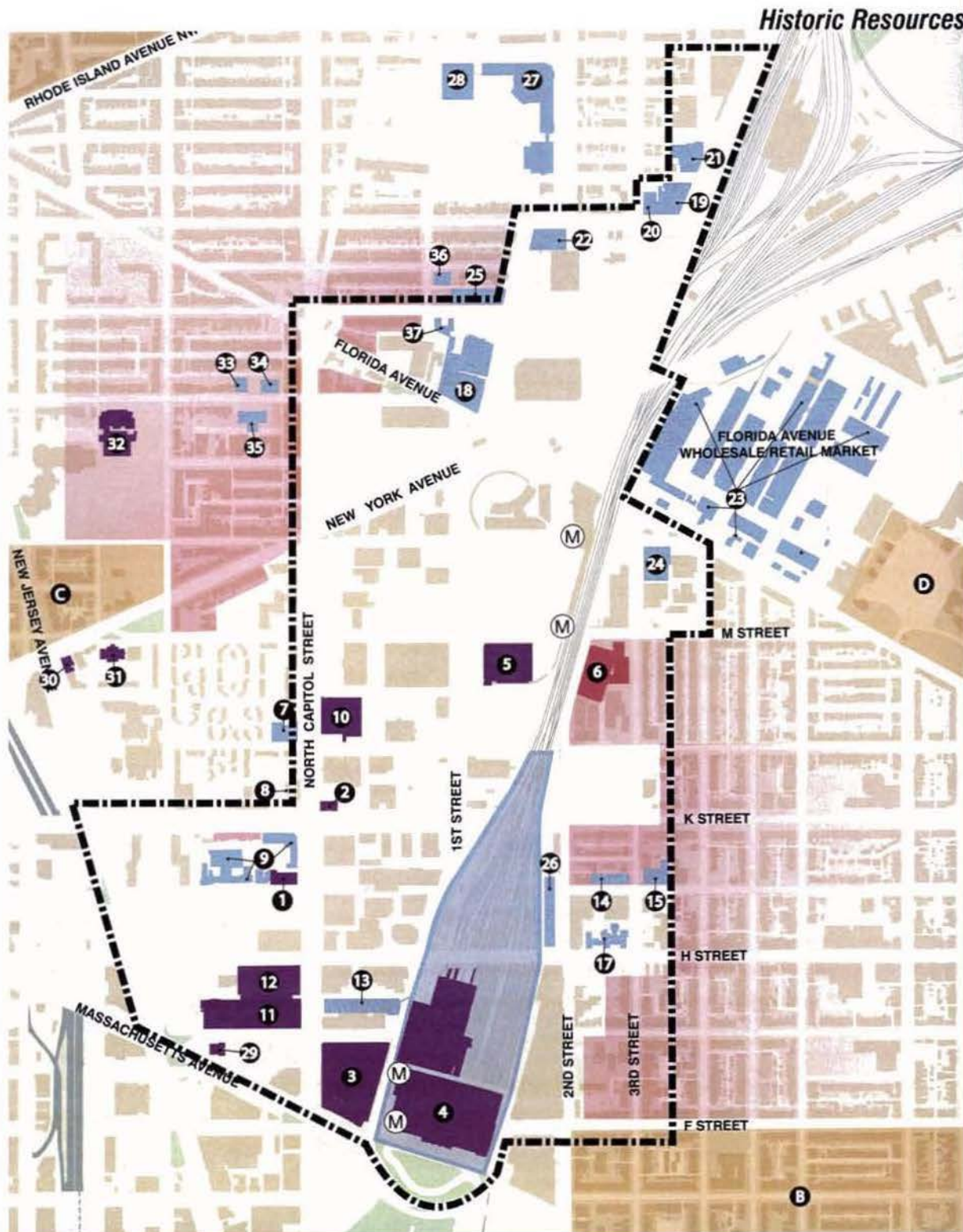
33 PARKING

Future large-scale development in NoMA will inevitably lead to increased demand for parking, for residents, workers, and visitors. Even with NoMA's extraordinary access to both city-wide and regional transit connections, peak parking demands are likely to have a spillover effect into surrounding neighborhoods. Innovative parking strategies for the entire NoMA area should be combined with enforcement and monitoring of illegal parking on adjacent neighborhood streets. Parking strategies within NoMA could include techniques such as non-striped parallel parking (which allows for more cars to squeeze into a given length of parking);

group parking meters (such as those used on M Street in Georgetown, which tend to generate more revenue for the City than standard meters, which could be earmarked for local neighborhood improvements; and, shared parking configurations (particularly useful for large, mixed-use developments containing uses with alternating peak parking demands).

All non-parallel, surface parking lots, while discouraged along sidewalk frontages, should have tree coverage requirements, providing both shade and a visual buffer.

FIVE: EXISTING NEIGHBORHOODS



LEGEND

- Existing D.C. Landmarks
- Properties Pending Designation
- Eligible Properties
- Registered D.C. Historic District
- Potential Residential Historic Districts
- Study Area Boundary

Existing D.C. Landmarks

- 1 Saint Aloysius Catholic Church, 1856-59
- 2 Saint Philip's Church, 1891
- 3 City Post Office, 1915
- 4 Union Station, 1903
- 5 Woodward & Lothrop Service Warehouse, 1938
- 10 Chesapeake and Potomac Telephone Company Warehouse, 1925
- 11 U.S. Government Printing Office Building #1 & #2, 1899, 1926
- 12 U.S. Government Printing Office Building #3, 1940
- 29 Gates School, 1891
- 30 Augusta and Louisa Apartment Buildings

- 31 Mt. Airy Baptist Church, 1926
- 8 The Academy of Notre Dame, 1902
- 9 Georgetown College High School, 1911
- 13 U.S. Government Printing Office Building #4, 1939
- 14 Tophams Building Corporation Factory, 1928
- 15 Vogue Dry Cleaning Company Building, 1926
- 16 Walters Milk Depot, 1913

Properties Pending Designation

- 5 Uline Aerie (1941) and Ice Manufacturing Plant (1937)
- Eligible Properties
- 17 St. Joseph's Home and Convent of the Little Sisters of the Poor, 1881
- 18 Judd & Detweiler Printing Company, 1913, 1920, 1922, 1937, 1947
- 19 August Ohlrich Bittling Plant, 1908
- 20 National Geographic Society Warehouse, 1924
- 21 Miller Bakery Warehouse, 1907
- 22 Sanitary Grocery Company Warehouse, 1930

- 23 Union Market Terminal
- 24 National Capital Press Printing Plant, 1931
- 25 Q Sheet, NE Warehouses, 1905, 1916, 1908
- 26 Railway Express Building, 1908
- 27 McKinley Tech High School, 1928
- 28 Langley Junior High School, 1922
- 33 Suter School, 1991
- 34 Langston School, 1902
- 35 John F. Cook School, 1925
- 36 Eckington School, 1899
- 37 McDowell Warehouse, 1909

Registered D.C. Historic Districts

- A Le Droit Park Historic District
- B Capitol Hill Historic District
- C Mount Vernon Square Historic District
- D Gallaudet College Historic District

Six: Environment & Sustainability

Address sustainability with high performance design and environmentally friendly planning and construction methods

NoMA can become a model of sustainability in its planning, infrastructure, and building design. There is a real opportunity to introduce a range of environmentally-sustainable best practices. Neighborhood-wide sustainability is beyond the capability of individual developments on their own. It will require a high level of coordination between public and private sector efforts and utility companies.

34

NOMA "GRANDE": A LARGER DEVELOPMENT AREA CHARACTERIZED BY RESPONSIBLE, SUSTAINABLE DEVELOPMENT

"GREEN" DEVELOPMENT BENEFITS THE NOMA AREA ON MULTIPLE LEVELS

NoMA's tremendous development opportunities bring an equal and shared responsibility. The D.C. Office of Planning is working to ensure that all development in NoMA and adjacent planning areas includes 'green' thinking and application.

Intense development, on this large area of underutilized land, over a relatively short period of time means the environmental impacts will be considerable. However, by developing 'green', the traditionally negative impacts on nature and health can be turned into positives, with cost advantages.

Mayor Anthony Williams is working on the creation of a cabinet level Department of Environment and progressively pursuing sustainability throughout the District government. The Office of Planning wants to draw attention to and mitigate environmental impacts through sensible efforts. Market based, environmentally-driven, strategic actions will promote health, security, revitalization, connection, and identity in the NoMA community.

