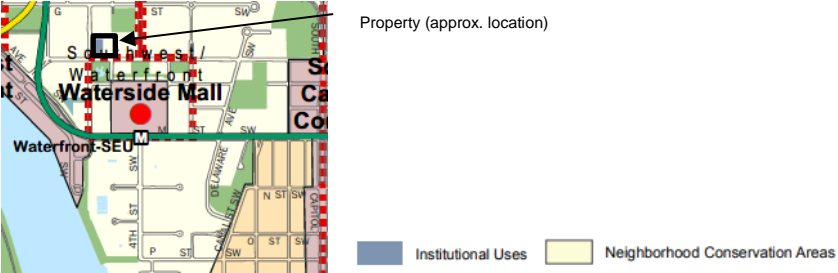
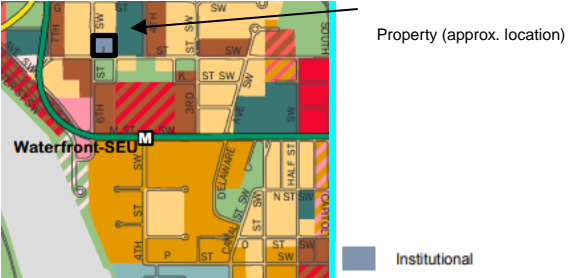


Consistency with the Comprehensive Plan and Southwest Neighborhood Plan

Map Designation	Application to the Project
<p>The Property is designated on the Generalized Policy Map as largely “Institutional,” which areas “may see new buildings or facilities added,” and “Neighborhood Conservation Areas, which, when property is vacant, development “will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses.” 10-A DCMR §§ 223.4, 223.22.</p> 	<p>The Project is not inconsistent with these designations, as it provides an infill redevelopment of an institutional site that respects and transitions from the scale of the adjacent residential neighborhood to more high-density commercial developments at the Wharf and Waterfront Station and provides both residential use consistent with the neighborhood and cultural/institutional use.</p>
<p>The Property is shown on the Future Land Use Map as “Institutional” allowing for institutional uses and, when redeveloped, any new “designations should be comparable in density or intensity to those in the vicinity.” <i>Id.</i> §§ 225.16, 226.1.</p> 	<p>The Project accommodates a mix of cultural/institutional uses (by the Shakespeare Theatre Company (“STC”)) and residential uses, which accommodates the intent of the Future Land Use Map. The STC’s rehearsal and working space facilitates its purpose as an arts and cultural institution. Additionally, the residential use compliments STC’s cultural use and makes the project viable. When the use of an Institutional land use site is changed, the new uses should be comparable in density or intensity to surrounding uses. Many of the immediate neighboring properties are within the Moderate Density Residential designation. The proposed MU-4 Zone District is a zone that permits moderate-density mixed-use development and is therefore consistent with the twin goals of comparable overall density to surrounding uses yet also accommodating the institutional use called for in the Future Land Use Map.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
Framework Element: Guiding Principles	
<p>1. Change in the District of Columbia 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. <i>Id.</i> § 217.1</p>	<p>The Project represents positive, desirable change, with new public benefits and amenities and improvement of a vacant lot.</p>
<p>2. A city must be diverse to thrive, and the District cannot sustain itself by only attracting small, affluent households. To retain residents and attract a diverse population, the city should provide services that support families. A priority must be placed on sustaining and promoting safe neighborhoods offering health care, quality education, transportation, child care, parks, libraries, arts and cultural facilities, and housing for families. <i>Id.</i> § 217.2 (emphasis added)</p>	<p>The Project adds new neighborhood-serving uses including educational and arts uses that add diversity to the existing uses. The Project also includes family-sized housing units, including affordable family-sized units.</p>
<p>3. 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. <i>Id.</i> § 217.3</p>	<p>The Project includes a variety of housing, including for-sale units, including family-sized units, as well as housing for artists through the fellows and actor housing for STC.</p>
<p>4. The District needs both residential and non-residential growth to survive. Nonresidential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. <i>Id.</i> § 217.4</p>	<p>The Project adds both residential and non-residential uses in support of this principle.</p>
<p>5. 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. <i>Id.</i> § 217.5</p>	<p>The Project is located on a vacant site that has developed in a manner that improves the surrounding street grid and is compatible with surrounding development.</p>
<p>6. 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. <i>Id.</i> § 217.6</p>	<p>The Project is a redevelopment of an infill site near transit. The Project respects the surrounding community. An infrastructure impact analysis was included in the initial Application at Exhibit G and Exhibit B of the Supplemental Submission addresses infrastructure impacts further.</p>
<p>7. 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. <i>Id.</i> § 217.7</p>	<p>The Project is part of a regionally-significant development that adds new residents, jobs, and arts and cultural opportunities.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>8. 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. <i>Id.</i> § 218.1</p>	<p>The Project is respectful of nearby residential neighborhoods and does not threaten any unique qualities of Southwest DC. Instead, the Project enhances the qualities of Southwest neighborhoods with a low-profile building and townhouse-style walk-in units with ample open space.</p>
<p>9. 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. <i>Id.</i> § 218.2</p>	<p>The Project adds to the arts and institutional uses within the Southwest community that provides opportunities for residents.</p>
<p>10. 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. <i>Id.</i> § 218.3</p>	<p>The Project advances this principle through the production of new for-sale housing, including affordable for-sale housing, as well as housing for fellows and actors who otherwise would be unlikely to be able to live in the neighborhood.</p>
<p>11. The District of Columbia contains many buildings and sites that contribute to its identity. Protecting historic resources through preservation laws and other programs is essential to retain the heritage that defines and distinguishes the city. Special efforts should be made to conserve row houses as the defining element of many District neighborhoods, and to restore neighborhood “main streets” through sensitive renovation and updating. <i>Id.</i> § 218.4</p>	<p>The Project does not adversely affect any historic resources or neighborhoods and contributes to the strong character of contemporary architecture in Southwest DC.</p>
<p>12. Enhanced public safety is one of the District’s highest priorities and is vital to the health of our neighborhoods. The District must continue to improve safety and security, and sustain a high level of emergency police, fire, and medical assistance. Moreover, the District must engage in appropriate planning and capital investments to reduce the likelihood and severity of future emergencies. <i>Id.</i> § 218.6</p>	<p>The Project’s development of a currently vacant lot improves security. The Project is also designed to promote and support public safety and health.</p>
<p>13. Confidence in government begins at the neighborhood level. It is built block-by-block, based on day-to-day relationships and experiences. Meaningful citizen participation and quality, responsive neighborhood services are essential to sustain successful neighborhoods. <i>Id.</i> § 218.7</p>	<p>The Project’s design and mix of uses are the result of several years of community engagement and public participation. The Applicant expects that such engagement and participation will continue through the Project’s development.</p>
<p>14. Public input in decisions about land use and development is an essential part of creating successful neighborhoods, from development of the Comprehensive Plan to every facet of its implementation. <i>Id.</i> § 218.8</p>	

