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REPORT TO THE ZONING COMMISSION

**CASE NO. 11-03
SOUTHWEST WATERFRONT**

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JULY 18, 2011

- I. Introduction
- II. Nature of application:
 - A. Preliminary review of planned unit development
 - B. Map amendments:
 - 1. From W-1 to C-3-C for the land portion of the site between the Fish Market and M Street extended
 - 2. From R-3 to R-5-B for the St. Augustine's Church site bounded by M Street, 6th Street, M Place and Water Street, S.W.
- III. Site location
 - A. Land and water along the Southwest Waterfront between Maine Avenue and extending out into the Washington Channel, S.W., from approximately 12th Street on the northwest to approximately N Street on the southeast
 - B. Southwest redevelopment area
- IV. Site description
 - A. Landside
 - 1. Between Maine Avenue and Water Street - parking decks
 - 2. Between Water street and the Channel:
 - a) Restaurants
 - b) Hotel

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- c) Temporary tennis stadium
- d) Parking lots
- e) St. Augustine's Church at 6th and M Streets

B. Waterside

- 1. Capital Yacht Club
- 2. Gangplank Marina
- 3. Boat line piers

C. Site area:

- 1. Landside: 991,113 square feet
- 2. Waterside: 167,393 square feet
- 3. Total: 1,158,506 square feet (26.6 acres)

D. Overall dimensions:

- 1. Southeast to northwest: approximately 3,300 feet
- 2. Southwest to northeast: varies
 - a) Minimum of approximately 750 feet
 - b) Approximately 350 feet on land (includes Water Street, now closed)

E. Abutting streets:

- 1. Maine Avenue: 120 feet wide
- 2. Water Street: closed by action of the Council

V. Description of the surrounding area

A. General area: Southwest redevelopment area

B. To the northwest:

- 1. Fish Market

2. Washington Marina
3. 14th Street Bridge/Southwest Freeway ramps

C. To the northeast:

1. Bancker Overlook at the end of 10th Street
2. U.S. Department of Agriculture office building (4 stories) at the east corner of the intersection of 9th Street and Maine Avenue
3. Jefferson Junior High School (4 stories) and Recreation Center between Maine Avenue and 7th Street
4. Disabled American Veterans office building (3 stories) at the north corner of the intersection of 7th Street and Maine Avenue
5. Riverside Baptist Church at the east corner of the intersection of 7th Street and Maine Avenue
6. Waterside Towers between 7th, 6th and I Streets (2-3 story townhouses and 3 high-rise apartment buildings)
7. Arena Stage at the west corner of the intersection of 6th and M Streets
8. Further to the northeast:
 - a. Southwest Freeway
 - b. Commercial office building precinct

D. To the east and southeast:

1. The View at the Waterfront (formerly Marina View Towers) at the northeast corner of the intersection of 6th and M Streets (4 high rise apartment buildings)
2. Tiber Island Cooperative including townhouse and high-rises at the southeast corner of the intersection of 6th and M Streets
3. Harbour Square Cooperatives including townhouse and high-rises bounded by O, N, 4th and 6th Streets
4. Municipal Pier

5. Further to the east:

- a. Additional housing projects including mix of townhouse style and high-rise apartments
- b. Waterfront Station on the north side of M Street on both sides of 4th Street (redevelopment to include 4 high rise office buildings and 4 high-rise apartment buildings with ground floor retail)

E. To the southwest:

- 1. Washington Channel
- 2. East Potomac Park

VI. Zoning

A. Subject site

1. Existing zoning:

a. W-1

- (1) Mixed use district permitting residential, retail, office and institutional uses as a matter-of-right
- (1) Maximum height: 45 feet
- (2) Maximum FAR: 2.5, of which no more than 1.0 may be for nonresidential uses
- (3) Maximum percentage of lot occupancy for residential building: 80%
- (4) Minimum rear yard for residential building – 3 inches per foot of height at the rear
- (5) Side yard – not required
- (6) Minimum required parking
 - (a) For office use: 1 space for each 1,800 square feet of gross floor area in excess of 2,000 square feet of gross floor area

- (b) For retail use: 1 space for 750 square feet in excess of 3,000 square feet of gross floor area
 - (c) For hotel use: 1 space for each 2 rooms usable for sleeping plus 1 space for each 150 square feet in the largest function room or exhibit space
 - (d) For apartments: 1 space for each 3 dwelling units
- (7) Special provisions for the Southwest Urban Renewal Area (§2521)
 - (a) Nonresidential FAR increased to 2.0 in the W-1 District
 - (b) Parking allowed off-site within 300 feet
 - (c) In W-1, addition to existing hotel allowed to height of 62 feet DC datum
 - (d) Limitations on development in the P1 through P-6 parcels
- b. PUD guidelines for W-1
 - (1) Height: 60 feet
 - (2) FAR: 3.0, no more than 1.0 of which may be for nonresidential
 - (3) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
 - (4) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
- c. R-3
 - (1) Single family residential district permitting detached, semi-detached and row dwellings, as well as a limited range of other uses (e.g., church, Sunday school building, embassy) as a matter-of-right

