

CHARACTER AREA DEVELOPMENT GUIDELINES

R-4 Residential: Neighborhood Conservation Areas

DC's great residential legacy - protection for thriving rowhouse neighborhoods

(yellow areas on Recommended NoMA Character Areas map, page 5.7)

Boundaries: All R-4 zoned areas



VISION

- Historic preservation and creative, adaptive re-use of historic structures
- Preserve and enhance existing residential rowhouse fabric
- Human-scaled architectural and streetscape elements
- New architecture should 'fit in' with neighborhoods, without 'fake historical' elements. Modern, contemporary architecture should be allowed, as long as scale transitions and related architectural elements provide continuity and visual interest.

DESIRED LAND USE MIX

- Low density
- Primarily residential
- Limit office uses to accessory uses
- No support for PUD's or zoning changes in existing rowhouse residential areas

RETAIL GOALS:

- Limited neighborhood serving retail
- Primary retail along H Street

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Discourage truck and commuter traffic flow through neighborhood 'short-cuts'.
- Neighborhood traffic calming (including discouragement of construction & Wholesale Market truck neighborhood cut-throughs along 3rd Street)
- Stricter parking enforcement to free up more spaces for residents
- Landscaping & Public Realm plan for street improvements

BUILDING DESIGN

- Consistency with existing neighborhood fabric

Stanton Park



Truxton Circle



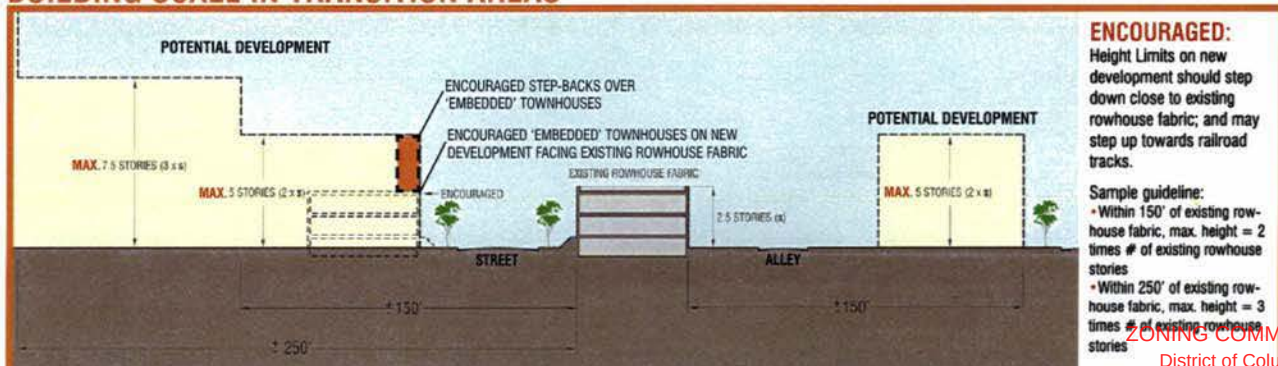
Eckington



Near Northeast



BUILDING SCALE IN TRANSITION AREAS



Transition Area A: East NoMA Neighborhood

An eclectic mix of the new and old, and a carefully designed transition between high and low buildings



(orange w/ purple border on Recommended NoMA Character Areas map, page 5.7)

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, as well as the two sites between K and L Streets along the tracks.

VISION

- A residential neighborhood with neighborhood-oriented retail. The scale is larger near the tracks and H Street and tapers-down towards the existing neighborhood fabric.
- Residential projects should include small scale retail to support residents
- Creative, adaptive re-use of other historic structures with special consideration for historic structures currently pending historic designation. Additions or alterations should maintain historic integrity of structures
- Further relate to scale of adjacent residential neighborhoods with human-scaled architectural and streetscape elements
- New architecture should 'fit in' with adjacent neighborhoods, without 'fake historical' elements. Modern, contemporary architecture should be allowed, as long as scale transitions and related architectural elements provide continuity and visual interest

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Proceed with the next step in planning: a Conceptual Public Realm Plan, comprising streets, open spaces, transit hubs, landscape guidelines, etc
- Work with DDOT to develop a "Pedestrian Plan" for the area
- Discourage truck and commuter traffic flow through neighborhood 'short-cuts'
- Neighborhood traffic calming (including discouragement of construction & Wholesale Market truck neighborhood cut-throughs along 3rd Street)
- Metropolitan Branch Trail amenities and upgrades (for at-grade segments east of the tracks)
- Engage DC Commission on the Arts and Humanities to pursue and fund artist/underpass projects

DESIRED LAND USE MIX

OFFICE /RESIDENTIAL GOALS:

- Moderate to medium densities
- Residential/neighborhood-serving retail mix

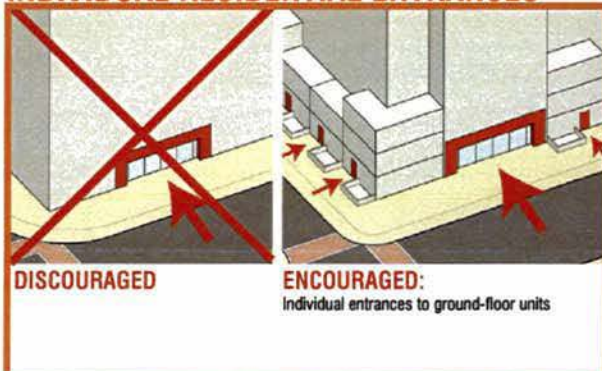
RETAIL GOALS:

- Limited neighborhood-serving retail recommended: smaller scale uses such as restaurants, coffee shops, dry cleaners, etc
- Emphasize fine-grained street grid with strong residential character (multiple individual entrances) on east-west streets
- Essentially no office uses (office allowed only as an accessory use)

BUILDING DESIGN

- Encourage residential 'townhouses' embedded in base of larger buildings
- Height and massing criteria for all PUD structures with proximity to existing neighborhood rowhouse fabric (within or outside boundary)
- Height limits on new PUD development or any development requesting zoning changes or relief should step down close to existing rowhouse fabric; and may step up towards the railroad tracks
- See Scale Transition Diagram below

INDIVIDUAL RESIDENTIAL ENTRANCES



CREATIVE FACADE COMPOSITION



CHARACTER AREA DEVELOPMENT GUIDELINES

Transition Area B: Production/ Arts & Live-Work

A grittier area where production, technical & arts sector work and sometimes live closely together.



(orange w/ purple border on Recommended NoMA Character Areas map, page 5.7)

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.

VISION

- A green, mixed-use neighborhood with diverse residential offerings and an emphasis on urban arts and production, with a performing arts/recreation venue at Uline Arena. The area's location along the tracks, the NY Avenue Metro station, and the Florida Avenue Wholesale Market make it ideal for an urban arts/residential neighborhood with imaginative loft-type industrial buildings and flex space that build upon an existing mix of manufacturing trades in the area, as well as the area's existing unique buildings. Live-work housing will fit in this context as well, and might serve as an effective transition not only to NoMA, but also to the Wholesale Market.

- Strong public art presence in streetscape design and in connections to public art underpasses

- Architecture inspired by area's industrial past and its strong connections to the Wholesale Market

- Historic preservation and creative, adaptive re-use of historic structures

- Further study to determine historic designation eligibility for National Capital Press Printing Plant (301 N Street, NE); built in 1931 as a printing plant for the National Capital Press Company, this brick and concrete warehouse has a distinctive saw-tooth monitor roof—an industrial roof type that is not common in D.C. Creative adaptive re-use may be possible, but the distinctive saw-tooth roof features should not be lost.

- Special consideration for the entire Uline Arena block, recognizing its uniqueness, and urban character of the unusual ensemble of residential, light industrial, and assembly-hall building typologies.

- Include visual artists from the beginning in the planning and design process

DESIRED LAND USE MIX

(See also Item #4 in Development Strategy: Land Use Mix)

- Predominant medium to moderate densities, with low-density transition areas along streets facing existing rowhouse fabric

- Mix of diverse residential/ non-residential uses

RESIDENTIAL GOALS:

- Encourage diversity of types, including live-work and flexible space (artist and artisan)

NON-RESIDENTIAL GOALS:

- Retail (combination of limited, neighborhood-serving, smaller scale, such as restaurants, coffee shops, dry cleaners, etc; and arts/production related, like showrooms, display component of live-work, etc)

- Cultural uses

- Community uses

- Arts (will add to ground floor vitality & distinct neighborhood character) & design-oriented businesses

- Production/Manufacturing (will allow for existing uses to remain, with potential for future supplementation and shift to more arts-related production uses). Maintain job diversity and production components of the area with a focus on "production/arts and live-work": commercial; light manufacturing; production; artist/artisan live-work; retail. Potential tenants could include: furniture manufacturers/designers, architectural designers, electronics distributors, sign-makers, metal fabricators, jewelers, artists/sculptors, graphic designers, etc. Uses may be encouraged through potential incentives, such as tax abatement, to be determined.

