

**Consistency with the Southwest Neighborhood Plan**

*Prepared 10.25.2022*

| The Southwest Neighborhood Plan   | PUD Consistency  |
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| <p><b>Model Community Vision</b></p> <p><u>Affordable and Diverse Housing Choices</u></p> <p>Availability of affordable housing, family-sized units in new development, and a mix of housing types, including townhouses and apartments.</p> <p>The neighborhood will look to preserve existing affordable housing units and <b>add affordable units in new development through Planned Unit Developments</b> (PUDs), Inclusionary Zoning, and the disposition of District-controlled land.</p> <p><u>A Healthy Community, Accessible to All.</u></p> <p>The Southwest neighborhood can be responsive to this trend by improving the accessibility of transportation and open spaces.</p> <p>Open spaces can showcase universal design and intergenerational programming to ensure active lifestyles for seniors.</p> | <p>In addition to the creation of new housing where currently no housing is provided, the Project will also produce significant new affordable housing. Specifically, the Applicant will set aside a minimum of 15% of the residential GFA and the penthouse floor area to IZ units, with 1% reserved for households earning up to 50% of the MFI and 14% reserved for households earning up to 60% of the MFI. Moreover, the PUD will include a mix of unit types, including studios, 1BRs, 2BRs, and 3BRs, including 3BR IZ units.</p> <p>The proposed context-sensitive streetscape improvements will provide a comfortable space for pedestrians and project residents on both fronts of the building, on 7th Street and Maine Avenue.</p> <p>The landscape area and open space on 7th Street will provide opportunities for community interaction. The proposed streetscape on Maine Avenue will comply with DDOT standards and will be improved with bike racks, benches, planters, a public art installation, special paving, and tree boxes, creating an inviting pedestrian environment.</p> <p>The proposed building is setback along Maine Avenue to provide additional space for pedestrian use and enjoyment.</p> |
| <p><b>MC.4:</b> Retain the neighborhood’s 19 percent of subsidized units by establishing targets that exceed current Inclusionary Zoning thresholds for future development on publicly owned land and in future Planned Unit Developments.</p>  | <p>The affordable housing provided in the PUD represents a 233% increase in affordable housing compared to what would be provided as a matter-of-right under existing zoning. The affordable housing generated by the penthouse represents a 87.5% increase compared to what would be provided by the same size penthouse in a matter-of-right project.</p> <p>The proposed IZ proffer of 15% is among the highest of all recent PUDs that do not involve a public subsidy, public financing, and/or public land disposition or a ground lease and is consistent with the Housing Equity Report, which aims to achieve 15% affordable units in each Planning Area by 2050.</p>   |

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| <p><b>MC.6:</b> As part of a community benefits package through the PUD process for new construction, prioritize affordable units above the Inclusionary Zoning requirement or fewer affordable units, but larger in size (e.g., three bedrooms) to better serve families.</p>                    | <p>The proposed IZ units will be distributed as follows:</p> <ul style="list-style-type: none"> <li>• Studio: 9 units</li> <li>• One Bedroom: 11 units</li> <li>• Two Bedroom: 4 units</li> <li>• Three Bedroom: 3 units</li> </ul> <p>In addition, the Applicant will ensure that the Project’s website includes information directing potential tenants on how to apply for IZ units.</p>  |
| <p><b>MC.11:</b> Increase the number of benches along sidewalks throughout the Southwest neighborhood to better serve residents of all ages and abilities.</p>  | <p>The plans include benches on Maine Avenue and 7th Street that integrate with the proposed street design and serve the residents and the heavy pedestrian flow.</p>  |
| <p><b>MG.5:</b> Retain existing streets and open spaces that contribute to the L’Enfant Plan.</p>   | <p>The streetscape design on Maine Avenue and open space on 7th Street will be consistent with the existing street layout, but with an enhanced pedestrian experience. The project also incorporates superior urban design features such as new and engaging streetscape improvements, seating areas, layered plantings, and other pedestrian-centric public spaces that create better connections within the neighborhood.</p>  |
| <p><b>MG.6:</b> Ensure future development and improvements reinforce the L’Enfant Plan as an important historic feature tying Southwest to its greater urban context.</p>   | <p>The Project reflects a high-quality, context-sensitive design that leverages an opportunity to make an architectural statement on a corner lot yet remains respectful of surrounding uses.</p> <p>Through the use of façade undulation and significant ground-level setbacks, the massing of the building will not create an undesirable “superblock” along Maine Avenue or 7th Street. The double-height ground floor plaza will distinguish the PUD from The Wharf buildings on the south side of Maine Avenue.</p> |
| <p><b>MG.7:</b> Apply the Design Guidelines contained in the Plan to all new development achieved through the Planned Unit Development process. Matter of right development is also strongly encouraged to apply the Design Guidelines:</p>   | <p>See below.</p>  |
| <p><u>Principle 1: Encourage a mix of building heights.</u><br/>Provide a massing and mix of defined building heights which complement and uphold the current mixture of high-rise and lowrise buildings. Particularly on large sites, this mix should include the provision of rowhouses and</p> | <p>The height of the proposed building is consistent with the heights of adjacent residential buildings, such that the difference between the proposed 110-foot tall building and the existing adjacent buildings at 90, 100, 110, and 130 feet tall will be practically imperceptible from the ground level. The proposed height is not inconsistent with the Comprehensive Plan, including the FLUM designation for the PUD Site. Moreover, development scales down from 130 feet across Maine</p>                     |