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>15. Increasing access to jobs and education by District residents is fundamental to improving the lives and economic well-being of District residents. Education must equip students with the skills and tools to succeed. <i>Id.</i> § 219.1</p>	<p>The Project provides space for an additional arts-related jobs in addition to jobs associated with the residential components of the Project.</p>
<p>16. 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. <i>Id.</i> § 219.2</p>	<p>The Project includes private growth that is tailored to the level of supporting infrastructure. The Project capitalizes on the District’s location and the presence of transit.</p>
<p>17. Increasing access to education and employment is linked to broader social goals such as strengthening families, creating a better future for the city’s youth, and reducing chronic and concentrated poverty. Therefore, physical plans for the city must be accompanied by plans and programs to improve our educational system, improve literacy and job training, and link residents to quality jobs. <i>Id.</i> § 219.3</p>	<p>The Project is mindful of District youth and general population by increasing arts access for residents and by coordinating with nearby schools to assist in their missions.</p>
<p>18. The overarching goals of the Comprehensive Plan cannot be achieved without sustained investment in public school and library facilities. The physical condition of these facilities must be improved before the vision of a more inclusive city can be truly achieved. <i>Id.</i> § 219.4</p>	
<p>19. Land development policies should be focused to create job opportunities for District residents. This means that sufficient land should be planned and zoned for new job centers in areas with high unemployment and under-employment. A mix of employment opportunities to meet the needs of residents with varied job skills should be provided. <i>Id.</i> § 219.6</p>	<p>The Project develops vacant land and adds new jobs in an area that from a jobs perspective is still growing. The Project’s new jobs are transit accessible and range from entry-level to management positions and will require a range of educational backgrounds.</p>
<p>20. Providing more efficient, convenient, and affordable transportation for residents to access jobs in the District and in the surrounding region is critical to achieve the goal of increasing District residents’ access to employment. <i>Id.</i> § 219.7</p>	<p>The Project enhances transit use and encourages walking and biking. It provides adequate parking for the proposed uses.</p>
<p>21. Despite the recent economic resurgence in the city, the District has yet to reach its full economic potential. Expanding the economy means increasing shopping and services for many District neighborhoods, bringing tourists beyond the National Mall and into the city’s business districts, and creating more opportunities for local entrepreneurs and small businesses. The District’s economic development expenditures should help support local businesses and provide economic benefits to the community. <i>Id.</i> § 219.9</p>	<p>The Project’s arts-supporting use will support arts-related tourism in the District and will bring additional residential units near transit.</p>
<p>22. Increased mobility can no longer be achieved simply by building more roads. The priority must be on investment in other forms of transportation, particularly transit. Mobility can be enhanced further by improving the connections between different transportation modes, improving traveler safety and security, and increasing system efficiency. <i>Id.</i> § 220.1</p>	<p>The Project encourages multi-modal access given the location to the Metrorail, its prioritization of walking and bicycling, and its relative de-emphasis of vehicles.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>23. Transportation facilities, including streets, bridges, transit, sidewalks, and paths, provide access to land and they provide mobility for residents and others. Investments in the transportation network must be balanced to serve local access needs for pedestrians, bicyclists, transit users, autos and delivery trucks as well as the needs of residents and others to move around and through the city. <i>Id.</i> § 220.2</p>	<p>The Project supports and serves pedestrians and cyclists. Loading for the Project occurs entirely out of the public realm. Additionally, the Project will improve public space adjacent to the Property.</p>
<p>24. The District continues to grow in reputation as an international cultural center. To sustain this growth, it must continue to support a healthy arts and cultural community through its land use, housing, and economic development policies. The power of the arts to express the identity of each community while connecting neighborhoods and residents must be recognized. <i>Id.</i> § 220.5</p>	<p>The Project supports arts and cultural development through the arts-supporting use in a transit-accessible location.</p>
<p>25. The District’s communities are connected by a shared heritage of urban design, reflecting the legacy of the L’Enfant Plan, the McMillan Plan, the Height Act of 1910, and preservation of much of the historic urban fabric. After more than two centuries of building, the nation’s capital is still a remarkable place. Urban design and streetscape policies must retain the historic, majestic, and beautiful qualities that make Washington unique among American cities. <i>Id.</i> § 220.7</p>	<p>The Project features urban design principles that are compatible with the surrounding buildings and that reinforce contemporary best practices such as orientation to the street and a lack of surface parking.</p>
<p>26. The site selected for the national capital was characterized by a very special topography, including hills interlaced with broad rivers and streams. The topography allowed for the construction of a special collection of buildings that give the District a unique profile. This profile has been further protected by local and national ordinances and must continue to be protected in the future. This should include the protection of views and vistas and the enhancement of city gateways. <i>Id.</i> § 221.1</p>	<p>The Project does not disrupt views north along 6th Street, SW or I Street SW.</p>
<p>27. The earth, water, air, and biotic resources of the District must be protected. Furthermore, such resources should be restored and enhanced where they have been degraded by past human activities. In particular, reforestation of the District and maintenance of its tree cover should be emphasized to sustain the District’s reputation as one of America’s “greenest” cities. <i>Id.</i> § 221.2</p>	<p>The Project is constructed on an infill, unforested location and will result in the planting of additional trees. The Project is designed with environmentally-progressive principles and will be certified LEED Gold 2009. The Project adds rooftop solar and many other green features.</p>
<p>28. 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. <i>Id.</i> § 221.3</p>	
<p>29. 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. <i>Id.</i> § 221.4</p>	<p>The Project’s transit-oriented location is considered to be environmentally preferable. The Project includes stormwater and landscaping elements that improve surface and ground water quality.</p>