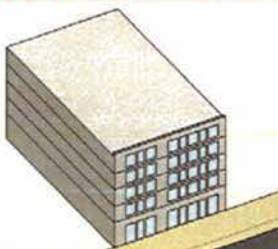
- Uline Arena to have potential indoor recreation or entertainment element

- Single use office projects are not recommended. Some areas in the neighborhood, including along the tracks, may not be suitable for residential; other uses, including hotel, retail and limited office may be appropriate.

- Active ground floor uses may include: cultural-related retail; restaurant/café/bar/club; furniture showroom; showroom component of live-work uses, etc.

- Important relationship to Wholesale Market to the north: A 'Florida Avenue Wholesale Market Study' will be proceeding in the near future, and will likely have an influential role in determining appropriate uses along Florida Avenue. Therefore, the Office of Planning will not support PUD proposals along Florida Avenue until the results of this pending study have been considered.

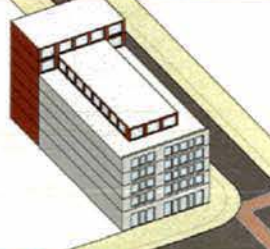
RESPECT FOR HISTORIC BUILDINGS



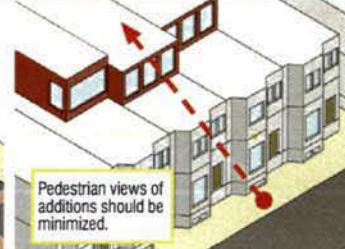
EXISTING BUILDING



DISCOURAGED: 'Facadectomy'



ENCOURAGED: Potential Addition



ENCOURAGED: Potential Addition.

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Work with WMATA to study improvement of bus routes and connections to NY Ave Metro Station
- Work with DDOT to develop a "Pedestrian Plan" for the area
- Discourage truck and commuter traffic flow through neighborhood 'short-cuts'.
- Neighborhood traffic calming (including discouragement of construction & Wholesale Market truck neighborhood cut-throughs along 3rd Street)
- Met Branch Trail amenities and upgrades (for at-grade segments east of the tracks)
- Engage DC Commission on the Arts and Humanities to pursue and fund artist/underpass projects
- Encourage finer-grained street grid with potential continuation of Abbey Place north from M Street to N Street.
- Encourage public art in streetscape design/ public realm plan

BUILDING DESIGN

- Work closely with developers with actual projects on the boards
- Increased design review for projects of significant importance (i.e., prominent site, extremely large development site, modification of historic resource, etc)
- Higher density concentrated near NY Ave metro station (smart growth, T.O.D.): highest along the tracks, Florida Avenue and N Streets; stepping down for the remaining areas; except for transition areas along M Street and 4th Street (frontages facing existing rowhouse fabric on the other side of the street), which would be limited to approximately 45', for a depth of approximately 40'.
- Live-work buildings with special characteristics:
 - High floor-to-floor heights for live-work (14' min.)
 - Units with access to freight elevators
 - Units capable of sustaining sufficient loads related to production uses
 - No certificates of occupancy for "work" portions of live-work units
 - Regulated % of live/work split in floor area
- Special height and massing criteria for all structures that require zoning processing and that are proximate to existing neighborhood rowhouse fabric (within or outside boundary):
- Heights limits on new development should step down close to existing rowhouse fabric; and may step up towards the railroad tracks
- See Scale Transition Diagram on page 5.10

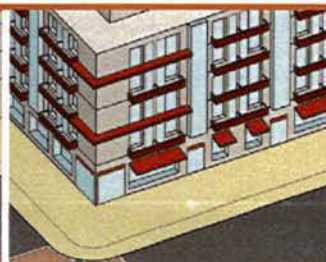
FACADE ARTICULATION

In preservation and adaptive re-use of buildings with historic value:

Entire structure should be maintained, historic fabric should be restored, significant interior spaces maintained; rooftop and rear additions are permitted.



DISCOURAGED



ENCOURAGED: Balconies and bay windows to animate residential building facades.

CHARACTER AREA DEVELOPMENT GUIDELINES

Transition Area C: North NoMA Neighborhood

A broad mix of uses where Eckington and NoMA meet

(orange w/ grey border on Recommended NoMA Character Areas map, page 5.7)

Boundaries: Within the area zoned "C-M-2" and "M" north of Florida and New York Avenues and below R Street, NE.



VISION

- Strong connections to the Eckington neighborhood at the northern end of NoMA suggest the importance of residential development with neighborhood-serving retail for both residents and commercial tenants, in the transition to the larger scale, commercial structures along Florida and New York Avenues.

- Historic preservation and creative, adaptive re-use of historic structures.

- Move forward with Historic Designation of existing properties outside of R-4 Zoning areas that are currently recognized as "pending designation"
- No support for any changes to the underlying zoning (in PUD applications) in areas currently zoned R-4
- PUD applications will be considered within other zoning designations in the Transition Areas because the process allows for more detailed, subtle solutions to scale transitions that cannot be accomplished simply by zoning designations.
- Develop PUD criteria guidelines to evaluate PUD applications
- In the PUD evaluation process, for applications in the above-mentioned Transition Areas, include staff from the Historic Preservation office. Evaluate PUD's in these areas using criteria that would be used in Historic Districts, such as character and scale issues.

- New architecture should 'fit in' with adjacent neighborhoods, without 'fake historical' elements. Modern, contemporary architecture should be allowed, as long as scale transitions and related architectural elements provide continuity and visual interest.

- Further relate to scale of adjacent residential neighborhoods with human-scaled architectural and streetscape elements

- Potential future redevelopment of FedEx site should contribute to 'gateway' definition of NY/ Florida Ave intersection.

DESIRED LAND USE MIX

COMMERCIAL/INDUSTRIAL/RESIDENTIAL GOALS

- Moderate, medium and high densities
- Commercial-residential and light industrial mix with larger scale, commercial-residential mix along tracks
- Larger scale, more commercial and light-industrial character closer to Florida Ave/ NY Ave intersection
- Smaller scale, more residential character closer to northern boundaries and existing residential fabric
- Larger commercial uses should focus on office uses, with industrial uses only encouraged in conjunction with improved transportation routes directing traffic toward the major roads to the south of the area and not through the residential core of Eckington.

RETAIL GOALS

- Limited neighborhood-serving retail: smaller scale uses such as restaurants, coffee shops, dry cleaners, etc
- Emphasize fine-grained street grid with strong residential character (multiple individual entrances) on east-west streets, connecting into patterns of existing adjacent neighborhoods

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Work with DDOT to develop a "Pedestrian Plan" for the area
- Met Branch Trail developed as transportation as well as recreation spine, with amenities and upgrades
- Introduce new streets and alleys; increase street frontage along and access to Met Branch Trail
- Discourage truck and commuter traffic flow through neighborhood 'short-cuts'; limit truck traffic on certain roads
- Neighborhood traffic calming (including discouragement of FedEx truck neighborhood cut-throughs)
- Development between Harry Thomas Way & tracks should incorporate pedestrian connections to Met Branch Trail
- Landscaping & Public Realm plan for street improvements and screening/ buffering of FedEx site

BUILDING DESIGN

- Encourage residential 'townhouses' embedded in base of larger buildings
- For residential buildings, active ground floor residential entrances along east-west streets (avoid suburban-type drop-off circles, as currently proposed at Fairfield)
- Special height and massing criteria for all structures that require zoning processing and that are proximate to existing neighborhood rowhouse fabric (within or outside boundary):
- Height limits on new development should step down close to existing rowhouse fabric; and may step up towards the railroad tracks
- See Scale Transition Diagram on page 5.6

H Street West Character Area: West of 2nd Street NE



'Brick Street' - continuing an architectural tradition of exceptional brick architecture along a mixed-use, urban corridor

(green area on Recommended NoMA Character Areas map, page 5.7)

Boundaries: Area between G & I Streets, from 2nd Street NE, west to New Jersey Avenue.

