coupled with parking at the Metro site, which currently appears to be underutilized at times, can be promoted as additional parking for retail uses in the area. There are also approximately 12 private parking lots in the study area that can help address parking needs. However, because these lots are privately owned, their use for additional public parking for the community will require negotiation.

7. **Support and incorporate Metropolitan Branch Trail options into all transportation improvements for the area to ensure good access and connections to this regional resource.** The trail provides an opportunity for residents in the area to take advantage of this regional transportation and recreation resource and connect with other parts of DC and Montgomery County, Maryland. As DDOT continues to develop the preferred alignment of the trail, a number of route options have been identified as potential configurations for the trail through Takoma, as shown in Figure M below. All of the potential trail alignments originate south of Takoma at Union Station. The route options are provided here for information only and do not constitute an endorsement of any particular choice. A final decision on the preferred trail alignment will be made as part of a separate DDOT process to include community involvement and input.

Figure M
Metropolitan Branch Trail Route Options



Board of Zoning Adjustment
District of Columbia
CASE NO.16833
EXHIBIT NO.25A2

URBAN DESIGN

To build upon the revitalization strategies reviewed in the Historic Preservation, Market Economics, Land Use and Transportation sections, the planning team has also developed the following urban design recommendations. The urban design concept and strategies proposed for the Takoma Central District are intended to help ensure that the policy, program and operational solutions proposed in the previous sections are implemented in a manner that embraces and complements the community's goals for the physical character of the district.

Urban Design Concept

The overall concept for a small scale, mixed-use, pedestrian oriented, neighborhood business district and many of the specific design features of previous Takoma planning efforts still remain valid today. Creating a community open space on Carroll Street, linking existing commercial areas, siting buildings close to streets, maintaining sight lines, minimizing large parking lots and improving the Metro underpass will all contribute to creating an active, pleasant, "people" place for Takoma. However, in order to achieve this desired community character, the underlying urban design framework must be reinforced and improved:

- As discussed previously, a signature open space should be developed as a town center and gateway for the community. This Village Green environment should be of high quality design and provide an extension of pedestrian activities along Carroll Street, and connection to, from and through the Metro station site. As part of any proposed development at the Metro site, the station itself should be enhanced with improved community amenities to better service its many transit users.

- The overall quality of streets and streetscape treatments in the Central District must be enhanced in order to provide pedestrian safety, comfort and interest and make the area more attractive and inviting to residents, visitors and private investors. Continuous, safe and adequate sidewalks and crossings to and from important area destinations are also critical to achieving an active, pedestrian-friendly public realm. Areas in particular need of improvements include the Metro station and underpass, Carroll Street, 4th Street, Blair Road and Chestnut Street.

- Infill development of compatible scale and use to the neighborhood should replace vacant lots and underutilized properties and help form continuous, active building edges that invite pedestrian movement.

- The residential communities east and west of the Metro tracks need to be better linked. This can be achieved through improved development patterns and one or more additional entrances on the western side of the Metro station.



Existing Metro station open space



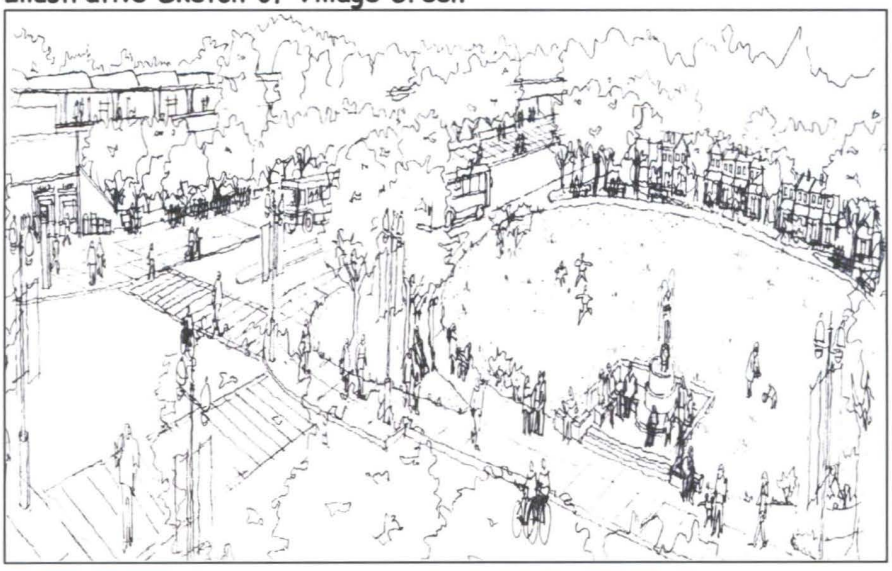
Neighborhood gathering at William J. Bowman Square, Vermilion, NC

Urban Design Revitalization Strategies

Revitalization of Takoma's Central District requires renewing the area as a vibrant, well designed and attractive mixed use community. The strategies recommended below review how this vision can be achieved through better urban design, including a detailed summary of site guidelines for potential new development at the Metro station site.