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| <p>high-rise buildings, and avoidance of mid-rise building forms.</p>   | <p>Avenue, to the proposed building at 110 feet, to the lower Jefferson Middle School building height to the north of the PUD Site.</p>  |
| <p><u>Principle 2: Achieve design excellence for high quality and timeless development:</u><br/>Achieve high quality development and the creation of attractive buildings and landscapes through design excellence by using distinguished architecture, durable high quality materials and detailing, and advanced sustainable design.</p>  | <p>The design approach is focused on creating a dynamic, sustainable, and signature building and landscape compared to what would otherwise be developed as a matter-of-right.</p> <p>The building corners produce an interlocked wave that piques visual interest at every major corner of the Project. This wave also creates a context-sensitive design that relates to the shape of the PUD Site but also to the Potomac River to the south.</p> <p>The tone-on-tone coloring and change in material pattern within the façade help to subtly emphasize the changing elements and accentuate the fluid nature of the building. This combination of design strategies at the base and core of the building will ultimately produce a simple, integrated, and dynamic mixed-use building.</p> <p>The building will be designed to satisfy the LEED-H Multifamily Midrise v4 Gold rating level. In addition, the Project will implement a holistic and integrative approach to sustainable design strategies.</p> |
| <p><u>Principle 3: Promote variation in building frontages along streets with continuous massing.</u><br/>Promote cohesive building forms and design, while incorporating articulation in the building and landscape design. This will ensure a pedestrian-scale of development and lessen the perceived length of high-rise buildings or rowhouse groupings. Blank, unarticulated walls should be avoided, particularly along streets and pedestrian ways.</p> | <p>The Site is well-positioned as a potential gateway entrance to the Southwest-Waterfront neighborhood from the west – i.e., the approach along Maine Avenue, and from the north – i.e., the approach along 7th Street.</p> <p>Through the use of façade undulation and significant ground level setbacks, the massing of the building will not create an undesirable “superblock” along Maine Avenue or 7th Street.</p> <p>Accordingly, the building design creates an integrated and visually appealing three-sided building that is engaging from every approach, but is also appropriately scaled and approachable to foster a comfortable pedestrian experience.</p> <p>Above the ground level the building is horizontally differentiated by three, three-level building forms, which serve to break down the building height into smaller, more pedestrian friendly proportions.</p>   |
| <p><u>Principle 4: Enhance green space through landscaped perimeters and internal green or amenity spaces.</u><br/>Support Southwest’s vibrant green character through the provision of publicly visible landscaped perimeters; internal green or amenity spaces; and landscaped setbacks</p>   | <p>The proposed landscape incorporates the Southwest’s green character by providing vibrant elements installed to distinguish the Project site from other neighboring properties and foster a safe and inviting pedestrian environment. These elements include bioretention plant beds at grade on Maine Avenue and 7th Street, a sidewalk designed according to DDOT standards, special and</p>   |