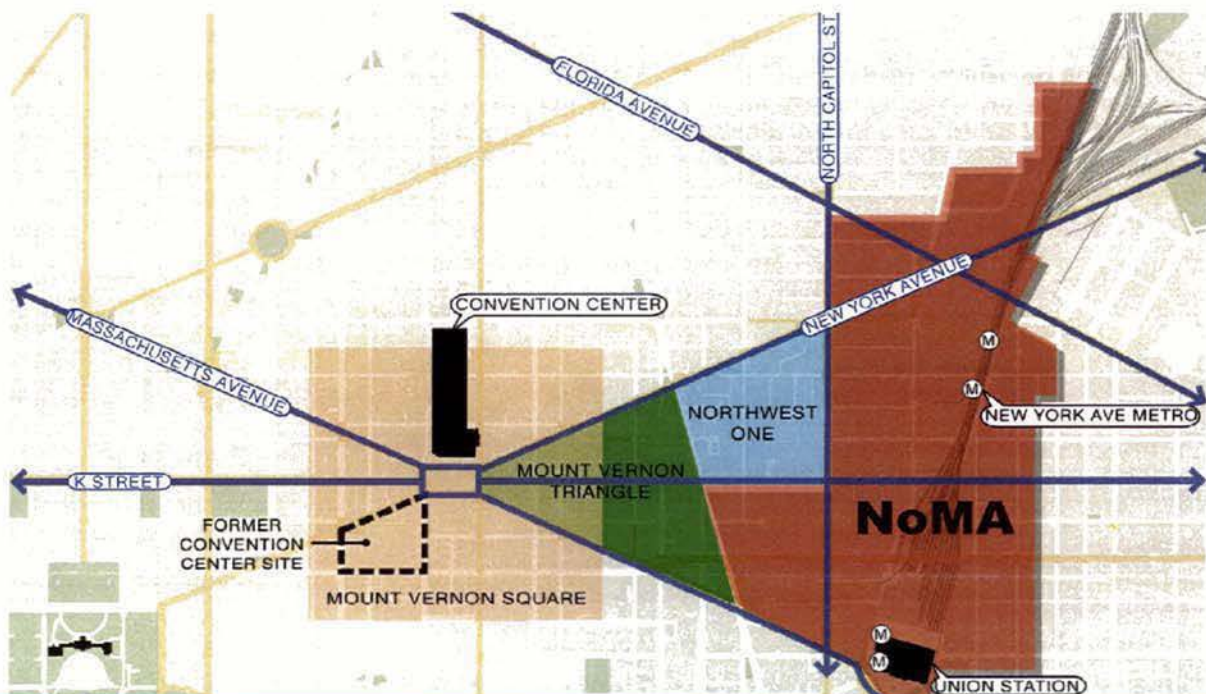
According to a recent PNC economic outlook survey, the rising price of energy is the new number one concern for small and medium-sized businesses. A 2003 study in California showed that though initial costs of 'green' projects were about two percent higher, that money was earned back

through utility bill savings within six years. Another expert suggests that 'green' buildings reduce operating costs by twenty percent.

Storm and waste management are also primary NoMA concerns. Increased development equals increased impervious surface areas that place added pressure to an already overburdened water management system, ultimately increasing costs. Pervious paving, filter-strips, bio-swales, rain gardens, green roofs, and other innovative techniques combine to reduce and slow runoff, filter sediments and other pollutants, and replenish the groundwater recharge.

Sustainable development is not only about saving money; it's about a healthy and responsible approach to construction that focuses on building materials, waste reduction, clean air, energy efficiency, employee and resident health and satisfaction, the local economy, the natural and built environments, and, most importantly, the future.

With such a large potential build-out over the next 10-20 years, the larger NoMA area is primed to serve as a model and call to action for responsible and sustainable development in the District. The Office of Planning has not yet secured grant funding for a coordinated sustainability study of this expanded area, but will continue efforts to do so.



35 ENVIRONMENTAL INNOVATION PLANNING AND COORDINATION

Given the current difficulty of multi-agency coordination, a District-wide systems approach must be developed for maximizing innovative, sustainable techniques. Some form of "Resource Management Association" can implement, coordinate, and manage at a scale between the City and individual building owners. This management model must be customized to accommodate existing DC agencies, and overcome the overlapping jurisdictions of DC public spaces (currently shared between the Water and Sewer Authority (WASA), Department of Health (DOH), and the District Department of Transportation (DDOT). Pursue a combination of publicly-maintained/ financed, and developer-maintained/ financed techniques.

36 HIGH PERFORMANCE BUILDING TECHNIQUES

The NoMA Vision Plan supports the District of Columbia's goals of minimized environmental impact and increased sustainable building techniques within the city. Designing for environmental sustainability is increasingly important in the construction industry as well, with standards set by the US Green Building Council's Leadership in Energy and Environmental Design program (LEED).

While LEED certification can seem a high standard, especially for for-sale residential buildings, since the life-cycle costs are an important benefit of these techniques, the program's criteria nonetheless provides a valuable list of potential green building techniques that should be considered in NoMA.

LEED criteria include a wide range of techniques in the categories of sustainable site design, water efficiency, energy & atmosphere, materials & resources, indoor air quality and innovation & design processes. Techniques that are of particular relevance to the NoMA neighborhood should be emphasized, including techniques to reduce the "heat island" effect of solar heat buildup in urban areas (such as green roofs) and ways of reducing the impacts of storm water runoff on the surrounding neighborhood communities. Such approaches work best when several buildings in an area use similar techniques, creating an aggregate benefit for the neighborhood. NoMA offers just such an opportunity.

37 BUILDING A SUSTAINABLE NEIGHBORHOOD

ENERGY EFFICIENCY (EE) TECHNIQUES

Energy Efficiency lowers dependency on energy and fossil fuel resource consumption through the use of mechanical, electrical, wind and solar energy systems, which optimize building performance and reduce costs and minimize adverse environmental impacts.

Encourage energy-sharing systems, where, for example, excess heat generation from one use (office) can be harnessed for another use (residential), where extra heat can be beneficial at peak times for hot water. Geo-thermal loops within multi-building projects may take advantage of this cost-saving, environmentally-responsive technique. Other strategies include:

- Apply Energy Star rated products to buildings and public infrastructure to lower energy consumption.
- Locate buildings to benefit from solar access, residential to the South & West; commercial to the north & east.
- Design buildings to take advantage of depth, footprint, cross ventilation, and full daylight so that HVAC systems operate less.
- Utilize energy rated systems and products that contribute to the whole green building structure.
- Provide daylight sensors and motion detector technology to reduce some of 20-30% of the normal building energy consumption.

STORM WATER MANAGEMENT (SWM) TECHNIQUES

SWM is the management and treatment of storm water and its runoff by replicating pre-development watershed conditions (hydrology), replenishing groundwater recharge, filtering pollutants and reducing and slowing runoff.

Flooding in the NoMA area indicates the presence of existing storm water capacity issues that could escalate with substantial future development. A wide range of innovative techniques should be encouraged to supplement, and lessen the demand on, traditional



structured 'pipe' techniques. Strategies may include:

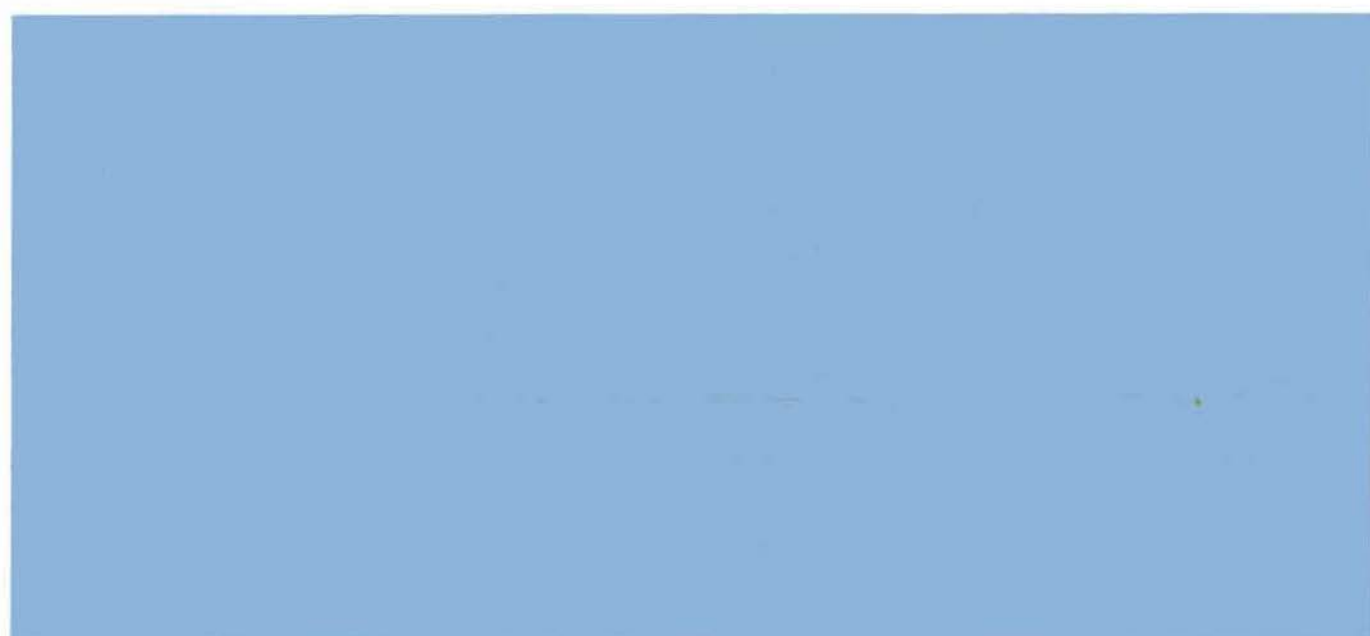
- Green Roofs to lower energy costs, stabilize and increase the green canopy and reduce impervious surface water runoff.
- Rain Gardens to capture and reuse water on site to grow native plants, flowers, trees, and shrubs and as green education on schoolyards and other sites.
- Permeable paving surfaces where water can be redirected to planting areas or swales.
- Rain Barrels to capture runoff and redirect it to lawns, gardens and courtyards and outside irrigation and landscape watering needs.
- Natural or re-graded topography to collect and use storm water at the low end of a site in a series of bio-swales.

IMPROVED AIR QUALITY (AQ) TECHNIQUES

Improved air quality reduces the adverse effects of combustible emissions to the atmosphere; in particular greenhouse gases, particulates, smog, mold spores, exhausts, fumes and acid rain that impact air quality.

Strategies may include:

- Use green building furnishings which do not emit noxious chemicals or fumes into the air
- Use environmentally friendly and less-noxious building materials, paint, cleaners, and products to maintain suitable air quality levels.
- Shift to cleaner fuel alternatives such as natural gas, electricity, hydrogen, bio-diesel and ethanol.
- Use state of the art mechanisms that separate, eliminate and ventilate indoor space.
- Expand the tree canopy and native tree planting to decrease heat island effects.
- Line development up with the Clean Air Act and OSHA standards.