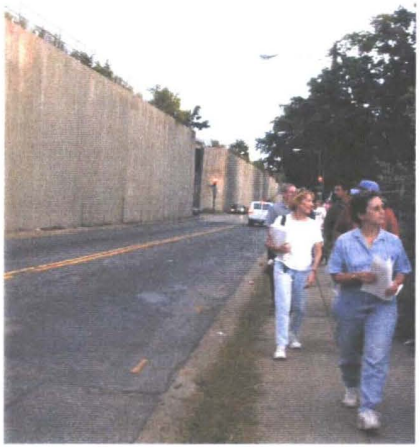
1. **Create a Village Green as the Central District's Signature Open Space.** Many residents of the Takoma community have strong feelings about the existing Metro station open space area. Although this plan calls for new development at the Metro site, it also recommends creation of a major new open space area on Carroll Street adjacent to the Metro station entrance to help define this site as a focal point for the Central District and better serve residents as a community space and gathering place. This Village Green should include a variety of uses, including passive and active areas and features for more formal community gatherings. The green should be an extension of the public realm and activities along Carroll Street and help form a continuous connection to, from and through the Metro station area (see Figure N).

Figure N
Illustrative Sketch of Village Green

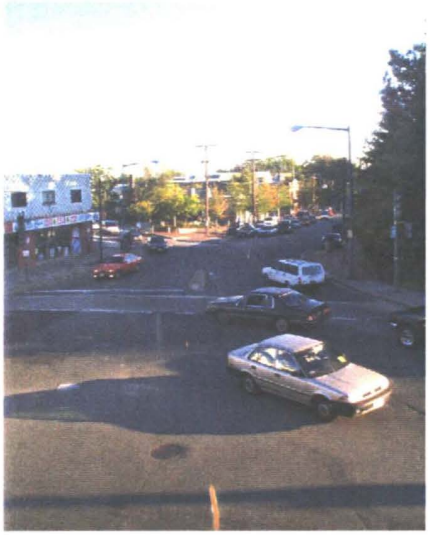




Existing Metro entrance



Metro wall along Blair Road



Existing pedestrian crossings at 4th St intersection

2. **Provide western entrances to Metro station in order to reknit communities east and west off the tracks.** While the Metro station successfully links the Takoma community to the greater Washington Metro area, its large, unbroken, retaining walls and elevated rails constitute both a physical and psychological barrier between areas east and west of the Metro tracks. In a district with an otherwise finely grained urban pattern, the elevated Metro features many of the negative attributes of a large impenetrable "super-block". Additionally, the single, east side entry to the Metro station on Carroll Street creates the impression that Metro mainly serves areas east of the tracks. To counteract the perception of Metro as a barrier to pedestrian access and to help reinforce the continuity of the urban fabric on both sides of the tracks, at least one additional western entrance to the Metro station is should be provided. Opening up the station to the Cedar Road/Blair St/ 4th St area with easy pedestrian access will also help activate deserted areas along the Metro and boost the retail potential of 4th Street.

3. **Enhance the Metro station as a community gateway.** Even though Metro typically uses an understated form of architecture to define its stations, a more activated and prominent station design is recommended for Takoma. The station site is a principle gateway into the neighborhood for Metro riders. In addition to encouraging pedestrian access to and from the Metro, the site should enhance the experience of arriving in the neighborhood. The Metro station, station amenities, routes to the station, and especially the underpass along Carroll Street should be improved for comfort, pedestrian safety and community use. Kiosks should be added near the station entrance, the Metro underpass should be enhanced with streetscape treatment and public art and the number of bicycle racks should be increased to accommodate additional bike riders, especially those anticipated from the proposed Metropolitan Branch Trail.

4. **Improve overall streetscape quality.** Streetscape design guidelines and a streetscape enhancement program should be developed for the primary streets in the Central District. Areas that need immediate improvement and upgrade include: Carroll Street, 4th Street, Blair Road, Chestnut Street, Aspen Street (especially the Metro underpass area), Sandy Spring Road/Maple Street and Willow Street. The streetscape program should be designed and coordinated with the City of Takoma Park and Montgomery County, Maryland to create seamless and transparent connections across the DC/MD boundary. Streetscape design standards and treatments should include street sections, key intersection treatments, street tree plans, paving materials, light fixtures, signage, benches, bicycle racks, and other features.

