



Figure 3.69: Perspective Illustration of the East Campus Looking South

Perspective Illustration of the MLK Forecourt

SECTOR: 13TH STREET

The 13th Street Sector includes areas to the east of 13th Street, along the ravine separating the historic East Campus from the new hospital. As there are no historic buildings and few roads in this area, the development sites are relatively large and the opportunities relatively flexible. However, it is important that all development have a dignified character, be welcoming to the public, and encourage activity along 13th Street.

In addition, new development is encouraged to promote connection to and awareness of the ravine landscape, so that the verdant character of the present Saint Elizabeths Campus continues to be present along this built-up street. At the north end of 13th Street, where new buildings are adjacent to historic ones, particular attention should be paid to the scale and detail of architectural relationships.

Sector Urban Design Principles

- » Create an active and safe street that fosters pedestrian mobility.
- » Provide for a variety of development uses and scales along the ravine.
- » Create paths and views between the historic campus and ravine landscape.
- » Minimize negative visual impacts on any and all historic areas west of this sector.
- » Promote and protect views to and across the Building 92 cupola and along 13th Street.
- » Encourage movement and potential future retail along 13th Street.
- » Consider visual and spatial significance of potential future approach across ravine from

Suitland Parkway.

- » Provide safe and attractive surface connections across 13th Street at all intersections.
- » Provide for adequate and non-conflicting use of hospital access road from 13th Street.
- » Coordinate design decisions with relationships to adjacent Sectors.

Sector Parcel Summary

The 13th Street Sector includes Parcels 6 and 13.



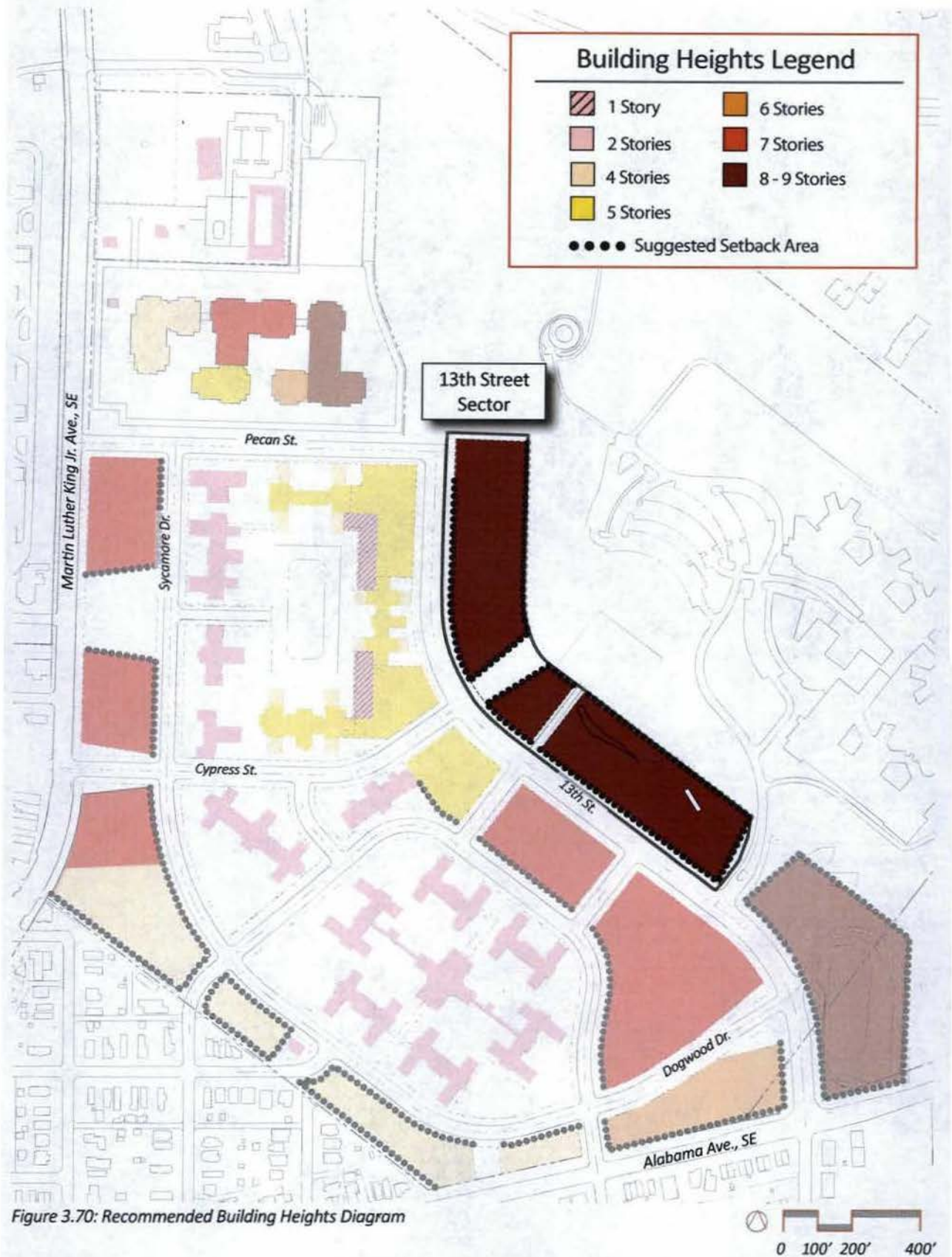


Figure 3.70: Recommended Building Heights Diagram

PARCEL 6



Figure 3.71: Illustrated plan focused on Parcel 6.

Parcel Area	4.0 Acres
New Development Pad Area	3.57 Acres
Recommended Building Heights	8 Stories
Allowable Land Uses	Residential, Commercial Office
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	4.0
Programmed Open Space	Cypress Commons

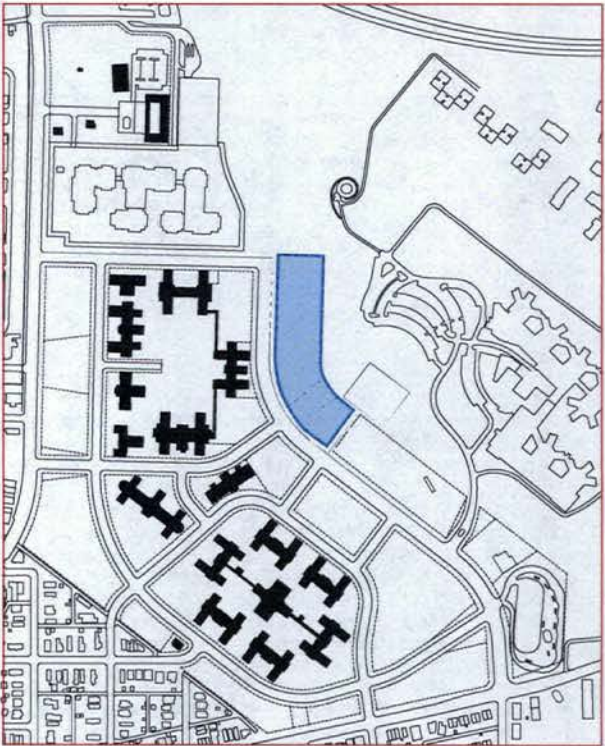


Figure 3.72: Parcel 6 Key Map

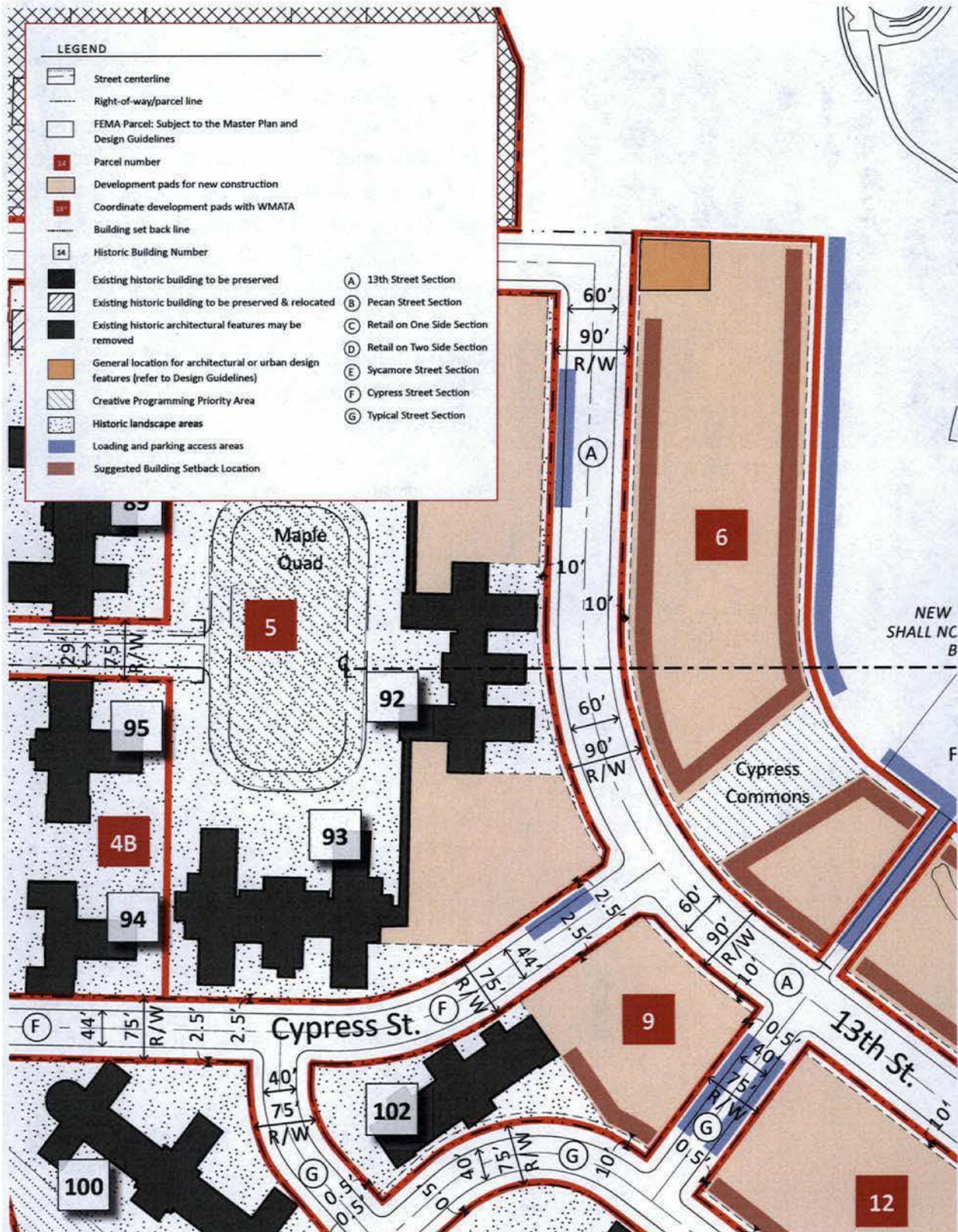


Figure 3.73: Regulating plan focusing on Parcel 6.



Figure 3.74: Public space precedent for Cypress Commons.

PARCEL 6

Parcel 6 sits across 13th Street from Building 92, the central building in the historic Maple Quadrangle complex. This important relationship, along with the ravine directly to the east, defines the key opportunities of Parcel 6: to allow for high-density development on the Saint Elizabeths East Campus, to promote activity along 13th Street, and to help connect the campus to the green space of the ravine.

Parcel 6 Design Guidelines

Addition and Modification

The development of Parcel 6 does not incorporate historic resources. Therefore, no guidance is provided on addition or modification.

New Architecture

The new architecture within Parcel 6 will define the northeast corner of the redeveloped East Campus and will have significant relationships with the adjacent Maple Quadrangle, the 13th Street Corridor, and the wooded ravine to the east.

N.1 Massing and west-facing elevations should consider the visual significance of Building 92 and its prominent cupola for views from the west and, in particular, from the Maple Quadrangle and MLK Forecourt. Related perspectives should be studied as part of the design review for this parcel.

N.2 The new buildings in Parcel 6 should be compatible with both the buildings along 13th Street and the historic buildings in Maple Quadrangle.

N.3 Symmetry along the east-west axis of Redwood Street should be considered in the massing and design of new buildings.

N.4 Since Parcel 6 comprises an especially long block, adjacent façades should be varied and segmented to give the illusion of multiple buildings in this location.

Landscape

Parcel 6 should incorporate a public plaza aligned with the eastern portion of Cypress Street. This plaza should be at the grade level of the intersection of Cypress and 13th Streets, or accessible from that level by appropriately-scaled stairs and Americans with Disabilities Act (ADA)-compliant devices.

L.1 Design the plaza with a minimum dimension of 75 feet, a minimum area of 0.5 acres, and open to the ravine on its eastern edge. Ensure this public space provides opportunities for public art.

L.2 Provide new landscaping along 13th Street that is unobtrusive and does not detract from new development.

L.3 The addition of an alley system for Parcel 6 is encouraged to reduce multiple curb-cuts along 13th Street.