PLAN ECONOMICS

OVERVIEW
GENERAL MARKET CONDITIONS
NoMA'S STRENGTH'S WEAKNESSES OPPORTUNITIES & THREATS
POTENTIAL IMPACT OF NoMA DEVELOPMENT
INCENTIVES AND CATALYSTS FOR IMPLEMENTING THE PLAN

DRAFT: JULY 10, 2006

Overview

The District of Columbia is in the midst of an ambitious initiative to develop 55,000 new housing units over a 10-year period, with the goal of increasing its population by 100,000 new taxpayers. This goal, based on a 2001 Brookings Institution paper and announced by Mayor Anthony Williams in his 2003 second inaugural address, is in large part a response to the District's stagnant and declining population during the 1990s. Additional residents will bring with them additional tax revenue to the District, helping to offset the lack of revenue to offset the cost of supporting a local, regional and federal workforce that largely lives outside the city and does not pay local taxes. Although the timeframe for achieving the proposed increase is flexible, the goal remains an important one for the District.

With the District of Columbia continuing its reign as one of the nation's strongest office markets, market dynamics are already encouraging development of office space. To balance market incentives to develop office and to create the type of healthy, sustainable, 24-hour neighborhood considered desirable by the District will require a critical mass of residents in addition to a daytime population of office workers. Downtown's central business district, for example, has become much more interesting and sustainable since residential development has brought more activity to the neighborhoods beyond the typical workday. Given the availability of so much empty land, the NoMA area presents the potential to create an equal mix of office and residential development, with the retail necessary to support both.

At full build-out, the NoMA area – as represented in this report – appears capable of supporting between 20 million and 30 million SF of new development. This assumption is based on current zoning and recent zoning variances in NoMA planned unit development applications. A conservative assumption of 20 million SF of new development, evenly split between office and residential (10 million SF of each), would suggest – again, conservatively – the need for 300,000 SF of retail to support the mix. NoMA may also present opportunities for larger format retail spaces, particularly if the air rights behind Union Station are redeveloped in the near term.

General Market Conditions

With the potential for development of millions of new square feet of space in a relatively short period of time, the NoMA corridor has the potential to develop in any number of directions in the next 5 – 15 years. One of the key elements in shaping that development is the market demand and market pressure on the site in the near term.

Given the large number of cleared and approved sites, the potential impact of market shifts is even greater than it would otherwise be, as there are numerous development opportunities and millions of square feet ready to begin construction in a relatively short period of time. In this sensitive environment, market forces may also be influenced through a variety of public sector interventions.

Office Market

On a regional and city-wide level, the Washington DC office market is strong and signs are strong for future growth. Recent studies for the Downtown BID have noted annual office space absorption of more than 2 million SF per year in the District alone over the last twenty years. In addition, there has been continued strength locally and nation-wide in the District's core employment sectors of government, services, and tourism, with more than 70,000 jobs added in the region in the last several years. Finally, the District's efforts to establish a more open local government and better local services have made the District more attractive than in the past relative to competitive suburban locations.

Looking forward, there are strong indicators that this growth trend will continue. The BID suggests an estimated 1.8 million SF of new office space absorption annually through 2030 in the District alone. This is in the context of a regional market with tremendous growth. Indeed, the District is expected to lose market share even as it adds a huge amount of new inventory. With the exception of some military contractors in the suburban areas, growth trends are also encouraging for the primary employment sectors that supply office workers in the District. This is echoed by local developers, who have continued to build new office inventory, and have seen strong leasing activity in recent years.

As the historic office core fills in, NoMA is ideally positioned to serve as an outlet for this potential growth, indeed, the growth of the District may depend on this area. The NoMA corridor offers excellent connections to mass transit through METRO and Union Station as well as immediate access to the regional roadway system. In addition, the area offers direct proximity to Capitol Hill and the downtown office core. These factors suggest great growth potential. More importantly, developers active in the area suggest that rents for new construction high-end buildings in the area could be \$38-\$45 per SF, compared with rents over \$60 per SF for prime

locations downtown and a \$41 per SF average for the District as a whole. This would offer potential tenants a newly constructed building for a rent level equivalent to some class B properties in other locations. Clearly, this opportunity has the potential to attract some tenants who would otherwise locate in other sub-districts, or who would otherwise leave the District altogether.

Potential procurement actions by GSA will have a significant impact on the future development of NoMA. Throughout the District, federal tenants remain an important driver of office demand, including approximately 20 million SF of leased space in the District, and more than 50 million SF of leased and owned space. The importance of this space is amplified by the tendency of many contractors to locate in immediate proximity to federal agencies. In NoMA, construction of the 430,000 SF headquarters building for ATF suggests that GSA – the federal agency responsible for the real estate needs of the federal government – understands the potential of this area. Given the security demands of federal tenants and the large potential space needs, further GSA activity in the area may set a template for future development of primarily office buildings. Unfortunately, these security demands – perhaps unnecessary – are in clear conflict with the development goals for NoMA.

An over-reliance on GSA tenants requiring so-called Level V security design would preclude the type of pedestrian-friendly, street-facing retail and mixed-use development that would allow NoMA to meet District goals for residential and office development. Consequently, the District should continue its work with the National Capital Planning Commission to encourage more creative security design guidelines for GSA that would allow this valuable office tenant to co-exist with the needs of a lively, active, urban neighborhood.

Residential Market

In parallel to the strong office market, the District has experienced a true renaissance in the downtown housing market. The level of renovation and new construction activity downtown continues to surprise even seasoned local developers. Broad improvements to quality of life, service delivery, and local amenities have greatly increased demand for residences in formerly marginal or non-residential areas of the city. For example, according to the Downtown BID, approximately 7,000 units of new housing are either under construction or planned on top of an existing inventory of approximately 4,000 downtown units. The demand for these units has pushed condominium sales prices above \$600 per foot (in some cases), and monthly rental prices above \$2.50 per foot. At these prices, the profitability to a developer of for-sale housing or office developments can be

comparable, depending on the specifics of the site. Rental housing still offers a much lower return than either for-sale housing or office development.

For NoMA, location and transit access suggest that trends downtown and in the Capitol Hill area are likely to expand into NoMA. The same transit and roadway assets that make NoMA attractive as an office location are likely to drive strong demand for residential development. Local developers suggest that they have a very favorable and optimistic perspective about the demand for new residential development in the area, though the overall residential market in the District and the region is softening.

Retail Market

Demand for mid-size and larger destination retailers is strong throughout the region, while within the micro-market the retail demand is likely to be determined by broader trends regarding the prevailing uses within the neighborhood. The District is broadly perceived to be "under-retailed" in terms of square feet of retail space per resident. This is particularly true of larger format retail stores, which District residents (and their tax dollars) currently seek out in suburban locations.

As the team has investigated the potential for this and other retail within the NoMA sub-district, we have found that developers have focused on three issues beyond the existing market demand which are likely to influence the eventual retail development in the area:

1. Uncertainty regarding the residential and retail composition of NoMA development projects leads to uncertainty about the desired retail tenancies. While most owners and developers in the area express an interest in a full-service retail environment, it is clear that their individual decisions about the type of retail space they will build and the types of tenants they will seek will not be determined until they have a clearer sense of the composition of residential and commercial space in NoMA more broadly. This will be particularly true if there is a significant amount of GSA tenancy, which will demand generally smaller and more dispersed retail frontage.

2. The realities of existing building height limits impact the ability of developers to recognize their preferred return if they include the type of retail spaces that create value for the District long-term. Several developers noted that the existing height limit allows them to build thirteen-story buildings, providing ceiling heights no greater than ten feet on the ground floor. This decision, while presumably economically rational in the short term, is likely to make the area less attractive to larger national retailers. Creating higher-ceiling retail spaces now, however, would prevent these developers from building the maximum number of floors, and is perceived as a loss of value for the buildings.

3. Major retail anchor opportunities are distinct from, and dependent upon, the incremental development of neighborhood-serving retail in the ground floors of office, residential and hotel projects. Significant destination retail is anticipated for the air rights over Union Station. Large-scale retail development is also viable at either end of NoMA's North Capitol Street – on the site of the soon-to-be-vacated Government Printing Office south of H Street and on both sides of New York Avenue between North Capitol and 1st Street. The nature and timing of this development will rely on the pace and mix at which NoMA's core is built out to provide a base of shoppers for the larger retail projects.

The interplay of these three factors will be vital to the final development of the retail environment in NoMA.

Hotel Market

With one hotel already under development, NoMA may well see further hotel activity as the market matures. Development of further hotels in NoMA is likely to respond to the trend in the rest of the District as the area is built out further. In general, the District hotel market has been strong, and NoMA's direct transit access and proximity to the core suggest that the area could develop as a desirable hotel location. However, the likely demand for hotels will be dependant on the creation of restaurants and other amenities that successful hotels use as attractions for non-business travel guests. The primary question is not likely to be whether or not NoMA sees further hotel development, but rather whether that development is strictly to serve business travelers or a broader market.

Market Conclusions

The combination of strong demand in a variety of sectors and no overwhelming demand in any single segment presents an invaluable opportunity for the District to grow long-term. Initial market investigation suggests that market demand in NoMA is well positioned to provide the type of mixed-use and multi-purpose neighborhood that is likely to be sustainable and vibrant over the long term. The size of the development lots suggests that many projects will consist of multiple buildings, which provides developers with the opportunity to create mixed-use projects as a way of maximizing their financial returns and mitigating a downturn in any particular sector.