VISION

- Significant retail development to serve the projected build-out of NoMA's office and residential core is most likely to occur as part of the air rights over the tracks north of Union Station. Development of this space will also provide a central point along H Street to connect neighborhood-scale retail to the east and west. The intersection of H Street and North Capitol Street offers a great opportunity to develop a mix of uses.
- Emphasize existing character asset of brick architecture: Brick architecture of the highest quality, inspired by the red-brick Government Printing Office buildings
- Brick articulation encouraged
- Large window openings, consistent regulating lines & architectural continuity
- Historic preservation and creative, adaptive re-use of historic structures
- North Capitol as a "seam" instead of a barrier

DESIRED LAND USE MIX

OFFICE/RESIDENTIAL GOALS:

- High density
- Target 50/50 mix of Commercial/ Residential uses

RETAIL GOALS:

- Mix of retail focus areas, including:
 - Neighborhood serving retail along H Street
 - Anchor retail including potential air-rights development over tracks (connecting into Union Station anchor), and potential medium-box retail opportunities nearby to Union Station (such as Printing Office buildings)
 - Potential recreation element as part of air-right development over tracks

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

INFRASTRUCTURE, TRANSPORTATION, ENVIRONMENT & OPEN SPACE

- Work with DDOT to develop a "Pedestrian Plan" for the area
- Met Branch Trail developed as transportation as well as recreation spine: connections between Met Branch Trail and air-rights development and Union Station
- Potential future re-organization of Gonzaga's athletic facilities (open space) to allow for development parcel facing North Capitol Street
- Potential new public street (extension of I Street) between Gonzaga and existing playing field upon completion of athletic field relocation and development of parcel facing North Capitol Street
- Proceed with the next step in planning: a Conceptual Public Realm Plan, comprising streets, open spaces, transit hubs, landscape guidelines, etc
- Engage DC Commission on the Arts and Humanities to pursue and fund artist/underpass projects
- Landscaping & Public Realm plan for street improvements

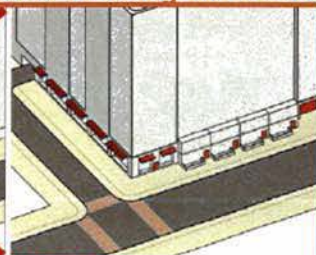
BUILDING DESIGN

- Work closely with developers with actual projects on the boards
- Increased design review for projects of significant importance (i.e., prominent site, extremely large development site, modification of historic resource, etc)
- For large residential building types, encourage building type with residential 'townhouses' embedded in base of larger building
- Most buildings will reach height limits with potential TDR floor area

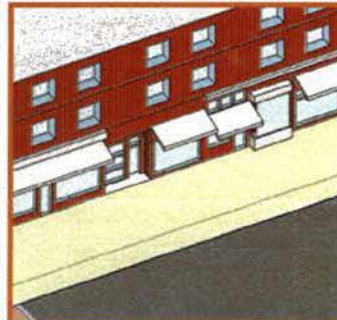
ACTIVE GROUND FLOORS: Framing the Street



DISCOURAGED



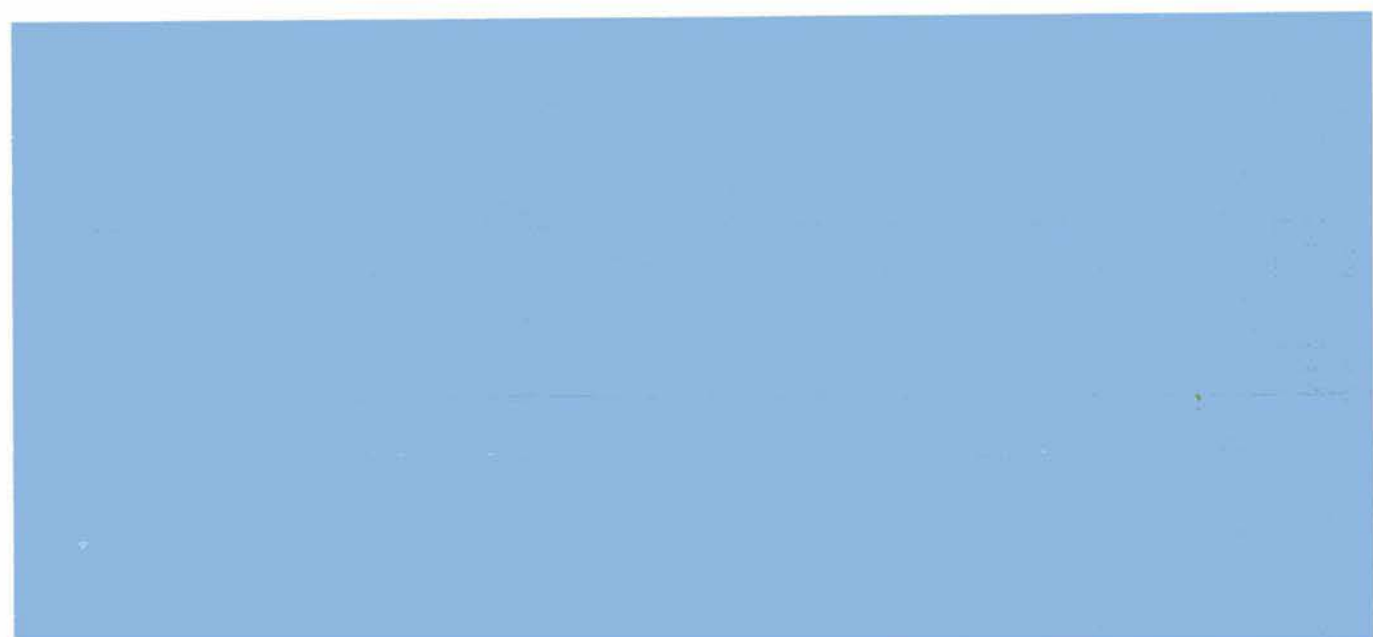
ENCOURAGED: Active lower floor uses and pedestrian-oriented design at ground level. Avoid large 'motor court' drop-offs.



MATERIALS AND DURABLE QUALITY

Encourage high quality materials for the entire building, with a special emphasis on detailing and durability for the first 2 floors.

- Richer materials, more intensive details and lighting to enhance pedestrian views at the first 2 floors
- Avoid easily damaged materials, such as EIFS at first 2 floors



APPENDICES

APPENDIX A: RECENT, PROPOSED & PLANNED DEVELOPMENT
APPENDIX B: ZONING, BID & SPECIAL ASSESSMENT BOUNDARIES
APPENDIX C: SUPPORTING TRANSPORTATION DOCUMENTS
APPENDIX D: SUPPORTING MARKET ASSUMPTIONS
APPENDIX E: NCPC'S NATIONAL CAPITAL URBAN DESIGN & SECURITY PLAN

DRAFT: JULY 10, 2006

NoMA Developments, Redevelopment Area Boundary by Section

New York & Florida Avenue Gateway																
	Name	Developer	Square Footage									# of Residential Units	Renovation?	Comments	\$ (In Millions)	
			Total	Residential	Total Commercial	Office (w/in Comm.)	Education	Transportation/Communication	Industrial/Warehouse	Cultural/Entertainment	Hotel					
1	175 R Street		131,905		131,905								yes	Footprint x 5 Stories	1.4	
2	Enron		62,000		62,000											
3	XM Satellite/Quest		221,346		221,346								yes			
4	Federal Express		207,574						207,574				?	Footprint x 2 Stories		
21	Capital Overlook		12,000	12,000								??			4,634	
22	ATF Headquarters	GSA	438,000		438,000	423,000								Retail was measured from plan.		
28	The Eckington	Trammel Crow	165,000		17,000.00						148,000			242 rooms, 10000 sq conf space		
56	Fairfield Development		750,000	750,000								700		Footprint x 6 Stories		
57	Pepco site		1,200,000						1,200,000					Footprint x 6 Stories		
58	Washington Gateway	Greenebaum & Rose	650,000	325,000	325,000	325,000						??				
59	Jermal's Gateway	Douglas Developments	3,000,000	1,500,000	1,500,000	1,500,000						??		**		
60	Capitol Square	Morgan Stanley	650,000		650,000	650,000										
Max Total Sq Ft:			7,487,825	2,587,000	3,345,251	2,898,000	0	0	1,407,574	0	148,000	700	0	0	6	

NoMA First Street Corridor																
	Name	Developer	Square Footage									# of Residential Units	Renovation?	Comments	\$ (In Millions)	
			Total	Residential	Total Commercial	Office (w/in Comm.)	Education	Transportation/Communication	Industrial/Warehouse	Cultural/Entertainment	Hotel					
5	New York Avenue Metrolink Station															90
6	One NoMA Station	Bristol Group	408,000		408,000	408,000							yes			
23	Capitol Plaza (Phase I)	The Goldberg Co.	293,000		293,000	293,000										
30	Capitol Plaza (Phase II-VI)	The Goldberg Co.	1,700,000	850,000	850,000	850,000						??		** (Undeveloped use, 50/50 sq ft split is assumed.)		
31	NoMA Station	Bristol Group	1,400,000	700,000	700,000	700,000						??		**		
40	Elec. Equip. Facility??		16,850							16,850			?			
42	First Place	J Street Development	1,000,000	450,000	550,000	500,000						??		**		
45	20 K Street		137,911							137,911						
46	90 K	Trammel Crow	295,000-1,300,000		295,000-1,300,000	295,000-1,300,000										
60	Capitol Square	Morgan Stanley	650,000		650,000.00	650,000										
61	Un-named (for sale)		2,000,000		2,000,000.00	1,875,000										
Min Total Sq Ft:			7,900,761		5,745,000	5,671,000										
Max Total Sq Ft:			8,905,761	2,000,000	6,751,000	6,676,000	0	0	154,761	0	0	0	0			90

Northwest One																
	Name	Developer	Square Footage									# of Residential Units	Renovation?	Comments	\$ (In Millions)	
			Total	Residential	Total Commercial		Transportation/Communication	Industrial/Warehouse	Cultural/Entertainment	Hotel						
					Office (w/in Comm.)	Education										
34	Augusta/Louisa Apartments		30,500	30,500										Footprint x 1 Story		
44	NW One & Mt Vernon Redevelopments		600,000	600,000										Footprint x 8 Stories		
		Max Total Sq Ft:	630,500	630,500	0	0	0	0	0	0	0	0	0	0	0	