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| <p>appropriate to the streetscape, particularly for high-rise structures.</p>  | <p>permeable paving, and tree boxes that creates a user friendly green space within the urban infrastructure. In addition, 7th Street will be enhanced with an on-site green landscape design.</p> <p>Furthermore, with the inclusion of vegetated or “green” roof space, the Project will achieve a minimum GAR of 0.2. The Applicant proposes to include 925 square feet of solar panels on the roof, which is complimentary to the green roof and consistent with the environmental goals of the SAP.</p>   |
| <p><u>Principle 5: Incorporate sustainable building and site design.</u><br/>Employ a range of innovative sustainable design strategies and building standards to promote a high performing environment that encourages healthy living, energy efficiency, and stormwater management.</p>  | <p>The project will be designed to satisfy the LEED-H Multifamily Midrise v4 Gold rating standard. In doing so, the project will implement a holistic and integrative approach to sustainable design, including the incorporation of innovative stormwater management techniques, high performance mechanical and ventilation systems, high performance building envelope systems, and bioretention plant beds. Additionally, 925 square feet of solar panels would be provided on the roof, which satisfies the LEED requirements, but also the sustainable building goals of the SAP.</p> <p>In addition to the sustainability elements that “count” towards LEED certification, the Applicant will also provide 100% electric appliances within the residential units, electric vehicle charging spaces in the garage, and outlets to plug in electric bicycles.</p> <p>Furthermore, as requested by DOEE, several strategies from the Resilient Design Guidelines have been incorporated into the project, including green infrastructure, a solar energy system, and efficient building mechanical systems to ensure a more sustainable building and site design.</p> |
| <p><u>Principle 6: Ensure parking is not a detractor.</u><br/>Locate vehicle parking underground, or in above-grade structures that are visually buffered from the street and adjacent properties. Services such as parking and loading access should avoid the interruption of street-facing building fronts or communal open space</p> | <p>The proposed circulation, parking, and loading for the Project is designed to limit impacts to surrounding properties.</p> <p>The proposed development has a low parking supply that would be located entirely below-grade. Vehicle parking will be accommodated in a two-level underground garage. Vehicular access will be via the improved existing curb cut on 7th Street to accommodate the driveway to the building’s internal garage and loading area on the ground level. A short-term vehicular pick-up and drop-off space will also be provided adjacent to the building. All loading vehicle backing maneuvers will take place outside of public space, per DDOT standards.</p>  |
| <p><u>Principle 7: Maximize transparency and viability of ground floor uses along key commercial corridors.</u><br/>For high-rise structures, provide vibrant ground-floor uses and street-level design that promote pedestrian-oriented usage, particularly on M Street, 4th Street and South Capitol Street.</p>                       | <p>The base of the building will be activated by active residential uses. Moreover, the Project includes substantial public space improvements which will promote pedestrian-oriented usage on 7th Street and Maine Avenue.</p>  |

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| <p><u>Principle 8: Encourage connectivity for pedestrians, bicycles, and vehicular access, including transit where feasible.</u><br/>Promote connectivity by re-establishing the street grid where feasible, as noted in the Plan. (See Page 118)</p>  | <p>The streetscape and landscape features proposed for the Project will enhance the existing pedestrian environment in accordance with DDOT standards.</p> <p>The Project will include a protected bicycle lane on the west side of 7th Street, SW, between I Street and Maine Avenue, SW. The protected bicycle lane installation will include pavement markings, concrete barriers, and/or flexipost bollards along the PUD Site’s frontage and across the west leg of the intersection of 7th Street and Maine Avenue.</p> <p>The Project will also include significant new streetscape improvements that create a safe and pedestrian friendly urban environment, as shown on the landscape plans included in the architectural drawings.</p>  |
| <p><b>Development with Design Guidelines:</b></p> <ol style="list-style-type: none"> <li>1. Mix of high and low-rise buildings</li> <li>2. Variety of architectural character</li> <li>3. Views through and around buildings</li> <li>4. Greater mix of building and housing types</li> <li>5. Reduction of the “urban canyon” effect along corridors</li> <li>6. Public facing open spaces created by setbacks</li> <li>7. Private open spaces in the form of courtyards</li> </ol> | <ol style="list-style-type: none"> <li>1. The height of the proposed building is consistent with the heights of adjacent residential buildings, such that the difference between the proposed 110 foot tall building and the existing adjacent buildings at 90, 100, 110, and 130 feet tall, will be practically imperceptible from the ground level. However, the mix of high and low-rise buildings is apparent to the north of the Site, within the greater neighborhood.</li> <li>2. Use of façade undulation and significant ground level setbacks.</li> <li>3. The building will be articulated such that the corners produce an interlocked wave that piques visual interest at every major corner of the Project. The setback at the ground level will increase the views around the building, and the floor-to-ceiling windows will not only maximize natural light, but will also open up the perspective on the ground floor.</li> <li>4. A high number of new dwelling units, with 15% of the residential gross floor area and penthouse floor area set aside for affordable housing. A mix of unit types will be provided, including studios, 1BRs, 2BRs, and 3BRs, including 3BR IZ units.</li> <li>5. The green spaces proposed such as tree boxes, plantings, bioretention ares, and green roof will reduce any potential urban canyon effect. Also, the setbacks on the ground floor will contribute to the airflow circulation between buildings.</li> <li>6. The proposed ground floor setbacks on 7th Street and Maine Avenue will create a wide-street effect as the private open space integrates with the public right of way.</li> <li>7. The roof level will also include a terrace.</li> </ol> |
| <p><b>Green Oasis</b></p>  | <p>While the proposed PUD would not provide a traditional park, it would include substantial open space along Maine Avenue and 7th Street that would connect to larger spaces. The 7th Street</p>  |