- (2) Maximum height: 40 feet, 3 stories
 - (3) Minimum lot area and width:
 - (a) Row dwelling: 2,000 square feet, 20 feet
 - (b) Semi-detached dwelling: 3,000 square feet, 30 feet
 - (c) Detached dwelling: 4,000 square feet, 40 feet
 - (4) Maximum percentage of lot occupancy:
 - (a) Row dwelling: 60%
 - (b) All other structures: 40%
 - (5) Minimum required rear yard – 20 feet
 - (6) Side yard – not required
 - (7) Minimum required parking for single family dwellings: 1 space for each dwelling unit
 - d. PUD guidelines for R-3
 - (1) Height: 40 feet
 - (2) FAR: 0.6
 - (3) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
 - (4) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
2. Proposed zoning
- a. W-1 (see above)
 - b. C-3-C
 - (1) General commercial district permitting almost all retail, service and office uses, as well as hotel, residential and institutional uses

- (2) Maximum height: 90 feet
- (3) Maximum FAR: 6.5
- (4) Maximum percentage of lot occupancy for residential building: 100%
- (5) Minimum rear yard – 2½ inches per foot of height at the rear
- (6) Side yard – not required
- (7) Minimum required parking
 - (a) For office use: 1 space for each 1,800 square feet of gross floor area in excess of 2,000 square feet of gross floor area
 - (b) For retail use: 1 space for 750 square feet in excess of 3,000 square feet of gross floor area
 - (c) For hotel use: 1 space for each 4 rooms usable for sleeping plus 1 space for each 300 square feet in the largest function room or exhibit space
 - (d) For apartments: 1 space for each 4 dwelling units

c. PUD guidelines for C-3-C

- (1) Height: 130 feet
- (2) FAR: 8.0
- (3) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
- (4) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser

d. R-5-B

- (1) General residential district permitting single family, two family and multi-family dwellings, as well as a broad range of institutional uses (e.g., clinic, hospital, museum) as a matter-of-right
- (2) Maximum height: 50 feet
- (3) Maximum FAR: 1.8
- (4) Maximum percentage of lot occupancy: 60%
- (5) Minimum required rear yard – 4 inches per foot of height at the rear, minimum of 15 feet
- (6) Side yard – not required
- (7) Minimum required parking for apartment house use: 1 space for each 2 dwelling units

e. PUD guidelines for R-5-B

- (1) Height: 60 feet
- (2) FAR: 3.0
- (3) Yards and courts: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser
- (4) Parking and loading: as otherwise provided, subject to the Zoning Commission's discretion to approve greater or lesser

B. Zoning of the area

1. W- 1 and R-5-B on the northeast side of Maine avenue
2. R-3, R-5-B and R-5-D for the residential area south and east of M and 6th Streets
3. R-3, R-5-B, R-5-C and R-5-D for the residential area north east of M and 9th Streets up to the Southwest Freeway

4. C-3-C for the commercial area north of the Southwest Freeway

C. History

1. Subject property
 - a) Unzoned in 1958 (designated UR)
 - b) Zoned W-1 and R-3 in 1998
2. Surrounding area
 - a) Also unzoned in 1958
 - b) Also zoned in 1998
 - c) Planned unit developments in the area:
 - (1) Preliminary and consolidated PUD and map amendment to C-3-C for the Waterfront Station property (Case No. 02-38A, Order No. 02-38A, November 19, 2007)
 - (2) Consolidated PUD and map amendment to C-3-C for two apartment house additions to the Marina View property at 6th and M Streets (Case No. 05-38, Order No. 05-38, May 14, 2007)
 - (3) Consolidated UPD and map amendment from unzoned to R-5-B for 93 townhouse in the block bounded by 7th, 9th and G Streets and the Southeast Freeway (Case No. 98-10C, Order No. 870, December 14, 1998)

VII. Description of the proposed project

- A. Site divided into four segments and 11 parcels (see Sheets 2.4 through 2.9 of the plans)
 1. Segment A includes Parcels 1 and 2 and is located northwest of 9th Street extended
 2. Segment B include Parcels 3, 4 and 5 and is located between 9th Street and 7th Street extended
 3. Segment C includes Parcels 6, 7, 8 and 9 and is located between 7th Street and M Street extended

4. Segment D include Parcels 10 and 11 and is located southeast of M Street
5. Overall parameters:
 - a) Gross floor area (maximum per category):
 - (1) Landside
 - (a) Office - total of approximately 1,075,000 million square feet
 - (b) Retail and service: total of approximately 455,000 square feet
 - (c) Residential - total of 1,375,000 square feet
 - (d) Cultural performing arts - approximately 105,000 square feet
 - (e) Hotel: approximately 500,000 square feet
 - (f) Civic (church) - approximately 15,000 square feet
 - (g) Overall maximum: 3,165,000 square feet
 - (2) Waterside
 - (a) Retail and service: approximately 24,000 square feet
 - (b) Residential - approximately 50,000 square feet
 - (c) Recreational - approximately 40,000 square feet
 - (d) Overall maximum: 114,000 square feet
6. Height: ranges from 57 feet up to 130 feet
7. Floor area ratio:
 - a) Landside:
 - (1) 3.19 (based on gross land area)
 - (2) 3.87 (based on land area net of cartways and sidewalks)

