



Site

Town

Downtown

Downtown

East

Square

M

- f) Zoning is guided by the Future Land Use, Map, interpreted in conjunction with the text of the Plan, including citywide elements, area elements and approved small area plans

E. Land Use element

1. Overall goal:

"Ensure the efficient use of land resources to meet long-term neighborhood, city-wide, and regional needs: to help foster other District goals, to protect the health, safety, and welfare of District residents and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries." (§302.1)

2. Strengthening the Core

a) Policy LU-1.1.1: Sustaining a Strong City Center:

"Provide for the continued vitality of Central Washington as a thriving business, government, retail, financial, hospitality, cultural, and residential center. Promote continued reinvestment in central city buildings, infrastructure, and public spaces; continued preservation and restoration of historic resources; and continued efforts to create safe, attractive, and pedestrian-friendly environments." (§304.6)

b) Policy LU-1.1.3: Central Employment Area

"The CEA shall include existing "core" federal facilities such as the US Capitol Building, the White House, and the Supreme Court, and most of the legislative, judicial, and executive administrative headquarters of the United States Government. Additionally, the CEA shall include the greatest concentration of the city's private office development, and higher density mixed land uses, including commercial/retail, hotel, residential, and entertainment uses." (§304.8)

c) Policy LU-1.1.4: Appropriate Uses in the CEA:

"Ensure that land within the Central Employment Area is used in a manner which reflects the area's national importance, its historic and cultural significance, and its role as the center of the

metropolitan region. Federal siting guidelines and District zoning regulations should promote the use of this area with high-value land uses that enhance its image as the seat of the national government and the center of the District of Columbia, and that make the most efficient possible use of its transportation facilities." (§304.9)

d) Policy LU-1.1.6: Central Employment Area Historic Resources

"Preserve the scale and character of the Central Employment Area's historic resources, including the streets, vistas, and public spaces of the L'Enfant and McMillan Plans as well as individual historic structures and sites. Future development must be sensitive to the area's historic character and should enhance important reminders of the city's past." (§304.12)

3. Large Sites and the City Fabric

a) Policy LU-1.2.1: Reuse of Large Publicly-Owned Sites

"Recognize the potential for large, government-owned properties to supply needed community services, create local housing and employment opportunities, remove barriers between neighborhoods, provide large and significant new parks, enhance waterfront access, and improve and stabilize the city's neighborhoods." (§305.5)

b) Policy LU-1.2.2: Mix of Uses on Large Sites

"Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses." (§305.7)

c) Policy LU-1.2.5: Public Benefit Uses on Large Sites

"Given the significant leverage the District has in redeveloping properties which it owns, include appropriate public benefit uses on such sites if and when they are reused. Examples of such uses are affordable housing, new parks and open spaces, health care and

civic facilities, public educational facilities, and other public facilities." (§305.10)

d) Policy LU-1.2.6: New Neighborhoods and the Urban Fabric

"On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the city to the greatest extent feasible. Incorporate extensions of the city street grid, public access and circulation improvements, new public open spaces, and building intensities and massing that complement adjacent developed areas. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings." (§305.11)

e) Policy LU-1.2.7: Protecting Existing Assets on Large Sites

"Identify and protect existing assets such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped." (§305.12)

4. Policies and Actions – Transit-Oriented and Corridor Development

a) "Fully capitalizing on the investment made in Metrorail requires better use of land around transit stations and along transit corridors. ..." (§306.2)

b) "Much of the city's planning during the last five years has focused on making better use of transit station areas. ... Another important objective has to been to accommodate the growth of the city in a way that minimizes the number and length of auto trips generated, and to reduce household expense on transportation by providing options for "car-free" (or one car) living." (§306.3)

c) Principles in the management of land around Metrorail stations:

(1) A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses;

(2) A preference for diverse housing types, including both market-rate and affordable units and housing for seniors and others with mobility impairments:

(3) A preference for attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking;