5. **Increase pedestrian safety.** Streets should provide comfort and safety for pedestrians. Continuous, safe and adequate sidewalks and crossings connecting important area destinations are critical to achieve an active pedestrian-oriented public realm. Streets that need immediate improvements and upgrades include Blair Road, Carroll Street, 4th Street, the Metro underpass, and others as outlined in the Transportation section.

6. **Improve built edges, public frontages and retail storefronts along major commercial corridors and pedestrian connectors.**

   - *Create consistent street walls and setbacks along primary corridors:* Current regulation of building location, definition and setback does not achieve the goal of an active, engaging pedestrian-oriented public realm. This deficiency is exemplified by the relatively recent CVS building on Carroll Street. In order to achieve compatible revitalization in the district, buildings along Carroll Street, 4th Street and sections of Blair Road are encouraged to be built to the property line at densities supported by current zoning up to four stories in height.

   - *Create continuous, active street frontage and retail storefronts along major commercial corridors:* While all streets in the district should comfortably accommodate pedestrians, certain streets should have a distinctly active, pedestrian-oriented character. Carroll Street should be the primary retail, shopping and east-west connector street, with continuous, high quality retail frontage on the ground floor, transparent storefronts, tasteful signage and limited curb cuts (see Figure O). Blank walls, service areas and parking should not be permitted to front on the street. Active ground floor uses should be required along Carroll and 4th Streets and at the Cedar Street/Blair Road corner, with facade improvements along 4th Street.



Example of consistent street wall and retail frontage along Laurel Street in Takoma Park, MD



4th Street retail frontage in Takoma, DC



Building frontages along Carroll Street in Takoma, DC

Figure O

Illustrative Sketch of Retail Frontage, South Side of Carroll Street



7. **Establish specific redevelopment guidelines for the Metro station site.** The Takoma Metro station represents a significant public investment in mass transit. It is imperative that the Metro site continues to serve transit needs first, and the revitalization goals of the community second. It is equally important to acknowledge community concerns regarding preservation of open space on the site and protection of nearby residents most directly impacted by Metro functions. However, Metro is actively considering a development proposal for the Takoma station site as part of the agency's Joint Development Program, and will consider others if the current project does not move forward. Private development of a portion of the station site is therefore highly likely in the next several years.

   As Metro's consideration of development proposals progresses, it is critical that the agency reviews such projects in terms of the overall objectives and planning goals that the community has put forward through the Takoma Central District planning process. Site-specific guidelines are therefore proposed for the Metro station site to help ensure compatible development density, coherent architectural character, buffering of impacted residences, adequate transit facilities and overall design of the highest quality. Specific site objectives, basic planning goals and specific redevelopment guidelines for the Metro station site are recommended as follows:

   - *Site Objectives*
     - Meet current and future transit operational requirements.
     - Provide open space for the community.
     - Accommodate development that furthers revitalization goals, achieves compatible architecture and scale and implements "smart growth" policies.

   - *Basic Planning Goals*

     Operational Requirements:
     - The Takoma station has the highest percentage pedestrian use in the Metro system - 43% of riders arrive and leave by foot. Easy, safe and direct station access for pedestrians, bicyclists, vehicles and buses should be accommodated first.
     - Planning and design should accommodate the current and projected needs of both Metro and Ride-On buses.
     - Transit operations and related functions (including bus idling) should be accommodated on the Metro site to minimize adverse impacts on nearby residential neighborhoods.

     Open Space and Buffers:
     - A range of 0.8 to 1.2 acres of open space should be provided and enhanced as the community's Village Green.

- An appropriate buffer should be provided adjacent to areas on Eastern Avenue directly impacted by station operations.

Development Capacity:
- Development at the Metro station site should provide an appropriate transition to the existing garden apartments and single-family homes on Eastern Avenue.
- The suggested development threshold for the Metro station site is approximately 65-95 townhomes at 22-32 units/acre.