- b) Waterside: 0.68
- 8. Open spaces/gathering places (from northwest to southeast) (see Sheet 4.1 of the plans)
 - a) Market Square and Pier
 - b) Theater alley
 - c) Transit Pier
 - d) City Pier
 - e) Club Plaza
 - f) The Mews
 - g) The Wharf
 - h) 7th Street Park
 - i) 7th Street Pier
 - j) The Grove
 - k) M Street Landing
 - l) Commercial Pier
 - m) Waterfront Park
- 9. Parking:
 - a) Landside total provided: 2,100 to 2,650 spaces
 - b) Waterside: 28 spaces
- 10. Bicycle parking:
 - a) Landside total provided: 1,500 to 2,200 spaces
 - b) Waterside: 25 to 35 spaces
- 11. Loading:
 - a) 55 foot berths: 18

- b) 30 foot berths: 3
- c) Service/delivery loading spaces: 13

12. Phasing

- a) Phase 1 - Parcels 2, 3, 4 and 5 and the Waterfront Park
- b) Phase 2 - Parcel 1
- c) Phase 3 - Parcels 6, 7, 8, 9, 10 and 11

B. Comparison to matter-of-right and PUD standards for C-3-C

- 1. Uses: office, retail and service, residential and institutional all permitted as a matter-of-right
- 2. Height:
 - a) Matter-of-right: 90 feet
 - b) PUD guideline: 130 feet
 - c) Proposed: up to 130 feet
- 3. FAR:
 - a) Matter-of-right: 6.5
 - b) PUD guideline: 8.0
 - c) Proposed: 3.19/3.87
- 4. Proposed total gross floor area of 3,279,000 square feet is increase in total GFA of approximately 944,000 square feet over the current W-1 matter-of-right
- 5. Proposed nonresidential gross floor area is decrease of approximately 218,000 square feet over the current W-1 District matter-of-right
- 6. Proposed gross floor area is 3,277,0000 square feet less than permitted as a matter-of-right under the proposed C-3-C zoning

VIII. Compliance with PUD evaluation standards of §2403

- A. Impact of project shall be favorable, capable of being mitigated or acceptable (§2403.3)
 - 1. Project establishes a new moderate-medium density development at river's edge, one of few places in the District where there is an opportunity for such a development
 - 2. Site plan concepts reattach Southwest neighborhood to the river
 - 3. Higher density, more active portion of development is located on the northwest side of the site; lower activity area is located on the southeast side of the site, closer to the residential neighborhood
 - 4. Traffic will have no unacceptable impact on levels of service at build-out, per report by Gorove|Slade
- B. Project is not inconsistent with the Comprehensive Plan (§2403.4): see section IX, below
- C. Commission shall “judge, balance, and reconcile the relative value of project amenities and public benefits offered, the degree of development incentives requested and any potential adverse effects” (§2403.8)
- D. Public benefits and project amenities
 - 1. Urban Design, Architecture, Site Planning, Landscaping, and Open Space
 - a) Master Plan for redevelopment of Southwest Waterfront that celebrates waterfront where boats, public piers, pedestrians, cyclists, retail users, and cultural programs come together
 - b) New network of city blocks, streets, public promenade known as Wharf Street, and mews and alleys that permeate the site.
 - c) Comprehensive mixed use, mixed-income development --
 - (1) Hotels
 - (2) Office
 - (3) Residential
 - (4) Retail/Residential/Market

- (5) Cultural
 - d) Reconnects Southwest to adjacent residential areas, the Mall, riverfront trails
- 2. Cultural Facility - Multi-purpose performing arts, events and live music venue of approximately 95,000 square feet being developed as a component of Parcel 2
- 3. Parking Facility
 - a) Below-grade parking structure on 2 to 3 levels, at considerable expense to project
 - b) Parking for approximately 2,100 to 2,650 vehicles
 - c) Parking or storage for 1,500 to 2,200 bicycles on-site
- 4. Public Infrastructure
 - a) Project site work
 - b) Public piers and marina work
 - c) Marine bulkhead
 - d) All public streets, mews, alleys, sidewalks, bike paths, promenades, and shared spaces
 - e) Streetcar tracks along eastbound lanes of Maine Avenue immediately adjacent to the PUD and Wharf Street
 - f) All related utilities and landscaping, trees
 - g) All related streetscape improvements and street furniture, including lighting, benches, trash receptacles, public telephones, drinking fountains, bicycle racks, bus/streetcar stops, taxi stands, decorative features, fountains/water features, and other similar facilities
- 5. Maine Avenue Improvements
 - a) Milling and Paving of asphalt surface for the length of Project Site (both directions)

- b) New curb and gutter on median strip/islands and on south side of Maine Avenue
- c) New gutter (as needed) only on north side of Maine Avenue, existing curb to remain
- d) New sidewalk on south side of Maine Avenue for the length of the Project Site
- e) New crosswalks, as necessary
- f) New bike path on south side of Maine Avenue for the length of the Project Site
- g) New street lights on south side of Maine Avenue
- h) New street trees on south side of Maine Avenue.
- i) New street furniture on south side of Maine Avenue
- j) New street directional signage, as necessary
- k) New pavement markings, as necessary