- (4) Provision of well-designed, well-programmed, and well-maintained public open spaces;
 - (5) A "stepping down" of densities with distance away from each station, protecting lower density uses in the vicinity;
 - (6) Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city; and
 - (7) A high level of pedestrian and bicycle connectivity between the stations and the neighborhoods around them (§306.4)
- d) "Station area development policies must respond to the unique needs of each community and the unique setting of each station." (§306.5)
- e) "The reach of transit-oriented development around any given station or along a high volume transit corridor should vary depending on neighborhood context. While 1/4 to 1/2 mile is generally used across the country to define the walkable radius around each station, and therefore the area in which higher densities may accommodate growth without increased traffic congestion, applying a uniform radius is not appropriate in the District. The established character and scale of the neighborhood surrounding the station should be considered, as should factors such as topography, demographics, and the station's capacity to support new transit riders. ..." (§306.7)
- f) "To avoid adverse effects on low and moderate density neighborhoods, most transit-oriented development should be accommodated on commercially zoned land. Possible rezoning of such land in a manner that is consistent with the Future Land Use Map and related corridor plans should be considered. Current zoning already expresses a preference for the use of such land for housing by permitting more density for mixed use projects than for projects with commercial use alone." (§306.8)
5. Neighborhood Infill Development
- a) Policy LU-1.4.1: Infill Development
- "Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create "gaps"

in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern." (§307.5)

b) Policy LU-1.4.2: Long-Term Vacant Sites

"Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures which would address these constraints." (§307.6)

c) Policy LU-1.4.3: Zoning of Infill Sites

"Ensure that the zoning of vacant infill sites is compatible with the prevailing development pattern in surrounding neighborhoods. This is particularly important in single family and row house neighborhoods that are currently zoned for multi-family development." (§307.7)

6. Creating and Maintaining Successful Neighborhoods

a) Policy LU-2.1.1 Variety of Neighborhood Types

"Maintain a variety of neighborhood types in the District, ranging from low-density, single family neighborhoods to high-density, multi-family mixed use neighborhoods. The positive elements that create the identity and character of each neighborhood should be preserved and enhanced in the future." (§309.6)

b) Policy LU-2.4.6 Scale and design of New Commercial Uses

"Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas." (§312.10)

F. Transportation element

1. Overall goal:

"Create a safe, sustainable efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents." (§401.1)

2. Policies and Actions – Linking Land Use and Transportation

- a) "Coordinating transportation and land use decisions is critical to making the best use of infrastructure and finite land resources as these gains occur. The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved. The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes. Travel times are reduced and there is better use of public transportation investments." (§403.1)
- b) "Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place." (§403.2)
- c) "Closer coordination between transportation and land use planning can result in better congestion management, more efficient use of transit and parking, and transportation infrastructure that is sensitive and complementary to its surrounding context." (§403.4)
- d) "Assessing and measuring the transportation impacts of land use decisions is also an important part of integrated land use and transportation planning. New development generates new trips—be they auto trips, transit trips, or pedestrian and bicycle trips. Major land use changes such as the development of large housing complexes or office buildings must be evaluated for their impacts on existing and planned transportation infrastructure to ensure that the network can function adequately when the projects are completed." (§403.5)
- e) Policy T-1.1.4 Transit-Oriented development

"Support transit oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points." (§403.10)

- f) Policy T-1.1-B Transportation Improvements

"Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, and bicycle facilities in large development projects and major trip generators, including projects that go through the planned unit development (PUD) process." (§403.14)
 - g) Regional Smart Growth Solutions

"A regional strategy of promoting, in-fill mixed-use and transit-oriented development in urbanized areas is needed to ensure transportation efficiency in the District and in the region." (§405.3)
3. Policies and actions – Multi-modal transportation choices
- a) Action T-2.3-A Bicycle Facilities

"Wherever possible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users." (§409.11)
 - b) Policy T-2.4.1 Pedestrian Network

"Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city." (§410.5)
4. Policies and Actions – Transportation System Efficiency and Management
- a) Policy T-3.1.1 Transportation Demand Management (TDM) Programs

"Provide support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system." (§414.8)
 - b) Action T-3.1-A: TDM strategies