Community park & gathering place defined by townhouse development, William J. Bowman Square, Vermilion, NC



Proposed Community Green - San Jose, CA

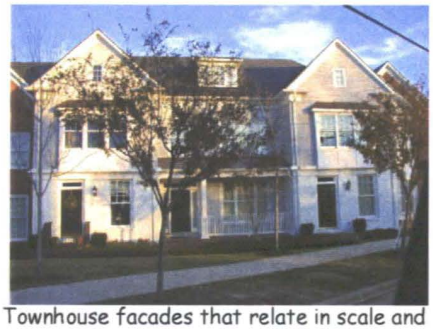


Building fronts that relate to and address streets and pedestrian routes - Alexandria, VA

- *Redevelopment Guidelines*

Village Green:
- Provide a community open space of 0.8 to 1.2 acres.
- Locate and design to provide visual continuity.
- Design as a public green with a park-like environment (as opposed to an urban plaza).
- Strengthen the pedestrian character of the urban edge of Carroll Street and extend pedestrian access eastward towards Old Town Takoma Park and into adjacent residential neighborhoods.
- Be part of the public realm and not restricted as part of private development.
- Provide an appropriate degree of comfort and amenity, including special pavement materials, image features/focal points, landscaping, lighting and seating.
- Consider the incorporation of historic components, including maps, date markers, interpretive signs and other components in appropriate design elements, such as sitting areas.

Community Connections:
- New development should be responsive to and relate to the surrounding community.
- New development should address and front upon existing neighborhoods and streets to increase pedestrian safety and activity.
- A minimum front yard setback of ten feet is strongly encouraged along Eastern Avenue and CedarStreet to provide a transitional community frontage with existing residential uses on the east side of these streets.
- A landscaped buffer of no less than fifty feet should be provided between the Metro station's transit functions and existing residential uses, such as the multi-family structures to the north along Eastern Avenue.
- New development should include direct public pedestrian access to the Metro station and incorporate thru-streets that connect to the existing street system .
- The new Metro parking facility should be located so that it is convenient for both commercial district and Metro users and



Townhouse facades that relate in scale and massing to adjacent single-family homes - Alexandria, VA

minimizes impacts to adjacent residential properties, particularly those along Eastern Avenue.

- Access to the new Metro parking facility should be designed as an integral part of the site's road system, possibly with additional on-street metered parking.
- New development adjacent to the Metro station should seek to promote transit use by minimizing development of parking spaces (encourage a 1 to 1 unit/parking space ratio and on-street parking).
- New development should allow for views and access to and from the Metro station.
- New development should be sited to reinforce the clarity of public spaces, including clear boundaries with public areas such as the Village Green.
- Live/work units fronting upon the Village Green should offer active ground floor retail and personal service uses that will advance the district's revitalization goals. Service areas should be located or screened to minimize adverse impacts on surrounding residential neighborhoods and public spaces.

Scale & Massing:

- New development should provide an appropriate design transition to the garden apartments and single-family homes on Eastern Avenue.
- Focus taller structures (up to four stories) along edges that front upon the Village Green and Metro transit functions.
- For townhouse development, a break in the street wall and facades should occur after every 6-8 units to provide visual relief and discourage large, solid unbroken walls. Breaks should occur even more frequently along edges facing existing single family homes.

Quality:

- New development should be of high quality, high-energy efficiency materials and design; "green" and non-toxic materials (for good indoor air quality) should be used where feasible.
- Porches, bays and dormers as well as other design elements are encouraged to relate to existing architectural styles in the community.