6. Banneker Overlook Connection

- a) Subject to agreement with the National Park Service, the fee simple owner of Banneker Park and 10th Street Overlook (also known as Banneker Overlook) and approvals by the required governmental authorities, Developer will construct, as part of the Public Infrastructure and Parks the following alternative improvements, which connect the Project Site to L'Enfant Plaza:
- b) Temporary staircase from 10th Street Overlook to 1100 Maine Avenue S.W. (the Fish Market)
- c) Surface pedestrian connection and crosswalk from north side of Maine Avenue to Fish Market (utilizing DDOT currently planned intersection)
- d) Striping, signage, and street furniture, as necessary

7. Multi-modal Transportation Network
 - a) Encourages increased reliance on public transit, bicycles, and pedestrian travel
 - b) Project designed to incorporate future DDOT streetcar lines along Maine Avenue and Wharf Street
 - c) Water taxi stops and water transportation
 - d) Loading and service located on mews streets and alleys to preserve public spaces
 - e) Access points along the mews streets and alleys of buildings to minimize vehicular impacts and enhance the pedestrian experience
 - f) Accommodation of anticipated automobile traffic
8. Fish Market
 - a) Site Work, to include demolition of existing streets and parking and landscape improvements
 - b) Relocation of all existing overhead utilities to underground
 - c) Replacement and/or renovation of the building known as the “Fish Cleaning Building,” which is approximately 1,300 gross square feet
 - d) New public restroom facilities, the exact number to be determined but in no event fewer than 6 total public stalls
 - e) Furnishings to accommodate outdoor dining and seating
 - f) Hardscape improvements, landscaping, fixtures and finishes to the land portion of the Fish Market
 - g) Resurfacing of the two commercial Fish Market piers for anticipated pedestrian traffic (subsequent to reconstruction of piers by the District)
9. Public Parks: new expanses of public parks and open spaces including Market Square, Theater Alley, City Plaza, Club Plaza, The Mews, 7th Street Park, The Grove, M Street Landing and Waterfront Park

10. Riparian Improvements/Public Piers, including Market Pier, Transit Pier, City Pier, 7th Street Pier, Commercial Pier and Marina constructed to "Clean Marina Standards"
11. Affordable Housing
 - a) Minimum of 160,000 square feet of low and moderate income housing for households earning 30-60% of AMI or less
 - b) Workforce housing -- 20 percent of residential GFA built in excess of 500 units
12. CBE Participation
 - a) CBE agreement for 35% of materials and services for construction to go to CBEs
 - b) 10% preference to CBEs located in Ward 8
 - c) 20% LSDBE ownership in the project
 - d) 20% development participation by LSDBEs
 - e) 20% unique retail for unique or local businesses (including incubator/trial space)
13. Training and Employment Opportunities
 - a) First Source Employment Agreement with DOES
 - b) Creation of 650 to 1,000 new jobs during construction
 - c) 1,000 service jobs
 - d) 1,800 professional jobs
 - e) \$1 million contribution to Workforce Intermediary Program (WIP) to serve as clearing house for jobs at site and to identify District residents with training opportunities (see narrative of WIP on pages that follow)
 - f) Establishment of apprenticeship programs for construction and trade jobs in conjunction with Cardozo Trades Academy

14. Environmental Benefits

- a) Minimum LEED-ND (neighborhood development) Gold certification
- b) LEED-NC (new construction) or LEED-CS (core and shell) Silver level certification or higher for individual buildings (excluding church on Parcel 11)
- c) Evaluation of Combined Heating & Power/Cogeneration Plant for on-site power generation
- d) Reduced energy consumption and associated environmental impact for energy production --
 - (1) demand reduction by efficient systems & building design ; innovative delivery systems)
 - (2) demonstrate a minimum 10% improvement over ASHRAE 90.1.2007
- e) Reduced potable water consumption --
 - (1) indoor through efficient fixtures; outdoor through planting & irrigation design
 - (2) reduce indoor water usage by a minimum 20% as compared to baseline usage as per the Energy Policy Act of 2005
- f) Reduce stormwater runoff volumes leaving the site through sustainable stormwater management measures
- g) Significantly reduce level of contaminants in stormwater runoff, helping to improve water quality of the Potomac River, Anacostia Watershed, and Chesapeake Bay
- h) Land conservation by vertical development, maximizing development density.
- i) Improved microclimate through reduced heat island effect.
 - (1) reduced surface parking & associated negative environmental impacts
 - (2) green roofs, shaded walkways

- j) Using existing water & waste water infrastructure
- k) Waste diversion from landfill during construction and operation.
- l) Creating walkable, vibrant mixed use neighborhood development with appropriately scaled pedestrian oriented streetscape to encourage non-vehicular travel
- m) Reduced automobile dependence
 - (1) Proximity to public transportation
 - (2) Daily needs within walking distances
- 15. Capital Yacht Club
 - a) Build out of new clubhouse/marina for Capital Yacht Club
 - b) 11,000 sf facility, including associated retail space of approximately 5,000 sf
- 16. New Business Improvement District or similar entity
 - a) Entity to manage, operate and maintain public elements of PUD, including parks, open spaces and public marinas created and funded by Applicant
 - b) Exploration of larger Business Improvement District to fund clean and safe programs and transportation
- 17. Amenities Targeted to Arena Stage Patrons - The Applicant has also made commitments to the Mead Center for American Theater at Arena Stage regarding retail, parking and housing for artists, interns and fellows
- 18. Workforce Intermediary Program - The Applicant has participated in the development and implementation of various workforce development efforts, in addition to serving as an active participant in three efforts by the District to develop a formal Workforce Intermediary Program (WIP), starting in 2006.