"Develop strategies and requirements that reduce rush hour traffic by promoting flextime, carpooling, transit use; encouraging the formation of Transportation Management Associations; and undertaking other measures that reduce vehicular trips, particularly

during peak travel periods. Identify TDM measures and plans as appropriate conditions for large development approval. Transportation Management Plans should identify quantifiable reductions in vehicle trips and commit to measures to achieve those reductions." (§414.11)

G. Housing element

1. Overall goal

"Develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia." (§501.1)

2. Homes for an Inclusive City - Expanding Housing Supply

a) "Expanding the housing supply is a key part of the District's vision to create successful neighborhoods. Along with improved transportation and shopping, better neighborhood schools and parks, preservation of historic resources, and improved design and identity, the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city's fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments of the community. The first step toward meeting this goal is to ensure that an adequate supply of appropriately zoned land is available to meet expected housing needs." (§503.1)

b) Policy H-1.1.1 Private Sector Support

"Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives." (§503.2)

c) Policy H-1.1.2 Production Incentives

"Provide suitable regulatory, tax, and financing incentives to meet housing production goals." (§503.3)

d) Policy H-1.1.3 Balanced Growth

"Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and

moderate-density single family homes as well as the need for higher-density housing." (§503.4)

e) Policy H-1.1.4 Mixed Use Development

"Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations." (§503.5)

3. Ensuring housing affordability

a) Policy H-1.2.1: Affordable Housing Production as a Civic Priority

"Establish the production of housing for low and moderate income households as a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout the city." (§504.6)

b) Policy H-1.2.3: Mixed Income Housing

"Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing." (§504.8)

H. Environmental Protection element

1. Policies and Actions – Protecting Natural Green Areas

a) Policy E-1.1.1 Street Tree Planting and Maintenance

"Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods." (§603.4)

b) Policy E-1.1.3: Landscaping

"Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity." (§603.6)

2. Policies and Actions – Conserving Natural Resources

a) Policy E-2.1.1: Promoting Water Conservation

"Promote the efficient use of existing water supplies through a variety of water conservation measures, including the use of plumbing fixtures designed for water efficiency, drought-tolerant landscaping, and irrigation systems designed to conserve water." (§609.3)

b) Policy E-2.2.1: Energy Efficiency

"Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees." (§610.3)

c) Policy E-2.2.5: Energy Efficient Building and Site Planning

"Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals." (§610.7)

3. Policies and Actions – Promoting Environmental Sustainability

a) Policy E-3.1.2 Using Landscaping and Green Roofs to Reduce Runoff

"Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces." (§613.3)

b) Policy E-3.2.1 Support for Green Building

"Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities." (§614.2)

4. Policies and Actions- Reducing Environmental Hazards

Policy E-4.1.5 Improving Air Quality through Transportation Efficiency

"Promote strategies that reduce motor vehicle emissions in the District and surrounding region. As outlined in the Land Use and Transportation Elements of this Comprehensive Plan, this includes the development of a fully integrated regional system of buses, streetcars, rail transit, bicycles, taxis, and pedestrian facilities to make it easier and more convenient to travel without an automobile." (§618.10)

I. Economic Development element

1. Overall goal

"Strengthen the District's economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, improving resident job skills, and helping a greater number of District residents find and keep jobs in the Washington regional economy." (§701.1)

2. Policy ED-2.1.1: Office Growth

"Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront." (§707.5)

3. Policy ED-2.1.3: Signature Office Buildings

"Emphasize opportunities for build-to-suit/signature office buildings in order to accommodate high-end tenants and users and corporate headquarters. Consider sites in secondary office centers such as NoMA and the Near Southeast for this type of development." (§707.7)

4. Policy ED-2.1.4: Diversified Office Options

"Diversify the tenant base by attracting both high-end, mid-range, and low-end office space users, and by supporting a range of office space types. Recognize that while many firms seek to be located in the District, some may prefer lower-end space over premium Downtown office space." (§707.8)

5. Policy ED-2.1.5: Infill and Renovation

"Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space."
(¶707.9)