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Policy Objective	Application to the Project
<p>30. The District’s parks and open spaces provide health, recreational, psychological, aesthetic, and ecological benefits that contribute to the quality of life. Maintenance and improvement of existing parks, and increased access to open space and recreation across the city are basic elements of the city’s vision. The District’s public open spaces should be protected against exploitation, and their recreational and environmental values should be conserved. <i>Id.</i> § 221.5</p>	<p>The Project’s new private and public open spaces improve the quality of life of existing and new residents in support of the objectives of this Guiding Principle.</p>
<p>Land Use Element</p>	
<p>Policy LU-1.1.7: Central Employment Area Edges--Support the retention of the established residential neighborhoods adjacent to the Central Employment Area. Appropriate building setbacks, lot coverage standards, and a stepping down in land use intensity and building height shall be required along the edges of the CEA to protect the integrity and historic scale of adjacent neighborhoods and to avoid creating sharp visual distinctions between existing and new structures. <i>Id.</i> § 304.13</p>	<p>The Project provides the appropriate setbacks and step-down in height and land use intensity from the higher-density I Street area (including the Wharf and Waterfront Station areas) to the residential areas to the north and west.</p>
<p>Policy LU-1.3.2: Development Around Metrorail Stations--Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas. <i>Id.</i> § 306.11</p>	<p>The Project represents an ideal transit-oriented development with new housing and employment opportunities in close proximity to a Metrorail station on previously-vacant land. The Project’s design minimizes auto usage and encourages transit ridership without overcrowding the station.</p>
<p>Policy LU-1.3.3: Housing Around Metrorail Stations--Recognize the opportunity to build senior housing and more affordable “starter” housing for first-time homebuyers adjacent to Metrorail stations, given the reduced necessity of auto ownership (and related reduction in household expenses) in such locations. <i>Id.</i> §306.12</p>	<p>The Project provides housing near a Metrorail station, with for-sale residential units, including affordable units, with a large portion family-sized units.</p>
<p>Policy LU-1.3.4: Design To Encourage Transit Use--Require architectural and site planning improvements around Metrorail stations that support pedestrian and bicycle access to the stations and enhance the safety, comfort and convenience of passengers walking to the station or transferring to and from local buses. These improvements should include lighting, signage, landscaping, and security measures. Discourage the development of station areas with conventional suburban building forms, such as shopping centers surrounded by surface parking lots. <i>Id.</i> § 306.13</p>	<p>The Project features urban architecture and site planning aspects that, given the proximity of the Metrorail station, encourage pedestrian and bicycle access and safety to such station. Streetscaping and landscaping details serve pedestrians and enhance safety.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>Policy LU-1.3.5: Edge Conditions Around Transit Stations--Ensure that development adjacent to Metrorail stations is planned and designed to respect the character, scale, and integrity of adjacent neighborhoods. For stations that are located within or close to low density areas, building heights should “step down” as needed to avoid dramatic contrasts in height and scale between the station area and nearby residential streets and yards. <i>Id.</i> § 306.14</p>	<p>The Project respects the character, scale, and integrity of the Southwest neighborhood. The Project appropriate steps down development from the larger apartment buildings near the Metrorail station to the lower-density residential developments to the north and west of the Property.</p>
<p>Policy LU-1.3.6: Parking Near Metro Stations--Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all day commuters. <i>Id.</i> § 306.15</p>	<p>Almost all of the Project’s parking is located below-grade and does not encourage auto uses to access the Project.</p>
<p>Policy LU-1.3.7: TOD Boundaries--Tailor the reach of transit-oriented development (TOD) policies and associated development regulations to reflect the specific conditions at each Metrorail station and along each transit corridor. The presence of historic districts and conservation areas should be a significant consideration as these policies are applied. <i>Id.</i> § 306.16</p>	<p>The Project’s transit-oriented nature is expressly a part of its overall design. The Project provides a set-down in height and density, transitioning into the residential neighborhood.</p>
<p>Policy LU-1.4.1: Infill Development--Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. <i>Id.</i> § 307.5</p>	<p>The Project is on an infill site that is currently a gap in the urban fabric and that detracts from the pedestrianized and urban nature of I Street and 6th Street SW. The Project complements the established urban character of I Street, SW and provides a step down transition into the townhouse neighborhoods to the north at west.</p>
<p>Policy LU-1.4.3: Zoning of Infill Sites--Ensure that the zoning of vacant infill sites is compatible with the prevailing development pattern in surrounding neighborhoods. This is particularly important in single family and row house neighborhoods that are currently zoned for multi-family development. <i>Id.</i> § 307.7</p>	<p>The Project’s zoning is compatible with the prevailing moderate density pattern of this part of Southwest and reflects an appropriate increase in density given the site’s adjacency to Metro.</p>
<p>Policy LU-2.1.1: Variety of Neighborhood Types--Maintain a variety of residential 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. <i>Id.</i> § 309.5</p>	<p>The Project advances this objective of having a range of residential neighborhoods that includes moderate-density mixed-use types. The mixed-use character of the Project is a positive element that enhances the character of the surrounding area.</p>

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Policy Objective	Application to the Project
<p>Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods--Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others. <i>Id.</i> § 309.8</p>	<p>The Project increases housing supply and expands arts uses in this arts corridor to help create a transition project that will not harm the character of other neighborhoods but will instead strengthen neighborhood character.</p>
<p>Policy LU-2.1.7: Conservation of Row House Neighborhoods--Protect the character of row house neighborhoods by requiring the height and scale of structures to be consistent with the existing pattern, considering additional row house neighborhoods for “historic district” designation, and regulating the subdivision of row houses into multiple dwellings. Upward and outward extension of row houses which compromise their design and scale should be discouraged. <i>Id.</i> § 309.12</p>	<p>The Project provides an appropriate buffer from the higher-density apartment buildings along I Street, SW and the lower-density residential developments to the north and west of the Property.</p>
<p>Policy LU-2.1.8: Zoning of Low and Moderate Density Neighborhoods--Discourage the zoning of areas currently developed with single family homes, duplexes, and rowhouses (e.g., R-1 through R-4) for multifamily apartments (e.g., R-5) where such action would likely result in the demolition of housing in good condition and its replacement with structures that are potentially out of character with the existing neighborhood. <i>Id.</i> § 309.13</p>	<p>The Project does not include the demolition of any housing, but instead includes the redevelopment of vacant land with a mixed-use development that appropriately transitions to nearby rowhouses.</p>
<p>Policy LU-2.1.11: Residential Parking Requirements--Ensure that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations (including proximity to transit). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation demand management measures are implemented and a reduction in demand can be clearly demonstrated. <i>Id.</i> § 309.16</p>	<p>The Project’s parking is responsive to the expected demand generated by its users in light of the Project’s proximity to transit. The Project includes TDM measures.</p>
<p>Policy LU-2.2.4: Neighborhood Beautification--Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. <i>Id.</i> § 310.5</p>	<p>The Project’s landscaping and streetscaping efforts advance this beautification objective.</p>
<p>Policy LU-2.3.1: Managing Non-Residential Uses in Residential Areas--Maintain zoning regulations and development review procedures that:(a) prevent the encroachment of inappropriate commercial uses in residential areas; and (b) limit the scale and extent of non-residential uses that are generally compatible with residential uses, but present the potential for conflicts when they are excessively concentrated or out of scale with the neighborhood. <i>Id.</i> § 311.3</p>	<p>The Project includes arts and institutional uses in the lower level of the Project in an appropriate context adjacent to residentially-zoned areas that is not out of context or scale with the neighborhood.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>Policy LU-2.3.2: Mitigation of Commercial Development Impacts--Manage new commercial development so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas. Before commercial development is approved, establish requirements for traffic and noise control, parking and loading management, building design, hours of operation, and other measures as needed to avoid such adverse effects. <i>Id.</i> § 311.4</p>	<p>The Project’s impacts from traffic, litter, shadows, and the like are all carefully managed and mitigated as part of its design and operational planning efforts.</p>
<p>Policy LU-2.3.3: Buffering Requirements--Ensure that new commercial development adjacent to lower density residential areas provides effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaping, fencing, screening, height step downs, and other architectural and site planning measures that avoid potential conflicts. <i>Id.</i> § 311.5</p>	<p>The Project includes appropriate buffers for the non-residential uses, which are arts-focused and concentrated along I Street, away from the rowhouses to the north and west.</p>
<p>Policy LU-2.3.4: Transitional and Buffer Zone Districts--Maintain mixed use zone districts which serve as transitional or buffer areas between residential and commercial districts, and which also may contain institutional, non-profit, embassy/chancery, and office-type uses. Zoning regulations for these areas (which currently include the SP-1 and SP-2 zones) should ensure that development is harmonious with its surroundings, achieves appropriate height and density transitions, and protects neighborhood character. <i>Id.</i> § 311.6</p>	<p>The Project serves as an appropriate transitional or buffer area between the larger density apartment buildings and mixed uses further south and east of the Project to the lower-density rowhouses to the north and west of the Project.</p>
<p>Policy LU-2.3.5: Institutional Uses--Recognize the importance of institutional uses, such as private schools, child care facilities, and similar uses, to the economy, character, history, and future of the District of Columbia. Ensure that when such uses are permitted in residential neighborhoods, they are designed and operated in a manner that is sensitive to neighborhood issues and that maintains quality of life. Encourage institutions and neighborhoods to work proactively to address issues such as traffic and parking, hours of operation, outside use of facilities, and facility expansion. <i>Id.</i> § 311.7</p>	<p>The Project includes arts-related institutional uses in harmony with residential uses that maintain the quality of life for the neighborhood.</p>
<p>Policy LU-2.3.8: Non-Conforming Commercial and Industrial Uses--Reduce the number of nonconforming uses in residential areas, particularly those uses that generate noise, truck traffic, odors, air and water pollution, and other adverse effects. Consistent with the zoning regulations, limit the expansion of such uses and fully enforce regulations regarding their operation to avoid harmful impacts on their surroundings. <i>Id.</i> § 311.10</p>	<p>The Project does not introduce any nonconforming uses that generate noise, truck traffic, odors, air and water pollution, or other adverse effects to a residential area.</p>
<p>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. <i>Id.</i> § 312.5</p>	<p>The Project promotes the vitality of the arts-focused area in the Southwest neighborhood. The Project expands economic and job opportunities and invites social interaction, all within the largely residential context of the Project.</p>