balanced against

E. Development incentives:

- 1. Gross floor area - below C-3-C matter-of-right

2. Increase in height permitted as a matter-of-right
 - a) C-3-C: 90 feet to 130 feet
 - b) R-5-B: 50 feet to 57 feet

F. Areas of flexibility:

1. Timing of future applications
2. Lot occupancy for Parcel 11
3. Mix of uses

IX. Consistency with the Comprehensive Plan

- A. Comprehensive Plan Amendment Act of 2006, DC Law 16-300, effective March 8, 2007
 1. Includes 14 city-wide elements, 10 area elements and an implementation element
 2. Also includes a Future Land Use Map and a Generalized Policy Map which cover the whole city
- B. Amended by the Comprehensive Plan Amendment Act of 2010, D.C. Law 18-361, effective April 8, 2011
- C. Framework element – guiding principles
 1. Managing growth and change
 - a) "Change in the District is both inevitable and desirable. The key is to manage change in ways that protect the positive aspects of life in the city and reduce negatives such as poverty, crime, and homelessness." (§217.1)
 - b) "Diversity also means maintaining and enhancing the District's mix of housing types. Housing should be developed for households of different sizes, including growing families as well as singles and couples." (§217.3)

- c) "The District needs both residential and non-residential growth to survive. Non-residential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income." (§217.4)
- d) "Much of the growth that is forecast during the next 20 years is expected to occur on large sites that are currently isolated from the rest of the city. Rather than letting these sites develop as gated or self-contained communities, they should become part of the city's urban fabric through the continuation of street patterns, open space corridors and compatible development patterns where they meet existing neighborhoods. Since the District is landlocked, its large sites must be viewed as extraordinarily valuable assets. Not all should be used right away - some should be "banked" for the future." (§217.5)
- e) "Redevelopment and infill opportunities along corridors and near transit stations will be an important component of reinvigorating and enhancing our neighborhoods. Development on such sites must not compromise the integrity of stable neighborhoods and must be designed to respect the broader community context. Adequate infrastructure capacity should be ensured as growth occurs." (§217.6)
- f) "Growth in the District benefits not only District residents, but the region as well. By accommodating a larger number of jobs and residents, we can create the critical mass needed to support new services, sustain public transit, and improve regional environmental quality." (§217.7)

2. Creating successful neighborhoods

- a) "The residential character of neighborhoods must be protected, maintained and improved. Many District neighborhoods possess social, economic, historic, and physical qualities that make them unique and desirable places in which to live. These qualities can lead to development and redevelopment pressures that threaten the very qualities that make the neighborhoods attractive. These pressures must be controlled through zoning and other means to ensure that neighborhood character is preserved and enhanced." (§218.1)

- b) "Many neighborhoods include commercial and institutional uses that contribute to their character. Neighborhood businesses, retail districts, schools, park and recreational facilities, houses of worship and other public facilities all make our communities more livable. These uses provide strong centers that reinforce neighborhood identity and provide destinations and services for residents. They too must be protected and stabilized." (§218.2)
 - c) "The recent housing boom has triggered a crisis of affordability in the city, creating a hardship for many District residents and changing the character of neighborhoods. The preservation of existing affordable housing and the production of new affordable housing both are essential to avoid a deepening of racial and economic divides in the city. Affordable renter- and owner-occupied housing production and preservation is central to the idea of growing more inclusively." (§218.3)
- 3. Increasing access to education and employment

"An economically strong and viable District of Columbia is essential to the economic health and well being of the region. Thus, a broad spectrum of private and public growth (with an appropriate level of supporting infrastructure) should be encouraged. The District's economic development strategies must capitalize on the city's location at the center of the region's transportation and communication systems." (§219.2)
- 4. Connecting the city

"Washington's wide avenues are a lasting legacy of the 1791 L'Enfant Plan and are still one of the city's most distinctive features. The "great streets" of the city should be reinforced as an element of Washington's design through transportation, streetscape, and economic development programs." (§220.3)
- 5. Building green and healthy communities
 - a) "As the nation's capital, the District should be a role model for environmental sustainability. Building construction and renovation should minimize the use of non-renewable resources, promote energy and water conservation, and reduce harmful effects on the natural environment." (§221.3)

- b) "Planning decisions should improve the health of District residents by reducing exposure to hazardous materials, improving the quality of surface and groundwater, and encouraging land use patterns and land uses that reduce air pollution and facilitate pedestrian and bicycle travel." (§221.4)

D. Framework element – the Land Use Maps

- 1. The Generalized Policy Map purpose "is to categorize how different parts of the District may change between 2005 and 2025" (§223) - includes subject property in Southwest Waterfront Land Use Change Area
- 2. The Future Land Use Map includes property in several different categories

- a) The bulk of the property is in the mixed use high density commercial/high density residential category:

- (1) High density commercial:

"This designation is used to define the central employment district of the city and other major office employment centers on the downtown perimeter. It is characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed. The corresponding Zone districts are generally C-2-C, C-3-C, C-4, and C-5, although other districts may apply." (§224.14)

- (2) High density residential:

"This designation is used to define neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas. The corresponding Zone districts are generally R-5-D and R-5-E, although other zones may apply." (§224.9)