L.4 Coordinate with the new hospital entrance connecting to 13th Street between Parcels 6 and 13 to ensure consistency of operations and access..

Publically Accessible Open Space: Cypress Commons

Positioned as the central feature where Cypress Street terminates at 13th Street, Cypress Commons is intended to be a quiet, neighborhood-oriented open space. The commons will be surrounded by residential and office uses. Figure 2.11 shows a potential, meandering, multi-use trail to be an integrally designed element of the park connecting the ravine which runs east of campus. This potential trail could connect Cypress Commons to the existing multiuse trail which runs along Suitland Parkway.

The design and implementation of the multiuse trail would have to be approved by all District Agencies as well as landowners. The trail would have to be designed around existing wetlands and other significant ecological features.

PARCEL 13



Figure 3.75: Illustrated plan focused on Parcel 13.

Parcel Area	2.9 Acres
New Development Pad Area	2.9 Acres
Recommended Building Heights	8 Stories
Allowable Land Uses	Residential, Commercial Office
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	4.0
Programmed Open Space	None
Additional Information	Coordinate development with WMATA infrastructure

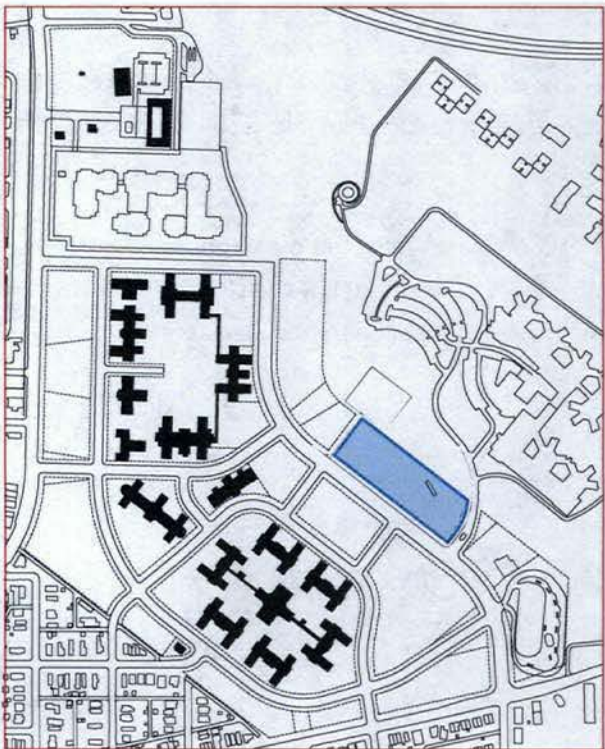
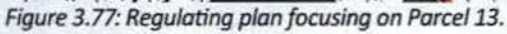


Figure 3.76: Parcel 13 Key Map



PARCEL 13

Parcel 13 is similar to Parcel 6 except that it has no direct adjacency with any historic buildings. It therefore offers a similar set of urban and development opportunities, but in a slightly less constrained context.

Design of buildings on Parcel 6 and Parcel 13 must accommodate the functional needs of the Washington Metropolitan Transit Authority (WMATA) and its operation of the underground rail tunnel and supporting facilities. The air shaft shown in Figure 3.77 may be moved and/or incorporated into the design of a proposed structure. The District will seek to relocate and incorporate the stormwater management pond into the larger stormwater system for the site. New construction adjacent to WMATA facilities will be coordinated with its Office of Joint Development and Adjacent Construction (JDAC).

Parcel 13 Design Guidelines

Addition and Modification

The development of Parcel 13 does not incorporate any historic resources and no guidance on addition or modification is required.

New Architecture

The new architecture within Parcel 13 will be integral to a consistent urban experience along 13th Street, from the Congress Heights Metro Center in the south toward the intersection of 13th and Cypress streets further north.

N.1 New buildings should encourage continuous pedestrian traffic and activity along 13th Street. Maximal ground-floor activity and transparency are encouraged.

N.2 Since Parcel 13 comprises an especially long block, adjacent façades should be varied and segmented to give the illusion of multiple buildings in this location.

N.3 New development should incorporate transit-oriented development principles and be closely coordinated with WMATA's station access study for the Congress Heights Metrorail station.

Landscape

L.1 The addition of an alley system for Parcel 6 is encouraged to reduce multiple curb-cuts along 13th Street.

L.2 Coordinate with the new hospital entrance connecting to 13th Street between Parcels 6 and 13 to ensure consistency of operations and access..





Figure 3.78: Perspective Illustration of the 13th Street Corridor with the Maple Quad in the Foreground

SECTOR: CT VILLAGE

New development in this area will be relatively small-scale and low-density, but the CT Village Sector does offer a prime opportunity to integrate new public uses within the historic campus. Possible new uses for the historic buildings within this Sector include education/ community college, residential, and small office.

The Sector's future character should be largely driven by the architecture and landscape character of the existing CT Village and changes or new developments should be compatible with this objective.

Sector Urban Design Principles

- » Retain the historic oval landscape.
- » Retain historic buildings and unique layout/ relationships of CT Village.
- » Enable a vibrant retail, restaurant and public corridor along Dogwood Street.
- » Enhance utility and historic uniqueness of interior CT courtyards.
- » Reuse existing brick corridors and/or retain traces of same.

- » Consider axial and oblique views to and through rehabilitated CT complex.
- » Connect Maple Quadrangle and Neighborhood Center (Metro) Sector retail areas along Dogwood Street.
- » Provide connections across Dogwood Street for campus entries at Malcolm X Avenue and 8th, 11th and 12th streets.
- » Build new construction at a scale appropriate to its position between the CT Village and Congress Heights.
- » Coordinate design decisions with relationships to adjacent Sectors.

Parcel Summary

The CT Village Sector includes Parcels 10, 11, and 14.



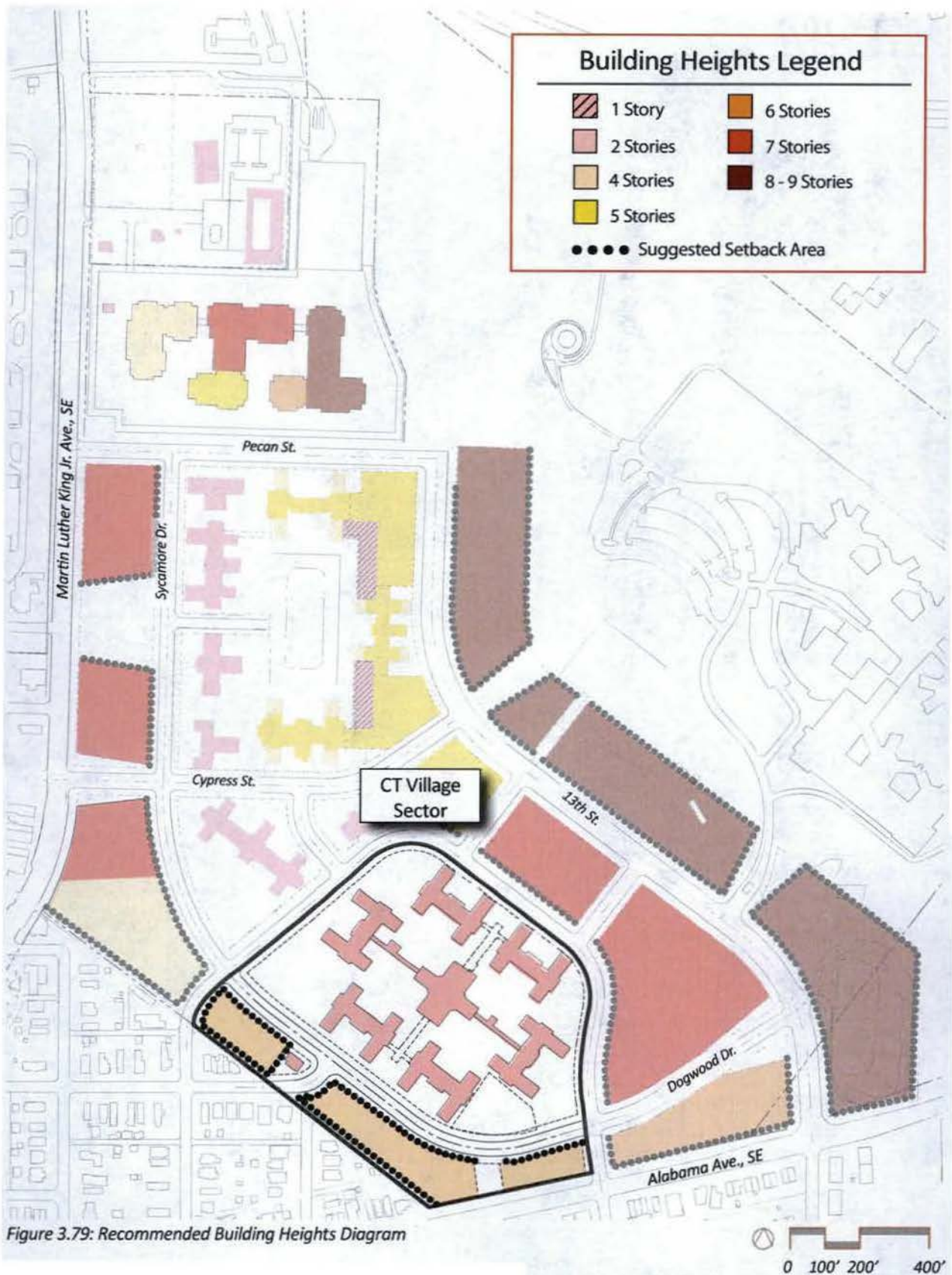


Figure 3.79: Recommended Building Heights Diagram

PARCEL 10



Figure 3.80: Illustrated plan focused on Parcel 10.

Parcel Area	0.7 Acres
New Development Pad Area	0.59 Acres
Recommended Building Heights	4 Stories
Allowable Land Uses	Residential
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	1.5
Programmed Open Space	None
Additional Information	Relocation of Building 99

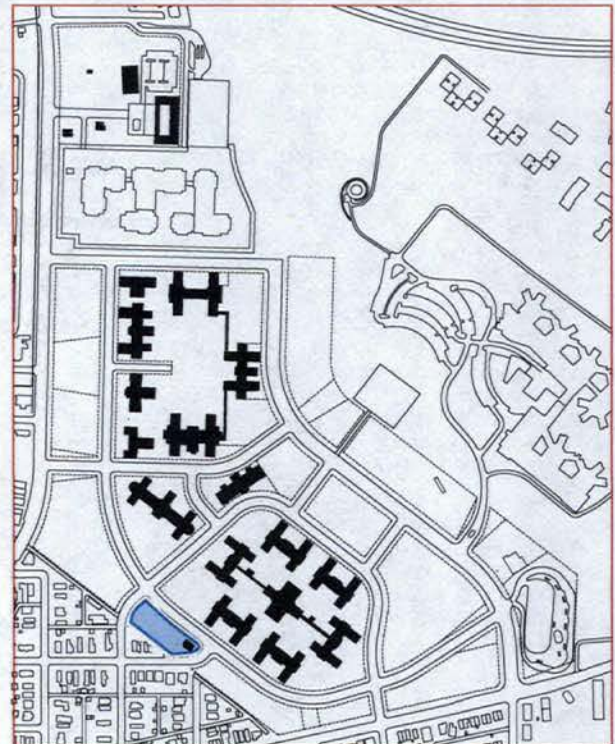


Figure 3.81: Parcel 10 Key Map



Figure 3.82: Regulating plan focusing on Parcel 10.

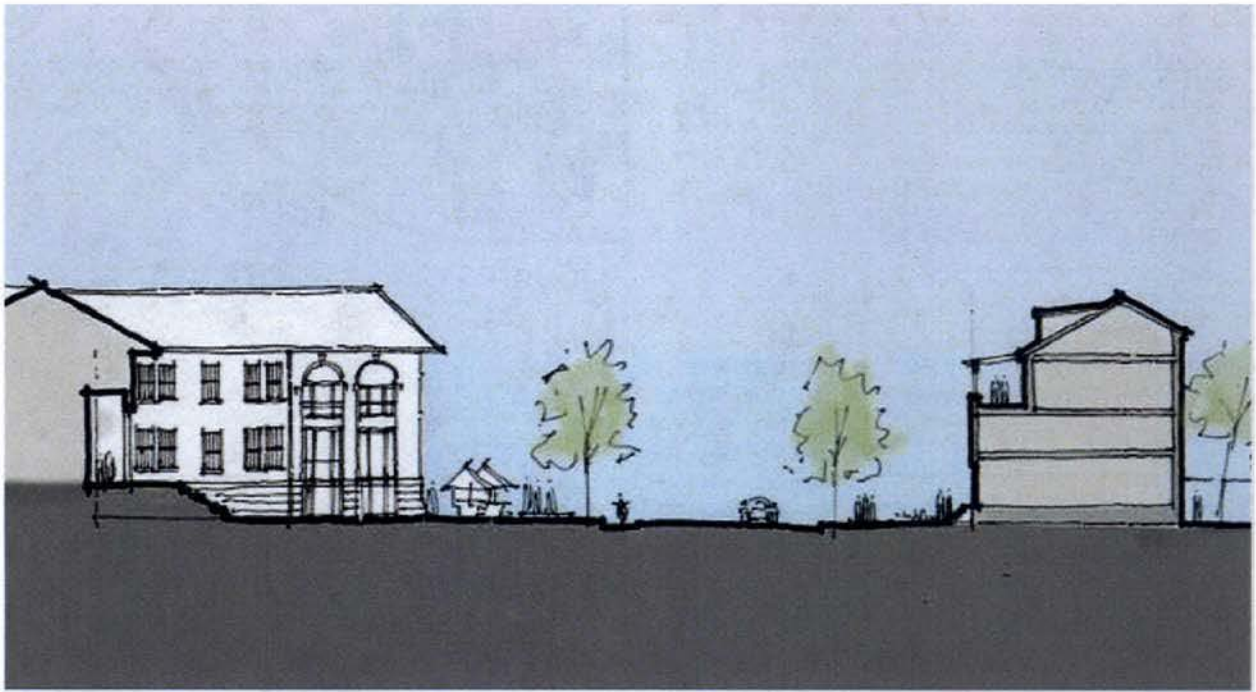


Figure 3.83: A cross-section showing the proposed new buildings on Parcel 10 across from Parcel 11.