Comprehensive Plan Analysis

Policy Objective	Application to the Project
<p>Policy LU-2.4.5: Encouraging Nodal Development--Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. <i>Id.</i> § 312.9</p>	<p>The Project encourages the nodal nature of development around the Metrorail station. The Project’s height, mass, and scale do not unreasonably impact the immediate surrounding context, which is generally of comparable heights and scale.</p>
<p>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. <i>Id.</i> § 312.1</p>	<p>The Project’s lower-level commercial uses are of an appropriate scale and design relative to the arts-focused goals for this area.</p>
<p>Policy LU-2.4.8: Addressing Commercial Parking Impacts--Ensure that the District’s zoning regulations consider the traffic and parking impacts of different commercial activities, and include provisions to mitigate the parking demand and congestion problems that may result as new development occurs, especially as related to loading and goods delivery. <i>Id.</i> § 312.12</p>	<p>The Project includes transportation demand management measures and a loading plan that mitigates potential demand and congestion problems.</p>
<p>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. <i>Id.</i> § 312.14</p>	<p>The Project’s proposed ground level uses enhance the pedestrian realm along I Street and 6th Street, SW and further animate that environment art both in public space and in the windows of the Project. The Project does not permanently enclose outdoor public space.</p>
<p>Policy LU-3.2.1: Transportation Impacts of Institutional Uses--Support ongoing efforts by District institutions to mitigate their traffic and parking impacts by promoting ridesharing, carpooling, public transportation, shuttle service and bicycling; providing on-site parking; and undertaking other transportation demand management measures. <i>Id.</i> § 315.6</p>	<p>The Project’s cultural/institutional use is designed to discourage auto-oriented uses and is in close proximity to Metrorail to encourage public transit.</p>
<p>Transportation Element</p>	

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Policy Objective	Application to the Project
<p>Policy T-1.1.2: Land Use Impact Assessment--Assess the transportation impacts of development projects using multi-modal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including that of carbon dioxide, should be included in the assessment to land use impacts. <i>Id.</i> § 403.8</p>	<p>This application includes Comprehensive Transportation Review (Exhibit 22A in the record) assessed the Project’s transportation impacts using multi-modal standards to allow for more accurate measurements and mitigation techniques. The Project will adhere to rigorous environmental standards established by the USGBC and will include multiple features that mitigate its environmental impacts, as outlined in the LEED scorecard and GAR checklist included in the Plans.</p>
<p>Policy T-1.1.3: Context-Sensitive Transportation--Design transportation infrastructure to support current land uses as well as land use goals for compact, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. <i>Id.</i> § 403.9</p>	<p>The Project’s private alley supports the Project’s mix of uses without adversely affecting goals for compact, transit-accessible development.</p>
<p>Policy T-1.1.4: Transit-Oriented Development--Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. <i>Id.</i> § 403.1</p>	<p>The Project represents textbook transit-oriented development given its proximity to the Metrorail station.</p>
<p>Policy T-1.2.3: Discouraging Auto-Oriented Uses--Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. <i>Id.</i> § 404.8</p>	<p>The Project does not feature any auto-oriented uses. Its private alley is designed to minimize pedestrian and vehicular conflicts. The Project’s design minimizes curb cuts by locating the entrance in the corner of the Property and away from pedestrian entrances, for parking and loading access.</p>
<p>Policy T-1.3.1: Transit-Accessible Employment--Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. <i>Id.</i> § 405.11</p>	<p>The Project’s STC uses are transit-accessible employment opportunities.</p>
<p>Policy T-2.3.3: Bicycle Safety--Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist. <i>Id.</i> § 409.1</p>	<p>The Project provides both curbside bicycle parking for short-term visitors and long-term bicycle parking inside the building.</p>
<p>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. <i>Id.</i> § 410.5</p>	<p>The Project improves sidewalk and pedestrian areas along 6th Street and I Street SW.</p>

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Policy Objective	Application to the Project
<p>Policy T-2.4.2: Pedestrian Safety--Improve safety and security at key pedestrian nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals. See also Action T-1.1.A on developing multi-modal transportation measures of effectiveness, and the Educational Facilities Element for recommendations on the Safe Routes to School program. <i>Id.</i> § 410.6</p>	<p>The Project includes the construction of “bumpouts” along 6th Street intersections as a traffic calming measure, which improves pedestrian safety and shortens the crosswalk distances for pedestrians crossing 6th Street SW.</p>
<p>Policy T-2.4.3: Traffic Calming--Continue to address traffic-related safety issues through carefully considered traffic calming measures. <i>Id.</i> §410.7</p>	<p>The Project includes the construction of “bumpouts” along 6th Street intersections as a traffic calming measure.</p>
<p>Policy T-2.4.4: Sidewalk Obstructions--Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or elderly pedestrians can safely use them. <i>Id.</i> § 410.8</p>	<p>The Project’s sidewalk areas are designed to create separation between walking and the entrances to the building. These uses are not impediments to safe pedestrian access and are accessible to the disabled and elderly.</p>
<p>Policy T-3.1.1: Transportation Demand Management (TDM) Programs--Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. <i>Id.</i> § 414.8</p>	<p>The Project will include TDM measures as outlined in the Comprehensive Transportation Report, to reduce automobile usage and increase transit usage.</p>
<p>Policy T-3.3.1: Balancing Good Delivery Needs--Balance the need for goods delivery with concerns about roadway congestion, hazardous materials exposure, quality of life, and security. <i>Id.</i> § 416.8</p>	<p>By relocating all loading facilities to private space, the Project appropriately balances goods delivery and pedestrian quality.</p>
<p>Housing Element</p>	
<p>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. <i>Id.</i> § 503.2</p>	<p>The Project is a private-sector led initiative to provide new housing and affordable housing consistent with other District policies and objectives.</p>
<p>Policy H-1.1.2: Production Incentives--Provide suitable regulatory, tax, and financing incentives to meet housing production goals. These incentives should continue to include zoning regulations that permit greater building area for commercial projects that include housing than for commercial projects that do not include housing. <i>Id.</i> § 503.3</p>	<p>The Project is the subject of regulatory (e.g., PUD) incentives to achieve District housing production goals.</p>