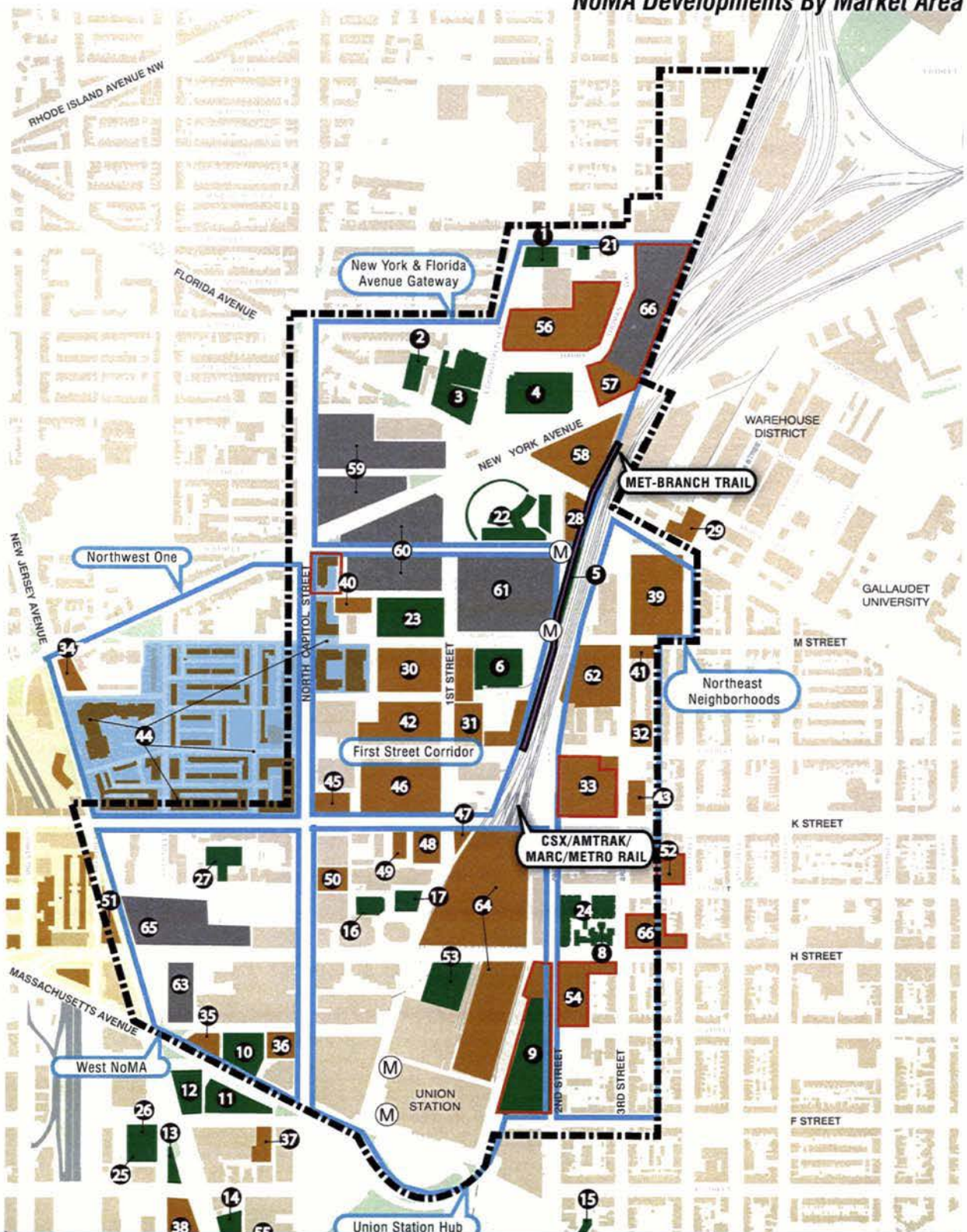
West NoMA															
	Name	Developer	Square Footage									# of Residential Units	Renovation?	Comments	\$ (In Millions)
			Total	Residential	Total Commercial	Office (w/in Comm.)	Education	Transportation/Communication	Industrial/Warehouse	Cultural/Entertainment	Hotel				
10	Republic Square	Republic Properties	385,000		385,000	385,000									
27	Gonzaga College High School		82,300				82,300						yes	Footprint x 3 Stories	10.27
35	Gates School		38,640				38,640						?	Sq ft taken from Aug. 2004 OP doc.	7.30
36	Republic Square Phase II	Republic Properties	200,000		200,000	103,000									
63	G & New Jersey		510,000	255,000	255,000	255,000						??		** Footprint x 8.5 Stories	
65	??		1,131,690		1,121,890		9,800							*Data taken from PLD 830	
		Max Total Sq Ft:	2,347,630	255,000	1,961,890	743,000	130,740	0	0	0	0	0	0	0	18

Union Station Hub																
	Name	Developer	Square Footage										# of Residential Units	Renovation?	Comments	\$ (In Millions)
			Total	Residential	Total Commercial		Education	Transportation/Communications	Industrial/Warehouse	Cultural/Entertainment	Hotel					
9	Station Place I-III	LDPG	1,525,500		1,525,500		1,525,500									
16	Union Center Plaza III		225,000		225,000	225,000									75	
17	Union Center Plaza V		244,300		244,300	244,300									65	
53	Union Station Parking Garage Extension															
47	First K Data Center		47,892		47,892	47,892									4	
48	Capitol City Plaza	Carter-Catitz	335,000		335,000	335,000										
49	85 K Street		310,194		310,194	310,194									65	
50	Union Square III	Akridge	234,666		234,666	234,666										
54	Rail Yard Air Rights	Akridge	2,000,000	1,000,000	1,000,000	100,000						??		**		
Max Total Sq Ft:			4,922,552	1,000,000	3,922,552	3,922,552	0	0	0	0	0	0	0	0	229	

North East Neighborhoods																
	Name	Developer	Square Footage									# of Residential Units	Renovation?	Comments	\$ (In Millions)	
			Total	Residential	Total Commercial	Office (w/in Comm.)	Education	Transportation/Communication	Industrial/Warehouse	Cultural/Entertainment	Hotel					
8	Landmark Lofts	ABDO Development	240,000	240,000							150	yes	500 Total units when combined with Senate Squares *We assume one unit = 1600 sq. ft.			
24	Senate Square	ABDO Development	560,000	560,000							350		500 Total units when combined with Landmark Lofts. *We assume one unit = 1600 sq. ft.			
32	The New Yorker	KL Associates	70,400	70,400							44		* We assume one unit = 1600 sq. ft.			
33	Union Place	Cohen Cos.	875,000	855,000	20,000						77		Numbers from John Walensham (ZOM)			
39	Wilkes Company	Wilkes Company	672,000	336,000	336,000	300,000							would require zoning change (as-of-right would be 150K office only)			
41	300 M Street		150,000	150,000							77		Conflict with Eligible Historic Properties			
43	Greenbaum & Rose	Greenbaum & Rose	114,000	114,000							77		Numbers from John Walensham (ZOM)			
54	777 2nd Street		82,000	34,000	48,000									19		
62	Uline arena	Douglas Developments	246,000	123,000	50,000					73,000			** Footprint x 3 Stories			
Max Total Sq Ft:			3,995,400	2,482,400	454,000	300,000	0	0	0	73,000	0	544	0	0	19	

Min GRAND Total Sq Ft:			25,299,668	8,954,900	15,429,693	12,785,929	130,740	0	1,562,335	73,000	148,000	1,244	0	0	0	362
Max GRAND Total Sq Ft:			27,303,668	8,954,900	16,434,693	13,839,552	130,740	0	1,562,335	73,000	148,000	1,244	0	0	0	362

NoMA Developments By Market Area



LEGEND

Construction Complete/Near Complete

- 1 175 R Street
- 2 XM Satellite Radio
- 3 XM Satellite West
- 4 Federal Express
- 5 New York Avenue Metrolink Station
- 6 One NoMA Station, Bristol Group
- 8 Landmark Lofts, ARDO Development
- 9 Station Place I-III, LDPG
- 10 Republic Square, Republic Properties
- 11 20 Massachusetts Avenue
- 12 601 New Jersey Avenue
- 13 National Association of Realtors
- 14 Holiday Inn on the Hill
- 15 208 Massachusetts Avenue
- 16 Union Center Plaza III
- 17 Union Center Plaza V
- 21 Capitol Overlook
- 22 ATF Headquarters, GSA
- 23 Capitol Plaza I, The Goldberg Co./Prudential
- 24 Senate Square, ARDO Dev
- 25 Erik Hotung Int. Law Center
- 26 Scott Ginsburg Fitness Center
- 27 Gonzaga College High School
- 53 Union Station Parking Garage Ext.