J. Parks, Recreation and Open Space element

1. Overall goal:

"The overarching goal for parks, recreation and open space is to preserve and enhance parks and open spaces within the District of Columbia to meet active and passive recreational needs, improve environmental quality, enhance the identity and character of District neighborhoods, and provide visual beauty in all parts of the national capital." (¶801.1)

2. Policies and Actions

a) Policy PROS-1.4.6: Parks in Employment Growth Areas

"Provide new parks and open spaces in areas of expected employment growth. Small pocket parks, plazas, and other open spaces should be created in the vicinity of the New York Avenue Metro Station, the Southeast Federal Center, the east end of Downtown, and the South Capitol Street Corridor to provide visual relief and space for outdoor seating and passive recreation."
(¶807.9)

b) Policy PROS-4.2.5: Podium Parks

"Consider the development of "podium" type open spaces and parks in the air rights over below-grade freeways, including the I-395 Freeway through Downtown DC, and the Southeast-Southwest Freeway near Capitol Hill." (¶818.7)

c) Policy PROS-4.3.1: Open Space in the Downtown Landscape

"Sustain a high quality network of downtown pocket parks, courtyards, arcades, plazas, and rooftop gardens that provide space for recreation, scenic beauty, and outdoor activities for workers, visitors, and residents." (¶819.3)

d) Policy PROS-4.3.2: Plazas in Commercial Districts

"Encourage the development of outdoor plazas around Metro station entrances, in neighborhood business districts, around civic buildings, and in other areas with high volumes of pedestrian activity. Use the planned unit development process to promote such spaces for public benefit and to encourage tree planting, public art, sculpture, seating areas, and other amenities within such spaces." (§819.4)

e) Policy PROS-4.3.3: Common Open Space in New Development

"Provide incentives for new and rehabilitated buildings to include "green roofs", rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance." (§ 819.5)

K. Urban Design element

1. Overall goal:

"Enhance the beauty and livability of the city by protecting its historic design legacy, reinforcing the identity of its neighborhoods, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and security of streets and public spaces." (§901.1)

2. Policies and Actions – Toward a Stronger Civic Identity

a) Policy UD-1.1.2: Reinforcing the L'Enfant and McMillan Plans

"Respect and reinforce the L'Enfant and McMillan Plans to maintain the District's unique, historic and grand character. This policy should be achieved through a variety of urban design measures, including appropriate building placement, view protection, enhancement of L'Enfant Plan reservations (green spaces), limits on street and alley closings (see Figure 9.3), and the siting of new monuments and memorials in locations of visual prominence. Restore as appropriate and where possible, previously closed streets and alleys, and obstructed vistas or viewsheds." (§903.7)

b) Policy UD-1.4.1 Avenues Boulevards and Urban Form

"Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city." (§906.6)

c) Policy UD-1.4.3 Avenue/Boulevard Vistas and View Corridors

"Protect views and view corridors along avenues/boulevards, particularly along streets that terminate at important civic monuments or that frame distant landmarks. Vistas along such streets should be accentuated by creating more well-defined street walls, improving landscaping, and requiring the highest architectural quality as development takes place." (§906.9)

d) Policy UD-1.5.1: Mitigating Freeway Impacts

"Reduce the negative effects of freeways on neighborhoods by decreasing blight around freeway overpasses and underpasses, and improving pedestrian and bicycle overpasses. Longer-term solutions that address the design of the freeways themselves also should be explored. Such solutions should consider rebuilding freeways to reduce their "iron curtain" effect and developing the air rights over sunken freeways." (§907.3)