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Policy Objective	Application to the Project
<p>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. <i>Id.</i> § 503.4</p>	<p>The Project is part of a development on vacant, underutilized land that is ideal to meet the District’s goals for additional housing. Because of the Project’s location near the Metro station and its placement in a transition area, a moderate density multi-family residential building is the most appropriate form of housing.</p>
<p>Policy H-1.1.5: Housing Quality--Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. <i>Id.</i> § 503.6</p>	<p>The Project’s affordable housing is designed to the similar high architectural standards as its market-rate housing, and the two types of units are generally indistinguishable and have access to the same project amenities.</p>
<p>Policy H-1.1.6: Housing in the Central City--Absorb a substantial component of the demand for new high-density housing in Central Washington and along the Anacostia River. Absorbing the demand for higher density units within these areas is an effective way to meet housing demands, create mixed-use areas, and conserve single family residential neighborhoods throughout the city. Mixed income, higher density downtown housing also provides the opportunity to create vibrant street life, and to support the restaurants, retail, entertainment, and other amenities that are desired and needed in the heart of the city. <i>Id.</i> § 503.7</p>	<p>The Project satisfies this goal by providing transitional density housing between the Central Employment Area near the Project and the lower-density townhouses interspersed with other low- and moderate-density apartment buildings.</p>
<p>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. <i>Id.</i> § 504.6</p>	<p>The Project includes affordable ownership housing as well as housing for actors and fellows with the STC, providing housing for individuals who may not otherwise be able to live in the District.</p>
<p>Policy H-1.2.2: Production Targets--Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in the city over the next 20 years should be affordable to persons earning 80 percent or less of the area wide median income (AMI). Newly produced affordable units should be targeted towards low-income households in proportions roughly equivalent to the proportions shown in Figure 5.2. <i>Id.</i> § 504.7</p>	<p>The Project provides not only affordable housing in excess of what is required under the Zoning Regulations, but it provides housing for actors and fellows of the STC to encourage artists living in this arts and cultural corridor in Southwest where they otherwise may not be able to live.</p>

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Policy Objective	Application to the Project
<p>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. <i>Id.</i> § 504.8</p>	<p>The Project adds new affordable housing in a mixed-income building in a portion of the District with a substantial mix of market and affordable housing options.</p>
<p>Policy H-1.2.7: Density Bonuses for Affordable Housing--Provide zoning incentives to developers proposing to build low- and moderate-income housing. Affordable housing shall be considered a public benefit for the purposes of granting density bonuses when new development is proposed. <i>Id.</i> § 504.14</p>	<p>The Project benefits from a zoning incentive in exchange for, in part, providing new for-sale affordable housing.</p>
<p>Policy H-1.3.1: Housing for Families--Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments. <i>Id.</i> § 505.6</p>	<p>Although the Project does not include three- or four-bedroom units, it does provide some family units (i.e., two-bedrooms). The Project’s proposed bedroom counts reflect planning principles which suggest building smaller units nearer to transit and larger units further away.</p>
<p>Policy H-1.3.2: Tenure Diversity--Encourage the production of both renter-occupied and owner-occupied housing. <i>Id.</i> § 505.7</p>	<p>The Project includes owner-occupied units, while surrounding apartment buildings include renter-occupied units.</p>
<p>Policy H-1.3.6: Single Room Occupancy Units--Allow the development of single room occupancy (SRO) housing in appropriate zone districts. Please consult Land Use Element Policy LU-2.1.7 for policies on row house conversions to multi-family units. <i>Id.</i> § 505.11</p>	<p>The Project includes a small number of SRO units for STC fellows in an appropriate small-scale manner to provide no-cost housing for the fellows.</p>
<p>Policy H-1.4.6: Whole Neighborhood Approach--Ensure that the construction of housing is accompanied by concurrent programs to improve neighborhood services, schools, job training, child care, parks, health care facilities, police and fire facilities, transportation, and emergency response capacity. <i>Id.</i> § 506.12</p>	<p>The Project considers the whole neighborhood development, with transit access, jobs, and improvements to the streetscape and nearby parks.</p>
<p>Policy H-2.1.1: Protecting Affordable Rental Housing--Recognize the importance of preserving rental housing affordability to the well-being of the District of Columbia and the diversity of its neighborhoods. Undertake programs to protect the supply of subsidized rental units and low-cost market rate units. <i>Id.</i> § 509.5</p>	<p>The Project does not disrupt or displace any existing housing.</p>

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Policy Objective	Application to the Project
<p>Policy H-2.1.3: Avoiding Displacement--Maintain programs to minimize displacement resulting from the conversion or renovation of affordable rental housing to more costly forms of housing. These programs should include financial, technical, and counseling assistance to lower income households and the strengthening of the rights of existing tenants to purchase rental units if they are being converted to ownership units. Rental housing comprises almost 60 percent of the housing stock and is the main housing option for those just entering the workforce and those without the initial resources to purchase a home. <i>Id.</i> § 509.7</p>	<p>Because the Project is constructed on vacant land there is no loss of any existing housing and consequently no displacement of existing residents. All of the Project's affordable housing is net new affordable housing.</p>
<p>Policy H-2.1.4: Conversion of At-Risk Rentals to Affordable Units--Support efforts to purchase affordable rental buildings that are at risk of being sold and converted to luxury apartments or condominiums, in order to retain the units as affordable. Consider a variety of programs to manage these units, such as land banks and sale to non-profit housing organizations. <i>Id.</i> § 509.8</p>	<p>Because the Project does not replace any existing housing there is no loss of affordable rental units. The Project's affordable units must be maintained as rental units.</p>
<p>Policy H-2.2.3: Tax Relief--Maintain tax relief measures for low income homeowners and low income senior homeowners faced with rising assessments and property taxes. These measures should reduce the pressure on low income owners to sell their homes and move out of the District. <i>Id.</i> § 510.5</p>	<p>The Project does not directly impact any existing low income households.</p>
<p>Policy H-3.1.1: Increasing Home Ownership--Enhance community stability by promoting home ownership and creating opportunities for first-time home buyers in the District. Provide loans, grants, and other District programs in order to raise the District's home ownership rate from its year 2000 figure of 41 percent to a year 2015 figure of 44 percent. Increased opportunities for home ownership should not be provided at the expense of the District's rental housing programs, or through the displacement of low income renters. <i>Id.</i> § 512.4</p>	<p>The Project provides the quintessential opportunity for first-time home buyers in the District by providing for-sale units, including family-sized two-bedroom units. The Project also includes affordable for-sale units. Finally, the Project improves vacant land so it does not replace an existing housing, affordable or otherwise.</p>
<p>Policy H-3.1.2: First-Time Buyer Income Targets--Structure home ownership and down payment assistance programs to benefit working families with incomes between 50 percent and 120 percent of the areawide median income.</p>	<p>The Project's affordable units provide ownership opportunities for families with incomes at 80 percent of the Median Family Income.</p>
<p>Policy H-4.2.4: Barrier-Free Housing for the Disabled--Work toward a target of designing eight (8) percent of the new housing units added to the city's stock over the next 20 years specifically to meet the accessibility needs of persons with physical disabilities. These units should be spread evenly across affordability brackets. <i>Id.</i> § 516.1</p>	<p>The Project is designed in accordance with applicable accessibility laws including the Americans with Disabilities Act ("ADA").</p>