PARCEL 10

Parcel 10 is situated along the southwestern edge of the campus, between Dogwood Street and Congress Heights. It marks entrances to the campus along both Malcolm X Avenue and 8th Street/Oak Street. Care should be taken to ensure that new buildings on this parcel are compatible with existing historic conditions to the north and south.

Parcel 10 Design Guidelines

Addition and Modification

The development of Parcel 10 will entail the relocation and reuse of historic Building 99.

New Architecture

The new architecture within Parcel 10 will compose a portion of the southern edge of the redeveloped

East Campus and mediate between the adjacent areas of Congress Heights, the CT Village, and the MLK Neighborhood Center. In addition to being architecturally and programmatically compatible with all of those areas and with the relocated Building 99, this parcel will help to define important entries to campus along 8th Street and Malcolm X Avenue.

N.1 The architecture of Parcel 10 should be compatible with the adjacent CT Village to the north and the adjacent neighborhood of Congress Heights to the south, as well as with the relocated Building 99. Materials, window proportions, eave heights and other elements of the new architecture can complement the older structures.

N.2 Since Parcel 10 will most likely consist of townhouses, the following strategies are encouraged:



Figure 3.84: An early aerial view of the CT Village.

- » Establish and adhere to a single, consistent design, in which basic elements (e.g., parapet profile, fenestration, entrance configuration and location) remain consistent, although specific details may vary.
- » Vary the depth of the façade and/or parapet line of each building, including a defined top, as described in the site-wide architectural guidelines.
- » Employ one primary façade material and color.

N.3 In combination with Parcel 7, Parcel 10 will define the 8th Street campus entrance. Special consideration should thus be given both to views north along 8th Street (from outside the campus) and to views southwest along Oak Street (from inside the campus).

PARCEL 11



Figure 3.85: Illustrated plan focused on Parcel 11.

Parcel Area	10.9 Acres
New Development Pad Area	0 Acres
Recommended Building Heights	2 Stories
Allowable Land Uses	Residential, Commercial/Innovation, Educational Institution
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	0.66
Programmed Open Space	Community Park 2 and 3
Additional Information	Relocation of Building 88

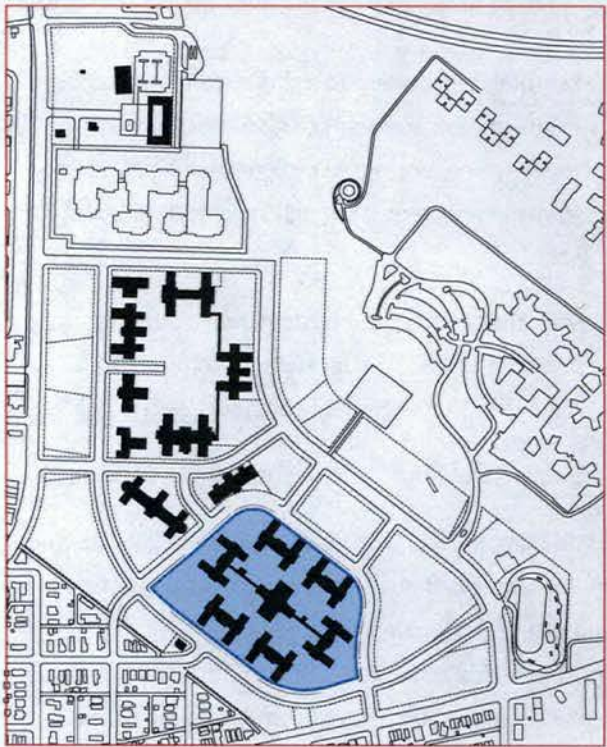


Figure 3.86: Parcel 11 Key Map



HISTORIC RESOURCES: PARCEL 11



Central Entrance



Enclosed Porches



Hipped Roofs



Ornamental Metal Window Grills



Symmetry in Elevation and Plan



Connecting Corridor

Figure 3.87: Parcel 11 Character Defining Features

Parcel 11 Contributing Buildings:

- » CT-3, Building 106, 1938
- » CT-4, Building 107, 1939
- » CT-5, Building 108, 1940
- » CT-Kitchen and Cafeteria, Building 109, 1933
- » CT-6, Building 110, 1940
- » CT-1, Building 111, 1933
- » CT-2, Building 112, 1933

Parcel 11 Secondary Historic Built Resources:

- » Corridor between Buildings 105-112-109
- » Corridor between Buildings 107-109
- » Corridor between Buildings 108-110-109
- » Corridor between Buildings 111-109
- » Parcel 11 Character-Defining Features:

- » H-shaped footprints
- » Symmetry in elevation and plan
- » Hipped roofs
- » Prominent central entrances from the oval to each building
- » Red brick exterior walls
- » Red ceramic roof tiles
- » Punched openings with multi-light metal windows
- » Stone and brick detailing and ornamentation
- » Ornamental metal window grilles
- » Enclosed porches on the ends of each side wing
- » Masonry corridors connecting the residential buildings to each other and the central kitchen

PARCEL 11

Parcel 11 sits inside the Dogwood/Oak Street oval, and contains the Continued Treatment (CT) Village. Possible uses of the historic buildings (106, 107, 108, 110, 111, and 112) within this sector include an educational use, such as a community college or university presence, small office spaces to support business development or entrepreneurship, or residential. The existing kitchen facility in the center building could be reused for culinary purposes, such as a commercial kitchen or incubator.

Parcel 11 Design Guidelines

Addition and Modification

A.1 Character-defining features of the contributing buildings should be preserved as part of any rehabilitation/modification scope.

A.2 Adaptive reuse of the enclosed corridors is strongly encouraged.

A.3 If porches are converted to conditioned spaces and glazing is introduced into the enclosures, new porch enclosures should remain distinct from the building's windows.

A.4 New accessible entrances and exterior patio features should be created to accommodate potential retail uses along Dogwood Street. Solutions for such features should repeat across all the buildings of the CT Village.

A.5 New entrances within the side wings of the CT buildings should be accommodated within existing porch fenestration. The treatment of entry doors and display windows should be consistent with adjacent porch enclosures, be compatible with the character

LEGEND

	Street centerline	
	Right-of-way/parcel line	
	FEMA Parcel: Subject to the Master Plan and Design Guidelines	
	Parcel number	
	Development pads for new construction	
	Coordinate development pads with WMATA	
	Building set back line	
	Historic Building Number	
	Existing historic building to be preserved	(A) 13th Street Section
	Existing historic building to be preserved & relocated	(B) Pecan Street Section
	Existing historic architectural features may be removed	(C) Retail on One Side Section
	General location for architectural or urban design features (refer to Design Guidelines)	(D) Retail on Two Side Section
	Creative Programming Priority Area	(E) Sycamore Street Section
	Historic landscape areas	(F) Cypress Street Section
	Loading and parking access areas	(G) Typical Street Section
	Suggested Building Setback Location	

of the historic building, and maintain maximum transparency.

A.6 Signage and awnings should be consistent across all buildings.

A.7 New connections to or between buildings should avoid or minimize new penetrations in the historic building wall, and their location should be limited to the width of the first-story porch fenestration where entry occurs.

A.8 Awnings at or above the arched second-story porch fenestration should be avoided.

A.9 Additions should be designed and sited to maintain the symmetry of both the rear elevation and the building footprint.

A.10 The height of additions should not exceed or touch the eave line of the historic building.



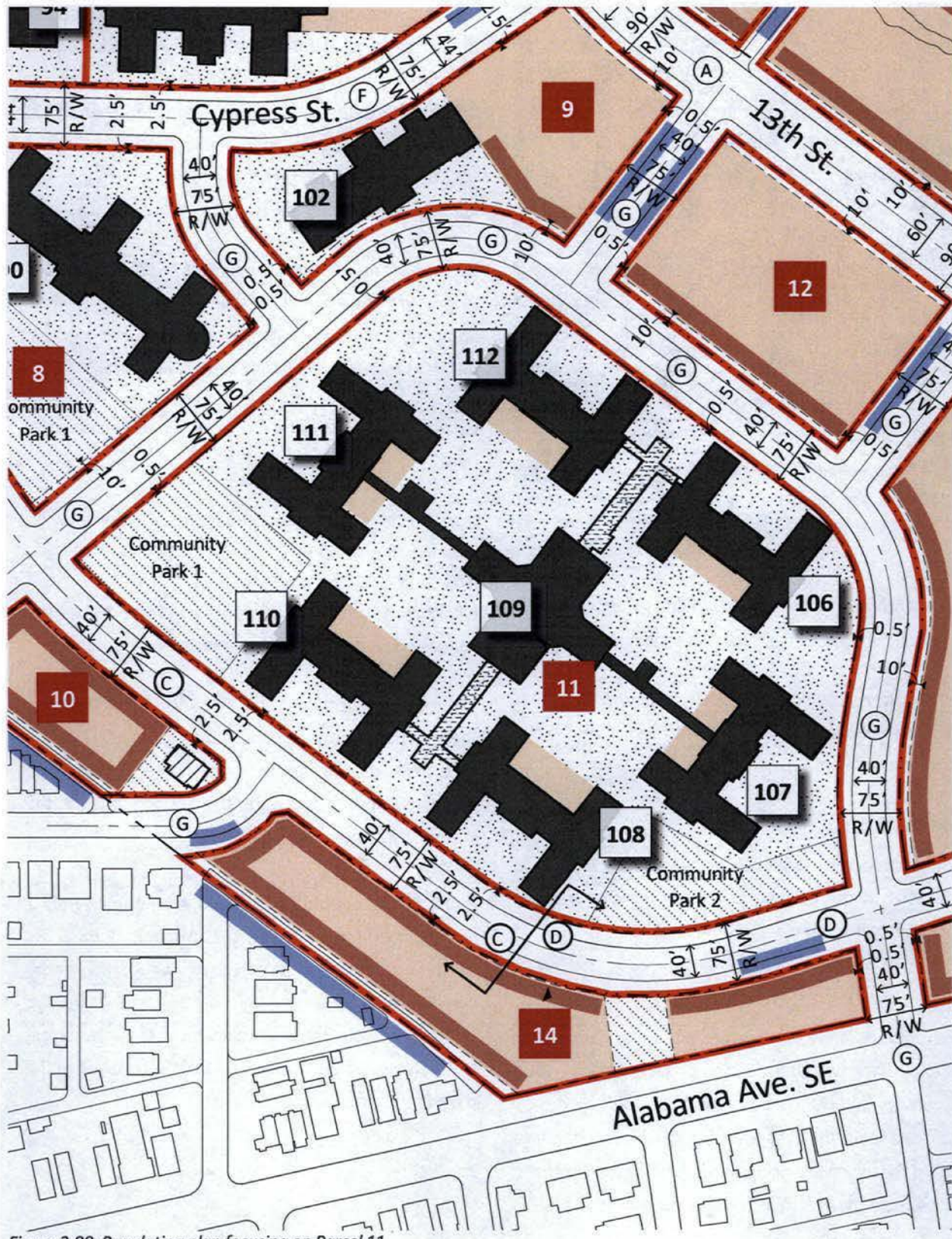


Figure 3.88: Regulating plan focusing on Parcel 11.



Figure 3.89: The second Community Park can offer a bucolic setting for respite from the busy Dogwood retail street.

A.11 Additions to the historic buildings within the CT Oval will be permitted along the interior courtyards.

A.12 Commercial access to both main and basement levels should be explored, but with sensitivity to the historic building fabric.

New Architecture

New architecture within Parcel 11 will be limited to additions to the existing buildings (see the previous section for relevant design guidelines).

Landscape

The primary landscape feature of the CT Complex is its oval shape, which is defined by Oak and Dogwood streets. Within the oval are courts defined by the CT buildings and their connecting corridors. Plantings within these spaces include scattered specimen trees, as well as a more formal configuration of street trees.