Whatever this potential may be, recent experience suggests that the current market environment is not in sync with the longer term objectives of developers in the area. During the period of our initial market reconnaissance, we have seen one speculative office building that remains un-leased, and other projects that remain un-financed due to the lack of 100,000 SF of pre-leasing. These very important data points suggest that while there is great excitement amongst developers in NoMA, they have not been able to attract tenants under the current terms and market conditions.

The full development of NoMA depends on reaching a compelling, shared vision to improve the public realm and create a cohesive and active neighborhood. Recent history in the Mount Vernon Triangle, Southeast Federal Center, and other areas of Washington demonstrates the power of a strong vision and development expertise to open a vein of untapped demand. Initial market analysis suggests that NoMA has the potential to become a dynamic new neighborhood, but the current lack of local infrastructure and amenities is likely to be an impediment to that potential. Our task is to ensure that a vision is in place and the actions that are taken will assist in the creation of a neighborhood that addresses all of the District's policy and development goals over the long term.

NoMA's Strengths, Weaknesses, Opportunities & Threats

As noted throughout the NoMA planning process, the area exhibits significant strengths and opportunities to develop a stable, lively new neighborhood. To achieve this goal, however, development must be managed in a way that corrects certain market weaknesses, address competitive opportunities in the area and that takes steps to counter threats to the long-term viability of the area.

Strengths

NoMA's strengths include its strong transportation connections, its access to downtown and Capitol Hill, the presence of landmark structures and a strong, active stakeholder group that has already committed to working together to meet the challenges of developing in NoMA. Each of these can be built upon to further enhance the appearance, vitality and appeal of this area.

- NY Avenue Metro Station
- Union Station (AMTRAK and MARC)
- Bus station
- Highway access off of New York and Florida Avenues and North Capitol Street
- Downtown and the Capitol Complex
- Uline Arena and other historic assets
- NoMA Stakeholders Group
- Vacant land
- Metropolitan Branch Trail

Weaknesses

Among the most obvious of NoMA's current weaknesses is the large amount of vacant land, which, along with the poor street, sidewalk and stormwater infrastructure, creates an immediate visual disincentive for either residential or office users to choose NoMA. The area's network of "super-blocks" adds to the current unwelcoming feel of the area – particularly for pedestrians. The area currently lacks retail and other amenities and services, as well as public spaces for either recreation or leisure.

- Vacant land
- Poor infrastructure (streets, sidewalks, stormwater)
- Lack of recreation or public space
- Super-blocks
- Lack of amenities
- Lack of visibility and access to Metrorail Station

Opportunities

Fortunately, each of NoMA's weaknesses also presents opportunity. In particular, vacant land provides a clean slate on which to plan a finer-grained, pedestrian-friendly street grid without disrupting existing structures. It also allows for neighborhood-wide urban design that identifies preferred sites for public spaces before building plans are finalized. The lack of recent street improvements makes it much easier to approach the area's traffic concerns in a way that will not only address specific streets and intersections, but also the larger issues of how to manage traffic flow to minimize negative impacts on the surrounding residential neighborhoods.

Overall, NoMA's clean slate makes it realistic to plan for the type of 24-hour neighborhood that would best serve the District and its residents. It is a real and rare opportunity in an already densely developed city to be able to plan for an even mix of residential and office development, with retail located in a way that creates a gathering place for neighbors and office workers. NoMA also offers an ideal location for the District to address its relative lack of hotel rooms as part of a well-integrated development plan.

All of these elements would also offer the District an opportunity to generate a diverse mix of new jobs for District residents. In particular, retail and hotel employment would provide opportunities for many residents of nearby neighborhoods to find work within walking distance or short commute.

- Mixed-use development
- Hotel development
- Finer grained street grid
- Pedestrian-friendly retail and streets
- Redesign of Florida Avenue – New York Avenue intersection
- Public spaces
- Architecture
- New Job Creation
- Potential to achieve design excellence, plan implementation and other community benefits through PUDs
- Sculptural uniqueness of historic stone wall
- Two-level city

Threats

Of course, taking advantage of all the opportunities NoMA offers will not be without its challenges. Market forces may encourage developers to pursue office development disproportionately, or to delay development in a way that hinders the critical mass necessary to the success of those who do develop. Federal government security requirements may result in construction of fortresses, with deep setbacks and no pedestrian interaction, and single use buildings without retail. Retail could be developed in a piecemeal manner, with ground floor spaces in buildings designed in a way that will never be suitable for the type of retail needed once the area is fully built-out. In the absence of specific development guidelines, high-rise structures could be built adjacent to lower scale residential neighborhoods, destroying the feel and culture of traditional communities.

- Office canyons, populated only from 9-to-5
- Delayed development
- GSA-dictated fortresses and single use buildings alienating the public realm
- Poor retail mix
- Inappropriate building heights and uses in sensitive areas
- "West End" style architecture
- Traffic congestion
- Lack of public investment in infrastructure

Potential Impact of NoMA Development

To quantify whether it is, in fact, worthwhile to take advantage of the opportunities presented by NoMA, The Jarr Lynch Companies (JLC) completed an analysis of the fiscal and economic impacts of potential development of property within the NoMA study area. This analysis considered the impact with development occurring over either a 10-year or a 20-year build-out period. JLC assumed that development would occur in accordance with the city's expressed preference for an equal amount of residential and commercial (office) development in the area, and based its analysis on development program assumptions previously discussed with District officials and on publicly available information on District tax rates and policies.

Based on this analysis, the impact on the District of Columbia of the proposed development would include the following.

Taxes Collected

Assuming a 10-year build-out of the area, an additional \$468 million of tax revenue would be collected over 10 years and an additional \$922 million collected over 20 years. Assuming a 20-year build-out, an additional \$303 million of tax revenue would be collected over 10 years and an additional \$618 million collected over 20 years.

Employment

An additional 75,926 construction jobs (or 7,593 jobs per year over a 10-year build-out) and an additional 857 permanent retail jobs would be generated by full build-out of the NoMA area. Assuming, conservatively, that 25 percent of these jobs will go to District residents, this means an additional 18,982 construction jobs and an additional 214 retail jobs for District residents. Given the tight office market and efforts to attract new residents to DC, it could be reasonably assumed that all 37,778 office workers in a fully built-out NoMA would be District residents.

Spending

An additional \$230 million of annual retail spending (city-wide, not just in NoMA) would be generated by new District residents and office workers located in NoMA. NoMA residents and workers would also generate an additional \$15 million of annual METRO spending. Assuming 25 percent participation by LSDBE contractors in the design and construction of NoMA's many projects, an additional \$2 billion in development revenue could go to LSDBE contractors over the full build-out of the area.

Summary of Fiscal Impact: NoMA Development

Tax Source	Cumulative Taxes Collected (in 2006 dollars)		Cumulative Taxes Collected (in 2006 dollars)	
	10-Year Build Out	Over 20 Years	20-Year Build Out	Over 20 Years
Income Tax	\$53,625,223	\$134,969,758	\$26,812,611	\$77,822,301
Unemployment Insurance Tax	\$16,667,198	\$40,256,488	\$8,333,599	\$23,341,207
Real Property Tax (Construction)	\$80,419,511	\$80,419,511	\$107,949,182	\$119,796,351
Real Property Tax (Residential)	\$69,094,068	\$166,883,754	\$34,547,034	\$96,761,254
Real Property Tax (Commercial)	\$88,120,626	\$212,838,833	\$44,060,313	\$123,406,575
Motor Vehicle Excise Tax	\$1,926,267	\$1,926,267	\$1,926,267	\$1,926,267
Sales & Use Taxes	\$54,971,527	\$132,773,407	\$27,485,764	\$76,983,655
Public Utility Tax	\$6,806,317	\$16,439,382	\$3,403,159	\$9,531,756
Deed Recordation & Transfer (Land)	\$9,919,526	\$9,919,526	\$4,959,763	\$7,135,611
Deed Recordation & Transfer (Condos)	\$86,253,746	\$125,397,917	\$43,126,873	\$81,789,115
TOTAL	\$467,804,011	\$921,824,843	\$302,604,566	\$618,494,092

Prepared By: The Jarr Lynch Companies (March 2006)

Summary of Employment Impact: NoMA Development

Employment Source	Jobs Created (FTE)	Annual Jobs Created 10-Year Build-Out	Annual Jobs Created 20-Year Build-Out
Construction	75,926	7,593	3,796
Office	37,778	3,778	1,889
Permanent Retail	857	86	43
TOTAL	114,561	11,456	5,728

Prepared By: The Jarr Lynch Companies (March 2006)

Summary of New Spending: NoMA Development

Source of Spending in NoMA	New Spending in NoMA	Annual New Spending in NoMA 10-Year Build-Out	Annual New Spending in NoMA 20-Year Build-Out
Annual Retail Demand (New Residents)	\$34,031,250	\$3,403,125	\$1,701,563
Annual Retail Demand (New Office Workers)	\$196,444,444	\$19,644,444	\$9,822,222
Annual METRO Usage (Residents & Office Workers)	\$15,104,167	\$1,510,417	\$755,208
Construction Revenue to DC Contractors (25% LSDBE Participation)	\$2,050,000,000	\$205,000,000	\$102,500,000

Prepared By: The Jarr Lynch Companies (March 2006)

Incentives and Catalysts for Implementing the Plan

With such a significant potential return to the District – in terms of tax revenue and economic activity – in addition to the proven urban design benefits of the proposed vision plan for NoMA, it seems like a wise investment to promote implementation of this plan. Potential catalysts include public efforts to improve the street infrastructure of the NoMA area, to develop public spaces and to refine the street grid. Incentives are likely necessary to encourage thoughtful design of first floor space that can support retail ten years from now even if not immediately and to ensure that sufficient residential development takes place to balance out the office development that seems certain to occur.