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Policy Objective	Application to the Project
Environmental Protection Element	
<p>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. <i>Id.</i> § 603.4</p>	<p>The Project includes new street trees and plantings as part of a comprehensive landscaping plan that beautifies and enhances the street network, provides stormwater retention benefits, and offers amenities for visitors and residents alike.</p>
<p>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. <i>Id.</i> § 603.6</p>	
<p>Policy E-1.3.1: Preventing Erosion--Ensure that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions. Support the use of retaining walls and other "best management practices" that reduce erosion hazards. Erosion requirements should be implemented through building permit and plan reviews, and enforced through the permitting and regulatory processes. <i>Id.</i> § 605.2</p>	<p>The Project's redevelopment of a vacant lot is subject to erosion control best management practices. An erosion control plan is included in the Plans.</p>
<p>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. <i>Id.</i> § 609.3</p>	<p>The Project's internal water efficient fixtures are part of the Project's overall effort to achieve a LEED Gold 2009 level of design.</p>
<p>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. <i>Id.</i> § 610.3</p>	<p>The Project's LEED Gold 2009 level of design includes a number of energy efficient features in furtherance of these policy objectives. In addition, the Project features rooftop solar panels as an alternative and clean energy source that provides a modest level of price control on energy expenses. The Project also features car-charging stations in the parking garage.</p>
<p>Policy E-2.2.2: Energy Availability--Improve energy availability and buffer District consumers from fluctuations in energy supply and prices. This should be achieved through the District's energy purchasing policies, financial assistance programs for lower income customers, incentives for "green" power, and regulatory changes that ensure that local energy markets are operating efficiently. <i>Id.</i> § 610.4</p>	
<p>Policy E-2.2.3: Reducing Home Heating and Cooling Costs--Encourage the use of energy-efficient systems and methods for home insulation, heating, and cooling, both to conserve natural resources and also to reduce energy costs for those members of the community who are least able to afford them. <i>Id.</i> § 610.5</p>	
<p>Policy E-2.2.4: Alternative Energy Sources--Support the development and application of renewable energy technologies, such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct sunlight for distributed-energy generators and passive-solar homes relying on the sun as a primary energy source. <i>Id.</i> § 610.6</p>	
<p>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. <i>Id.</i> § 610.7</p>	

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Policy Objective	Application to the Project
Policy E-2.2.7: Consumer Education on Energy --Promote citizen awareness concerning energy issues through educational and demonstration initiatives and other programs. <i>Id.</i> § 610.1	
Policy E-3.1.1: Maximizing Permeable Surfaces --Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. <i>Id.</i> § 613.2	The Project employs a variety of permeable surfaces, green roofs, and other landscaping to achieve these policy objectives. In addition, the Project does not include any parking lots.
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. <i>Id.</i> § 613.3	
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. <i>Id.</i> § 614.2	The Project will be designed and constructed in “green” building practices to a LEED Gold 2009 level.
Policy E-3.2.2: Green Building Education and Awareness --Support programs that educate District employees, the building and real estate communities, and the public regarding the benefits and techniques of green building. <i>Id.</i> § 614.3	The Project will display its achievement of its LEED Gold certification as a means of raising public awareness of its green status.
Policy E-3.4.1: Mitigating Development Impacts --Take measures to ensure that future development mitigates impacts on the natural environment and results in environmental improvements wherever feasible. Construction practices which result in unstable soil and hillside conditions or which degrade natural resources without mitigation shall be prohibited. <i>Id.</i> § 616.3	The Project mitigates environmental impacts to the maximum extent feasible. Because the Project site is generally flat, there are no grade or slope challenges for the Project.
Policy E-3.4.2: Transparency of Environmental Decision-Making --Ensure that discussions and decisions regarding environmental impacts and mitigation measures occur through a transparent process in which the public is kept informed and given a meaningful opportunity to participate. <i>Id.</i> § 616.4	The Project’s environmental decision-making has been and will continue to be part of the discussion of the Project’s public and transparent review and impact evaluation.
Policy E-3.4.3: Environmental Assessments --Ensure full and meaningful compliance with the District of Columbia Environmental Policy Act of 1989, effective October 18, 1989 (D.C. Law 8-36; D.C. Official Code § 8-109.01 et seq.) [“DC EPA”], including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act of 1969, approved January 1, 1970 (83 Stat. 852; 42 U.S.C. 4321 et seq.). The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. Carbon dioxide and other greenhouse gas (GHG) emissions impacts should be included in the environmental impact assessments. The process should ensure that the information is available when a development is proposed and is available to the public and decision-makers before any decision is made. <i>Id.</i> § 616.5	The Project will comply with the DC EPA as part of its building permit review process. By virtue of the Project’s LEED Gold rating, inclusion of solar panels, and transit-oriented location, the Project generates far lower GHG emissions than a typical development of the same size. In addition, the DC EPA includes a process for evaluating air quality impacts pursuant to applicable law and regulation.

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Policy Objective	Application to the Project
<p>Policy E-4.1.3: Evaluating Development Impacts On Air Quality--Evaluate potential air emissions from new and expanded development, including transportation improvements and municipal facilities, to ensure that measures are taken to mitigate any possible adverse impacts. These measures should include construction controls to reduce airborne dust, and requirements for landscaping and tree planting to absorb carbon monoxide and other pollutants. <i>Id.</i> § 618.8</p>	<p>The Project's TDM measures mitigate any possible adverse impacts of air emissions from new development. The Project also includes construction and landscaping controls that provide air quality mitigation.</p>
<p>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. It also includes the promotion of trip reduction measures such as videoconference facilities, telecommuting, flextime, and carpooling. Strategies to reduce congestion and idling time, such as improved signal timing and reversible commute lanes also should contribute to air quality improvement. <i>Id.</i> § 618.1</p>	<p>The Project reduces motor vehicle emissions by virtue of its proximity to transit, its Project-wide TDM, and its overall pedestrian-supportive design.</p>
<p>Policy E-4.1.6: Clean Fuels--Encourage the use of clean fuel vehicles and enhance efforts to place refueling and recharging equipment at facilities accessible for public use. Where feasible, provide financial incentives for District residents and business to use clean vehicles, such as reduced motor vehicle tax and license fees. <i>Id.</i> § 618.11</p>	<p>The Project advances this policy objective by including electric vehicle charging stations in prominent locations within its below-grade garage.</p>
<p>Policy E-4.2.3: Control of Urban Runoff--Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. <i>Id.</i> § 619.8</p>	<p>The Project controls stormwater runoff to an enhanced degree by virtue of its compliance with standards for development in the District.</p>
<p>Policy E-4.2.5: Groundwater Protection--Protect Washington's groundwater from the adverse effects of urban uses. Contaminated groundwater should be investigated to determine whether long term monitoring or treatment is necessary or feasible. Future land uses and activities should be managed to minimize public exposure to groundwater hazards and reduce the likelihood of future contamination. <i>Id.</i> § 619.1</p>	<p>The Project is designed to avoid public exposure to any groundwater hazards and to reduce the risk of future contamination, all in compliance with applicable laws.</p>
<p>Policy E-4.7.4: Flood Plains--Restrict development within FEMA-designated flood plain areas. Consistent with the Federal Elements of the Comprehensive Plan, prohibit activities within these areas that could pose public health or safety hazards in the event of a flood. Regulation of land uses in flood plains, waterfronts, and other low-lying areas should consider the long-term effects of global warming and sea-level rise on flood hazards. <i>Id.</i> § 624.7</p>	<p>The Project is not located within the 100-year floodplain.</p>
<p>Policy E-4.8.2: Expanded Outreach to Disadvantaged Communities--Expand local efforts to involve economically disadvantaged communities, particularly those communities that historically have been impacted by power plants, trash transfer stations, and other municipal or industrial uses, in the planning and development processes. <i>Id.</i> § 625.4</p>	<p>The Project is the subject of an extensive public outreach and community participation process in which all community members, including historically disadvantaged communities, are encouraged to participate.</p>

