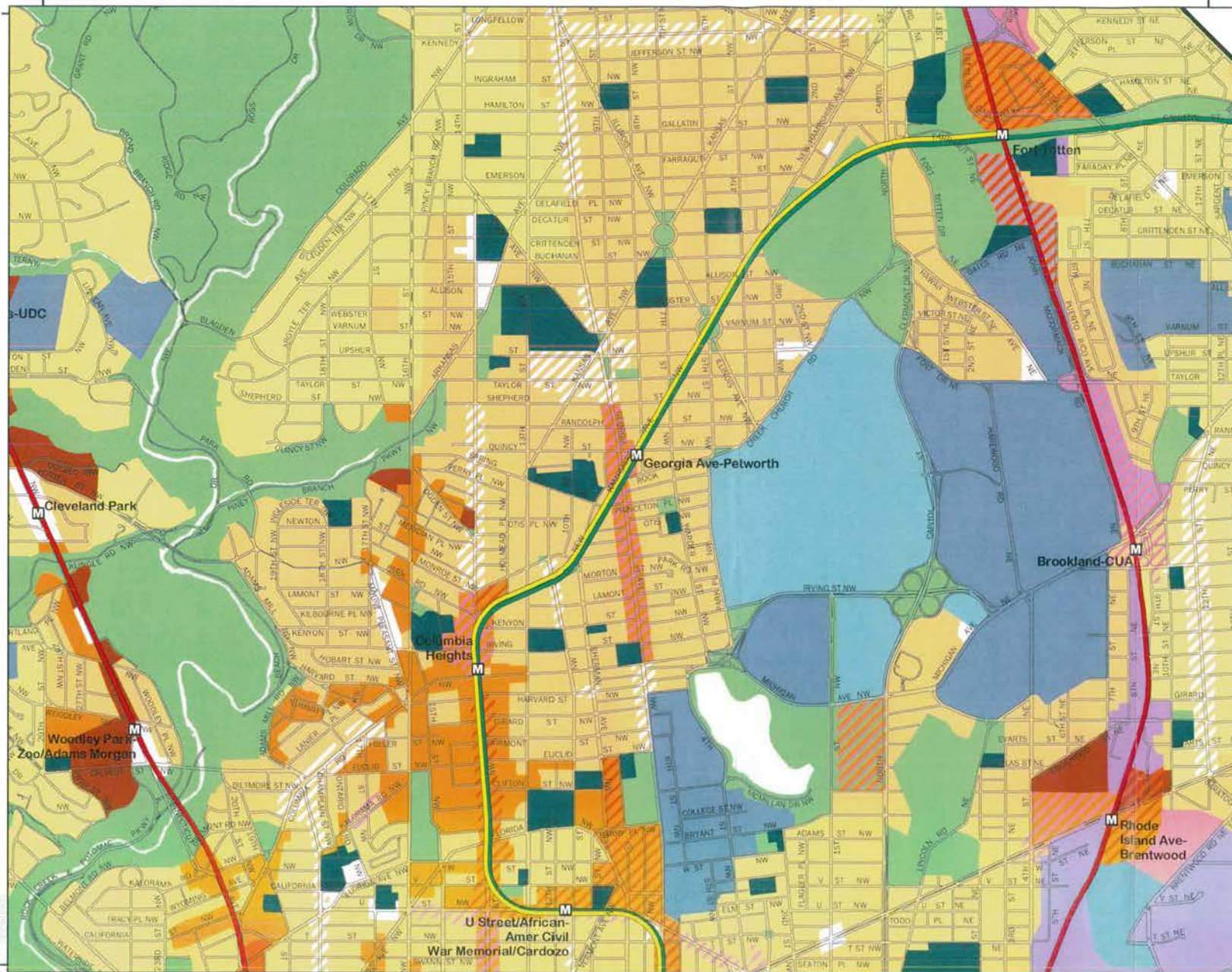
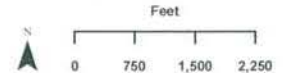
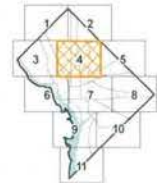


Comprehensive Plan Future Land Use Map 4



- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Low Density Commercial
- Moderate Density Commercial
- Medium Density Commercial
- High Density Commercial
- Production, Distribution, and Repair
- Federal
- Local Public Facilities
- Institutional
- Parks, Recreation, and Open Space
- Mixed Land Use
- WATER



*** Government of the
District of Columbia
Adrian M. Fenty, Mayor

Office of Planning ~ June, 2007

This map was created for planning
purposes from a variety of sources.
Information provided by other agencies
shown where appropriate

ZONING COMMISSION

CASE NO.09-08
EXHIBIT NO.4G



Fig. 7 – Commercial North sub-area framework plan

Commercial Area North of Metro Station Sub-Area

Vision:

New residential and small office area woven into neighborhood fabric.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and reconstructions of streets;
- New residential and small office uses along a fabric of streets and blocks;
- New central Open Space surrounded by residential;
- Buffering and screening from tracks and PDR (Production, Distribution and Repair) uses.