Planned/Site Cleared/Proposed

- 28 The Eckington, Trammel Crow
- 29 Washington Beef RFP
- 30 Capitol Plaza II-IV, The Goldberg Co.
- 31 NoMA Station, Bristol Group
- 32 The New Yorker, KL Associates
- 33 Union Place, Cohen Cos.
- 34 Augusta/Louisa Apartments
- 35 Gales School (Homeless Shelter)
- 36 Republic Square Phase II, Republic Prop.
- 37 20 F Street
- 38 Hyatt Regency Washington
- 39 Wilkes Company, Wilkes Company
- 40 Electronic Equipment Facility
- 41 300 M Street
- 42 First Place, Tishman Speyer
- 43 Greenbaum & Rose, Greenbaum & Rose
- 44 North West One & Mount Vernon Redevel.
- 45 20 K Street
- 46 90 K, Greenbaum & Rose
- 47 First K Data Center
- 48 Capitol City Plaza, Carter-Calfritz
- 49 65 K Street
- 50 Union Square III, Akridge
- 51 Prevocational School Site
- 52 318 Eye Street, The Broadway Group
- 54 Capital Place, Louis Dreyfuss
- 55 415 New Jersey Avenue
- 56 Capital Commerce Center, Fairfield
- 57 Pepco
- 58 Washington Gateway, MRP
- 62 Uline Arena, Douglas Dev.
- 64 Burnham Place, Akridge
- 66 3rd & H Streets NE, Stewart
- 67 C & P Telephone Comp. Warehouse, J Street Development

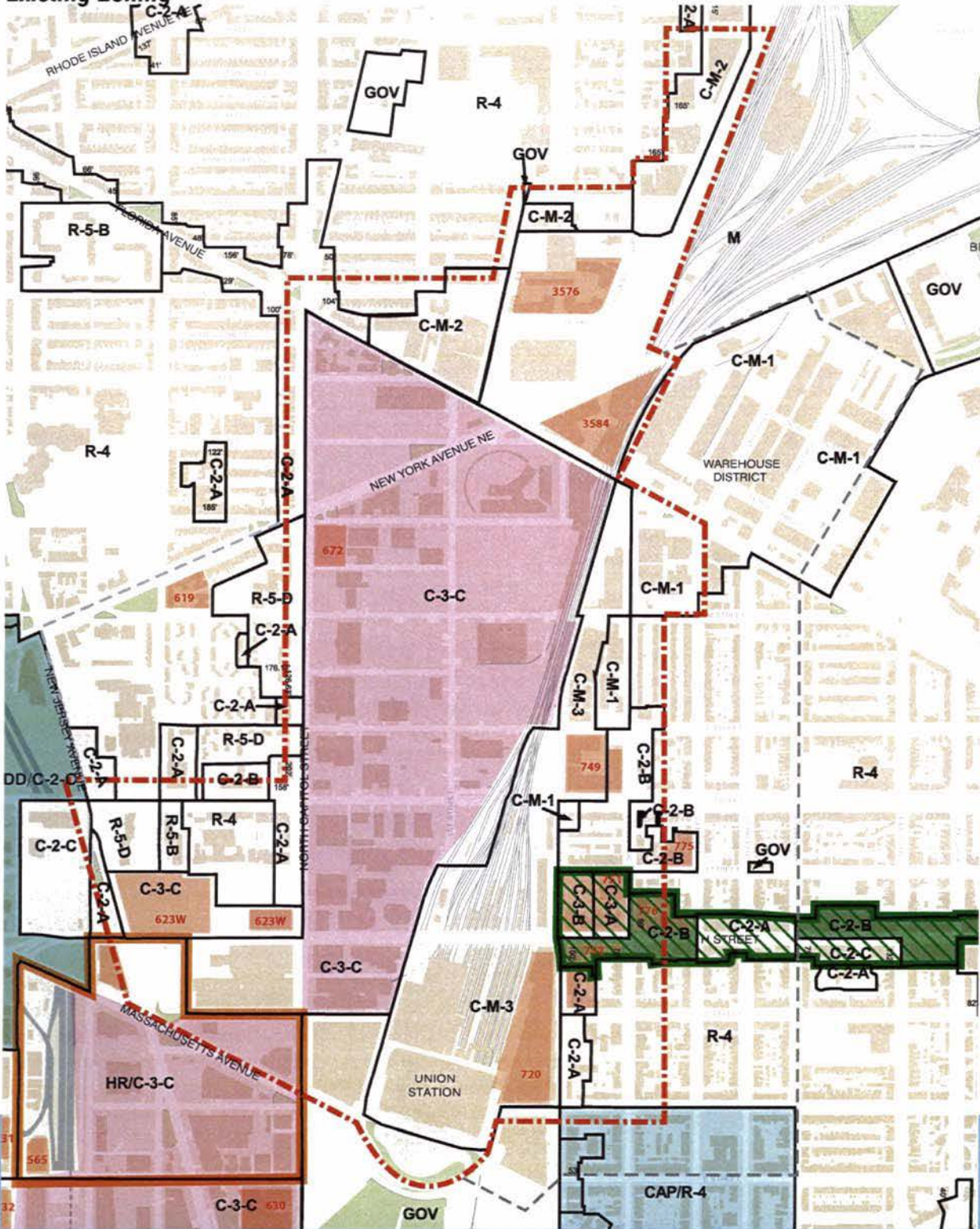
Potential Development

- 59 Jema's Gateway, Douglas Dev.
- 60 Capitol Square, Morgan Stanley
- 61 Constitution Square
- 63 G & New Jersey Avenue
- 65 801 New Jersey Avenue
- 66 PEPCO Disposition Site

- Northwest One (Hope VI)
- Mount Vernon Triangle
- Planned Unit Developments Underway
- Study Area Boundary



Existing Zoning



LEGEND

C-M-1

Use: low bulk commercial and light manufacturing maximum FAR of 3.0 and a maximum height of three (3) stories/forty (40) feet, new residential prohibited

C-M-2

Use: medium bulk commercial and light manufacturing maximum FAR of 4.0 and a maximum height of sixty (60) feet, new residential prohibited

C-M-3

Use: high bulk commercial and light manufacturing maximum FAR of 6.0 and a maximum height of ninety (90) feet with, new residential prohibited

M

Use: general industry maximum FAR of 6.0 and a maximum height of ninety (90) feet, new residential prohibited

C-2-A

Use: low density, including office, retail, and residential uses to a maximum lot occupancy of 60% for residential use, max FAR of 2.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of fifty (50)

C-2-B

Use: medium density, including office, retail, housing, and mixed uses to a max lot occupancy of 80% for residential use, a max FAR of 2.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of sixty-five (65) feet

C-3-C

Use: medium/high density development, including office, retail, housing, and mixed uses to a maximum lot occupancy of 100%, a max FAR of 6.5 for residential and for other permitted uses, and a maximum height of ninety (90) feet

GOV

Use: major federal tracts

DD-C-2-C

Use: Downtown Development District - Permits incentives and requirements for Downtown sub-areas to a maximum FAR of 6.0 to 10.0, and a maximum height of one hundred-thirty (130) feet

HR/C-3-C

Use: Hotel Residential Overlay District - Permits development incentives for residential and hotel uses only, maximum FAR of 8.5, and a maximum height as permitted by the "Act to Regulate the Height of Buildings, June 1, 1910, as amended". A minimum of 2.0 FAR must be devoted to hotel or apartment house

CAP/R-4

Use: Capitol Interest District - Permits uses consistent with US Capitol Master Plan, to a maximum FAR of 1.8, and a maximum height of three (3) stories/forty (40) feet

H St NE Amendment (Change from C-2-A to C-2-B)

Use: medium density development, including office, retail, housing, and mixed uses to a max lot occupancy of 80% for residential use, a max FAR of 3.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of sixty-five (65) feet