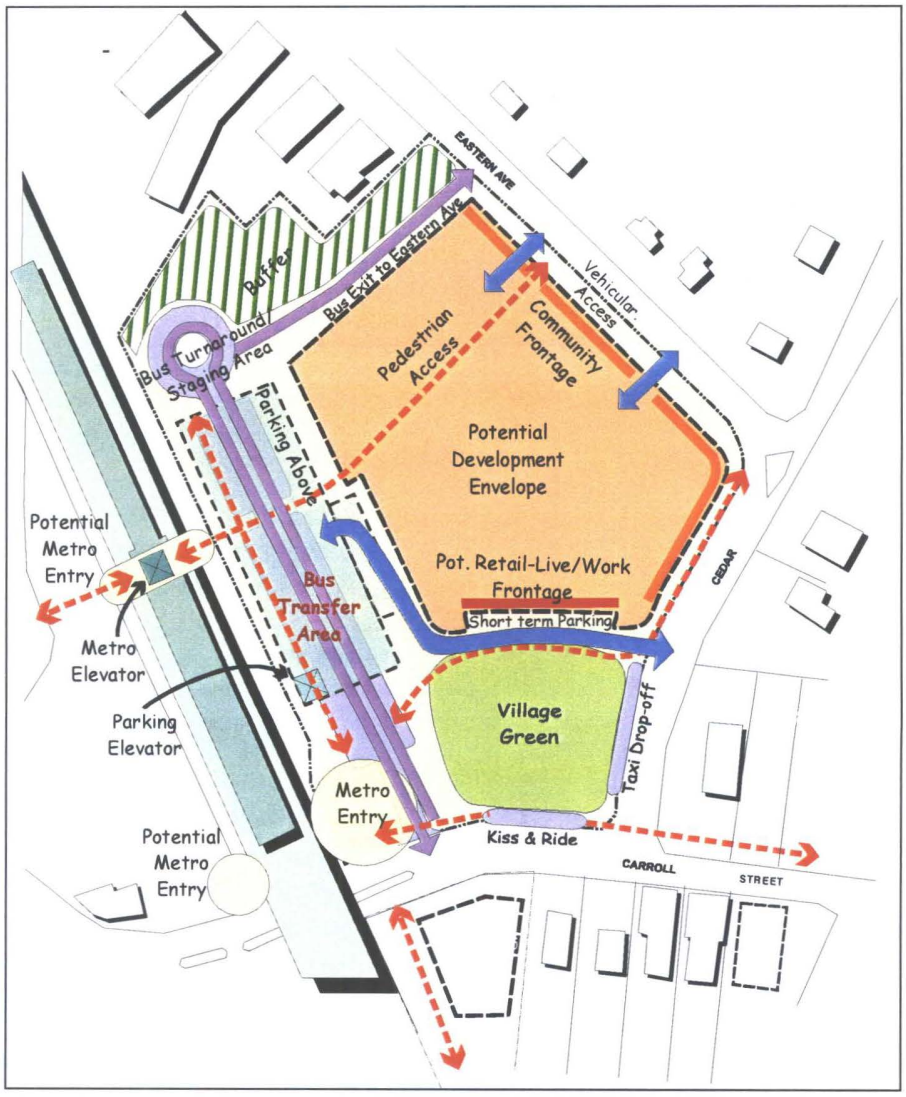
A Conceptual Redevelopment Plan incorporating the recommendations described above is shown in Figure P below. This plan is presented as a visual guide for redevelopment of the Metro station site. Any final redevelopment proposal for the site will be required to undergo all applicable development review processes required by Metro and DC Government, including design review by the DC Historic Preservation Review Board. It is also recommended that the site development

plan for such a project be reviewed as a Planned Unit Development (PUD) to ensure appropriate public involvement and review.

For an overview of the specific components of the Conceptual Redevelopment Plan, please see the description of the Illustrative Redevelopment Scenario for the entire Central District that is presented in the following section.

Figure P

Conceptual Redevelopment Plan for Takoma Metro Station Site



Conceptual diagram showing transit functions, Village Green, potential development envelope, parking & vehicular access, pedestrian connections and public street frontage

Illustrative Redevelopment Scenario

The Takoma Central District Plan includes a variety of revitalization strategies and approaches that can be applied to current development proposals and future decisions about development in the area. To help visualize how a revitalized Takoma Central District may develop based on the plan's key strategies, the planning team developed the Illustrative Redevelopment Scenario shown in Figure Q below. ***This scenario is presented here simply to illustrate a potential redevelopment outcome and is not intended to represent a predetermined development plan. The actual redevelopment of properties in the Takoma Central District will be subject to private market decisions, public regulatory and review processes, and ongoing input and guidance from the citizens of the Takoma community.***