Program: Assumptions for Economic Input

The development program proposed by the DC Office of Planning is the basis for this analysis. Basic details of the program include:

RESIDENTIAL

- 10 million SF of residential
- Average SF per household = 1,000 SF
- Number of new households = 10,000
- Affordable component = 8% (4% at 80 AMI and 4% at 50 AMI)
- Assumes all units are for-sale, not rental.
- Market rate sales price = \$500 per SF

COMMERCIAL

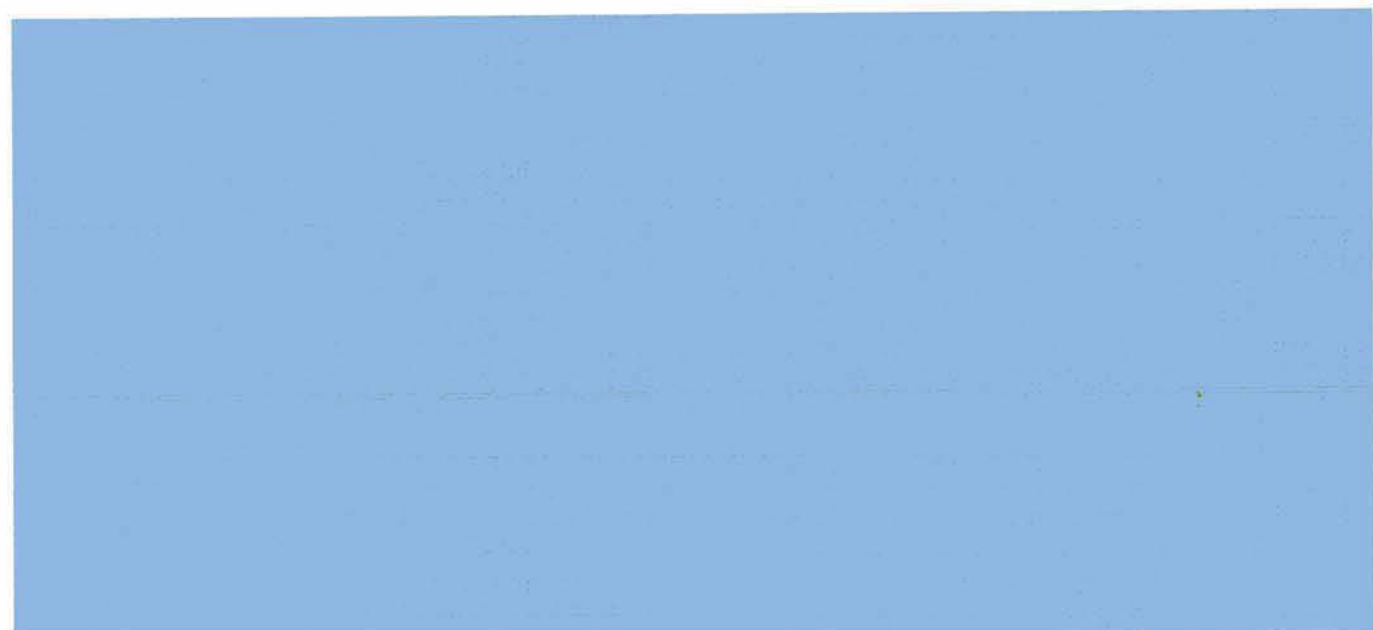
- 10 million SF of office
- 300,000 SF of retail

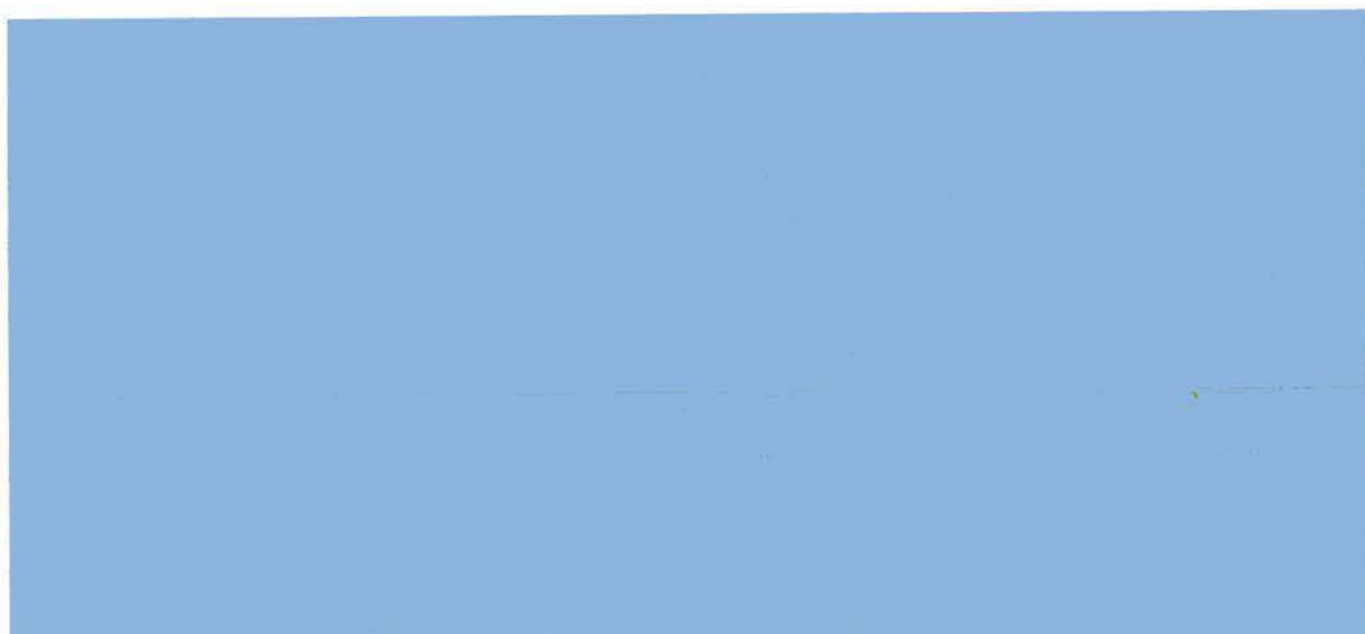
PARKING

- Parking development costs not included.
- Parking space sales prices (for residential units) not included.
- 20,000 commercial parking spaces.
- Rent = \$10 per day per space, 350 days per year.

Implementing







the Vision for the NoMA Neighborhood

IMPLEMENTATION

OVERVIEW
ECONOMIC DEVELOPMENT TOOLS
PLAN ADOPTION PROCESS
CHARACTER AREA DEVELOPMENT GUIDELINES

DRAFT: JULY 10, 2006

Overview

The NoMA Vision Plan is supported by the Planning Fundamentals and Development Strategies. In turn, these Development Strategies will guide a variety of Implementation techniques, presented on the following pages.

The NoMA Vision Plan and Development Strategy will be adopted as a Small Area Plan that will serve as the legal mechanism governing new project approvals and the coordination of public initiatives. It is meant to provide a Framework that lends a great deal of future flexibility to best respond to changing market conditions, while at the same time setting the stage for a series of concrete actions and more detailed design recommendations.

Ultimately, implementation will occur through a combination of:

- Regulatory changes (Comprehensive Plan, Zoning, Character Area Guidelines, PUD approval process)
- Public investment, actions and incentives (transportation, streetscapes, detailed design guidelines, public spaces, public art, funding incentives)
- Private investment through Special Assessment areas
- Private development that is coordinated with the proposed Vision and Development Strategy

Coordination

Implementation according to the Plan's vision will require effective partnership between the public and private sectors, and members of the community. For public improvements, coordination with relevant City departments will be critical. The Office of Planning must take action to continue: the ongoing dialogue among City agencies begun during the Technical Advisory Committee meetings held throughout the planning process; among the development community and City staff with the Office of Planning's ongoing series of "Developer Forums"; and, among community members and organization, with con-

tinued updates and involvement in relevant committees and Advisory Neighborhood committees.

Much of the proposed infrastructure improvements will overlap with the City's pre-existing utility re-construction and upgrade plans, street traffic planning and other capital improvement projects. The massive disruptions caused by these types of public projects require that all redevelopment work be coordinated to take advantage of operational and cost efficiencies, and to avoid future duplication of cost and effort.

Economic Development Tools

The Current Situation: *A Landowner's Perspective*

The NoMA area's poor infrastructure makes the area unattractive both to potential new residents and to potential office tenants. This visual first impression is difficult to overcome and makes marketing projects in the area difficult.

Although the prevalence of vacant land provides a great opportunity, it also serves as a significant liability. With no established market, office tenants, home buyers or retailers are reluctant to be the first to locate in NoMA. This reticence feeds on itself, such that corporate offices and potential residents are deterred by the lack of retail and retailers are deterred by the lack of existing daytime or evening populations.

Developers are necessarily motivated to build the product that best helps them to recover the investments they have made in the land. Several parcels in NoMA have turned over ownership in recent years and the land price requires that the sites be developed to achieve a specific – sufficiently high – return.

With the specter of construction costs continuing their trend of increasing by up to 15 to 20 percent per year, with mandatory inclusionary zoning legislation pending in DC Council that could reduce the return on residential development by up to 33 percent in its current form, and with the residential market leveling off, property owners in NoMA may be wisest to either develop office product or delay any development until market dynamics change.