H St Overlay

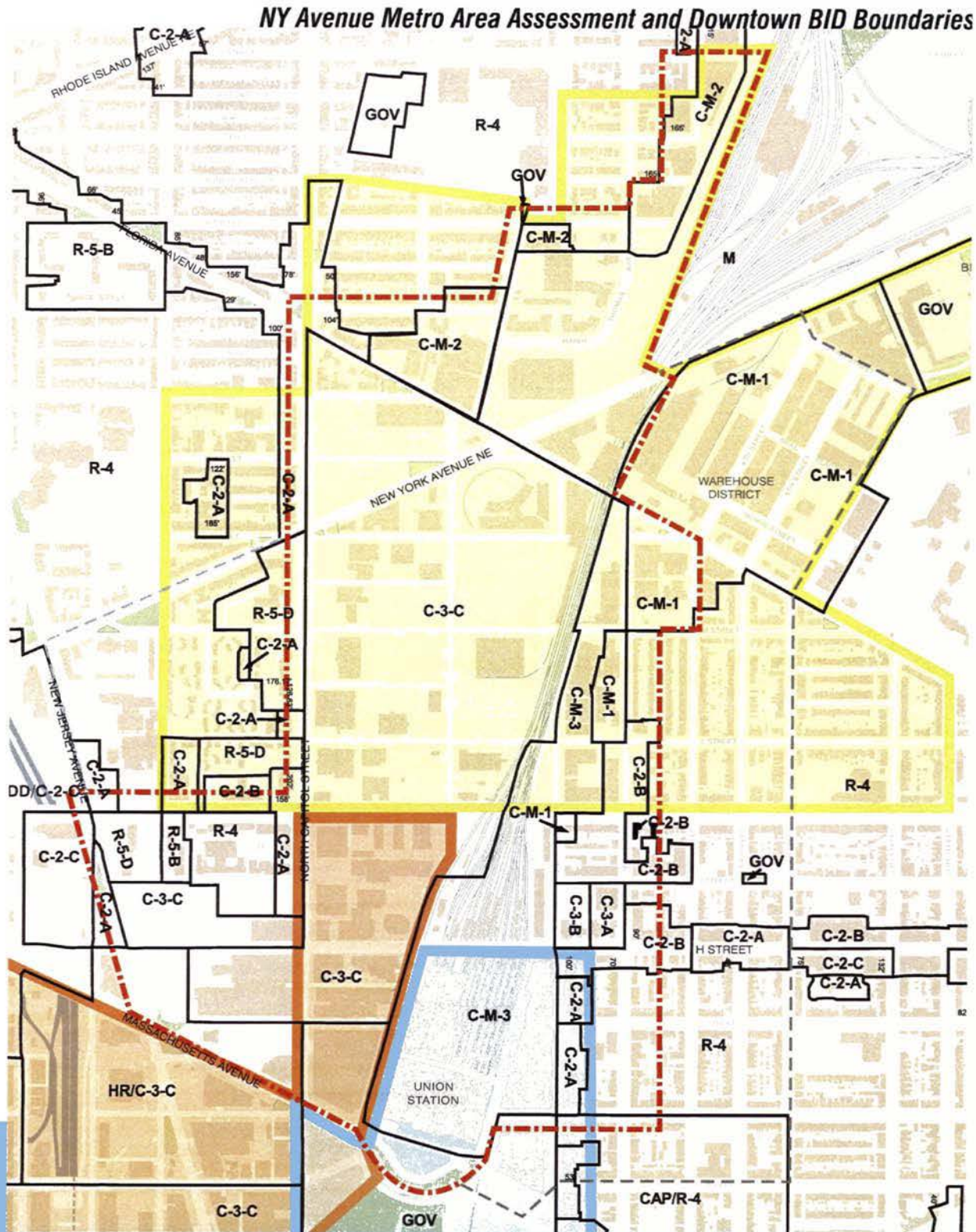
TDR: Transfer of Development Rights Receiving Zones

PUD: Planned Unit Development

ooo Block Number

Site Boundary

NY Avenue Metro Area Assessment and Downtown BID Boundaries



LEGEND

- NY Ave Metro Special Assessment District
- Downtown BID Boundary
- Capitol Hill BID Boundary

Supporting Transportation Documents

1. Traffic Projections

Traffic Projections. Traffic on New York Avenue is expected to increase by 37,700 vpd, or by 60 percent, from 63,300 to 101,000 vpd by 2025, according to the New York Avenue Corridor Study. Average weekday traffic on Florida Avenue would increase by 24,000 vpd, or by 77 percent, from 31,000 to 55,000 vpd. Traffic on North Capitol Street would increase by 17,900 vpd, or by 62 percent, from 29,100 to 47,000 vpd.

These increases are attributable, in part, to redevelopment of NoMa. Automobile, transit, pedestrian, and bicycle use would substantially increase, if and when the full development potential of NoMa is realized. Full NoMa development potential is estimated at approximately:

Office: 14,200,000 to 15,200,000 S.F.
Retail: 2,700,000 S.F.
Other non-residential: 1,600,000 to 1,800,000 S.F.
Residential: 6,600 to 8,900 D.U.'s

These uses ultimately could generate up to approximately 10,000 to 11,000 AM peak hour; 16,000 to 17,000 PM peak hour; and 130,000 to 140,000 daily vehicle-trips on an average weekday.

These estimates assume that 49 to 57 percent of all office trips, 27 to 36 percent of all retail trips, and 42 to 58 percent of all residential trips would be made on transit or some other non-auto mode, based on distance from the New York Avenue/Florida Avenue/Gallaudet University and Union Station Metro stations and experience in other Metro station areas in the Washington metropolitan area.

2. Summary of the New York Avenue Corridor Plan

Major Intersection Improvements. The New York Avenue Corridor Plan includes two intersection improvements that would increase traffic-carrying capacity and improve traffic safety:

1. **North Capitol Street/New York Avenue:** Remove the existing North Capitol Street tunnel under New York Avenue and construct a new at-grade intersection.
2. **New York Avenue/Florida Avenue:**
 - a. Construct a new bridge on New York Avenue over Florida Avenue, connecting the I-395 tunnel to the west with the top of the New York Avenue bridge over the railroad tracks to the east, or
 - b. Extend the I-395 tunnel beneath Florida Avenue, coming to the surface east of the railroad, just west of 9th Street, N.E.

Both alternatives would meet local and regional traffic needs and accommodate additional turning movements. Pedestrian connections across New York Avenue would be enhanced to better serve the New York Avenue/Florida Avenue/Gallaudet University Metro station, existing neighborhoods, and NoMa.

Most of the long-range grade-separated improvements to the New York Avenue/Florida Avenue junction do not allow traffic on 1st Street, N.E. to cross New York Avenue, thereby restricting access to NoMa. A long-range solution should be sought that would provide more regional and local traffic capacity as well as enhance NoMa accessibility.

There presently is no consensus regarding a preferred plan for improving the New York Avenue/Florida Avenue intersection.

Around the Block Circulation with Existing Roads and One-Way Streets



Around the Block Circulation with Proposed New Roads and Two-Way Streets



Supporting Market Assumptions

Economic Impact Analysis Assumptions:

GENERAL

- The JLC assumes that the JLC assumes tax revenue will escalate annually at 2.6% for income tax revenue and 1.3% for all other tax revenue. These rates are consistent with the District's CPI estimates.
- JLC assumes that escalation will begin in year after tax is first collected, with the first year of tax revenue at the level determined using current data, unadjusted for year.
- JLC assumes that all developed space will become occupied at end of construction.
- JLC discounts cash flows at an annual rate of 10%.

DISTRICT OF COLUMBIA TAX RATES

- Income Taxes: \$2,000 flat rate on first \$30,000, then 9.30% on income over \$30,000.
- Unemployment Taxes:
 - Standard tax rate of 2.7% (or average rate paid by all employers in the preceding year, whichever is higher) for new employers until they can be rated based on experience.
 - Maximum taxable wage per employee is \$9,000.
- Property Taxes:
 - Construction Period: 1.85% of land value for properties not yet fully developed (assumes all land exempted from vacant land tax of 5%).
 - Residential: 0.92% of value of each unit (based on sale price), after subtracting \$60,000 from the value of each unit.
 - Retail: 1.85% of value of rentable space (based on Net Operating Income of \$35 per SF and a cap rate of 8.5%).
 - Office: 1.85% of value of rentable space (based on Net Operating Income of \$25 per SF and a cap rate of 8.5%).
- Motor Vehicle Excise Taxes:
 - Vehicles 3499 lbs. or less: 6% of fair market value.
 - Vehicles 3500 lbs. or more: 7% of fair market value.
- Sales & Use Taxes:
 - Retail: 5.75% of annual retail sales (based on spending by new DC residents and new DC office workers in DC).
 - Parking: 12% of revenue from the daily rental of parking spaces.
- Public Utility Taxes:
 - Residential: 11% of annual utilities use (based on estimated usage of \$1.28/sf for electric, \$0.32/sf for water & sewer, and \$0.32/sf for gas).
 - Commercial: 10% of annual utilities use (based on estimated usage of \$1.75/sf for electric, \$0.15/sf for water & sewer, and \$0.32/sf for gas).
- Deed Transfer Tax: 1.5% of fair market value (purchase price of land and projected sales price of condominiums).
- Deed Recordation Tax: 1.5% of fair market value (purchase price of land and projected sales price of condominiums).

LAND VALUE

- Land value is based 20.5 million SF of build-out at an average acquisition price of \$50 per SF.

DEVELOPMENT SCHEDULE

- 10-Year Build Out assumes that 10% of development, evenly distributed across product type, will begin in 2007, with an estimated two-year duration until completion. Each year another 10% of build out will commence.
- 20-Year Build Out assumes that 5% of development, evenly distributed across product type, will begin in 2007, with an estimated two-year duration until completion. Each year another 5% of build out will commence.

RESIDENTIAL

- JLC assumes, for the purposes of this order-of-magnitude analysis, that 100% of residential development will be for-sale product.
- JLC assumes that 25% of residential households purchasing condominium units will be new District residents. JLC assumes that all new District residents will purchase their units at market rate.
- JLC assumes that each household purchasing a condominium unit has an income equal to the minimum annual income required of a household paying 33% of its annual income to purchase a home.
- JLC assumes that the average taxable income of these households is 80% of annual income.

- JLC assumes that the affordability requirement tied to development

in NoMa is that eight percent of by-right development be affordable, with half that amount to be affordable at 80 percent of AMI and half to be affordable at 50 percent of AMI. (This is the language in the current mandatory inclusionary zoning legislation before the DC Council.)

UNEMPLOYMENT TAXES

- JLC assumes that all new office workers will receive wages exceeding \$9,000.
- JLC assumes that employers will pay the standard tax rate of 2.7% throughout the term of the analysis.