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| <p>Great and Connected Parks and Open Spaces. It is possible to not only retain the atmosphere of a “parks” neighborhood but expand on this concept to realize the enhancement of existing streets, open spaces and parks, and the delivery of green connective tissue throughout the neighborhood. An open space network can take shape as an even stronger greenway that links assets, provides visual connectivity, and enhances bicycle and pedestrian access. Residents would like to see capital investments, design enhancements and outstanding programming at its signature parks: Randall, King Greenleaf, The Southwest Duck Pond, and Library Park. Unlike the other parks, Lansburgh Park, located centrally within the Planning Area, has significant potential to be transformed from a beloved but underperforming park with very limited transparency or access, into an attractive and active “central park” for the neighborhood showcasing design excellence in landscape architecture, increased access and activity, and new “eyes on the park”. Collectively, Southwest parks will be called upon to serve a range of populations – youth, seniors, dog-owners, urban gardeners, athletes, everyone – and provide a mix of active and passive recreation opportunities. Parks can help support active lifestyles and serve as an educational ground for increasing understanding of the environment and healthy living choices.</p> | <p>streetscape, which links to the play fields at Jefferson Middle School, the Duck Pond, and the waterfront at The Wharf, would include a substantial sidewalk with tree boxes, special paving, an art installation, bicycle racks, and benches. The Maine Avenue streetscape would provide a park-like setting with tree boxes, angled benches to encourage socializing, bicycle racks, and layered plantings. Although located along busy thoroughfares, both streetscapes provide essential connections within the Southwest neighborhood, while also providing opportunities for a respite. In addition, the Project also includes approximately 3,520 square feet of landscaping on private property.</p> <p>The goals in the SAP focus on maintaining and improving existing large open spaces as a foundation for a Green Oasis, improving connectivity, and including sustainable features that target stormwater management, healthy living, and energy efficiency.</p> <p>The subject property is located within close proximity to several open spaces and would provide the enhanced greenway that leads to those spaces. It also provides opportunities for passive recreation with the addition of benches, landscape, and art. The PUD would include large bioretention areas that would add to the park-like character of the streetscape and provide stormwater management.</p> |
| <p><b>Goal: Adopt Sustainable DC goals</b><br/> <b>GO.8:</b> Increase the tree canopy in the Southwest Planning Area from 25 percent to 37 percent with the addition of trees in all new developments, streetscape improvements and potentially at existing parks, such as Lansburgh. The creation of larger setbacks for new developments may allow for more tree planting opportunities. Ensure that any diseased trees are removed and replaced at appropriate times.</p>   | <p>The streetscape and landscape features proposed for the Project will enhance the existing pedestrian environment, including the installation of reconfigured tree boxes.</p> <p>The Project will include a Tree Preservation Plan for the existing street trees along Maine Avenue and 7th Street, which is included in the architectural drawings. The Applicant will comply with all District requirements regarding the preservation and/or removal and replacement of existing trees on and surrounding the PUD Site.</p>  |