Sparse foundation plantings occupy the front courts of each residential building, along with shrubs framing the building entrances. Much of the original planting material has been removed or is deteriorated. Within the interior courts, much of the original green space has been paved to provide additional parking and loading for the buildings.

L.1 Restoration of original paving areas to green space is strongly encouraged. The need for new sidewalks and pedestrian ways will have to be balanced with the desire to respect the historic landscape character.

L.2 Perimeter trees should be restored to reinforce the oval.

L.3 The circulation paths leading from the oval to the buildings should be restored.

L.4 New building approaches should not disrupt the historic approach to the front entrances.

L.5 If enclosed corridors are proposed for demolition, their former footprint should be represented in the treatment of the landscape through hardscaping, plantings, and/or reuse of the foundations of the corridors as landscape features.

Publicly Accessible Open Space: Community Park 2

Similar to Community Park 1, Community Park 2 is a centrally-located community park where the entire campus can come together for passive activities. Community Park 2 is also proximate to the retail street along Dogwood and provides a bucolic contrast to the paved public plaza at the Metro.



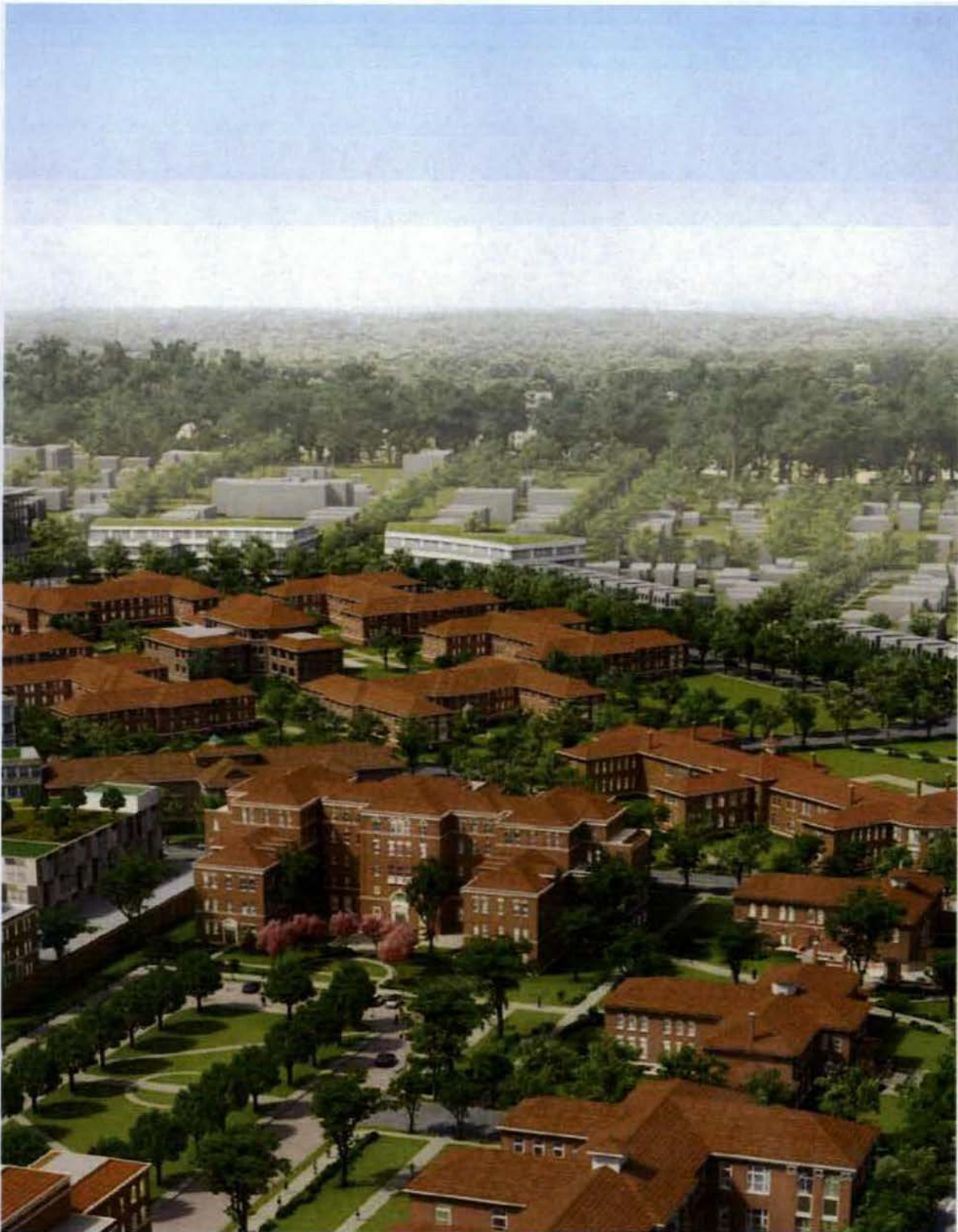


Figure 3.90: Perspective Illustration of the CT Village with Maple Quad in the Foreground

PARCEL 14



Figure 3.91: Illustrated plan focused on Parcel 14.

Parcel Area	1.8 Acres
New Development Pad Area	1.72 Acres
Recommended Building Heights	4 Stories
Allowable Land Uses	Residential
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	1.5
Programmed Open Space	11th Street Plaza

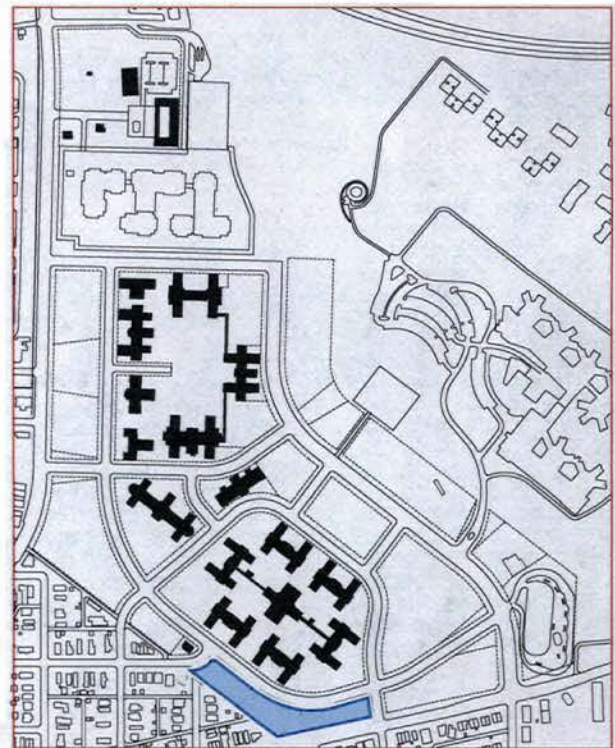


Figure 3.92: Parcel 14 Key Map

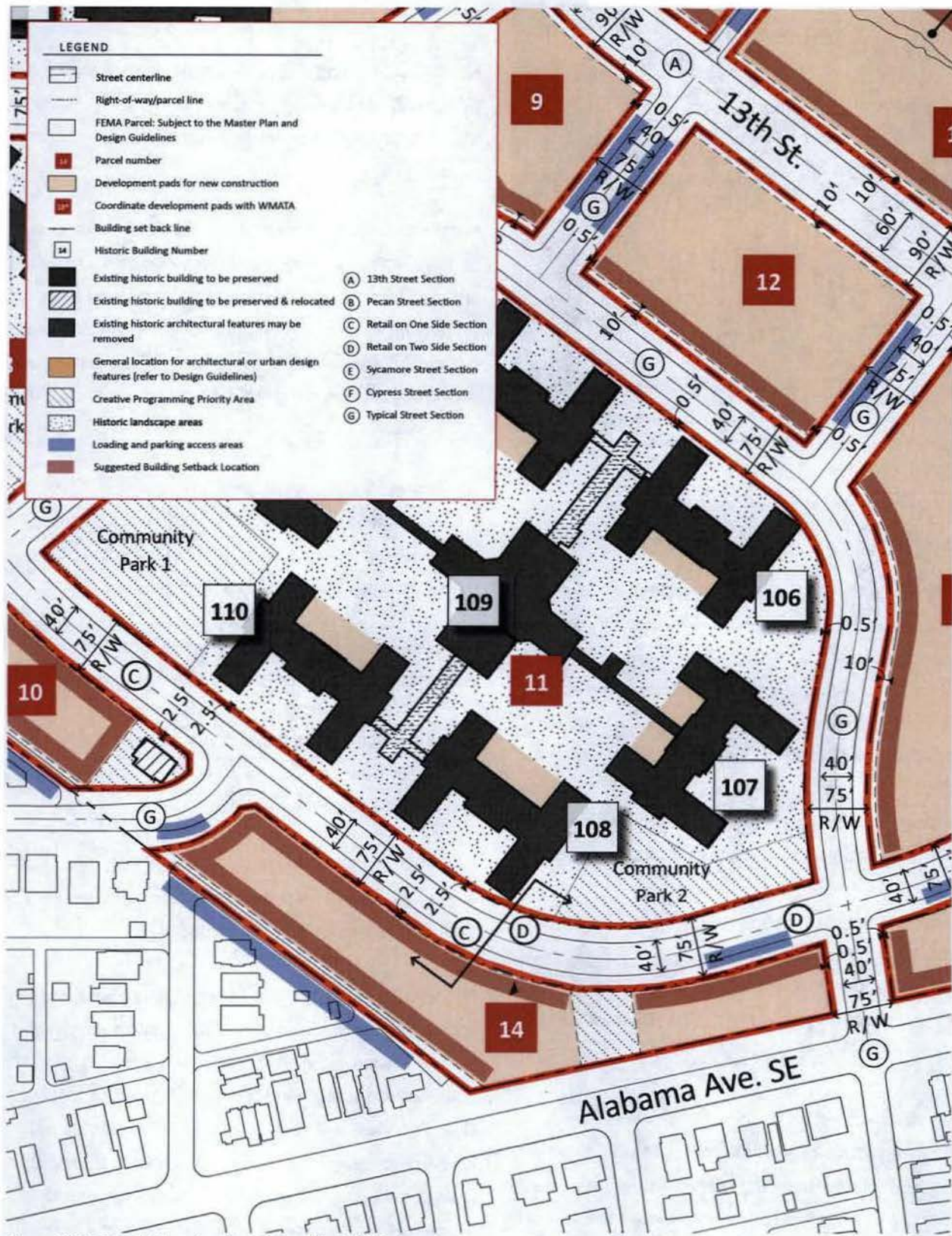


Figure 3.93: Regulating plan focusing on Parcel 14.



Figure 3.94: The 11th Street Plaza is intended to have an intimate feel through its size and tree canopy providing a sense of enclosure.

PARCEL 14

Parcel 14 sits along the southwestern edge of the campus, and a portion of it lies directly between Dogwood Street and Alabama Avenue. It marks entrances to the campus along Malcolm X Avenue and 11th and 12th streets. As the site itself is quite small, development is likely to be of a private residential nature. Care should be taken to ensure that new buildings on this parcel are compatible with existing historic conditions to the north and south.

Parcel 14 Design Guidelines

Addition and Modification

The development of Parcel 14 does not incorporate historic resources and therefore no guidance addition or modification is required.

New Architecture

The new architecture within Parcel 14 will be integral to a consistent urban experience along 13th Street, from the Congress Heights Metro Center in the south

toward MLK Plaza further north.

N.1 New buildings should encourage continuous pedestrian traffic and activity along 13th Street. Maximal ground-floor activity and transparency are encouraged.

N.2 Buildings on Parcel 14 should have active uses on both Alabama Avenue and Dogwood Street on the ground floors. It is encouraged that retail uses on the Dogwood side be no more than 40 feet deep, allowing sufficient depth on the Alabama side to accommodate residential uses on the ground floor.

Landscape

L.1 The 11th Street Plaza should be an intimate space, rectangular in shape, and connect the inner campus to the community, both visually and physically.

L.2 Retail uses should line the edges of the plaza to enliven the public experience.

L.3 Plantings should support views across the space and pedestrian connections to both Alabama Avenue and Dogwood Street.

L.4 Paving should blend seamlessly from the two adjacent sidewalks into the plaza to invite community members and visitors to use the space.

Publicly Accessible Open Space: 11th Street Plaza

Located where the former 11th Street intersected with Alabama Avenue, the plaza will provide a neighborhood gathering place featuring retail frontage along its east side. The plaza will feature a blend of hardscape and greenscape elements, including patterned paving, lawn panels, tree bosques, benches, café seating, and a potentially a fountain or sculptural piece as a central anchor.



Figure 3.95: Perspective Illustration of the retail street (Dogwood) leading towards CT Village

SECTOR: CONGRESS HEIGHTS TRANSIT CENTER

The Congress Heights Transit Center Sector lies at the southeast corner of the Saint Elizabeths East Campus and incorporates the existing Congress Heights Metrorail station. As a major point of entry to campus, and home of some of the largest available development sites, it presents significant opportunities for economic development and the enhancement of public life.