MOTOR VEHICLES

- JLC assumes that each new DC household will have one vehicle.
- JLC assumes 50% of vehicles weigh 3499 lbs. or less and 50% of vehicles weigh 3500 lbs or more, with an average tax rate of 6.5% of market value.
- JLC assumes fair market value is \$20,000 per vehicle.

RETAIL SALES

- JLC assumes average retail sales of \$500 per SF for all new retail.

NEW RETAIL SPENDING

- JLC assumes that new residents will spend approximately 25% of household income on retail goods and services. JLC also assumes that these households will do 33% of their retail spending in the District.
- JLC assumes that each office worker would spend \$20 daily, over 260 work days per year.

CONSTRUCTION PERIOD PROPERTY TAX

- JLC assumes that all land will be taxed at the development period property tax rate in 2006, with the amount of land taxable as under development decreasing by 10% per year under the 10-year build out model and by 5% per year under the 20-year build out model. The corresponding incremental increase in developed land is taxed at either the residential or commercial property tax rates.

DEED TRANSFER AND RECORDATION TAXES

- JLC assumes land value based on an average \$50 per FAR SF land value.
- JLC assumes that the developer will maintain ownership of the retail and office portions of the project, with no deed transfer or recordation tax paid on this portion of the property.
- For the purposes of this analysis, JLC assumes that 7% of delivered residential units will be re-sold each year.

NEW EMPLOYMENT

- JLC estimates the retail portion of the build out will result in one full-time equivalent job for each 350 SF of retail space, and that 25% of the positions created will be filled by District of Columbia residents.
- To estimate construction employment, JLC assumes that 50% of total development costs (less land acquisition) goes to labor expense and that the average annual construction industry wage, including benefits, is approximately \$54,000 in the District of Columbia. JLC assumes that 25% of these jobs will be held by District residents. Under District policy, 51% of any new jobs should go to District residents.
- JLC assumes office development of 10 million SF, at 85% efficiency, resulting in one office employee for every 225 SF of office space and that 100% of office workers are new to the District of Columbia.

ECONOMIC OUTPUT FROM DEVELOPMENT

- JLC assumes a potential for LSDBE participation in development of approximately 40% of projected TDC.

METRO USAGE

- JLC assumes that 50% of new residents and 50% of all office workers will use METRO on a daily basis.
- JLC assumes an average fare of \$1.50 (\$3 roundtrip).
- JLC assumes 250 days of METRO use per year.

National Capital Planning Commission's National Capital Urban Design and Security Plan: An Overview

The commercial, cultural, and social vitality of Washington, D.C. depend upon the openness and access that have defined the city from its beginning. Security measures deployed around individual buildings may protect the occupants inside the buildings, but also have the potential to disrupt the public realm that constitutes the framework within which buildings function, impeding access to and movement through the surrounding streets and sidewalks.

In response to the accelerating demand for perimeter security projects for government office buildings since September 11th, the National Capital Planning Commission (NCPCC) has developed the Urban Design and Security Plan and related design policies to guide the placement and design of perimeter security elements in the urban landscape. The plan and its policies are designed to limit adverse impacts of perimeter security on the urban realm and to incorporate projects seamlessly into the existing streetscape. NCPCC's policies discourage security projects with barriers that limit access to or hinder movement through public space, those that set buildings back behind established building lines, and projects that require the elimination of ground floor retail. The policies specifically address:

- Limiting the use of physical elements, particularly those in public space
- Relying on operational security measures instead of physical measures
- Coordinating physical elements in precincts, rather than protecting each individual building
- Incorporating elements into the landscape and keeping them out of the public realm
- Hardening the building itself instead of introducing the elements into public space
- Designing curbside elements to read as a family of street furniture
- Building to established building lines rather than setting buildings back for security reasons
- Including ground floor retail

The Urban Design and Security Plan and its implementing policies are directly applicable to both federal and private tenants desiring perimeter security in NoMA. Large building setbacks that result in unanimated building yards and the exclusion of ground floor retail have the potential to deprive the development area of the very vitality that is necessary to attract tenants. Federal tenants seek office space in lively neighborhoods with amenities that will serve their employees. Bollards and other security elements that interrupt public space or create visual clutter detract from the overall quality of the urban realm. As NoMA develops from the ground up, the city is presented with a unique opportunity to incorporate creative security solutions invisibly into the urban fabric of this emerging district.

The policies are presented here in their entirety, and they should be used as a framework for any projects that propose interventions for reasons of perimeter security. Operational measures, such as restriction or consolidation of truck traffic should be considered in order to avoid the intrusion of physical security measures into public space.

As NoMA emerges, perimeter security strategies should be incorporated into the public space design to avoid the need to add on physical security elements after the public realm has been developed. These perimeter security strategies need not result in additional physical security elements, but may be achieved more organically through streetscape and public space design at the outset.

Individual threat assessments should be used to customize solutions for each side of a building for which perimeter security is proposed. Design responses should relate to specific angle and approach speeds, as risks can vary according to the relative exposure of each building corner or façade. Not all sides of sensitive buildings need necessarily be protected to the same degree with physical security elements.

While NCPCC recommends limiting the use of physical security solutions, many creative solutions can serve perimeter security needs. Lively public

plazas with surrounding retail could serve as building setbacks for sensitive tenants. Through streets in sensitive areas could be designed to limit access to large vehicles, while trucks are limited to specific delivery hours or to designated streets. Ground floor retail space can be embedded in front of the hardened walls of sensitive office buildings. (See diagram on facing page.) In any case, perimeter security strategies should be tailored to meet the needs of the public realm, and should not be deployed in a manner that is harmful to the public realm's function or form. Building design, placement and ground floor uses should contribute to the vitality of the precinct as a whole.

There are six goals for The National Capital Urban Design and Security Plan:

- Providing an appropriate balance between the need to accommodate perimeter security for sensitive buildings and their occupants and the need to maintain the vitality of the public realm.
- Providing security in the context of streetscape enhancement and public realm beautification, rather than as a separate or redundant system of components whose only purpose is security.
- Expanding the palette of elements that can gracefully provide perimeter security in a manner that does not clutter the public realm, while avoiding the monotony of endless lines of jersey barriers or bollards, which only evoke defensiveness.
- Producing a coherent strategy for deploying specific families of streetscape and security elements in which priority is given to achieving aesthetic continuity along streets, rather than solutions selected solely by the needs of a particular building under the jurisdiction of one public agency.
- Providing perimeter security in a manner that does not impede the City's commerce and vitality, excessively restrict or impede operational use of sidewalks or pedestrian and vehicular mobility, nor impact the health of existing trees.
- Identifying an implementation strategy that can be efficiently coordinated in the most cost effective manner.

Designing for Security:

To establish the appropriate security response or level of intervention, individual agencies must conduct risk assessments to determine the magnitude of the security threat and the level of protection required for individual buildings. In conjunction with determining the protection levels of each building, the required strength of the perimeter barrier must also be determined. Barriers of less structural capacity may be used for protection at reduced cost when travel speed is restricted due to the angle of approach to the building.

While high security design can call for an effective standoff distance of the building from the street (from 20' upwards of 50'), elements with higher performance standards and structural measures can also be taken into account of the design to enhance facility security and blast resistance when a minimal standoff distance exists.

The General Services Administration has developed specifications for six security zones surrounding federal and private sector buildings for each of the designated protection levels. These security zones correspond to building and site relationships, with three of the zones making up the perimeter security areas, the focus of the National Capital Urban Design and Security Plan.

Urban Design Framework:

Street and landscape features are a major contribution to the framework of unique urban design contextual areas within the city. Unique streetscape design solutions exist for the following four street types, based on roadway widths, sidewalks, and building setbacks.

Monumental Avenues connect and define the most important areas of the city. The design of these avenues should emphasize streetscapes as a whole, rather than the parts, with attention given to axiality and formality.

Diagonal Avenues are typically wider than most city streets, have sig-

nificant landscaping, and should be treated in a manner that emphasizes their landscape features. Significant tree cover and ground planting are appropriate elements to characterize the design of these streets.

Special Streets are those that make important connections or have been included in special planning areas. The streetscape designs of these streets should derive from and further reinforce their unique conditions and individual character.

Grid Streets are the consistent and repeated city streets, running at right angles to one another, north-south and east-west. Design should building upon existing streetscape standards of the District to provide continuity with previous design efforts and to minimize the contrast between security and streetscape elements.

Streetscape Design Solutions:

High security design includes an array of streetscape elements that incorporate security components. Their composition and arrangement should respond to the various conditions and street typologies within the contextual areas. Streetscapes should be designed as an amenity to the public realm that will provide necessary security and not unduly impede street life activities and the normal movements of pedestrians and traffic.

Security Zones:

The General Services Administration identifies several security zones located between a building and the street. All of the proposed perimeter streetscape design solutions occur within one of these three security zones:

Building Yard: The exterior space between the building and the sidewalk. Security components located here should complement the building architecture and the landscaping of the yard. When the security barrier is provided in this location, the sidewalk can remain free from all security elements. Security appears as an extension of the building, visually present yet seamlessly integrated.