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| <p><b>GO.11:</b> Reduce stormwater runoff by transforming key areas of existing impervious surfaces to pervious materials and encouraging bioretention and landscaping.</p>   | <p>Some of the sustainable elements proposed for the Project include innovative storm water management techniques, such as planting beds with native or adapted plant material, using permeable paving according to DDOT standards, and installing new bio-retention and intensive green roof areas that will help to minimize stormwater runoff. In addition, the high-quality materials will promote the durability and performance of the building enclosure. A large green roof will be located over a waterproofing system. The aforementioned features will allow the Project to achieve a minimum GAR of 0.2.</p>   |
| <p><b>GO.12:</b> New Private Development: Meet or exceed current flood-proofing requirements (requirements are currently set for 100-year floods). The Southwest neighborhood should consider negotiating with developers so that future PUDs meet flood-proofing for 500-year floods given the rapidly increasing sea-level rise projections. Any setbacks for new developments should become an opportunity for stormwater and flood water retention rather than lawns.</p> | <p>Although the project is not located within a 100 or 500 year flood zone, the Project will incorporate a number of strategies to mitigate future flood risk. These include: establishing occupied spaces above the sea level rise adjusted flood elevation, providing draining control to prevent intrusion, using wettable systems/finishes at and below the lowest occupiable floor, installing rainscreen façade systems, specifying a resilient elevator, protecting mechanical and electric equipment from flooding, installing sewer backflow preventers, providing backup power, and planning for controlled flooding through release/relief of stormwater, among other strategies and techniques. These elements are consistent with the Resilient Design Guidelines provided by DOEE.</p> |
| <p><b>GO.13:</b>Maximize open spaces, vegetation and sustainable practices in new developments achieved through Planned Unit Developments (PUDs).</p>   | <p>The proposed streetscape on Maine Avenue and green landscape on 7th Street, will enhance the existing pedestrian environment. Planters and tree boxes also will be installed to foster a safe and inviting pedestrian environment alongside the ground-floor.</p> <p>In addition, the roof level will include terraces and open spaces, some of them will be covered by a layer of vegetation planted over a waterproofing system. In addition, the Project also includes approximately 3,520 square feet of landscaping on private property. All of the aforementioned features will allow the Project to achieve a minimum GAR of 0.2.</p>  |
| <p><b>GO.14:</b> Encourage the installation of electric vehicle-charging stations and set aside electric vehicle-only parking spaces in the garages of future buildings constructed under Planned Units Developments (PUDs) as a community amenity.</p>   | <p>The parking garage will have a conduit so that EV-charging spaces will be provided upon completion of the building, with additional parking spaces constructed to be EV-ready.</p>  |
| <p><b>Arts in the Public Realm.</b> The Southwest neighborhood can reinforce its identity as an arts and culture destination by manifesting the arts in the public realm. Temporary installations, “pop-up” programming, and events can be focused around the Southwest Duck Pond and vacant parcels and retail spaces along 4th Street SW.</p>   | <p>The Applicant will contribute \$75,000 to MYLY Design, a local minority-owned, women-owned, certified business entity based in Washington, D.C., which will design, fabricate, and install public art on Maine Avenue, SW, between 7th and 9th Streets, SW. The Applicant will also design and install a publically-accessible art piece within the property line located at the northeast corner of the PUD Site.</p>  |