- b) Strip along the waterfront and the Channel itself is shown as parks, recreation and open space

"This designation includes the federal and District park systems, including the National Parks, the circles and squares of the L'Enfant city and District neighborhoods, the National Mall,

settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds, and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Suitland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation). Because of the map scale, parks smaller than one acre—including many of the triangles along the city's avenues—may not appear on the Map. Zoning designations for these areas vary. The federal parklands are generally unzoned, and District parklands tend to be zoned the same as surrounding land uses." (§224.20)

- c) St. Augustine's Church site is moderate density commercial

"This designation is used to define shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A, C-2-B, and C-3-A, although other districts may apply." (§224.12)

- d) Parking area to the south of St. Augustine's is mixed use parks, recreation and open space and low density commercial

(1) Parks recreation and open space (described above)

(2) Low density commercial

"This designation is used to define shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story

commercial buildings. The corresponding Zone districts are generally C-1 and C-2-A, although other districts may apply." ¶224.11

3. Maps are intended to provide generalized guides for development and conservation decisions (¶226.1)
 - a) Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards
 - b) By definition Map is to be interpreted broadly
 - c) Future Land Use Map is generalized depiction of intended uses in the 20 year horizon
 - d) Densities within any given area are across-the-board; individual buildings may be higher or lower
 - e) Density bonuses through PUDs may result in heights that exceed typical ranges
 - 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. 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)

f) Policy LU-1.2.8: Large Sites and the Waterfront

"Use the redevelopment of large sites to achieve related urban design, open space, environmental, and economic development objectives along the Anacostia Waterfront. Large waterfront sites

should be used for water-focused recreation, housing, commercial, and cultural development, with activities that are accessible to both sides of the river. Large sites should further be used to enhance the physical and environmental quality of the river." (§305.13)

3. 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-2.4.1: Promotion of Commercial Centers

"Promote the vitality of the District's commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city's role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents." (§312.5)

c) 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)

d) Policy LU-2.4.10: Use of Public Space within Commercial Centers

"Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalks cafes, flower stands, and similar uses which "animate" the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged." (§312.14)

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-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)

f) 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)

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)

c) Policy E-1.2.1: River Conservation

"Improve environmental conditions along the Anacostia River and other water bodies, including shorelines, wetlands, islands, tributaries, and the rivers themselves. Particular attention should be given to eliminating toxic sediments, improving river edges to restore vegetation and reduce erosion, enhancing wetlands and wildlife habitat, creating new wetlands, and reducing litter." (§604.3)

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. Office:

a) 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)

b) 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)

c) 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)

3. Retail

a) Policy ED-2.2.1: Expanding the Retail Sector

"Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas." (§708.4)

b) Policy ED-2.2.3: Neighborhood Shopping

"Create additional shopping opportunities in Washington's neighborhood commercial districts to better meet the demand for basic goods and services. Reuse of vacant buildings in these districts should be encouraged, along with appropriately-scaled retail infill development on vacant and underutilized sites. Promote the creation of locally-owned, non-chain establishments because of their role in creating unique shopping experiences." 708.7

c) Policy ED-2.2.4: Destination Retailing

"Continue to encourage "destination" retail districts that specialize in unique goods and services, such as furniture districts, arts districts, high-end specialty shopping districts, and wholesale markets. Support the creative efforts of local entrepreneurs who seek to enhance the District's destination retailing base." 708.8

d) Policy ED-2.2.5: Business Mix

"Reinforce existing and encourage new retail districts by attracting a mix of nationally-recognized chains as well as locally-based chains and smaller specialty stores to the city's shopping districts." 708.9

4. Hotels

Policy ED-2.3.1: Growing the Hospitality Industry

Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government amenities. Strive to increase: (a) the total number of visitors to Washington; (b) the number of visitors staying in the District (rather than in suburban hotels); and (c) longer visitor stays in Washington. Promote the District not only as the preferred base for exploring the city's attractions but also the preferred overnight base for visiting regional attractions. 709.5

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-3.2.1: Protecting Waterfront Open Space

"Recognize the importance of the city's waterfronts for recreation, public access, ecological protection, and scenic beauty." (§813.3)

b) Policy PROS-3.2.2: Connecting Neighborhoods to the Rivers

"Develop open space linkages between the Anacostia and Potomac Rivers and adjacent neighborhoods, using stream tributaries such as Watts Branch and Pope Branch as a framework for linear parks between the shoreline and nearby residential areas." (§813.4)

c) Policy PROS-3.2.3: Linkages Between the Waterfront and Nearby Neighborhoods

"Establish stronger linkages between the waterfront and adjacent upland neighborhoods including ... Southwest. Maximize public access to the waterfront from these areas through the development of a riverwalk and shoreline trail, improved public transportation, redesigned bridges and freeways, and the extension of neighborhood streets and avenues to the water's edge." (§813.6)

d) Policy PROS-3.2.4: Waterfront Visibility and Accessibility

"Improve access to the shoreline parks from across the city, and reduce barriers to waterfront access created by railroads, freeways, and non-water dependent industrial uses. However, no freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government." (§813.7)

e) Policy PROS-3.2.5: Water-Oriented Recreation

"Provide for a variety of water-oriented activities, including fishing and boating, on the District's rivers. Recognize both the Anacostia and Potomac Rivers as vital aquatic resources than can accommodate kayaking, canoeing, sculling, fishing, and other forms of water-oriented recreation." (§813.8)

f) Policy PROS-3.2.6: Shoreline Access

"On waterfront development sites under District jurisdiction, require public access to the shoreline unless precluded by safety or security considerations." (§813.9)

g) Policy PROS-3.2.7: Waterfront Park Design

"Require the design and planning of waterfront parks to maximize the scenic and recreational value of the rivers. Activities such as parking lots and park maintenance facilities should be located away from the water's edge, and environmentally sensitive resources should be protected." (§813.10)