Recommendations:

1. Extend Perry Street west and 9th Street north to create a new fabric of streets and blocks.
2. Development north of an extended Perry Street should consist of low to moderate density residential development.
3. Develop new residential and small office uses, created along a fabric of streets and blocks, extending and integrating with the existing neighborhood character.
4. Create a community Open Space as part of development in this sub-area.
5. Provide adequate parking but at

low transit-oriented development parking ratios.

6. Provide new streetscaping, landscaping and lighting.
7. Development between Michigan Avenue and an extended Perry Street may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
8. Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.
9. Development should provide visual and noise buffers from train tracks and neighboring production, distribution, and repair (PDR) uses.

Development Opportunity

- Residential condominiums/apartments/townhouses – 400-500 units;
- 20,000 sf of office space;
- 200-330 parking spaces.

Commercial Area South of Metro Station Sub-Area

Vision:

New residential and cultural uses woven into the neighborhood street fabric.

Framework Plan:

- New residential infill including artists housing and cultural facilities;
- Improved streetscape, landscape and lighting;
- Integration of Metropolitan Branch Trail;
- Buffering and screening from tracks and PDR uses.

Recommendations:

1. Develop new residential uses, extending and integrating with the existing street fabric.



Fig 8 - Commercial South sub-area framework plan

2. Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities.
3. Provide adequate parking but at low transit-oriented development parking ratios.
4. Development south of Monroe Street to Kearny Street may be allowed up to 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
5. Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.
6. Integrate Metropolitan Branch Trail along 8th Street.

Development Opportunity:

- Residential - 150-200 units;
- Arts and cultural uses;
- 75-100 parking spaces.

Commercial Area South of Metro Station Sub-area

Vision:

New residential and cultural uses woven into an improved neighborhood street fabric.

Framework Plan:

- New residential infill including artists housing and cultural facilities;
- Improved streetscape, landscape and lighting;
- Integration of Metropolitan Branch Trail;
- Buffering and screening from tracks and production, distribution and repair (PDR) uses.

Recommendations:

1. Develop new residential uses, extending and integrating with the existing street fabric.
2. Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities
3. Provide adequate parking but at low transit-oriented development parking ratios.
4. Development south of Monroe Street to Kearny Street may be allowed up to 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
5. Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge.
6. Integrate Metropolitan Branch Trail along 8th Street.

Development Potential:

- Residential - 150-200 units;
- Arts and cultural uses;
- 75-100 parking spaces (1 level below grade).

Note: Proposed zoning changes or planned unit developments that are consistent with this small area plan are discretionary and require separate approval by the District's Zoning Commission. Each application requires public notification, as well as review by the affected Advisory Neighborhood Commission.



Fig 5.26 - Illustrative plan of Commercial South sub-area

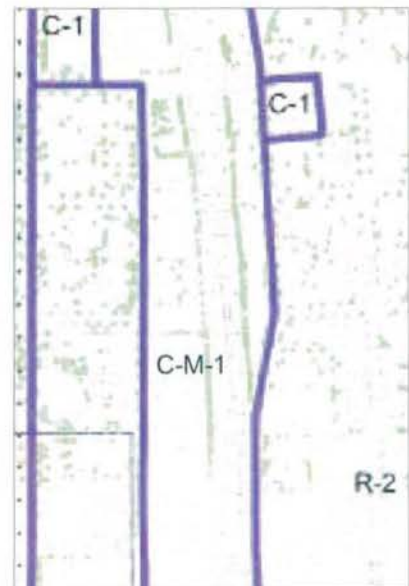


Fig. 5.25 Commercial South sub-area existing conditions plan



Infill residential

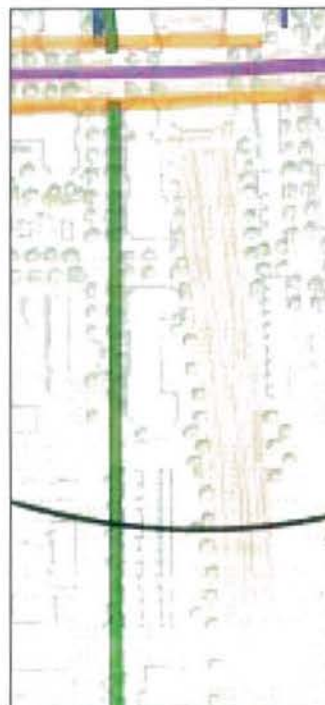


Fig 5.27 - Concept diagram of Commercial South sub-area



Fig 5.28 - Commercial South sub-area framework plan

Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Commercial Area South of Metro Station	1	Develop new residential uses, extending and integrating with the existing street fabric.	PRIVATE SECTOR		LONG-TERM
	2	Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities	DICOP, DCOZ		LONG-TERM
	3	Provide adequate parking but at low transit-oriented development parking ratios.	DICOP, DCOZ		LONG-TERM
	4	Development south of Monroe to Kearny Street may be allowed up to a 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	DICOP, DCOZ		LONG-TERM
	5	Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge..	DICOP, DCOZ		LONG-TERM
	6	Integrate Metropolitan Branch Trail along 8th Street.	DDOT	X	MID-TERM

Table 6.2 – Sub-area recommendations, cont'd.