3. Policies and Actions – Creating Great Places

a) Policy UD-2.1.1: Design Character

"Create a more coherent design character for Central Washington by improving the physical linkages between the monumental core, the business sub-districts on the perimeter of the National Mall, and the expanding mixed use areas to the east and southeast of Downtown. Urban design strategies should focus on making the entire area more walkable, discouraging monolithic architecture, improving signage and streetscape features, and adding new land uses which make the area more lively, interesting, and dynamic." (§909.7)

b) Policy UD-2.1.2: Downtown Street and Block Pattern

"Maintain a fine-grained pattern of Downtown blocks, streets, and alleys, with intersections and frontages that encourage pedestrian movement and reduce the potential for immense variations in scale and "fortress-like" office buildings." (§909.8)

c) Policy UD-2.1.4: Architectural Excellence

"Promote excellence in the design of Downtown buildings and landscapes. Particular attention should be focused on ground floor (street) levels, with greater architectural details used to improve visual image." (§909.10)

d) Policy UD-2.2.6 Maintaining Façade Lines

"Generally maintain the established façade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic façade line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations. Where existing façades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm." (§910.14)

e) Policy UD-2.2.7 Infill Development

"Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs." (§910.15)

f) Policy UD-2.2.8: Large Site Development

"Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades." (§910.16)

g) Policy UD-2.3.1: Reintegrating Large Sites

"Reintegrate large self-contained sites back into the city pattern. Plans for each site should establish urban design goals and principles which guide their subsequent redevelopment." (§911.2)

h) Policy UD-2.3.2: Large Site Scale and Block Patterns

"Establish a development scale on large sites that is in keeping with surrounding areas. "Superblocks" (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington's neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures." (§911.3)

4. Policies and Actions – Improving the Public Realm

a) Policy UD-3.1.1: Improving Streetscape Design

"Improve the appearance and identity of the District's streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street "furniture", and adjacent building façades." (§913.8)

b) Policy UD-3.1.2: Management of Sidewalk Space

"Preserve the characteristically wide sidewalks of Washington's commercial districts. Sidewalk space should be managed in a way that promotes pedestrian safety, efficiency, comfort, and provides adequate space for tree boxes. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic." (§913.9)

c) Policy UD-3.1.3: Streetscape Design and Street Function

"Use variations in lighting and landscaping to highlight and clarify the function of different streets. The design features of streets should make the city's circulation system easier to navigate and understand for residents and visitors." (§913.10)

d) Policy UD-3.1.4: Street Lighting

"Provide street lighting that improves public safety while also contributing to neighborhood character and image." (§913.11)

- e) Policy UD-3.1.5: Streetscape and Mobility
"Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Bus shelters, benches, bicycle parking, safe pedestrian connections, and clear wayfinding signage should be provided to facilitate multi-modal travel." (§913.12)
- f) Policy UD-3.1.6 Enhanced Streetwalls
"Promote a higher standard of storefront design and architectural detail along the District's commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort." (§913.13)
- g) Policy UD-3.1.7 Improving the Street Environment
"Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall." (§913.14)
- h) Policy UD-3.1.8: Neighborhood Public Space
"Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the "activation" of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas." (§913.15)
- i) Policy UD-3.1.10: Sidewalk Cafes
"Discourage the enclosure of sidewalk cafes in a manner that effectively transforms them into indoor floor space. The design of sidewalk cafes should be compatible with the architectural qualities of the adjoining buildings, should compliment the street environment, and should not impede pedestrian movement." (§913.17)

j) Policy UD-3.1.11: Private Sector Streetscape Improvements

"As appropriate and necessary, require streetscape improvements by the private sector in conjunction with development or renovation of adjacent properties." (§913.18)

k) Policy UD-3.1.12: Programming of Outdoor Space

"Encourage the programming of outdoor space with events and activities (such as performances, arts, and farmers markets) that stimulate streetlife and active use." (§913.19)

L. Historic Preservation element

1. Overall goal:

"Preserve and enhance the unique cultural heritage, beauty, and identity of the District of Columbia by respecting the historic physical form of the city and the enduring value of its historic structures and places, recognizing their importance to the citizens of the District and the nation, and sharing mutual responsibilities for their protection and stewardship" (§1001.1)