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 – Improving Waterfront Identity and Design

a) Policy UD-1.3.1: DC as a Waterfront City

"Strengthen Washington's civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods." (§905.5)

b) Policy UD-1.3.2: Waterfront Public Space and Access

"Develop public gathering spaces along the waterfronts, including promenades, viewpoints, boating and swimming facilities, and parks. Such space should be designed to promote continuous public access along the rivers, and to take full advantage of site topography and waterfront views. Design treatments should vary from "hardscape" plazas in urban settings to softer, more passive open spaces that are more natural in character." (§905.6)

c) Policy UD-1.3.3: Excellence in Waterfront Design

"Require a high standard of design for all waterfront projects, with an emphasis on shoreline access, integration of historic features and structures, an orientation toward the water, and the creation of new water-oriented public amenities.(§ 905.7)

d) Policy UD-1.3.4: Design Character of Waterfront Sites

"Ensure that the design of each waterfront site responds to its unique natural qualities. A range of building forms should be created, responding to the range of physical conditions present. New buildings should be carefully designed to consider their appearance from multiple vantage points, both in the site vicinity and at various points on the horizon." (§905.8)

e) Policy UD-1.3.5: River Views

"Protect and enhance river views in the design of buildings, bridges, and pedestrian walkways on or near waterfront sites. The scale, density and building form along the city's waterfronts should define the character of these areas as human-scale, pedestrian-oriented neighborhoods and should protect views from important sites." (§905.10)

f) Policy UD-1.3.6: "Activating" Waterfront Spaces

"Encourage design approaches, densities, and mixes of land uses that enliven waterfront sites. Architectural and public space design should be conducive to pedestrian activity, provide a sense of safety, create visual interest, and draw people to the water." (§905.11)

g) Policy UD-1.3.7: Neighborhood Connectivity

"Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing city grid into large waterfront sites to better connect nearby developed areas to the shoreline." (§905.12)

h) 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)

i) 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)

j) 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)

3. 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 street life and active use." (§913.19)

L. Lower Anacostia Waterfront and Near Southwest Area element

1. General Policies

a) Policy AW-1.1.2: New Waterfront Neighborhoods

"Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/ Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these

areas, reaching households of all incomes, types, sizes, and needs.”
(¶1908.3)

b) Policy AW-1.1.3: Waterfront Area Commercial Development

"Encourage commercial development in the Waterfront Area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia Waterfront as well as space for government and private sector activities, such as offices and hotels. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yard Metrorail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops."
(¶1908.4)

c) Policy AW-1.1.4: Waterfront Development Amenities

"Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements." (¶1908.5)

d) Policy AW-1.1.6: Pedestrian Orientation of Waterfront Uses

"Provide a high level of pedestrian amenities along the shoreline, including informational and interpretive signs, benches and street furniture, and public art." (¶1908.7)

e) Policy AW-1.1.7: Multi-modal Waterfront Streets

"Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access." (¶1908.8)

f) Policy AW-1.1.8: Barriers to Shoreline Access

"Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, and industrial uses along the Anacostia River shoreline. In particular, the impacts of

freeways on waterfront access should be mitigated by supporting the redesign of these facilities as tunnels or landscaped boulevards." (§1908.9)

g) Policy AW-1.1.9: Strengthening the M Street and Maine Avenue Corridors

"Strengthen the connection between Central Washington and the Anacostia Waterfront by rebuilding Maine Avenue and M Street SE as graciously landscaped urban boulevards. These streets should be designed with generous pedestrian amenities, public transit improvements, landscaping, and ground floor uses that create a vibrant street environment." (§1908.10)

2. Policy Focus Area - Southwest Waterfront Overview

"The Southwest Waterfront is a 45-acre area along the Washington Channel, stretching three quarters of a mile along Maine Avenue from the Tidal Basin to Fort McNair. The area includes the Washington Fish Market, portions of East Potomac Park, a boating/residential community at Gangplank Marina, restaurants and entertainment uses, and parking areas. Nearby uses include the Arena Stage, several churches, Waterside Mall, office buildings, and apartments. Major points of access include 6th, 7th, and 9th Streets SW, M Street SW, and the Waterfront/SEU Metro Station." (§1911.1)

"Although it is relatively accessible and familiar to residents of Southwest, the Southwest Waterfront is not the active, public, civic space it could be. Roads and parking lots account for over 40 percent of the area, and there are 12 lanes of traffic (including both Water Street and Maine Avenue) between the shoreline and adjacent residential areas. L'Enfant Plaza and the National Mall are just a few blocks away. However, there is no clear means of pedestrian access from these heavily visited areas to the shoreline. With much of the Southwest Waterfront in public ownership, the city has a unique opportunity to create a place that serves both as an extension of the adjacent neighborhood and a new regional destination." (§1911.2)