The streets and other public spaces in this Sector should be vibrant, lively, and welcoming. Their role is to promote activity and development in the Sector and encourage people to experience the rest of the Saint Elizabeths East Campus.

Design of buildings on parcel 6 and 13 must accommodate the functional needs of the Washington Metropolitan Transit Authority (WMATA) and its operation of the underground rail tunnel and supporting facilities. The air shaft shown in Figure 3.77 may be moved and/or incorporated into the design of a proposed structure. The District will seek to relocate and incorporate the stormwater management pond into the larger stormwater system for the site. New construction adjacent to WMATA facilities shall be coordinated with its Office of Joint Development and Adjacent Construction (JDAC).

Sector Urban Design Principles

- » Create a welcoming campus entry at Alabama Avenue and the Congress Heights Metrorail station.
- » Encourage connections from Congress Heights along both 12th and 13th streets.
- » Provide and frame a significant exterior public

space at Dogwood and 13th streets.

- » Consider impacts of scale on CT Village across Oak Street and on neighbors across Alabama Avenue.
- » Provide high visibility of the campus entry toward approaches along Alabama Ave and 13th Street, and promote attractive views west toward CT Village and north along 13th Street.
- » Minimize impact of delivery/service requirements along Dogwood and 13th streets.
- » Provide welcoming and comfortable campus entries to/from Congress Heights.
- » Anticipate possible effects of future development on and adjacent to Metro parcel.
- » Provide safe and attractive surface connections across 13th Street from Metrorail station.
- » Provide for adequate and non-conflicting functionality of hospital access road from 13th Street.
- » Coordinate design decisions with relationships to adjacent Sectors.

Parcel Summary

The Congress Heights Transit Center includes development Parcels 15, 16, and 17.

Future development on Parcel 18 will have to conform to these guidelines as well as coordination with WMATA on planning efforts being conducted at the Congress Heights Metrorail station.



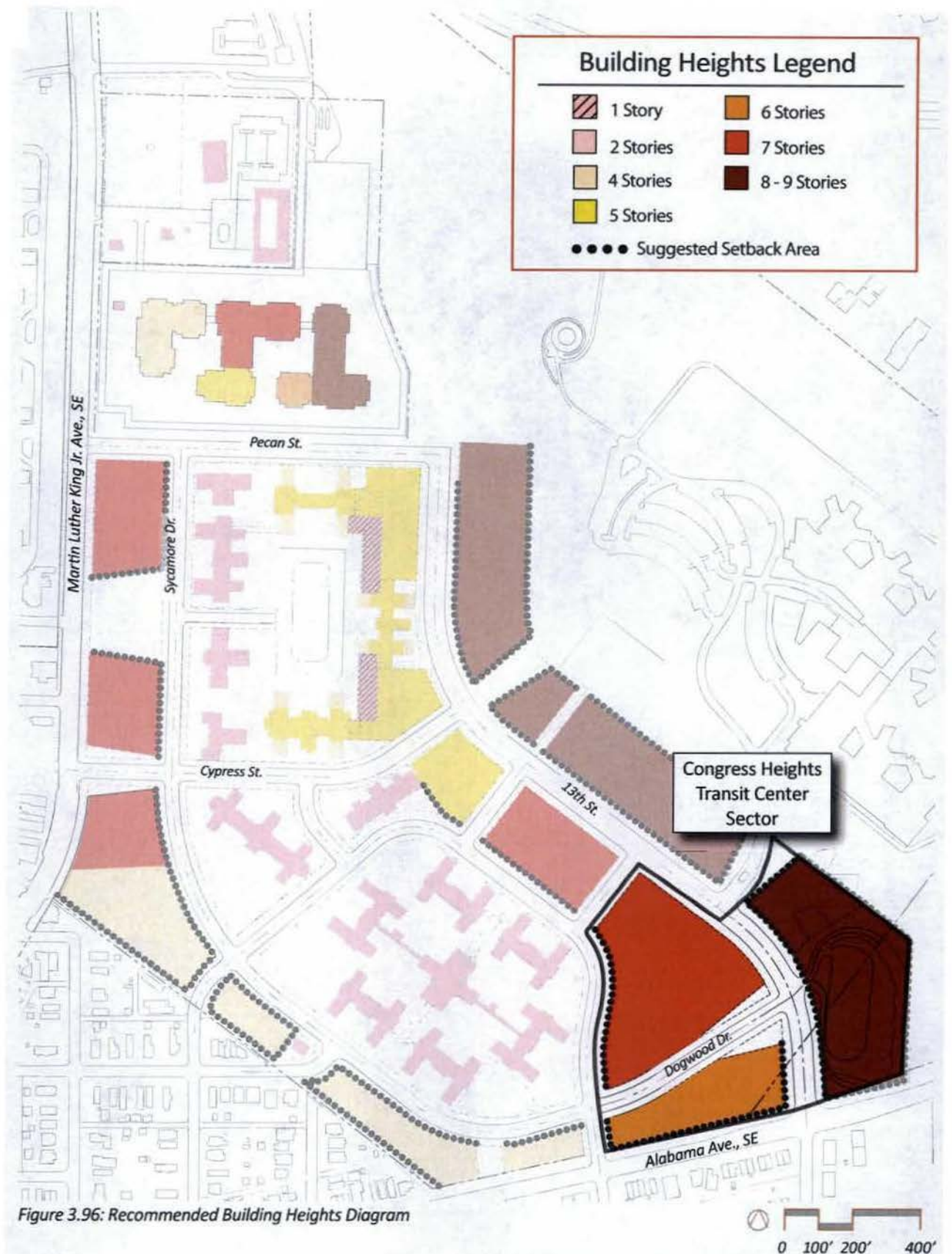


Figure 3.96: Recommended Building Heights Diagram

PARCEL 15



Figure 3.97: Illustrated plan focused on Parcel 15.

Parcel Area	4.0 Acres
New Development Pad Area	3.92 Acres
Recommended Building Heights	7 Stories
Allowable Land Uses	Residential, Commercial Office, Hospitality
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	3.5
Programmed Open Space	Transit Plaza

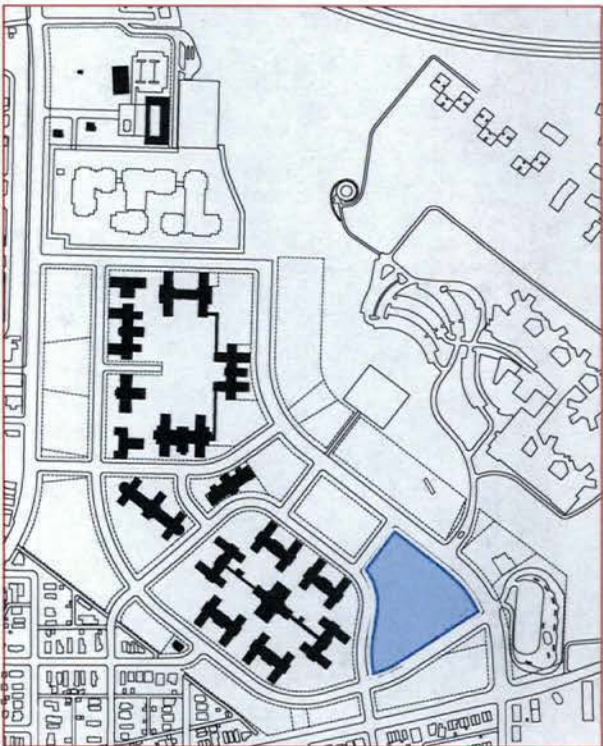


Figure 3.98: Parcel 15 Key Map

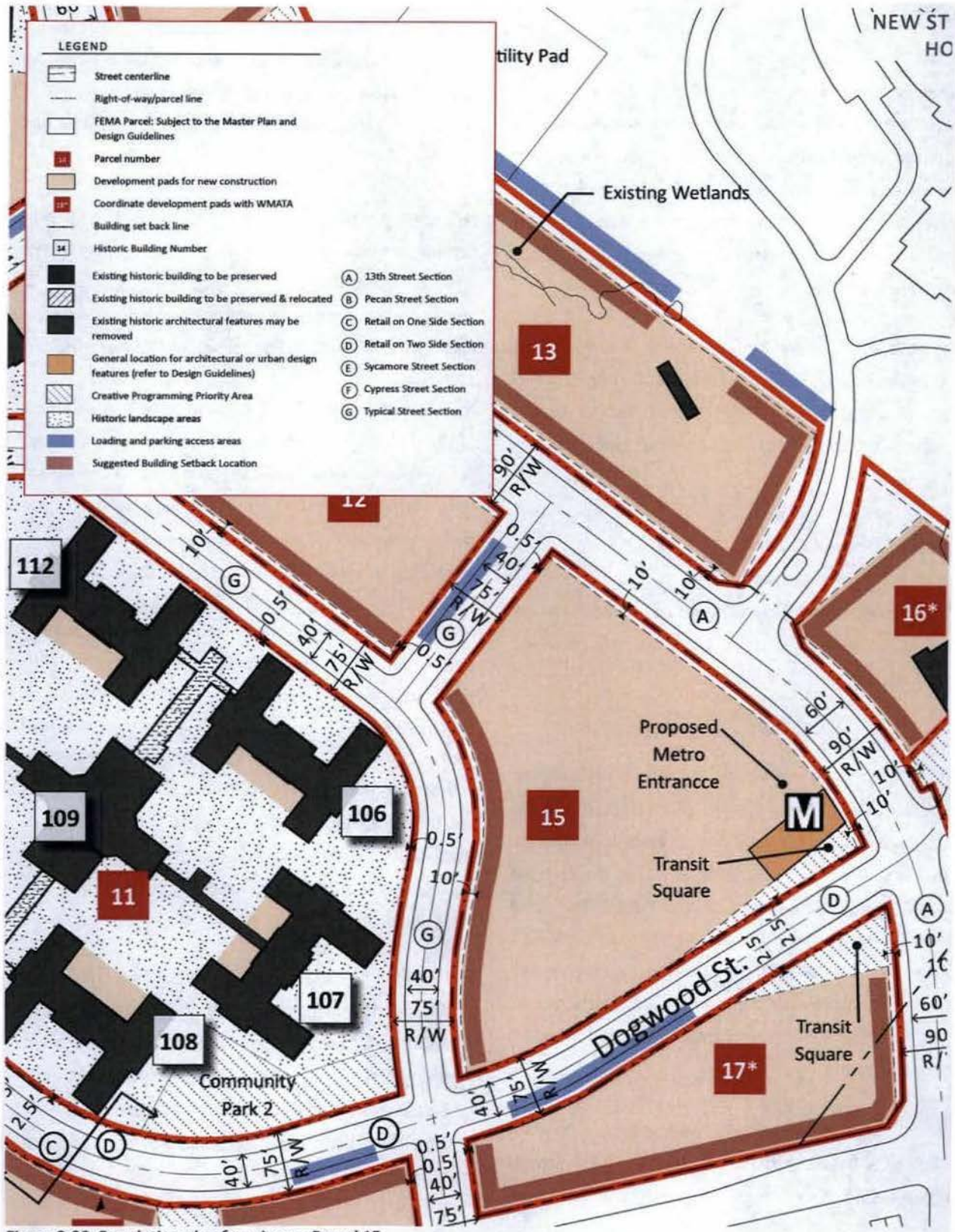


Figure 3.99: Regulating plan focusing on Parcel 15.

PARCEL 15

Parcel 15 is situated directly to the west of the Congress Heights Metrorail station and is the largest development site on the entire Saint Elizabeths East Campus. Its west side sits adjacent to the CT Village and frames entrances to the campus along both Dogwood Street and 13th Street. An important role of Parcel 15 is to face and support public space and public activity on virtually all sides.

The site's large size and irregular shape offer numerous opportunities, but will have to be deftly handled and controlled during the design phase. Design should carefully consider and address the implications of this situation.

Parcel 15 Design Guidelines

Addition and Modification

The development of Parcel 15 does not incorporate any historic resources. Therefore, no guidance is provided on addition or modification.

New Architecture

The new architecture within Parcel 15 will play an important role in the successful redevelopment of the East Campus, linking together several fundamental elements: the main southern entrance to campus along Alabama Avenue, the Congress Heights Metrorail station, the Dogwood/Sycamore corridor, the CT Village, and the 13th Street Corridor. Together, these elements comprise virtually the entire southern half of the Saint Elizabeths East Campus, in both functional and perceptual terms.

Several key considerations will apply: mediating scale shifts between the CT Village and 13th Street, creating safe connections between the Metrorail

station and the East Campus, establishing a symbolic and a commercial center near Alabama Avenue, and contributing substantial parking capacity to the whole development.

N.1 The prominence of Parcel 15 within the historic campus provides an opportunity for design creativity and excellence that can influence the quality of new architecture on other parcels within the East Campus. This opportunity should be recognized and pursued.

N.2 Parcel 15 will form the southeastern visual edge of the CT Village, and should be designed accordingly. Consideration should be given not only to the direct relationships with the existing CT Village buildings, but also to views along Oak and Dogwood streets, as well as rooftop views across the entire CT Village.