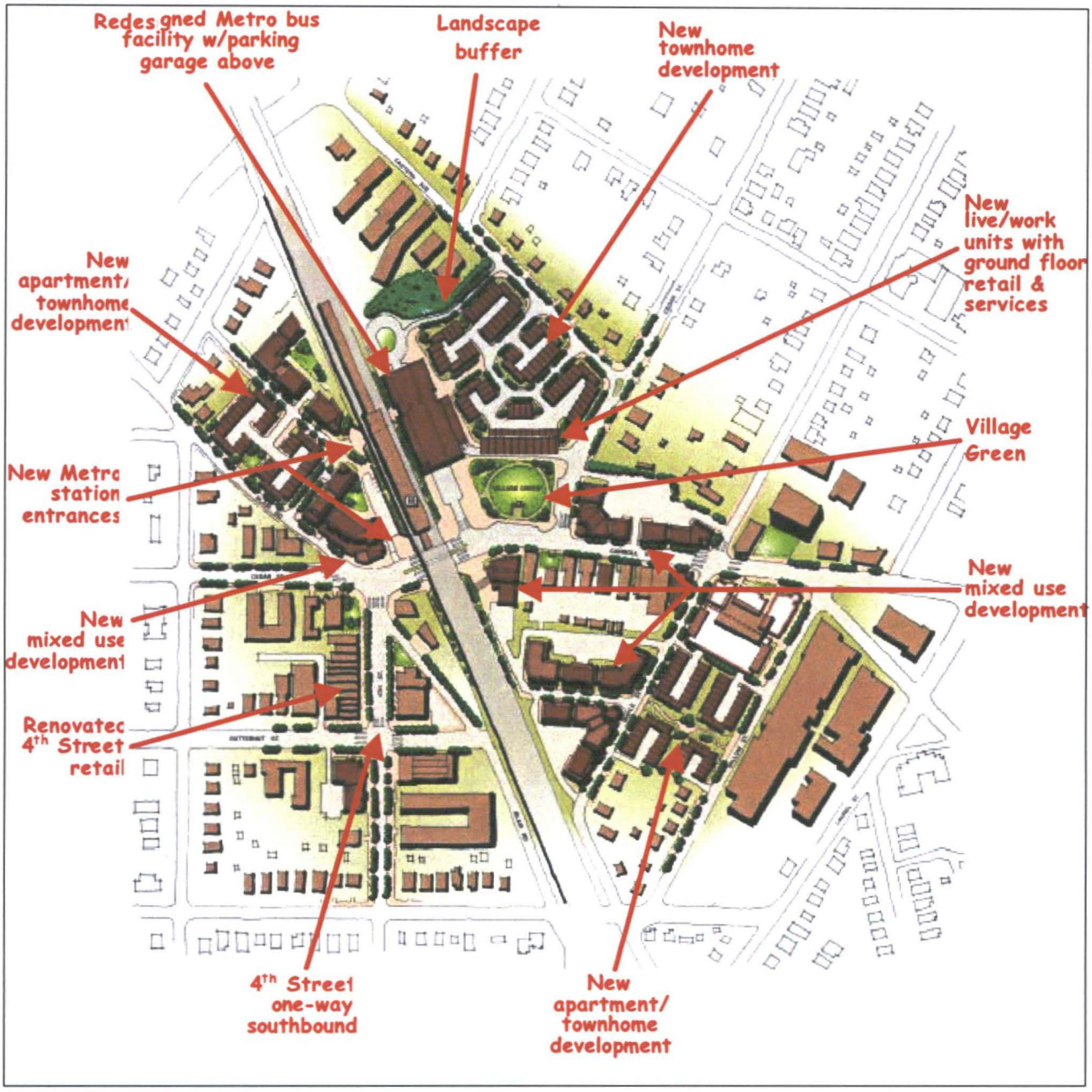
The Illustrative Redevelopment Scenario showcases the Village Green as the Takoma community's new focal point and gateway, providing the area with a high quality, signature open space. The Village Green is bordered by public sidewalks and streets with short-term parking, Kiss & Ride and taxi space, and framed by new development and renovated buildings with ground floor retail and service uses. Small scale, mixed-use infill development has transformed Carroll Street into a coherent commercial corridor with a seamless transition between activities in Takoma, DC and Takoma Park, MD.

Parking for retail users is provided behind buildings, and parking for both shoppers and transit users is provided in a two-level parking garage located on the Metro site, close to the Village Green and above the Metro and Ride-On bus facility. A new street with short-term, metered parking spaces, bordering the north side of the Village Green, provides parking garage access from Cedar Street. A redesigned and expanded bus facility, partially covered by the parking garage, includes ten bus bays for boarding, additional stacking spaces and a turnaround loop. The bus facility is sited immediately adjacent to the Metrorail station to improve rail/bus transfers and provide appropriate space on the site to accommodate new private investment. Primary bus access remains on Carroll Street, with a secondary Ride-On exit-only to Eastern Avenue adjacent to an intensive landscaped buffer area on the site's northern border. Additional western points of pedestrian entry are also provided at the both the main and elevator entrances to the Metro station.

Several new housing and mixed use developments are sited to maximize the benefit of the area's proximity to transit, with development patterns that encourage pedestrian activity, reinforce the continuity of the existing urban fabric and link communities on both sides of the Metro tracks.

Figure Q

Illustrative Redevelopment Scenario



The Metro site itself includes a new neighborhood of townhomes with streets and pedestrian walks interconnected to the Metro station and surrounding neighborhood. Units fronting on the Village Green include live/work space to provide active ground floor retail and service uses in

this busy pedestrian area. New apartment projects with ground floor retail space circle the main station entrance to the east and west. Additional townhome and apartment developments replace the industrial uses along Blair Road and Spring Street to the west and the large vacant area between Maple and Willow Streets to the east. Moderate-scale, mixed use office/residential projects take the place of industrial buildings along Vine Street.