¶The District completed the Southwest Waterfront Development Plan in 2003, adopting short-term and mid-term actions to transform the area. The Plan calls for eliminating Water Street and improving Maine Avenue as a pedestrian-friendly urban street. The elimination of Water Street and replacement of surface parking with structured parking will increase available public space and developable land. This will allow for the

creation of new parks, plazas and mixed-use development. Active ground floor uses such as retail stores and restaurants will make this area an active and animated urban waterfront." (§1911.3)

"While the Southwest Waterfront Plan provides important guidance, the specific development square footage and housing-unit targets should be interpreted as illustrative, as they were developed in 2003 under different market conditions. Final development plans for the Southwest Waterfront should respond to guidance of the Southwest Waterfront Plan, as well as new policies in the Comprehensive Plan that support sustainable and compact development that enhances access to transit. Illustrative sketches in the Southwest Waterfront Plan envision new residences, hotels, retail, office, cultural, and civic uses. New public gathering places will include an urban "Market Square" near the Fish Wharf, and a more passive Civic Park at the south end of the waterfront near M Street SW. Between these spaces will be a series of smaller plazas on the Washington Channel that mark the ends of local streets. The existing fish market will be retained in its present location and refurbished, with its low-scale character maintained. Development of the park at the south end of the waterfront is contingent on a number of factors, including relocation of the tour-boat terminals and surface parking to a new location further north on the Channel. Until this can be accomplished, the existing terminals will be supported in their current location. Even though the Future Land Use Map designates the location of the tour-boat terminals and their surface parking as Mixed Use Low Density Commercial and Parks, Recreation, and Open Space, the existing low density commercial use and zoning would not be inconsistent with this map designation." (§1911.4)

"The illustrative plans also suggest improving pedestrian access to the waterfront via the Banneker Overlook at the foot of 10th Street SW and the development of a museum or monument in this area. New water taxi service, transit improvements, and landscaping also are called for." (§1911.5)

"Plans for the Southwest Waterfront should be implemented in a way that recognizes the broader context of the Southwest neighborhood. Southwest is a strong urban community which benefits from the wide social, economic, and ethnic diversity of its residents, as well as a diverse mix of housing types and affordability levels. The neighborhood includes Waterside Mall, initially envisioned as Southwest's "Town Square" in the 1950s-era urban renewal plans. Today the Mall is an office and retail complex of over one million square feet of floor space, including a supermarket, drug store, and bank. Waterside Mall never evolved into the

Town Square it was envisioned to become, and today is planned for redevelopment. Plans for the site call for the re-establishment of 4th Street through the site, and the retention and improvement of retail and office space—along with new uses such as housing and open space." (§1911.6)

3. Policy Focus Area - Southwest Waterfront Policies

a) Policy AW-2.1.1: Mixed Use Development

"Support the redevelopment of the Southwest Waterfront with medium to high-density housing, commercial and cultural uses, and improved open space and parking. The Future Land Use Map shows high density development and it is expected that the project will capitalize on height opportunities to provide public spaces and, where appropriate, a mix of medium development density in order to transition to the surrounding neighborhoods. The development should also be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline." (§1911.7)

b) Policy AW-2.1.2: New Public Spaces and Open Space

"Create new public spaces and plazas at the Southwest waterfront, including an expanded public promenade at the water's edge. Public piers should extend from each of the major terminating streets, providing views and public access to the water." (§1911.8)

c) Policy AW-2.1.3: Connecting to the Southwest Waterfront

"Enhance pedestrian connections from the Southwest neighborhood and L'Enfant Plaza area to the Washington Channel by creating new public spaces and trails, eliminating Water Street, reducing surface parking, linking the Banneker Overlook to Maine Avenue, and providing safer pedestrian crossings across Maine Avenue." (§1911.9)

d) Policy AW-2.1.4: Maine Avenue

"Transform Maine Avenue into a landscaped urban street that has direct access to waterfront uses, provides a pedestrian-friendly street environment, and accommodates multiple modes of travel (including bicycles)." (§1911.10)

e) Policy AW-2.1.5: Washington Channel Maritime Activities

"Reorganize the Washington Channel's maritime activities, including cruise ship berths and marinas, to provide more appropriate relationships to landside uses and provide opportunities for water taxis, ferries, and other forms of water transportation. In implementing this policy, cruise ship operations should be retained and supported, recognizing their economic benefits to the city and their recreational and cultural value for residents and tourists." (§1911.11)

X. Conclusions

- B. Overall plan to create an active mixed use waterfront is a substantial benefit to the city
- C. Plan has been carefully designed to create a sense of place and to establish an iconic presence on a site devoid of much presence right now
- D. Project is not inconsistent with the Comprehensive Plan and, in fact, furthers many of the specific goals and policies of the Plan
- E. Rezoning to C-3-C is consistent with the Future Land Use Map and allows the height necessary to open up the space at the ground level
- F. Project is within the applicable height and bulk standards of the Zoning Regulations
- G. Project provides an appropriate balance between the development proposed, the flexibility requested and the benefits and amenities provided
- H. PUD allows the Zoning Commission to condition approval to what is specifically proposed
- I. Second stage applications will lock in specifics of design and square footage
- J. Project should be approved