2. Policies and actions

a) Policy HP-2.3.1: The Plan of the City of Washington

"Preserve the defining features of the L'Enfant and McMillan plans for Washington. Work jointly with federal agencies to maintain the public squares, circles, and major reservations as landscaped open spaces that provide a means to experience the legacy of the city plan. Preserve the historic pattern of streets and associated minor reservations, and protect these historic rights-of-way from incompatible incursions and intrusions." (§1010.3)

b) Policy HP-2.3.2: Historic Image of the City

"Protect and enhance the views and vistas, both natural and designed, which are an integral part of Washington's historic image. Preserve the historic skyline formed by the region's natural features and topography and its historically significant buildings and monuments from intrusions such as communication antennas and water towers. Preserve the horizontal character of the national capital through enforcement of the 1910 Height of Buildings Act." (§1010.4)

- c) Policy HP-2.3.3: Spatial Character of L'Enfant Plan Streets

"Protect the generous open space and reciprocal views of the L'Enfant Plan streets, avenues, and reservations. Protect the integrity and form of the L'Enfant system of streets and reservations from inappropriate new buildings and physical incursions. Support public and private efforts to provide and maintain street trees to help frame axial views and reinforce the city's historic landscape character." (§1010.5)
- d) Policy HP-2.3.4: Public Space Design in the L'Enfant Plan

"Reinforce the historic importance and continuity of the streets as public thoroughfares through sensitive design of sidewalks and roadways. Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the historic street network. Work jointly with federal agencies to preserve the historic statuary and other civic embellishments of the L'Enfant Plan parks, and where appropriate extend this tradition with new civic art and landscape enhancements of the public reservations." (§1010.6)
- e) Policy HP-2.3.5: Enhancing Washington's Urban Design Legacy

"Adhere to the design principles of the L'Enfant and McMillan Plans in any improvements or alterations to the city street plan. Where the character of the historic plan has been damaged by intrusions and disruptions, promote restoration of the plan through coordinated redevelopment and improvement of the transportation network and public space." (§1010.7)
- f) Policy HP-2.4.1: Rehabilitation of Historic Structures

"Promote appropriate preservation of historic buildings through an effective design review process. Apply design guidelines without stifling creativity, and strive for an appropriate balance between restoration and adaptation suitable from the particular historic environment." (§1011.4)
- g) Policy HP-2.4.2: Adaptation of Historic Properties for Current Use: Maintain historic properties in their original use to the greatest extent possible. If this is no longer feasible, encourage appropriate adaptive uses consistent with the character of the property. (§1011.5)

- h) Policy HP-3.2.1: Preservation and Community Development: Promote historic preservation as a tool for economic and community development. (§1017.3)

M. Central Washington Area element

- 1. Policy CW-1.1.1: Promoting Mixed Use Development:

"Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally-renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and entertainment uses, housing, and open space should be encouraged through strategic incentives so that the area remains attractive, exciting, and economically productive." (§1608.2)

- 2. Policy CW-1.1.2: Central Washington Office Growth

"Retain Central Washington as the premier office location in the Greater Washington region. Office development should generally be guided eastward from its current area of concentration, filling in the gap between 3rd Street NW and North Capitol Street (south of Massachusetts Avenue), and capitalizing on the growing demand for office space along North and South Capitol Streets and in the vicinity of the New York Avenue Metro station. A range of office space should be planned to meet the needs of high-end, mid-range, and low-end office space users." (§1608.3)

- 3. Policy CW-1.1.13: Creating Active Street Life and Public Spaces

"Promote active street life throughout Central Washington through the design of buildings, streets, and public spaces. This should include:

- (a) discouraging second-level pedestrian bridges or underground walkways that drain activity from Central Washington streets;
- (b) encouraging multiple entrances in large projects to increase street-level activity;
- (c) managing certain streets so they can be easily closed to traffic on special occasions for use by pedestrians;
- (d) providing streetscape improvements that make Downtown streets more comfortable and attractive;

- (e) encouraging active ground floor uses, and discouraging wide building entrances, large internal lobbies, and street-facing garage entrances and loading areas;
- (f) creating and managing well designed public spaces that provide space for spontaneous performances, programmed entertainment, and social interaction" (§1608.14)