N.3 New buildings should encourage continuous pedestrian traffic and activity along Dogwood, Oak and 13th streets. Maximal ground-floor activity and transparency are encouraged.

N.4 In combination with Parcels 16 and 17, Parcel 15 will define the extended entrance to the East Campus from the Congress Heights Metrorail station. Special consideration should thus be given to inviting views west along Dogwood Street from the Metro station.

N.5 Given its extent and the variety of its relationships on all sides, Parcel 15 has the opportunity to contribute a variety of urban spaces: on Dogwood Street, adjacent to the Metrorail station; at the CT Village, southeast of Building 107; along Oak Street, adjacent to the CT Village; along 13th Street. Each opportunity should be carefully considered and managed.





Figure 2.100: The Transit Plaza will accommodate outdoor cafés and a wide variety of uses.

N.6 Building entrances should be visible from the Metrorail station.

N.7 A tower element is appropriate at the southeast corner of Parcel 15. Design of this element should consider views from the east along Alabama Avenue, and from the south along 13th Street, among other opportunities.

N.8 Since Parcel 15 comprises an especially long block, adjacent façades should be varied and segmented to give the illusion of multiple buildings in this location.

N.9 The use of photovoltaic systems or structures over parking areas is encouraged

Landscape

L.1 As it extends along Dogwood to 13th Street, the plaza should widen to create a significant public space and a gateway to the East Campus.

L.2 Street trees should maintain continuity between the plaza and both 13th and Dogwood streets. Plantings



Figure 2.101: Dogwood Street is intended to be an important retail street for the East Campus -- eventually connecting to MLK Ave. in Congress Heights.

should not disrupt plaza circulation or Metrorail access.

L.3 Along Oak Street, the build-to line is set back from the right-of-way in order to provide generous foundation plantings between the back of the curb and the building face.

Publicly Accessible Open Space: Transit Square

Transit Square is located along Dogwood Street as it intersects with 13th Street. This space will provide for and celebrate a proposed entrance to the Metro Station at the northwest side of the plaza on Parcel 15 and will be a primary center of retail activity. The ground plane of Transit Square will be finished primarily in hard surfaces which will allow for market uses, temporary pushcart retail, public gatherings, outdoor entertainment, and a variety of related uses.

Small water features oriented towards children, benches, café seating, larger interactive sculptures, chess tables, bosques of trees, and similar features should be incorporated into the overall design.

PARCEL 16



Figure 3.102: Illustrated plan focused on Parcel 15.

Parcel Area	1.2 Acres
New Development Pad Area	1.1 Acres
Recommended Building Heights	8 Stories
Allowable Land Uses	Residential, Commercial Office, Hospitality
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	4.0
Programmed Open Space	None
Additional Information	Coordinate development with WMATA infrastructure.

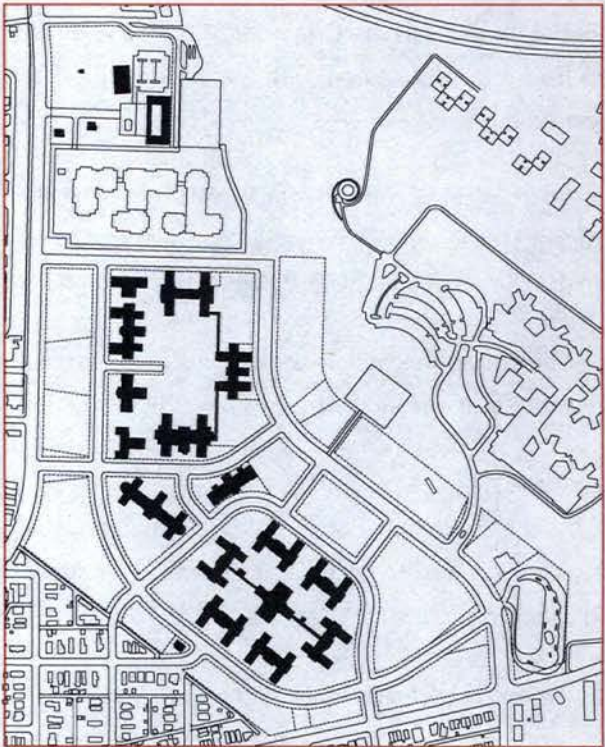


Figure 3.103: Parcel 16 Key Map

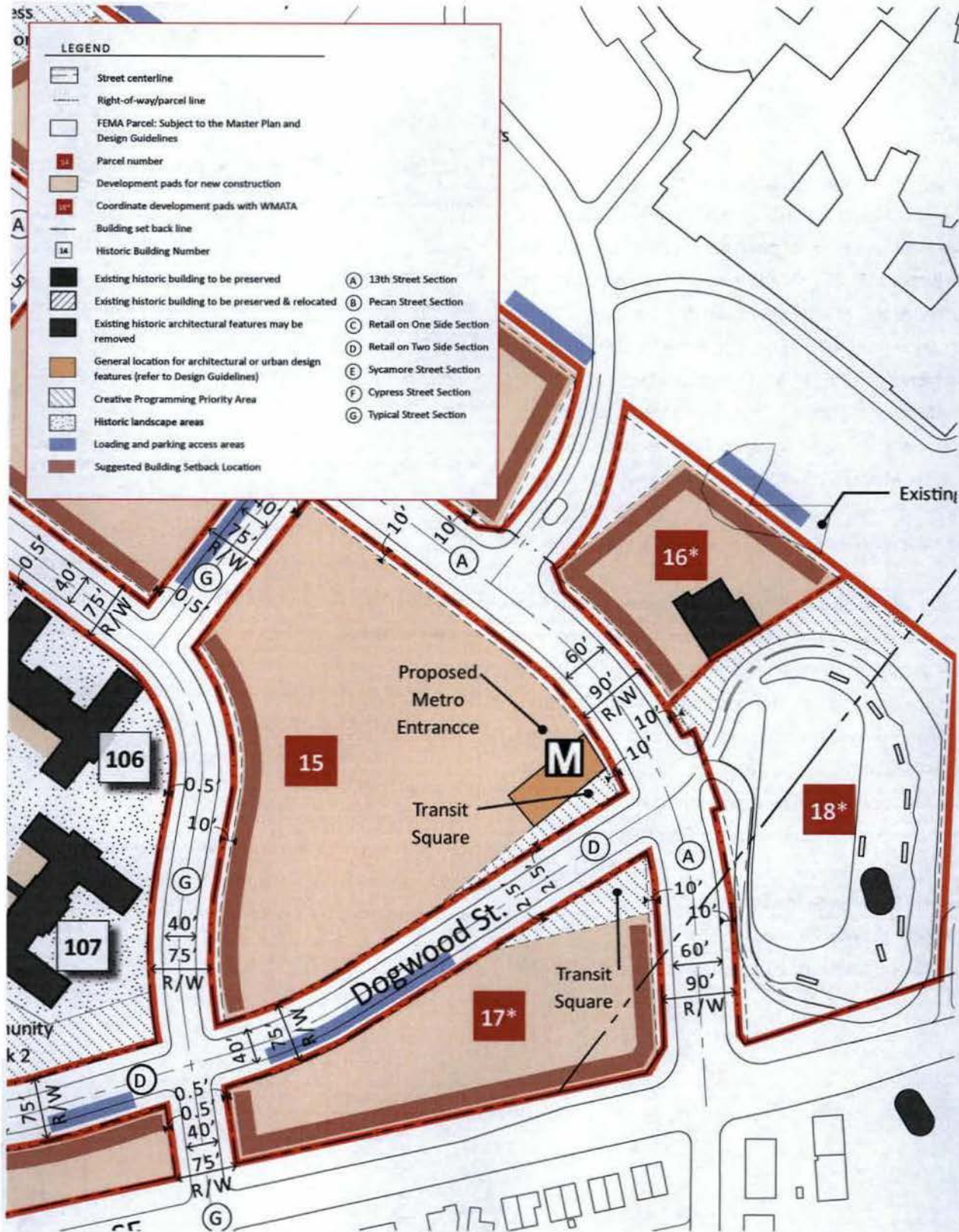


Figure 3.104: Regulating plan focusing on Parcel 16.

PARCEL 16

Parcel 16 is situated directly north of the existing Congress Heights Metrorail station. It is divided from Parcel 13 in order to provide a right-of-way for the hospital road, and should respect the path and the nature of this road in development. Along with Parcel 15, Parcel 16 will define the public and welcoming character of 13th Street for users moving north from the Metrorail station. New development within this Sector will be directly accessible to the existing Congress Heights Metrorail station. However, it will occur over the long term, due to the need for coordination with WMATA relative to access and other site constraints.

Design of the buildings on Parcel 16 facing 13th Street must accommodate the functional needs of the Washington Metropolitan Transit Authority (WMATA) and its operation of the traction power substation, including unimpeded, 24-hour access to the roof and main door of the facility. New construction adjacent to WMATA facilities will be coordinated with its Office of Joint Development and Adjacent Construction (JDAC).

Parcel 16 Design Guidelines

Addition and Modification

The development of Parcel 16 does not incorporate

historic resources. Therefore, no guidance on addition or modification is required.

New Architecture

The new architecture will represent the campus along Alabama Avenue and at the Congress Heights Metrorail station, and frame views into the campus along 13th Street.

N.1 Along with Parcels 15 and 17, Parcel 16 will mark the southern entrance to 13th Street. To the extent possible, Parcel 15 should work in concert with Parcels 15 and 17 to frame a coherent urban space around the Congress Heights Metrorail station and a clear entrance to 13th Street.

N.2 New buildings should encourage continuous pedestrian traffic and activity along 13th Street. Maximal ground-floor activity and transparency are encouraged.

N.3 Massing should respect the build-to, setback, height, and frontage parameters described in the partial regulating plan in this section.





Figure 3.105: Perspective Illustration of Congress Heights Transit Plaza with a new entrance to the Metro

PARCEL 17



Figure 3.106: Illustrated plan focused on Parcel 17.

Parcel Area	2.0 Acres
New Development Pad Area	1.8 Acres
Recommended Building Heights	6 Stories
Allowable Land Uses	Residential, Commercial Office
Ground Floor Retail	Allowed, See Fig. 2.15 for specific locations
Recommended FAR	2.5
Programmed Open Space	Transit Plaza

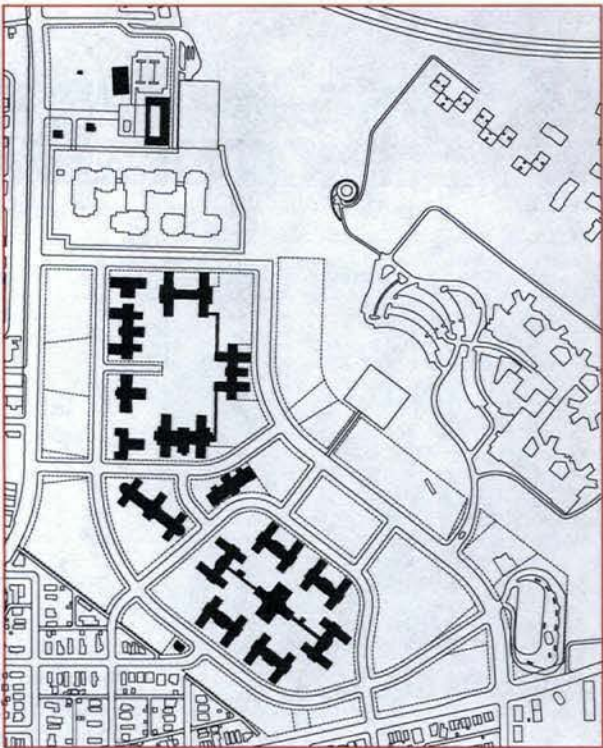


Figure 3.107: Parcel 17 Key Map



Figure 3.108: Regulating plan focusing on Parcel 17.

PARCEL 17

Parcel 17 occupies the southern edge of the Saint Elizabeths East Campus and will provide its primary face along Alabama Avenue. In addition, this parcel will have a continuous frontal façade along Dogwood Street. Finally, Parcel 17 will frame entrances to the campus and public spaces along both 12th and 13th streets. Each of these opportunities should be carefully considered in design.

Parcel 17 Design Guidelines

Addition and Modification

The development of Parcel 17 does not incorporate historic resources. Therefore, no guidance on addition or modification is required.

New Architecture

The new architecture within Parcel 17 will create the primary face of the East Campus along Alabama Avenue and define the path from the Metrorail station toward the CT Village and the historic campus core. As such, it will need to have a dual orientation, south toward Alabama Avenue and north toward Dogwood Street, along its entire length. Its broad east end should consider the visual impact on views west along Alabama Avenue, while its narrower east end should consider both the composition and scale of the historic CT Complex.

The prominence of Parcel 17 within the historic

campus provides an opportunity for design creativity and excellence that can influence the quality of new architecture on other parcels within the East Campus.

N.1 New buildings should encourage continuous pedestrian activity along Alabama, Dogwood, 12th and 13th streets. Maximal ground-floor activity and transparency are encouraged.