Sidewalk: Located between the building yard and the curb. The sidewalks should be left open and accessible to pedestrian movement. Streetscape designs incorporating hardened versions of: parking meters, streetlights, benches, planters, and trash receptacles should be used to reinforce the pedestrian realm.

Curb Lane: The land of the street closest to the sidewalk, and location of curbside parking, passenger drop-off, loading and service vehicles. In very limited circumstances when curb land restrictions are contemplated, consideration should be given to using this portion of the roadway as a secure dedicated transit way to accommodate mass transit.

Streetscape Security Elements:

In developing security design solutions, no solution exists for every building and context. Landscape architects, and urban designers should be consulted during the design development of streetscape elements to ensure that a scheme is appropriate to the setting and security needs of a specific building or site. The most common security elements include:

- Walls, terraces, and raised planting beds
- Trees and Planters
- Knee Walls and Fencing
- Gatehouses
- Bollards
- Street Furniture

Hardened streetscape elements must respond to their contextual areas, reflecting the unique character through use of appropriate materials, scale, and design detail. Utilizing elements typically found along a streetscape such as benches, lampposts, and drinking fountains helps to prevent clutter and make security appear seamless. Items such as newspaper stands, bus shelters, and lampposts can all be designed with sleeves that fit over reinforced bollards or posts to stop a moving vehicle.

Mobility and Parking:

Security needs should be addressed by measures that have the least adverse impact on parking, traffic, and pedestrian circulation. Improvements of traffic flow also promote safety because they allow for faster emergency

response and evacuation times when necessary.

Recent Technology:

NCPC highlights recent technology used for security protection, including:

RK12 Security Architecture of New York's Tiger Trap™ System: Involves the placement of a specialized material under the surface of a building's perimeter that holds pedestrian/common sidewalk traffic, but collapses if a vehicle were to drive on the surface, preventing the vehicle from penetrating the perimeter.

Vehicle Approach Analysis: The use of Vehicle Approach Analysis in making perimeter security decisions is policy adopted by the NCPC, and reflected in the agency's security objectives and policies. Final design and placement of perimeter security elements is dependent upon a vector analysis, which will seek to understand the possible angles and speeds of approach around a site for any vehicular threat. Knowing the context of the site and the level of protection required will save money and allow for aesthetically pleasing streetscapes.

Review Policy for Public Space:

All development of a perimeter security design should have input from the agencies that have jurisdiction over the project. The NCPC has specific design review jurisdiction over federal and private sector development projects in the nation's capital, and the District Department of Transportation has jurisdiction over the installation of objects in the city's public space.

Example of Embedded Reil

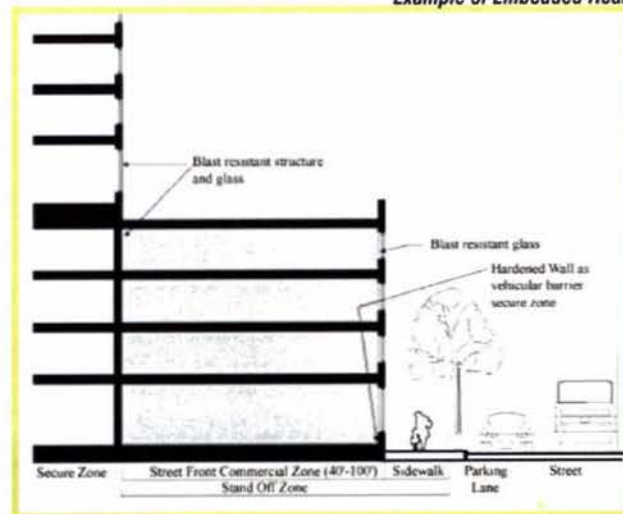


Image Courtesy of the National Capital Planning Commission

* Text is taken directly from NCPC's National Capital Urban Design and Security Plan

National Capital Planning Commission's National Capital Urban Design and Security Plan Objectives and Policies

Adopted by the National Capital Planning Commission on May 5, 2005

Intent and Applicability

Many aspects of security planning and design must be considered when designing security measures to protect buildings and their occupants. The following objectives and policies should be used as guidelines to address important city planning and design issues inherent to the construction of physical perimeter security in urban areas. They are intended to balance the need for perimeter security with the need to protect public space by keeping it open, accessible and attractive.

Objectives

1. To protect the design principles inherent to Washington, D.C.'s historic plan
2. To strike a balance between physical perimeter security and the vitality of the public realm
3. To acknowledge that acceptance of a reasonable level of risk is inherent in striking an appropriate balance between security provisions and other planning and design objectives
4. To encourage a multi-faceted approach to the selection of appropriate security measures that considers design strategies such as structural engineering, window glazing, emergency egress and physical perimeter barriers
5. To limit the vulnerability from explosives entering or being placed adjacent to sensitive federal and private sector buildings

Policies

I. Security Measures

Using a variation of different risk management is effective in minimizing the placement and impact of security barriers on public space. In an urban environment, it is encouraged that more operational security measures and sensitive building design be used to minimize the impact of physical security barriers on public space, noting that the use of greater standoff distances are more appropriate to suburban or campus-like conditions.

II. Physical Perimeter Security and Mobility

The following physical perimeter security policies strive to balance security with the needs of the city's multi-modal transportation system.

- a. Prohibit the permanent closure of streets or sidewalks within right-of-ways established by the L'Enfant Plan.
- b. Limit the temporary closure or restricted access to streets, parking lanes, or sidewalks to immediate continuity of critical government operations, and allowed solely during times of extraordinary security threats, or brief periods of time during extraordinary events or activities.
- c. Do not close, block or restrict access to streets necessary for emergency evacuation, except for brief periods when required for extraordinary events or activities.

III. Physical Perimeter Security

Building hardening and physical barriers are key risk management measures that have little or no physical impact on public space. When physical perimeter security is necessary, it should be located within and integrated into the design of the building yard. As building yards aren't often found in urban areas, physical perimeter security measures may be necessary in public space. Placement in an unobtrusive manner that appropriately integrates the security barriers into an attractive urban landscape is essential.

Barrier Placement and Design:

- a. Construct new buildings at established urban building lines.
- b. Provide habitable building space along the street frontage for public space or activated ground floor uses, such as retail or other commercial enterprises, as appropriate.
- c. Locate critical uses and operations in areas of the building that will minimize the need for placement of perimeter security in public space.
- d. Place perimeter security barriers in public space adjacent to an existing building only if the building yard is less than 20 feet.
- e. Integrate hardened existing streetscape, landscape or building site features into the topography of the site.
- f. Accommodate visual and physical public access to the building lawn and designated entries.
- g. Locate and arrange security barriers so that they are compatible with the placement of security barriers for other buildings on the street.
- h. Minimize placement of perimeter security barriers at intersections, corners and near cross walks. Always allow safe pedestrian waiting areas and pedestrian movement.
- i. Incorporate best design practices by arranging security barriers to:

- Comply with the American Disabilities Act (ADA) and Architectural Barriers Act (ABA)
- Provide visual clues to signify important circulation routes
- Allow sufficient clearances for access to and from transit stops
- Ensure that maintenance equipment can access and maneuver within building yards, sidewalks, and plazas
- Provide at least two feet from the face of the curb to the face of the barrier for loading and unloading of passengers and ease of access to public space.

- j. Prevent security elements at the curb from impeding pedestrian access to various permitted sidewalk and street activities.

Urban Landscape Contextual Design

- k. Design security barriers to respond to the architectural and landscape context in which they are located, and to complement the special character of the associated building and precinct
- l. Incorporate physical perimeter security barriers within the building yard into the landscape design, including the use of low walls, fences, seating, and landscaping.
- m. Incorporate physical perimeter security barriers with decorative tree wells, planters, light poles, signage, benches, parking meters, trash receptacles and other streetscape elements.
- n. 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.
- o. Respect established view corridors
- p. Strive for continuity and consistency in design while avoiding a reliance on the repetitive use of a single element such as continuous rows of bollards or planters.
- q. Respond security design to specific building and site conditions, relational vehicle design speeds, angles-of-approach and pavement types.
- r. Include curbs, copings and retaining walls into the design to reduce the perceived height of the security barriers

Vehicular and Pedestrian Controls

- s. Integrate the guard booth with the building design to minimize interruption of pedestrian movement along the pathway.
- t. Locate vehicular controls at building entries so that that pedestrian movement along sidewalks is not blocked. Check points should be designed to allow for an off-street queuing space.

Comprehensive Streetscape Design

- u. Give special treatment to the Capital's monumental avenues to ensure that security projects are addressed comprehensively and emphasize the streetscape as a whole with attention to their formal and axial character.
- v. Emphasize the landscape features of diagonal avenues, including the use of significant tree and ground plantings.
- w. Reinforce the linkages and unique character of special streets within the city.
- x. Use security design on grid streets to build upon the existing streetscape standards and minimize the contrast between security and streetscape elements.

Contact information for NCPC:

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** The above text consists of selections from the National Capital Urban Design and Security Plan Objectives and Policies, relating to urban design and architecture guidelines that are applicable to security design within NoMA*