Pedestrian enhancements and traffic improvements throughout the area, including streetscape, sidewalks, crosswalks and changes to the infamous intersection at Blair Road and 4th/Cedar/Carroll Streets, make the district a safer and more enjoyable place to walk, bike and drive.

IMPLEMENTATION SUMMARY

The Takoma Central District Plan is a practical starting point, not the final word, for revitalizing the Central District. As the community and city begin implementation, the plan will require the continued involvement and responsiveness of community residents and commercial, institutional and government partners - and a willingness to make things happen. All partners must actively participate to achieve positive change.

Revitalization Implementation Plan

A Revitalization Implementation Plan has been developed to initiate action on the revitalization strategies outlined in the Takoma Central District Plan (see Table G below). To achieve consistency and easy reference to the plan document, the Implementation Plan is organized according to the five revitalization components described in the plan:

- Historic Preservation
- Market Economics
- Land Use
- Transportation
- Urban Design

Each of the five revitalization components contains all of the revitalization strategies included in the plan document. The revitalization strategies have been further divided into **Guidelines** and **Action Items**:

- **Guidelines** are revitalization strategies that will direct the planning and implementation of public investment and the review of private development proposals on specific sites throughout the Central District. These guidelines will be used as an important tool for District-initiated enhancements and in the city's development review processes.

- **Action Items** are those specific revitalization strategies that can be acted upon and implemented by various city agencies and other community partners. Proposed timeframes for implementation of these action items are included to help direct and gauge progress.

The Office of Planning will provide general coordination of plan implementation in partnership with Takoma citizens and other stakeholders.

Table G

Revitalization Implementation Plan

1.0	**Historic Preservation**					
	Guidelines					
1.a	▪ Recognize and respect Takoma's rich heritage as an integral part of all revitalization, urban design and marketing strategies and initiatives					
	Action Items	**Partners & Resources**	**Timeframe** Year 1 (FY02)	Year 2 (FY03)	Year 3 (FY04)	Long Range
1.1	▪ Complete a neighborhood property survey to investigate the historic potential of areas and individual properties surrounding the existing historic district	OP, Historic Takoma	X			
1.2	▪ Promote availability of Federal historic preservation tax credit program for certified rehabilitation projects and initiate legislative action to provide property tax credits for renovation of owner-occupied residential properties in the Takoma Park Historic District	OP, Historic Takoma	X	X		
1.3	▪ Update design guidelines (Kresscox/Sulton Campbell, 1986) for the historic district to better reflect today's market conditions and rehabilitation techniques	OP	X	X		
1.4	▪ Improve signage for DC's Takoma Park Historic District, coordinated with the adjacent historic district in Takoma Park, Maryland	OP, Historic Takoma, CTP	X	X		
1.5	▪ Develop and market a joint DC/MD historic walking tour in coordination with other historic preservation and cultural heritage programs (such as DC Heritage Tourism Council)	OP, Historic Takoma		X		
1.6	▪ Develop and implement a marketing plan that emphasizes the historic charm, cultural heritage and history of the Takoma community	DCMC, OP, Historic Takoma		X		
2.0	***Market Economics***					
	Guidelines					
2.a	▪ Target initial public and private investment in the Takoma Central District towards projects and locations that can encourage and leverage other new private development					
2.b	▪ Use the relatively large, available and publicly owned parcel at the Metro station site as a key location to accommodate substantial new near-term investment in the Takoma Central District					
	Action Items	**Partners & Resources**	**Timeframe** Year 1 (FY02)	Year 2 (FY03)	Year 3 (FY04)	Long Range
2.1	▪ Organize a business management group or non-profit community development corporation (preferably inter-jurisdictional) to deal with issues such as beautification, tenant recruitment, property owner negotiations and marketing	Businesses, DMPED, OP, CTP	X	X		