4. Policy CW-1.1.17: Making Central Washington's Streets More Pedestrian-Friendly

"Enhance Central Washington's pedestrian network and improve pedestrian safety. This should be achieved through such measures as:

- (a) Improving certain streets for pedestrian use;
- (b) Providing safe and accessible pedestrian waiting space on the widest thoroughfares;
- (c) Maintaining sufficiently wide sidewalks and regulating sidewalk obstructions;
- (d) Restricting curb cuts and parking garage access along major streets;
- (e) Providing safe and accessible pedestrian detours at construction sites; and
- (f) Encouraging sidewalk widening within private development.
- (g) Enforcement of traffic and parking laws, such as no parking zones" (§1608.18)

5. Policy CW-1.1.18: Cross-town Circulation

"Strengthen transportation connections between Central Washington and the rest of the city by improving east-west connections such as F Street NW and north-south connections such as 7th and 9th Streets." (§1608.19)

6. Policy CW-1.1.19: Goods Movement and Service Delivery within Central Washington

"Strongly discourage the obstruction of public rights-of-way by goods and service delivery activities. Provide for the efficient and convenient movement of goods and delivery of services within Central Washington by:

- (a) maintaining and improving interior alleys where needed to provide for off street loading facilities and minimize curb cuts on streets;
- (b) encouraging the consolidation of loading areas within new development and limiting on-street service deliveries;

- (c) requiring adequate off street or below grade loading and service parking areas;
- (d) converting on street loading facilities to off street facilities whenever possible; and
- (e) managing goods and service delivery times." (§1608.20)

7. Policy CW-1.2.2: Preservation of Central Washington's Historic Resources

"Protect and enhance Central Washington's historic resources by continuing the current practices of:

- (a) preserving the area's historic buildings and districts
- (b) requiring that renovation and new construction is sensitive to the character of historic buildings and districts
- (c) applying design incentives and requirements to encourage preservation, adaptive reuse, and appropriate relationships between historic development and new construction
- (d) encouraging the adaptive reuse of historic and architecturally significant buildings
- (e) preserving the original L'Enfant Plan pattern of streets and alleys, especially alleys that provide for off-street loading, deliveries, and garage access 1709.2

Historic resources should be recognized as essential to Downtown's economic vitality and competitive edge, particularly for retail, tourist, and entertainment activities." (§1609.2)

8. Policy CW-2.5.5: Using the Avenues as a Design Framework

"Take advantage of the L'Enfant Plan avenues that cross Downtown East, including New Jersey, Massachusetts and Louisiana Avenues NW, and North Capitol Street to create a framework for the area's future development. The avenues should be enhanced as pedestrian-friendly streets, with buildings designed to frame important views and landmarks." (§1715.8)

9. Policy CW-2.5.6: I-395 Air Rights Development

"Pursue development of the air rights over I-395 between E Street NW and Massachusetts Avenue NW, including the restoration of the street rights-of-way along F and G Streets. Mixed land uses, including housing, offices, ground floor retail, and parkland, should be encouraged in this area. Air rights development should be sensitive to adjacent areas and should preserve important views." (§1715.9)

X. Compatibility with the area

- A. Vicinity is developed with or allowed to be developed with buildings of similar use, height and density
- B. Current site condition is below level of surrounding development; construction of the infrastructure platform will continue the elevations of the surrounding streets through the site
- C. Uses:
 - 1. Surrounding uses in the area are office, retail and service, residential and institutional
 - 2. Immediately abutting buildings are high rise office buildings (one Federal, one private)
 - 3. Holy Rosary Church and Jewish Historical Society are already on and immediately adjacent to the site
- D. Height
 - 1. All 3 blocks front on streets that are at least 110 feet wide and all will be developed as single connected buildings
 - 2. Heights of at least 110 feet are permitted on all sides surrounding the site
- E. Density:
 - 1. Overall FAR is 8.98
 - 2. Downtown East Receiving Zone to the east permits 9.0 FAR as a matter-of-right
 - 3. Downtown Development District to the west permits at least 8.5 FAR as a matter-of-right