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| <p>Underpasses have long stood as a neighborhood barrier that may be significantly enhanced through incorporation of public art and lighting.</p>   |   |
| <p><b>Safe Pedestrian and Bicycle and Infrastructure.</b><br/> Southwest can focus on upgrading pedestrian crossings and signage along South Capitol Street, Maine Avenue, and 7th Street SW. Additionally, enforcement measures and safety enhancements could be taken to address difficult intersections on ‘I’ Street, M Street and P Street SW. Importantly, concentration should be placed on creating safe walking routes to school, with a special focus on the immediate circulation around the Jefferson Middle School Academy and Amidon-Bowen Elementary. Southwest can and should be a walker’s paradise, creating delight and opportunities for activity for residents and visitors of all ages.</p> <p>With a growing legion of residents who bike for commute or recreation, Southwest can enhance its bicycle infrastructure to better tie into broader District greenways, like the Anacostia River Riverwalk Trail, The Wharf development and the Potomac River, as well as major bicycle routes. Additional Capital Bikeshare locations should be identified to accommodate needs as demand grows.</p> | <p>The Project will include the installation of a protected bicycle lane on the west side of 7th Street, SW, between I Street and Maine Avenue, SW. The protected bicycle lane installation will include pavement markings, concrete barriers, and/or flexipost bollards along the PUD Site’s frontage and across the west leg of the intersection of 7th Street and Maine Avenue.</p> <p>Along Maine Avenue, the Applicant will install new sidewalks, planter beds, tree boxes, bike racks, and benches. Along 7th Street, the Applicant will install planter beds, bike racks, and benches. The proposed streetscape improvements will leverage the PUD Site’s corner location, complement the energy and activity of The Wharf and surrounding area, and provide a safe and comfortable space for building residents, visitors, and passers-by.</p> <p>The Project will include a secure, indoor bicycle storage room with access to electrical outlets for charging electric bikes, as well as short-term bicycle parking along the perimeter of the PUD Site.</p> |
| <p><b>Goal: Enhance pedestrian connections and safety throughout the neighborhood.</b></p> <p><b>VC.3:</b> Improve pedestrian/cyclist crossings through enhanced signage, redesigned crosswalk flashing signals and/or speed cameras at the following intersections:</p> <ol style="list-style-type: none"> <li>a. ‘I’ Street at 7th Street, Delaware Avenue and First Street.</li> <li>b. M Street at Half, First, 3rd and 6th Streets.</li> <li>c. P Street between Half, First, 3rd, 4th and Canal Streets.</li> </ol>   | <p>The design approach is focused on creating a dynamic, sustainable, and signature building that leverages the visible location and irregular configuration of the PUD Site given its potential gateway entrance to the Southwest-Waterfront neighborhood from the west – i.e., the approach along Maine Avenue, and from the north – i.e., the approach along 7th Street.</p> <p>The Project will include the installation of a protected bicycle lane on the west side of 7th Street, SW, between I Street and Maine Avenue, SW. The protected bicycle lane installation will include pavement markings, concrete barriers, and/or flexipost bollards along the PUD Site’s frontage and across the west leg of the intersection of 7th Street and Maine Avenue.</p>  |

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| <p><b>Goal: Improve neighborhood bicycle infrastructure and safety.</b></p> <p><b>VC.4:</b> Link bicycle routes across Southwest by extending dedicated bicycle lanes as recommended in the MoveDC plan along the following segments:</p> <ul style="list-style-type: none"> <li>a. 7th Street between 4th Street and Maine Avenue.</li> <li>b. 3rd Street between ‘I’ Street and M Street.</li> <li>c. First Street between M Street and P Street.</li> </ul> | <p>The Applicant intends to install a protected bike lane on the west side of 7th Street between I Street and Maine Avenue. See above.</p> <p>The bicycle infrastructure will be improved with bike racks on Maine Avenue and 7th Street and long-term bicycle parking within the building.</p>   |
| <p><b>Goal: Ensure that Maine Ave provides an attractive transition from the Southwest neighborhood to The Wharf development.</b></p> <p><b>VC.8:</b> Improve streetscape and pedestrian infrastructure along Maine Avenue to create a complete street in alignment with plans depicted by Hoffman-Madison Waterfront for its development at The Wharf.</p>  | <p>Overall, the Project will enhance the corner of Maine Avenue and 7th Street and would complement The Wharf development. The ground floor open space on 7th Street will create a hospitable environment for residents and visitors of the Project, and distinguish the PUD from The Wharf buildings on the south side of Maine Avenue.</p> <p>In addition, the building will significantly enhance the northwest corner of the Maine Avenue/ 7th Street intersection, and will create visual interest from three primary approach points toward The Wharf.</p> <p>Along Maine Avenue, the Applicant will install new sidewalks, planter beds, tree boxes, bike racks, and benches to improve the pedestrian experience. Along 7th Street, the Applicant will install planter beds, bike racks, benches, and bioretention areas. The proposed streetscape improvements will leverage the PUD Site’s corner location, complement the energy and activity of The Wharf and surrounding area, and provide a safe and comfortable space for building residents, visitors, and passers-by to enjoy.</p> |