Development Catalysts

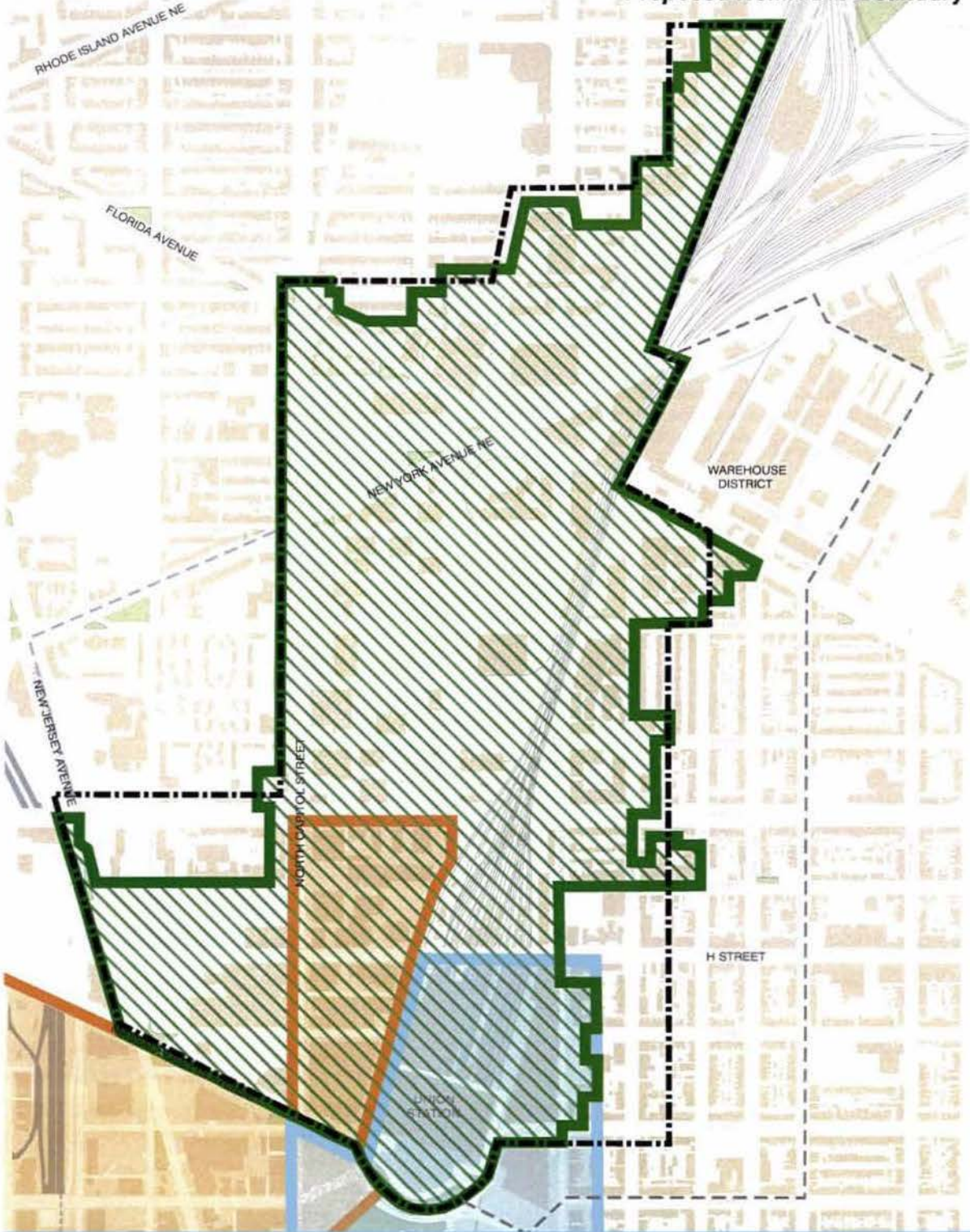
It is in this context that the NoMA Vision Plan offers an action plan for creating a new, vibrant, mixed-use neighborhood in which each development strengthens the others. The most immediate catalyst for improving the outlook for NoMA is an expedited schedule of public infrastructure improvements. Such improvements will directly address NoMA's most glaring weaknesses while taking advantage of its most immediate opportunity. Shorter blocks and new roads, sidewalks, curbs, trees and lighting will help even vacant land in NoMA make a good impression. Safer, more attractive underpasses will help to connect the area to its neighboring communities.

Projects already underway will serve as examples of the possibility of NoMA. The success of the new ATF headquarters, Capital Place and the Eckington Hotel at the New York Avenue Metro Station will all serve to set the tone for NoMA, while also stabilizing its northern edge. Residential development on NCRC and DCHA land fronting on North Capitol Street will bring new residents to NoMA, with ground floor retail to serve them and the new office tenants.

As noted already, decisions by the federal government on its office security requirements will have a significant impact on the DC market – ideally allowing for development that supports pedestrian-friendly streetscapes and retail activity. The District government can act now to aggressively support strategic design for GSA properties that counter this threat to wise urban design principles and the ultimate success of NoMA and its economic return to the District.

Finally, a mix of potential public incentives could drive development of specific projects to include well-designed ground floor retail and sufficient housing, capitalizing on the opportunities offered by NoMA and serving the needs of the District. In particular, the District should implement a NoMA Retail Zoning Overlay that would establish guidelines for ground floor ceiling heights, transparency of ground floor facades, and for restricted uses of ground floor space in high priority retail areas. Each of these initiatives would be a stepping stone toward increasing the value of NoMA in the eyes of potential residents and tenants. As a result, they can all influence the choices and timing of decisions made by private landowners.

Proposed NoMA BID Boundary



LEGEND

- Proposed NoMA BID Boundary
- Downtown BID Boundary
- Capitol Hill BID Boundary



Funding Considerations

When considering the resources and techniques available to the District government to support the priorities identified as part of the NoMA plan, four specific approaches were identified: tax increment financing (TIF), payment in lieu of taxes (PILOT), a special assessment on area property owners, and tax abatement for preferred development. Each technique has its own merits and challenges.

It is important to note that other, traditional development incentives are not viable in NoMA as density bonuses can not be implemented in a TDR receiving zone due to the potential maxing out of development capacity through the existing TDR program.

SOURCES	USES
Capital Funds.....	Transportation and Infrastructure Improvements
PILOT (1 or 2 Property Owners).....	Priority Retail and Arts/Production Uses
Tax Abatement.....	Residential and Environmental - Consolidated Chiller Plant, Thermal Loop
TIF.....	Retail/Public Space (Acquisition & Development)
Special Assessment	Additional Infrastructure Improvements

Tax Increment Financing (TIF)

In this approach, all or some of the NoMA area would be designated a TIF district and the incremental tax revenue collected as a result of development in the district would be pledged to support payments on bonds issued by the city to fund infrastructure and public realm development in the area. The lower cost bond financing would either help the city to finance infrastructure development or be made available to developers to support preferred development.

Representatives of the Office of the Deputy Mayor for Planning and Development have indicated that TIFs are an appropriate financing mechanism to support infrastructure development. There are two primary challenges to using TIF financing, however. The first is that the program would access only a percentage of total property taxes (25 to 40 percent) since the majority of these tax revenues are already promised to support the District's general obligation bonds. The revenue generated by other taxes – retail, hotel, etc. are potentially insufficient to support the needed infrastructure spending.

The second challenge is that the anticipated pace of development – particularly of retail and residential – will be so incremental in NoMA that new taxes generated in the initial years of any TIF program would potentially be insufficient to cover bond payments.

The most important steps toward developing NoMA in a way that meets the District's goals are the improvement of the public infrastructure (existing streets, water and sewer pipes, stormwater management, and sidewalks) and the reintroduction of a more refined street grid. These steps will address the most significant current weaknesses in the NoMA area while capitalizing on the most immediate opportunity. When implemented, it will be part of a massive investment in public infrastructure that began with the development of the New York Avenue Metro Station. As these new investments are clearly responsibilities of the public sector, and as there is no clear alternative funding to meet these needs in the necessary time-frame to promote the preferred development mix, the District should move quickly to implement a tax increment financing program for the NoMA area. Given the anticipated pace of build-out, the TIF program may work better if combined with a Special Assessment on local property owners in the early stages.

Special Assessment District

When there is sufficient community support for a clearly defined use, the District is able to impose a special assessment on property owners, business owners, residents or any other taxable entity to fund the use. In NoMA, there are clearly specific uses – identified above – that have the support of area stakeholders. The challenge, however, is that any special assessment would have to justify to these stakeholders why they are being taxed beyond their existing tax burden for services (i.e., street paving and sidewalks) that are supposed to be covered through existing public resources. NoMA property owners voluntarily participated in a special assessment of \$25 million to help fund development of the New York Avenue Metro station and have indicated that they do not believe they should be assessed again for capital improvements to NoMA streets. An additional challenge is that a special assessment district will effectively raise the rent and/or sales price that a developer will require in order to achieve an appropriate return. Any increase in costs may in turn diminish NoMA's competitive position relative to other areas outside the District.

City officials suggested a possible hybrid approach in which property owners would share the costs of infrastructure improvements with the District through the creation of a Special Assessment TIF District. This approach would start with a special assessment on area property owners. As new development begins to generate incremental new tax revenue, the amount of the special assessment would be offset by the incremental tax revenue. Over time, the special assessment would gradually be reduced to nothing as TIF revenues increase.

A Special Assessment, existing DDOT capital dollars, and a new TIF program should be used to cover the cost of acquiring and developing the street infrastructure called for in the NoMA plan. This approach would build on one of NoMA's major strengths – its well-coordinated and committed group of landowners. One very real challenge to this approach that must be weighed carefully is that any assessment on property owners will increase the cost of development and the necessary returns on development, thereby impacting the likely mix of product.