2.2	▪ Investigate a zoning overlay district that ensures retention and establishment of small to moderate scale ground floor retail uses in a continuous pattern along Carroll Street	OP, OZ, property owners	X	X		
2.3	▪ Investigate incentives to improve/develop key parcels and determine which incentives provide the largest pay-off	DMPED, OP	X	X		
2.4	▪ Address vacant/abandoned properties through targeted code enforcement	Ward 4 NSI Core Team	X			
3.0	**Land Use**					
	Guidelines					
3.a	▪ Accommodate near-term housing demand at key opportunity sites that are most appropriate for residential and mixed use development					
3.b	▪ Encourage redevelopment of light industrial areas and key vacant sites to accommodate additional longer-term housing development					
3.c	▪ Enhance the Metro station site with a signature open space as a focal point for the Takoma Central District					
3.d	▪ Retain and strengthen the Takoma Central District as a mixed-use neighborhood					
3.e	▪ Focus initial near-term actions on five priority redevelopment sites					
3.f	▪ Encourage development of shared parking with Metro and other key landowners in locations that can better support the overall commercial district					
	Action Items	**Partners & Resources**	**Timeframe** Year 1 (FY02)	Year 2 (FY03)	Year 3 (FY04)	Long Range
3.1	▪ Concentrate retail activities in key opportunity sites and areas along Carroll Street and 4th Street by establishing a zoning overlay district along these corridors to require retention and establishment of ground floor retail uses	OP, OZ, property owners	X	X	X	
3.2	▪ Limit negative activities and inappropriate uses through targeted rezoning, a zoning overlay district, and coordination with the Mayor's Neighborhood Action Neighborhood Services Initiative	OP, OZ, property owners, Wd 4 NSI Team	X	X	X	
4.0	**Transportation**					
	Guidelines					
4.a	▪ Serve transit needs first and accommodate all Metro and Ride-On services on the Takoma Metro station site					
4.b	▪ Support and incorporate Metropolitan Branch Trail options into all transportation improvements for the area to ensure good access and connections to this regional resource					
	Action Items	**Partners & Resources**	**Timeframe** Year 1 (FY02)	Year 2 (FY03)	Year 3 (FY04)	Long Range
4.1	▪ Under DDOT direction and in partnership with a citizen transportation task force, initiate a comprehensive traffic study for the Takoma Central District and surrounding neighborhoods to identify methods for reducing adverse impacts from commuter/cut-through traffic, reducing congestion and improving parking and pedestrian safety	DDOT, Mont. Co. DPWT, CTP, citizens	X	X		

4.2	▪ Mitigate intersection and corridor congestion on Blair Road and Carroll Street	DDOT	X	X	X	
4.3	▪ Improve pedestrian safety in the Takoma Central District with a coordinated program of physical improvements	DDOT, DPW	X	X	X	
4.4	▪ Improve parking for neighborhood residents	DDOT, DPW	X	X	X	
4.5	▪ Improve parking for local retail businesses	DDOT, DPW, businesses	X	X		
5.0	**Urban Design**					
	Guidelines					
5.a	▪ Create a Village Green as the Central District's Signature Open Space					
5.b	▪ Improve built edges, public frontages and retail storefronts along major commercial corridors and pedestrian connectors					
	Action Items	**Partners & Resources**	**Timeframe** Year 1 (FY02)	Year 2 (FY03)	Year 3 (FY04)	Long Range
5.1	▪ Provide western entrances to Metro station in order to reknit communities east and west of the tracks	WMATA, DDOT			X	X
5.2	▪ Enhance the Metro station as a community gateway	WMATA, DDOT, DPW	X	X		
5.3	▪ Improve overall streetscape quality	DDOT, DPW, Mont. Co. DPWT, CTP	X	X	X	
5.4	▪ Increase pedestrian safety	DDOT, DPW	X	X		
5.5	▪ Establish specific redevelopment guidelines for the Metro station site *Note: This action item has been accomplished within the Urban Design section of this plan document*	OP, WMATA, DDOT	X			

ACRONYMNS

CTP = City of Takoma Park, MD

DCMC = DC Marketing Center

DDOT = DC District Division of Transportation

DMPED = Deputy Mayor for Planning and Economic Development

DPW = DC Department of Public Works

Mont. Co. DPWT = Montgomery County Department of Public Works and Transportation

NSI = DC Neighborhood Services Initiative

OP = DC Office of Planning

OZ = DC Office of Zoning

WMATA = Washington Metropolitan Area Transit Authority

ACKNOWLEDGEMENTS

Anthony A. Williams, Mayor

Adrian Fenty, Ward 4 Council Member

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Michael Bigler, business/property owner
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Anthony Bruno, 4th Street business representative
Dean Cira, citizen representative
Ruth Foster, Takoma United
Anthony Giancola, Gateway Coalition
Sara Green, ANC 4B01
Cris Himes, Plan Takoma (alternate)
Jessica Landman, Historic Takoma (alternate)
Cecily Patterson, ANC 4B02
Joel Solomon, Historic Takoma
Chris Turner, Takoma United (alternate)
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  Patty Folan
EHT Traceries
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  Laura Harris Hughes



Feature Key

Zoning Boundaries
Square Index

Board of Zoning Adjustment
Application No. 16833

Scale 1:2259

25 0 25 50 75 100125 Feet

DC Office of Planning
February 5, 2002