N.2 In combination with Parcels 15 and 16, Parcel 17 will define the extended entrance to the East Campus from the Congress Heights Metrorail station. Special consideration should thus be given to inviting views west along Dogwood Street from the Metrorail station.

N.3 In combination with Parcel 14, Parcel 17 will define the campus entrance along 12th Street. Special consideration should thus be given both to views north along 12th Street (from outside the campus) and to views south along Oak Street (from inside the campus).

N.4 Given its extent and the variety of its relationships on all sides, Parcel 17 has the opportunity to contribute a variety of urban spaces: on Dogwood, near the Metrorail station; at the CT Village, southeast of Building 107; and along Alabama Avenue. Each opportunity should be carefully considered.

N.5 Buildings occupying the space between Alabama Avenue and Dogwood Street should appear to face



both streets. Multiple points of access are encouraged.

N.6 Building entrances should be visible from the Metrorail station.

N.8 The façade should be varied and segmented to give the illusion of multiple buildings in this location.

Landscape

Congress Heights Plaza, located at the southeastern most portion, is intended to be a bustling transit hub. Its buildings and landscaping should draw pedestrians from the Congress Heights Metrorail station into the heart of the campus.

The 11th Street Plaza will lie between Alabama Avenue and Dogwood Street, and connects Congress Heights with the CT Village. The small scale of this particular plaza will make it unique.

L.1 As it extends along Dogwood to 13th Street, the plaza should widen to create a significant public space and a gateway to the East Campus.

L.2 Street trees should maintain continuity between the plaza and both 13th and Dogwood streets. Plantings should not disrupt plaza circulation or Metro access.

ADDITIONAL PARCELS

PARCEL 2

Situated to the north of Pecan Street, Parcel 2 comprises an L-shaped area wrapping two sides of the Farm Complex. The property lies north of the main part of the East Campus and extends along MLK Avenue at the western edge of the site.

The use of Parcel 2 has already been determined -- the site will be transformed into the future Federal Emergency Management Agency (FEMA) headquarters. FEMA is part of the US Department of Homeland Security (DHS) and the new building will extend the presence of DHS from its main complex on the West Campus to the East Campus in this location.

Development for the parcel is guided by the DHS Master Plan Amendment – East Campus, North Campus Parcel and the North Parcel Environmental Assessment. Continued coordination between the US General Services Administration and DHS will be needed as the FEMA building is planned and comes to fruition.



Figure 3.109: Illustrated plan focused on Parcel 2.

PARCEL 18

Parcel 18 is located at the southeastern corner of the East Campus. Its eastern side faces Alabama Avenue and its western boundary is adjacent to the Washington Hebrew Congregation Cemetery. The parcel currently houses the entrance to the Congress Heights Metrorail station as well as the Metro bus transfer facility, and is part of the Congress Heights Transportation Sector.

While the East Campus Master Plan does not propose a vision for Parcel 18, any future development will be guided by the zoning for the site which will be based on the recommendations of the Master Plan. Further, development of the station area should reflect Master Plan's recommendations for a mix of uses, public realm and placemaking recommendations found in Chapter Two. Redevelopment of the station area will be lead by Washington Metropolitan Area Transit Authority (WMATA) in coordination with the District.



Figure 3.110: Illustrated plan focused on Parcel 18.



Figure 3.111: Perspective Illustration looking towards MLK from the Maple Quad



4: IMPLEMENTATION

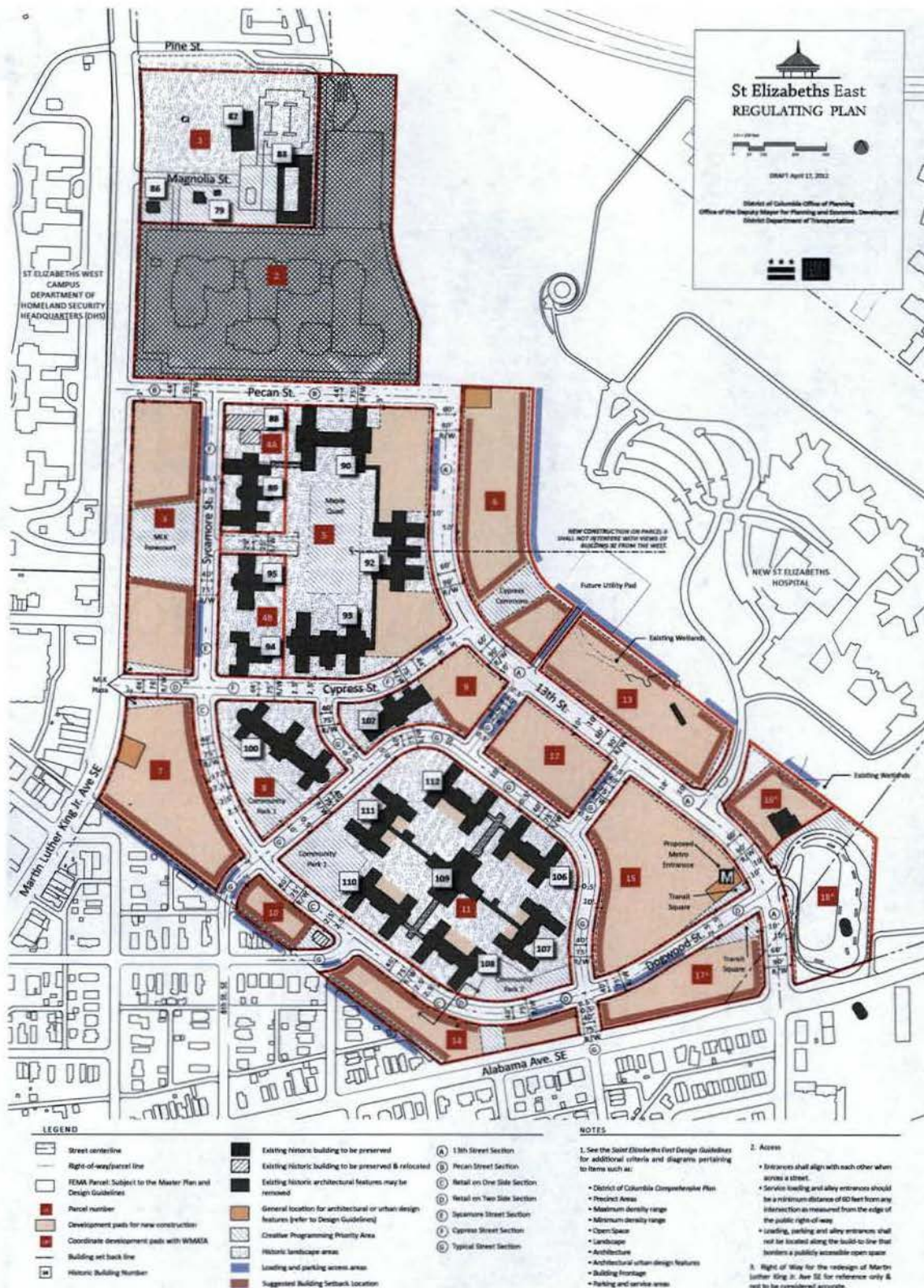


Figure 4.1: The Regulating Plan



CHAPTER 4: IMPLEMENTATION

The Saint Elizabeths East Campus Master Plan provides a foundation for preserving and enhancing the best of this historic setting, while making the most of opportunities that come with new development. Implementation of the Master Plan will require a planned and coordinated effort involving the community as whole, key stakeholders, including the private sector, federal partners, and city officials and staff.

The steps toward implementation involve the four key areas:

- » Master Plan approval and completion of site entitlements;
- » Infrastructure and site systems design and construction;
- » Development solicitation; and
- » Development design and construction.

While there is a general understanding of the timing of these steps, the implementation of the Master Plan will be phased to respond to market forces that will evolve over time as the market permits. It will also be influenced by the availability of resources to invest in the transportation, utility infrastructure, and rehabilitation of historic structures.

MASTER PLAN APPROVAL AND COMPLETION OF SITE ENTITLEMENTS

Upon completion of the Master Plan, a 30-day review period will commence that affords the public an opportunity to provide comments and feedback on the Master Plan. All comments will be responded to, but final edits to the plan will only be made as appropriate. Additionally, the Master Plan will be submitted to DC SHPO and ACHP for a 30-day review process described in the Deed.

Prior to the redevelopment of the East Campus, the East Campus must be zoned. Applications to establish zoning will be filed by the Office of Planning and be heard and decided by the Zoning Commission as Zoning Map Amendments. In its review and decision of appropriate zones, the Zoning Commission will be guided by the Comprehensive Plan, including the Future Land Use Map, Generalized Policy Map, and Citywide and Area Elements, as well as any Small Area Plan which may be applicable. The process is considered a "rulemaking case," requiring a setdown, notification, and a public hearing prior to the Zoning Commission taking proposed and final action regarding a zoning request.

INFRASTRUCTURE AND SITE SYSTEMS DESIGN AND CONSTRUCTION

As discussed in Chapter 1, the District is undertaking a series of efforts to thoughtfully plan for the site systems and infrastructure needed to support the proposed development program. These efforts include the Transportation Network Environmental Assessment which will include the development of 30% design drawings for the roads. In addition, the District is completing infrastructure planning, including a concept plan for infrastructure.

The concept plan for infrastructure systems to serve the redeveloped campus is to build all new publicly maintained infrastructure systems and locate the infrastructure within the proposed ROW. This infrastructure includes both wet (sewer and water) and dry utilities (electrical and communications).

Upgrades to the road system will not have any impact on electricity, natural gas, water, or sanitary sewer systems. However, improvements will result in an enhanced curb-and-gutter system that will be more effective in collecting runoff and conveying it to the storm water system.

In order to meet the infrastructure and parking needs of the community, a strategy will be developed to integrate short- and long-term planning with the local community. This strategy will effectively evaluate the



financial and infrastructure assets of the community.

This effort includes operating and maintaining existing financial and infrastructure assets and planning for future financial and infrastructure needs. Reducing the burdens and complexity of maintenance can make significant contributions to ensuring access to water, heat, and other on-site utilities.

Shared parking opportunities will be considered for the East Campus along with more conventional strategies. Proper application of the shared parking concept has the benefit of reducing the level of investment needed to provide parking and the amount of land that is dedicated to parking. Undoubtedly, there are pros and cons associated with the shared parking model; however, the recommendations provided within the plan are consistent with the best practices in the industry today in terms of arriving at reasonable estimates of parking demand and capacity requirements.

Additional coordination and planning is also needed to address the two wetlands identified on the site and further described in Chapter Two. Under the section 404 of the Clean Water Act (CWA), the city has submitted the wetlands report to the United States Army Corp of Engineers (USACE) and requested an official determination of jurisdiction.

USACE may require additional documentation and/or field surveys to confirm its determination. If USACE

determines that one or both of these sites are wetlands and meet the requirements of CWA as a wetland, then these wetlands will be protected under the CWA. If protected, then any changes to these wetlands (including discharging anything to the wetlands, any displacement of the wetlands, or constructing anything within these wetlands) will have to be permitted/approved by USACE under the section 404 of the CWA. In such a case, the District will have to request a permit from USACE. Areas to mitigate the effect of future development on identified wetlands have been identified as part of this process. The outcome of the USACE process will not have a material effect on the plan contained in this document.

Additionally, further analysis of hazardous materials (that may include Phase I Assessment and testing) will be needed for the sites within the East Campus that have the potential of hazardous materials as shown in Figure 2.33. A remedial action plan should be developed prior to construction/demolition that should include dust-suppression measures in the areas of potential fly ash contamination, procedures for protecting personnel exposed to potentially contaminated soils, and soil disposal procedures.

DEVELOPMENT SOLICITATION

The Master Plan offers a long-term vision for the future of the East Campus. It contains policy recommendations across a wide spectrum of topics, but with a particular focus on redevelopment opportunities and economic development. Upon plan completion, a development solicitation will be issued to attract private partnerships to implement phased planning priorities. The solicitation will ensure that decisions for East Campus development are guided by the overall Master Plan vision and development priorities of the community.

One of the goals of the Master Plan is to identify the first phase of development, since the full build-out of the campus could take up to 20 years to complete. Figure 4.2 shows the site plan of Phase One. Preferred land uses within Phase One include retail, residential, educational, and civic uses. Phase One is envisioned to be a vibrant retail center that connects to existing Congress Heights Main Street services. With a presence along Martin Luther King Jr. (MLK) Avenue, Phase One will become a 24/7 activity hub that creates a local sense of place for Congress Heights residents.

Proposed land uses are not intended to compete with existing businesses, rather complement and enhance what is currently there. Included within Phase One are parcels 7, 8, 10, and 14. New construction within parcel 7 should include ground-floor retail with a preference for residential use on the upper levels. The vision for Parcel 8 or Building 100 is to adaptively reuse this building as a community center that will include a range of services, amenities, and opportunities to educate and train residents. The specific recommendations, uses, and programs for this facility are being developed

through a parallel effort, the Saint Elizabeths Innovation Strategy. Finally, parcels 10 and 14 will consist of low-rise townhouse development. Following the Deputy Mayor for Planning and Economic Development's (DMPED) selection of a proposal, the Council of the District of Columbia will have an opportunity to review and approve the selection.