Payment in Lieu of Taxes (PILOT)

The city could access 100 percent of incremental property tax revenue through an agreement with property owners to abate their taxes in exchange for a payment of the anticipated tax amount directly to the city for use in making payment on bonds issued to support either infrastructure spending or preferred development. The primary challenge to using this payment in lieu of taxes approach is that it currently requires a separate contract between the city and each property owner. Given the multiple owners within NoMA, this would be a cumbersome process under current methods.

The PILOT program should be used on a case-by-case basis with only a few property owners at key locations to provide incentive for development of high-quality ground-floor retail space. Retail development can be an effective catalyst for future development, but only if it is well-planned. This approach would allow the District to work with developers to effectively counter one of the major threats to NoMA's future as an active 24-hour neighborhood.

Tax Abatement

Under tax abatement programs, the District would provide an incentive for development of a particular product type (i.e., residential or retail in NoMA, but used elsewhere in the city to support supermarket development) by agreeing that the end user of the developed space would not be required to pay property tax for a fixed period of time. Although this can be an effective incentive, it can be a challenge to justify the abatement at a time when the District is seeking to raise its overall tax revenue collections. The key to making this case is to compare the overall increase in tax revenue resulting from the abatement to the amount of tax revenue abated, treating the abatement as an investment in longer term stream of returns.

Downtown Business Improvement District officials note that in the Mount Vernon Triangle area, tax abatements (\$0.81 per SF) for residential development helped to spark investment in new buildings before the abatement program ended on December 31, 2005. One proposal to encourage a quick response to any tax abatement offered would be to limit it, for example, to the first 1,000 or 1,500 units of housing built in NoMA.

Tax abatement could appropriately be used to encourage residential development in NoMA. This would offer a direct, easily monitored return on the use of city resources. The return on the public's investment (in the form of tax abatement) would be the production of new housing in an area of the city that can support it. This new housing will also go a long way toward encouraging new retail development in NoMA, which will, in turn, improve the marketability of NoMA to office tenants and more new residents. For NoMA to develop into the successful, revenue-generating, mixed-use neighborhood it has the opportunity to become, the District will need to offer this type of incentive to ensure there is sufficient residential development to offset the impact of offices that are likely to be built regardless of government action. Pending final analysis by the District, this plan recommends implementation of a tax abatement program for the first 2,000 units of residential development in NoMA, through December 31, 2008.

Other Measures

Additional public measures can help to encourage and direct development in NoMA that meets public goals. Currently, proposed mandatory inclusionary zoning legislation excludes NoMA from its requirements, as NoMA is among the District's transferable development rights (TDR) receiving areas. Maintaining this exclusion will help to make NoMA a more competitive location for residential development in the District.

The pace of development in NoMA may also be encouraged through strict enforcement of tax rates for vacant land. Vacant properties being taxed at the current five percent rate are more costly to keep vacant than those being taxed at 1.85 percent if they are categorized as being under development.

It was not clear what source of funds might support development of such environmentally beneficial infrastructure as a consolidated chiller plant or thermal loop.

Adoption Process

The NoMA Vision Plan and Development Strategy legal status will be as a Small Area Plan, with the following adoption process:

- After internal reviews of Draft by Advisory and Technical Advisory Committees, Draft Plan is presented for a public review at the Office of Planning, MLK and R.L. Christian public libraries, and on the Office of Planning web site
- During the public review process, updates are provided at ANC 6C and ANC 5C meetings
- The Mayor's hearing on the Final Draft NoMA Plan is planned to be held

- The Small Area Plan Approval process begins:

-Approval process is coordinated by the Mayor's Office of Policy Research & Development

-A Draft Resolution must be crafted by the planning team and reviewed by Office of the Attorney General for legal sufficiency, and by the Office of the Chief Financial Officer for fiscal impact.

-A Legislative package (consisting of the Plan, public hearing transcript, executive summary explaining differences between draft and revised plan, if any; Draft Resolution, and necessary cover and transmittal letters) is transmitted to the Mayor's office.

Character Area Development Guidelines

Whichever implementation techniques are ultimately utilized, the following "Character Area Development Guidelines" will form a basis for evaluation or policy revision. These guidelines break down the NoMA Planning Area into six smaller sub-districts that are generally based on underlying zoning designations. This organization will provide guidance for future zoning changes, evaluation of PUD applications within a given sub-district, as well as general community expectations.

There are certain implementation recommendations that are common to all of the character areas. Where streets have been closed to railroad construction or other actions, the re-introduction of a finer grained street network will help to re-establish a neighborhood scale and avoid "superblock" development. The District, landowners and residents will need to continue developing a Conceptual Public Realm Plan, comprising streets, open spaces and transit hubs, landscape guidelines, and connections among the subareas of NoMA and between NoMA and adjacent areas. It will be necessary to have close consultation between the private and public sectors on the design of major new developments and the conservation of the historic fabric. This is particularly important because so many large tracts of land have already been assembled under common ownership; the development of each tract has the potential for a significant impact on the overall NoMA area.

NoMA CHARACTER AREA BOUNDARIES

Central NoMA Boundaries: All C-3-C-zoned area north of I Street, east of North Capitol Street and south of Florida Avenue, except for Northwest One planning parcels along North Capitol Street; plus the triangular area bounded by New York Ave, Florida Ave, and the railroad tracks; and, Union Station and all areas west of Union Station south of G Street.

Transition Area A: "East NoMA Neighborhood" Boundaries: Any "C-2-A" and "C-2-B" zoned area, east of the tracks, that borders an R-4 zone; and the "C-M-1" zone east of the tracks between I and L Streets.

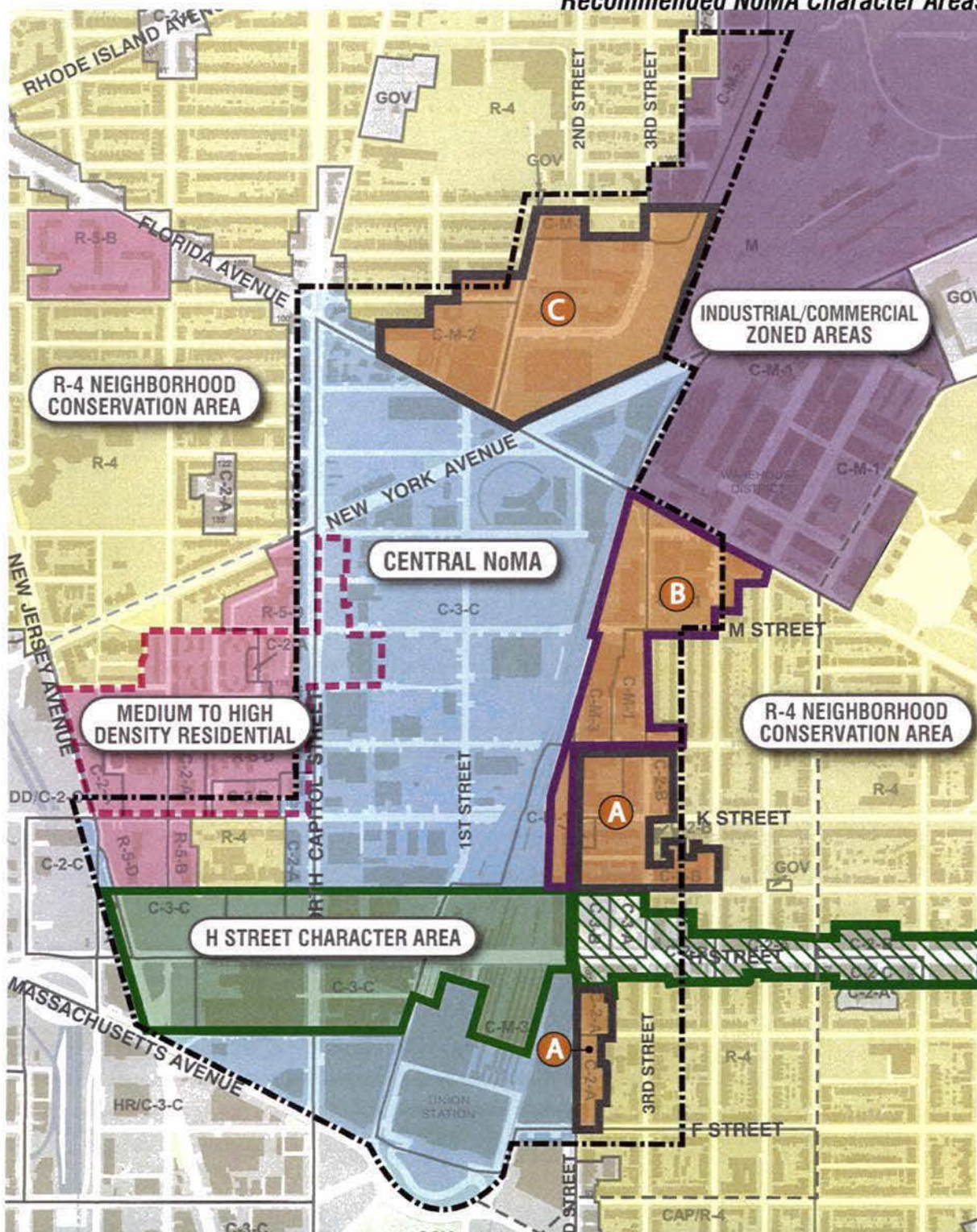
Transition Area B: "Production/ Arts & Live-Work" Boundaries: East of the tracks, within the areas zoned "C-M-1" and "C-M-3" south of Florida Avenue and north of L Street, as well as the two sites between K and L Streets along the tracks.

Transition Area C: "North NoMA/Eckington Neighborhood" Boundaries: Within the area zoned "C-M-2" and "M" north of Florida and New York Avenues and below R Street, NE.

H Street Character Area (West of 2nd Street NE) Boundaries: Area between G & I Streets, from 2nd Street NE, west to New Jersey Avenue.