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Policy Objective	Application to the Project
<p>Policy E-5.1.1: Low Impact Development and Green Building Methods for the District--Strongly encourage the use of low impact development (LID) methods and green building design methods and materials in new construction and major rehabilitation projects undertaken by the District of Columbia government. <i>Id.</i> § 627.3</p>	<p>The Project’s stormwater retention and green area features and other LID methods are all demonstrated by the Project’s commitment to LEED Gold.</p>
<p>Policy E-5.1.4: Sustainable Landscaping--Encourage landscaping practices on District properties that reduce the need for watering and mowing, control the spread of invasive species, increase the use of landscaping for stormwater management, and reduce the use of pesticides and herbicides. <i>Id.</i> § 627.6</p>	<p>The Project’s landscaping is designed to employ best management practices with respect to low-impact watering and chemical usage.</p>
<p>Economic Development Element</p>	
<p>Policy ED-1.1.2: Economic Linkages--Leverage the potential of core industries to provide new employment opportunities, particularly the growth of businesses that supply essential goods and services to the government, universities, hospitals, law firms, hotels, non-profits, and other major employers in the city. Based on regional and national economic data and indicators, opportunities exist to more aggressively market the District as a corporate headquarters location, grow the building trade and construction industries, and expand information-based industries such as broadcast media. <i>Id.</i> § 703.1</p>	<p>The Project provides employment opportunities in the residential development and the STC-related non-profit jobs in the building.</p>
<p>Policy ED-1.1.3: Diversification--Diversify the District’s economy by targeting industries with the greatest potential for growth, particularly technology-based and creative industries, retail, international business, and the building trades. <i>Id.</i> § 703.11</p>	<p>The Project includes office and rehearsal space and other unique uses that will help diversify the Southwest DC economy.</p>
<p>Policy ED-1.1.4: Competitive Edge--Maintain and enhance the District’s competitive edge relative to the Metropolitan Washington region and United States markets in such industry sectors as government, professional services, education, health care and tourism. This will require continued government support and incentives for economic development programs, government participation in local economic development projects and initiatives, and strengthened capacity among local economic development organizations, community development corporations, and workforce development groups. <i>Id.</i> § 703.12</p>	<p>The Project allows one of the District’s premier arts organization, STC, to enhance its services to the District and its overall mission, which will improve the District’s arts competitive edge.</p>
<p>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. <i>Id.</i> § 707.6</p>	<p>The Project provides non-profit office space on the Property adjacent to the Central Employment Area and near the Anacostia Waterfront.</p>
<p>Policy ED-2.1.5: Infill and Renovation--Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space. <i>Id.</i> § 707.1</p>	<p>The Project is largely residential and does not include public-facing office space. However, it does provide a unique non-profit office opportunity in connection with STC’s other uses at the Project.</p>

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Policy Objective	Application to the Project
Policy ED-2.3.2: Visitor Attractions --Provide new and enhanced visitor attractions and entertainment venues in the District, particularly attractions that complement the traditional museums and monuments and draw more international visitors and young adults to the city. New attractions should create a clear identity for the District as the region's major entertainment center. <i>Id.</i> § 709.6	The Project, while not including performance theatres, will contribute to the cultural and arts identity for the I Street corridor in Southwest.
Policy ED-2.3.3: Amenities Beyond the Mall --Promote the development of cultural amenities beyond the Mall in an effort to more fully capitalize on the economic benefits of tourism. <i>Id.</i> § 709.7	The Project's STC use advance this objective of locating cultural amenities beyond the Mall.
Policy ED-4.1.1: Educational Improvements --Continue collaborative efforts with the District of Columbia Public Schools and DC Charter School organizations to improve the quality of public education, reduce the drop out rate, and improve basic competency and skill levels among District youth. Every District child should be guaranteed a safe and productive learning environment that promotes academic and personal achievement. <i>Id.</i> § 716.6	STC's programming provides significant education opportunities, including specific benefits targeted toward Amidon-Bowen Elementary School and Jefferson Middle School.
Policy ED-4.1.4: Adult Education --Increase and more effectively target resources for adult education and workforce development, vocational training, and technical training for unskilled adult workers. <i>Id.</i> § 716.9	STC includes adult education programming for the community.
Policy ED-4.1.5: Learning Outside the Classroom --Support greater opportunities for learning and student achievement outside the classroom, including tutoring and mentoring programs by the District's major employers, non-profits, and volunteers; and a full array of after school programs. <i>Id.</i> § 716.1	STC provides numerous opportunities for students and adults to learn about Shakespeare and theatre outside of the classroom.
Parks, Recreation, and Open Space Element	
Policy PROS-1.2.2: Improving Access --Improve access to the major park and open space areas within the city through pedestrian safety and street crossing improvements, bike lanes and storage areas, and adjustments to bus routes. <i>Id.</i> § 805.6	The Project improves access to parks and public spaces in and adjacent to the Project, which is directly across the street from the Duck Pond park in Southwest.
Policy PROS-1.2.3: Responding To Community Change --Update and improve existing parks in response to changing demographics, cultural norms, and community needs and preferences. Parks should reflect the identity and needs of the communities they serve. <i>Id.</i> § 805.7	The Project includes a benefit commitment to serving on the Duck Pond Advisory Group to help with future arts programming.
Policy PROS-1.3.6: Compatibility with Adjacent Development --Design and manage park activities and facilities including recreation centers in a way that is compatible with nearby residential and commercial uses. <i>Id.</i> § 806.8	The Project is designed to complement the Duck Pond across the street.
Policy PROS-2.1.3: Quality and Compatible Design --Require all park improvements to be of high design and construction quality, sensitive to the natural environment, and compatible with surrounding land uses. <i>Id.</i> § 809.8	The Project's landscaping and streetscape improvements are of a high-quality of landscape design and materiality.