DEVELOPMENT DESIGN AND CONSTRUCTION

The Master Plan and design guidelines contained in this document are meant to be implemented in a way that is financially and technically feasible, and sustained over time. All new development projects will be subject to the development standards and design guidelines contained in Chapter Three of this Master Plan and zoning as approved by the Zoning Commission. Individual development projects that implement this Master Plan will be subject to additional historic preservation review under the historic covenants in the Deed.



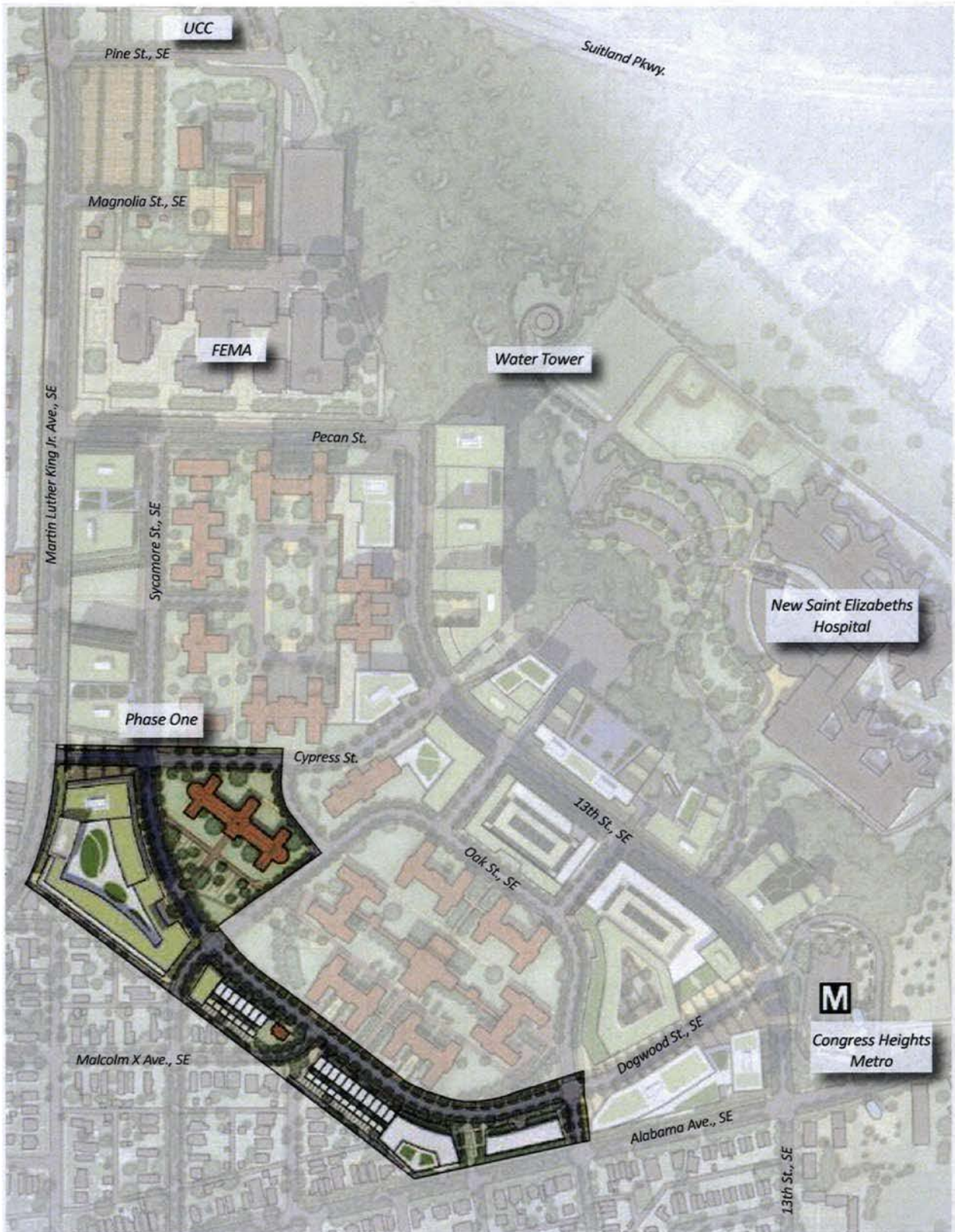


Figure 4.2: East Campus Phase One







ACKNOWLEDGEMENTS AND GLOSSARY



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GLOSSARY

The definitions listed below are intended to serve as supporting information for this planning document.

ACM:

Asbestos Containing Material

ACHP:

Advisory Council for Historic Preservation

ADA:

Americans with Disabilities Act

ANC:

Advisory Neighborhood Commissions

AST:

Above Ground Storage Tanks

Block:

The aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfare rights-of-way.

Building Footprint:

The area of a two-dimensional plane circumscribing the perimeter of a building as it engages the ground plane or another designated plane.

Build-To Line:

A line established along a street or open space frontage extending the full width of the lot that defines the block face and establishes building placement. Lines established between public open spaces and street rights-of-way represent the approximate demarcation between the public open space and sidewalk.

Cogeneration (Combined Heat and Power):

The use of a heat engine or a power station to simultaneously generate both electricity and useful heat.

CWA:

Clean Water Act

CEQ:

Council of Environmental Quality

CMU:

Concrete Masonry Units

CPTED:

Crime Prevention Through Environmental Design - a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts

CT:

Historically labeled as a "Continued Treatment" village; the new Master Plan has redefined CT to represent "Community Technology" village.

DC:

District of Columbia

DC SHPO:

DC State of Historic Preservation Office

DDOT:

District of Columbia Department of Transportation

Deed:

The quitclaim deed dated September 30, 1987 from the federal Department of Health and Human Services conveying the Saint Elizabeths East Campus to the District of Columbia and recorded among the land records of the District of Columbia as instrument number 8700056986.

Density:

A measure of the number of people occupying a standard measure of land area. By assigning increments of building area or dwelling units to each person, density can be expressed either as the gross floor area of all buildings on a lot (in square feet) occupying a lot; the gross floor area of all buildings on a lot divided by the lot area, usually expressed as floor area ratio (FAR); or the number of dwelling units within a standard measure of land area, usually given as units per acre.

Design Guidelines:

Detailed recommendations for new development, stipulating rules for streets, buildings and other elements of a specific setting.

Development Pad:

The area of a parcel within which a structure can be placed after the minimum yard and open space requirements of the Zoning Ordinance have been met, less any area needed to meet the minimum requirements for streets, sidewalks or other similar public improvements.

DHS:

Department of Homeland Security

District Energy (DE):

See Cogeneration

EA:

Environmental Assessment

Easement:

A right granted to one property owner (often a public entity) to make use of the land of another property owner for a limited purpose, such as a right-of-way or public-use easement. Easements may be specified for a fixed period of time, a fixed but renewable duration or be set in perpetuity.

EIFS:

Exterior Insulation Finishing Systems

Elevation:

An exterior wall of a building not along a frontage line (see Façade).

EPA:

Environmental Protection Agency

Façade:

The exterior wall of a building that is set along a frontage, typically a build-to line (see Elevation; Frontage).

FHWA:

Federal Highway Administration

Floor Area Ratio (FAR):

The gross floor area of all buildings on a lot divided by the lot area.

Framework Plan:

Recommended essential planning principles and core values to create a diagrammatic “framework” of basic organizational elements, such as streets, open spaces and building locations.



Frontage:

All the property fronting on one side of a street between the two nearest intersecting streets or other natural barriers. For the purposes of this Plan, the frontage comprises the zone between the façade of a building and the curb of the street onto which the building fronts. Frontage typically includes street elements such as sidewalks, street trees, café seating and similar components. Frontage also includes elements of the building façade that directly impact the pedestrian experience.

Frontage Line:

Those block or lot lines that coincide with a public frontage, right-of-way and/or build-to Line.

Greywater:

Wastewater generated from domestic activities, such as laundry, dish washing and bathing, that can be recycled on-site for uses such as landscape irrigation.

GSA:

General Services Administration

HHS:

Department of Health and Human Services

HPRB:

Historic Preservation Review Board

Illustrative Concept Plan:

A plan drawing illustrating the primary conceptual ideas of a Framework Plan and Design Guidelines. Such a plan only conveys a general intent and does not specify precise design outcomes for individual building sites.

LBP:

Lead-Based Paint

LID:

See Low Impact Development

DMPED:

Deputy Mayor for Planning and Economic Development

FEMA:

Federal Emergency Management Agency

LEED:

Leadership in Energy and Environmental Design

Lot Line:

A line of record bounding a lot that divides one (1) lot from another lot or forms a public or private street or any other public or private space.

Low Impact Development (LID):

Planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality.

Massing:

A term used to describe the physical volume, shape or bulk of a building.

Master Plan:

A comprehensive planning instrument that describes an overall development concept for a new or revitalized neighborhood or city through narratives, policies, illustrations and maps.

Memorandum of Agreement (MOA):

The 1989 MOA requires the District of Columbia to preserve, rehabilitate, and maintain the conveyed historic properties and all associated landscaping and green spaces.

Mixed Use:

Multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of transit-oriented neighborhood development from which many benefits are derived, including compactness, pedestrian activity and parking space reduction.

MLK:

Martin Luther King Jr. Avenue

Multi-modal Transportation:

Transportation that includes more than one type of travel method, such as walking and bicycling.

Multiuse Trail:

A separated path used for recreation or transportation by pedestrians and, in some cases, bicyclists. Trails often extend through natural areas.

NEPA:

National Environmental Policy Act of 1969

NHL:

National Historic Landmark

NHPA:

National Historic Preservation Act of 1966

OP:

DC Office of Planning

PCB:

Polychlorinated biphenyls

Placemaking:

Planning for a development which capitalizes on a local community's assets (see "Sense of Place").

Public Realm:

That area of the built environment dedicated to public accessibility and use, commonly composed of streets, sidewalks and public open spaces, such as parks, squares and plazas. The public realm is spatially defined by the buildings, both public and private, fronting its edges.

RCRA:

Resource Conservation and Recovery Act

Regional Innovation Cluster (RICs):

A geographic concentration of interconnected firms and supporting stakeholders to align regional assets and strategy for a competitive advantage in a given industry. Usually comprised of academic institutions, large companies, small entrepreneurial companies, service providers, funders and investors, trade organizations and government.

Retail Frontage:

Frontage that requires the provision of storefronts, causing the ground level of buildings to be available for retail use.

Right-of-Way (ROW):

A designation on the Build-to Lines Map, assigning a dimension, measured from build-to line to build-to line, that delineates the course and width of a street, inclusive of all travel lanes, parking lanes and sidewalks; more generally, a public use easement, usually for a strip of land, that provides a path or route for public access or infrastructure.

ROW:

See Right-of-Way



Sense of Place:

The experiential quality of a setting that fosters a sense of authentic human attachment and belonging, making one feel that this place is special and unique.

Setback:

The distance which a building is required to be “set back” from a lot line or from the nearest building or structure.

Sidewalk Clear Zone:

The portion of the public sidewalk space provided expressly for accessible pedestrian mobility. It is usually located between the Landscape and Utility Zone and the Building Shy or “Café” Zone. This space is unobstructed and is constructed of materials and patterns that provide a relatively smooth surface complying with ADA accessibility standards.

Sidewalk Shy Zone:

A subzone of public and private frontage between the building façade and the sidewalk throughway. For commercial frontages, it is usually paved and may include elements such as café seating or outdoor retail displays. On residential frontages, it may include landscaping elements such as a door yard, raised planters or seating areas.

Sidewalk Street Tree Zone:

A subzone of the sidewalk between the street curb and the sidewalk throughway, principally occupied by tree pits and street trees.

Street:

For purposes of this Master Plan, a public thoroughfare defined by a right-of-way as delineated in the Build-To Lines Map.

Streetscape:

The urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars), public frontage (sidewalks, shy zones) as well as the visible private frontages (building façades and elevations, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Structured Parking:

A means of providing parking above grade in building podiums containing two or more stories of parking. Also call a parking structure or a garage.

TDM:

Travel Demand Management

Transit:

Any type of local public transportation (i.e., bus system, passenger rail, shuttle services, etc.).

Travel Demand Management (TDM) :

Strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles).

Unified Communications Center (UCC) :

To improve public safety and provide first-class customer service, the District constructed a state-of-the-art Unified Communications Center. The UCC opened on September 26, 2006, and is located on the East Campus of the Saint Elizabeths Hospital site.

USACE:

United States Army Corp of Engineers

USGBC:

U.S. Green Building Council

USGS:

U.S. Geological Survey

UST:

Underground Storage Tanks

Volatile Organic Compounds (VOCs):

Gases from certain solids or liquids that may include a variety of chemicals, some of which may have short- and long-term adverse health effects.