R-4 Residential: "Neighborhood Conservation Areas" Boundaries: All R-4 zoned areas

Recommended NoMA Character Areas



LEGEND

- Neighborhood Transition Area: Sub Areas A, B, C
- H Street Overlay
- H Street Character Area
- R-4 Neighborhood Conservation Area
- Central NoMA
- Industrial/Commercial Zoned Areas
- Medium to High Density Residential
- NorthWest One
- Zoning Boundary
- Study Area Boundary

CHARACTER AREA DEVELOPMENT GUIDELINES

Central NoMA



A Downtown neighborhood with a great environment for living and working and a unique identity

(blue area on Recommended NoMA Character Areas map, page 5.7)
Boundaries: All C-3-C-zoned area north of I Street, east of North Capitol Street and south of Florida Avenue, except for Northwest One planning parcels along North Capitol Street; plus the triangular area bounded by New York Ave, Florida Ave, and the railroad tracks; and, Union Station and all areas west of Union Station south of G Street.

VISION

- Capitalize on substantial vacant land and Metrorail connections to create an organic-feeling 50/50 mix of high density office and residential uses. With its proximity to Downtown, this is the area with the best long-term potential for office development. It is also the area where a limited-term residential tax abatement might be employed to ensure the desired mix of uses
- To break down the scale of the developments on large tracts of assembled land, emphasize a fine grained street grid with the re-introduction of some streets that were closed when rail lines were consolidated for Union Station
- Encourage the provision of multiple individual entrances in residential developments, especially on east-west streets, by embedding "townhouse-like structures within the lower floors of large building"
- Emphasize creative architecture that keys-off of the area's prior industrial character through the preservation and creative adaptive re-use of historic structures
- For both residential and commercial structures, capture lower-price point office and residential markets through the use of inexpensive building materials in fresh, innovative ways
- Locate community-serving retail along 1st Street to focus community activity. This may require a zoning overlay to encourage development of ground floor space suitable for significant retail use, including restaurants
- Take advantage of the area's excellent rail-oriented infrastructure by enhancing pedestrian connections to the New York Avenue Metro and Union Station
- Emphasize creative linkages to the Metropolitan Branch Trail, as a unifying element and as a unique public space

DESIRED LAND USE MIX

OFFICE / RESIDENTIAL GOALS:

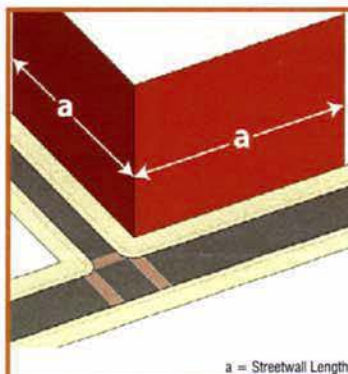
- Target 50/50 mix of commercial/residential uses
- Promote active streets with many residential entrances

RETAIL GOALS

- Mix of retail focus areas, including:
 - Neighborhood serving retail along 1st Street spine.
 - Anchor retail at Union Station and, possibly along N Street between North Capitol and 2nd Streets

IMPLEMENTATION TOOLS

- A limited amount of Residential Tax Abatements available for a limited time period
- Omit Transferable Development Rights (TDR) receiving zones in NoMA from areas where Inclusionary Zoning would be required. TDRs have already maximized development potential, and few or no incentives remain to developer to provide affordable housing
- Emphasize fine-grained street grid with strong residential character (multiple individual entrances) on east-west streets
- Potential zoning overlay for limited first floor areas at corners of 1st Street, NE and K, L, M and N Streets to require 14'-clear heights and clear glass and to permit only sales-tax producing (e.g., retail) uses in these corner spaces
- Encourage public space permits to allow for temporary vendors along 1st Street, NE

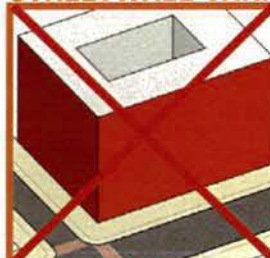


Buildings are encouraged to create variation in the physical design of the streetwall, such as:

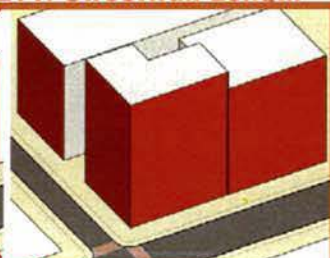
- Division into multiple buildings
- Break or articulation of the façade
- Significant Change in façade design

a = Streetwall Length

STREETWALL VARIETY: Streetwall Length



DISCOURAGED



ENCOURAGED:

Preferred maximum building 'streetwall' length of:
• 80' in Neighborhood Transition & Neighborhood Conservation Areas
• 150' in all other areas

CHARACTER AREA DEVELOPMENT GUIDELINES

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Develop an Infrastructure and Utility Impact study for the whole area
- Work with DDOT to study the feasibility and cost of introducing new streets and alleys designated in the Open Space Section of the Vision Plan

SHORT-TERM

- Work with DDOT on re-design of 1st Street rebuilding in time to facilitate a FY 2007 completion date; work with DDOT to provide sidewalks and basic streetscape improvements at appropriate locations including a possible public plaza in the block of 1st Street between K and L Streets. (See 1st Street Recommendation Box at right). Include Casey Tree Foundation in the process

- Work with WMATA to study improvement of bus routes and connections to NY Ave Metro Station

SHORT-TERM

- Improve existing north-south shuttle service as more developments are completed

MID-TERM

- Better bus connections to NY Ave metro

LONG-TERM

- Develop better city-wide connections with K Street transit way, and/or north-south circulator route

- Work with DDOT to develop a "Pedestrian Plan" for the area

- Introduce new streets/alleys to improve "Central NoMA" vehicular/pedestrian movement, and alleviate existing traffic diversions through nearby R-4 residential areas

- Proceed with the next step in planning: a Conceptual Public Realm Plan, comprising streets, open spaces and parks, transit hubs, landscape guidelines, etc

- Engage DC Commission on the Arts and Humanities to pursue and fund artist/underpass projects

- Met Branch Trail/"Burnham Spine" developed as transportation as well as a recreation spine

- Vertical connections to trail: ramps, stairs, elevators
- Trail-level connections to adjacent buildings
- Continuation of 'public-art' emphasis to trail: art-walk
- Potential 'greening' of the trail in some areas
- Extension of the elevated trail down to L Street, connecting into future air-rights development over tracks

BUILDING DESIGN

- Offer increased design review assistance for projects of significant importance (i.e., prominent site, extremely large development site, modification of historic resource, etc)

- Advocate the use of NCPC security design standards, (summarized in Appendix E.1-E.3) Note that the District's standards and open space review process may require design solutions that exceed the requirements of NCPC's security design standards

- High quality retail ground floor design (see below)

- For large residential building types, encourage building type with residential 'townhouses' embedded in base of larger buildings

- Most buildings will reach 110 to 130 foot height limits with potential TDR floor area

1st Street: Recommended Revisions

Adjusting DDOT's current plans to fit the new NoMA Vision

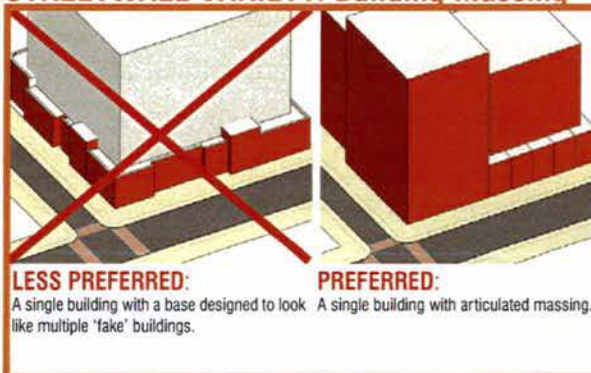
Intent

The current plans for rebuilding 1st Street were conceived before the emergence of a comprehensive vision for the area. 1st Street was not yet seen as the 'main street', social spine, and pedestrian-oriented heart of a mixed use neighborhood. Given this new context, the Office of Planning should continue the process (already begun) of working together to adjust current plans in time to meet project deadlines for capital improvements that have already been budgeted for.

Recommendations

1. Alter current plans for 5' grassy strip and 6' sidewalk to: 4' pervious paving strip with tree wells and 9' sidewalk
2. Study the elimination of bike lane (or portion of bike lane) on east side of 1st, so that on-street parallel parking can be accommodated. Bike trail can be accommodated through one or more of the following means: on elevated Metropolitan Branch Trail extension (proposed in this plan; or, on extension of 2nd Street west of the tracks (proposed in this plan); or, on an enlarged version of the already-proposed at-grade bike trail east of the tracks along 2nd Street
3. Encourage simple, inexpensive paving materials (such as placed concrete in a 3 foot joint grid), executed with the highest quality. Simple, utilitarian (not 'over-designed') street furniture and material-palette for 1st can achieve an understated elegance and functional beauty appropriate to NoMA's industrial past and future, cutting-edge architectural character.
4. Incorporate quality security design strategies to the 1st Street design so that they don't have to be added later, using NCPC's National Capital Urban Design and Security Plan.
 - Use street design to limit large vehicle movements in certain areas, rather than adding artificial physical barriers at the curb line
 - Incorporate physical perimeter security barriers with decorative tree wells, planters, light poles, signage, benches, parking meters, trash receptacles and other streetscape elements
 - Plant new trees and protect existing trees as they help minimize the visual impact and physical intrusion of the security barriers in the urban landscape.
 - Include curbs, copings and retaining walls into the design to reduce the perceived height of the security barriers

STREETWALL VARIETY: Building Massing



QUALITY RETAIL DESIGN