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<p>Policy PROS-2.1.4: Responding to Local Preferences--Provide amenities and facilities in District parks that are responsive to the preferences and needs of the neighborhoods around the parks. Park planning should recognize that there are different leisure time interests in different parts of the city. To better understand these differences, the community must be involved in key planning and design decisions. <i>Id.</i> § 809.9</p>	<p>The Project includes a commitment for STC to serve on the advisory group for the Duck Pond.</p>
<p>Policy PROS-2.1.5: Adapting to Changing Needs--Allow the development of facilities which respond to changing preferences and community needs in appropriate District parks, including fenced dog exercise areas (dog parks), skate parks, tot lots, and water spray parks. <i>Id.</i> § 809.1</p>	<p>The Project commitment to the Duck Pond will help the park adapt to the changing neighborhood.</p>
<p>Policy PROS-4.3.3: Common Open Space in New Development--Provide incentives for new and rehabilitated buildings to include "green roofs", rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. <i>Id.</i> § 819.5</p>	<p>The Project includes green roofs and private outdoor amenity spaces that provide visual relief and balance for residents and visitors.</p>
<p>Urban Design Element</p>	
<p>Policy UD-1.1.2: Reinforcing the L'Enfant and McMillan Plans--Respect and reinforce the L'Enfant and McMillan Plans to maintain the District's unique, historic and grand character. This policy should be achieved through a variety of urban design measures, including appropriate building placement, view protection, enhancement of L'Enfant Plan reservations (green spaces), limits on street and alley closings (see Figure 9.3), and the siting of new monuments and memorials in locations of visual prominence. Restore as appropriate and where possible, previously closed streets and alleys, and obstructed vistas or viewsheds. <i>Id.</i> § 903.7</p>	<p>The Project respects and reinforces the L'Enfant Plan in Southwest DC through its orientation and view corridor protection.</p>
<p>Policy UD-1.2.4: View Protection--Recognize and protect major views in the city, particularly characteristic views of city landmarks, and views from important vantage points. Recognize the importance of views to the quality of life in the city and the identity of Washington and its neighborhoods. <i>Id.</i> § 904.6</p>	<p>The Project is situated within the height context of the surrounding neighborhood and does not negatively impact the views along 6th Street or I Street SW.</p>
<p>Policy UD-1.4.3: Avenue/Boulevard Vistas and View Corridors--Protect views and view corridors along avenues/boulevards, particularly along streets that terminate at important civic monuments or that frame distant landmarks. Vistas along such streets should be accentuated by creating more well-defined street walls, improving landscaping, and requiring the highest architectural quality as development takes place. <i>Id.</i> § 906.9</p>	<p>The Project's massing and design reinforce the neighborhood character of 6th Street and accentuate the corner turning from 6th to I Street SW, transitioning to the glass façade reflecting the change in feel along I Street.</p>
<p>Policy UD-2.2. 1: Neighborhood Character and Identity--Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. <i>Id.</i> § 910.6</p>	<p>As an infill project, the Project relates rationally to the adjacent townhouses and apartment buildings and the overall context.</p>
<p>Policy UD-2.2.2: Areas of Strong Architectural Character--Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk. <i>Id.</i> § 910.7</p>	<p>The Project is complementary in form, height, bulk, and elements (e.g., ground-entry units along 6th Street) to other buildings in Southwest DC as well as the surrounding buildings.</p>

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<p>Policy UD-2.2.4: Transitions in Building Intensity--Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the surrounding neighborhood. <i>Id.</i> § 910.11</p>	<p>The Project avoids any stark transitions in building intensity through façade articulation and other appropriately scaled setbacks and yards in relationship to the townhouses to the north and west.</p>
<p>Policy UD-2.2.5: Creating Attractive Facades--Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. <i>Id.</i> § 910.12</p>	<p>The Project’s pedestrian-scale façades are highly-designed and articulated, and they avoid the monolithic elements that are discouraged.</p>
<p>Policy UD-2.2.6: Maintaining Facade Lines--Generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic facade line, or by placing buildings at odd angles to the street, unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm. <i>Id.</i> § 910.14</p>	<p>The Project’s facades generally align with the prevailing façade line along 6th Street SW and I Street SW.</p>
<p>Policy UD-2.2.7: Infill Development--Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. <i>Id.</i> § 910.15</p>	<p>The Project avoids any overpowering contrasts of scale, height, or density.</p>
<p>Policy UD-2.2.9: Protection of Neighborhood Open Space--Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. <i>Id.</i> § 910.18</p>	<p>The Project’s height and massing prevent loss of sunlight to neighboring properties and does not remove any neighborhood open space. The Project will also assist in improving the Duck Pond open space across I Street SW.</p>
<p>Policy UD-2.2.10: Surface Parking--Encourage the use of shade trees and landscaping or screening of surface parking areas. Parking should be designed so that it is not the dominant element of the street, and should be located behind development rather than in front of it. <i>Id.</i> § 910.19</p>	<p>The Project’s parking is largely located below-grade and the parking access drive and two surface parking spaces are located at the rear of the Property.</p>
<p>Policy UD-2.2.11: Parking Structures--Encourage creative solutions for designing structured parking to minimize its visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape. <i>Id.</i> § 910.21</p>	<p>The Project employs below-grade structured parking.</p>
<p>Policy UD-2.2.12: Strip Shopping Centers--Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs within designated neighborhood centers. <i>Id.</i> § 910.23</p>	<p>The Project’s non-residential uses are pedestrian —rather than automobile— oriented.</p>

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Policy Objective	Application to the Project
<p>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 facades. <i>Id.</i> § 913.8</p>	<p>The Project includes high-quality and contextually-appropriate streetscaping and landscaping, including streetscaping sensitive to the unique streetscape along 6th Street SW.</p>
<p>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. <i>Id.</i> § 913.9</p>	<p>The Project preserves and enhances the width of sidewalks along 6th and I Streets SW and promotes safe pedestrian experiences along both public streets adjacent to the Property.</p>
<p>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. <i>Id.</i> § 913.1</p>	<p>The Project employs variations in paving and design to differentiate the pedestrian and planting areas in the streetscape. The Project also includes the unique streetscape design along 6th Street consistent with this area.</p>
<p>Policy UD-3.1.4: Street Lighting--Provide street lighting that improves public safety while also contributing to neighborhood character and image. <i>Id.</i> § 913.11</p>	<p>The Project employs street lighting the public streets.</p>
<p>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. Transit shelters, benches, bicycle parking, safe-pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel. <i>Id.</i> § 913.12</p>	<p>The Project's 6th and I Street streetscapes foster pedestrian and cycling connections.</p>
<p>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. <i>Id.</i> § 913.13</p>	<p>The Project's I Street streetwall is highly designed with a gently curving facade to create a comfortable and inviting pedestrian experience.</p>
<p>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. <i>Id.</i> § 913.14</p>	<p>The Project's I Street, SW streetscaping promotes the ground level uses for STC, enhances walking, and promotes an enjoyable pedestrian experience. The Project also eliminates an existing curb cut at the Property.</p>
<p>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. <i>Id.</i> § 913.15</p>	<p>The Project includes a commitment to work with the Duck Pond advisory group to improve the Duck Pond public space across the street from the Project.</p>

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Policy Objective	Application to the Project
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. <i>Id.</i> § 913.18	The Project includes private sector-financed streetscape improvements in conjunction with the Project.
Policy UD-3.1.12: Programming of Outdoor Space --Encourage the programming of outdoor space with events and activities (such as performances, arts, and farmers markets) that stimulate streetlife and active use. <i>Id.</i> § 913.19	The Project includes art panels in the public space to enhance the cultural corridor along I Street SW.
Policy UD-3.1.13: Signage --Encourage high standards of signage throughout the District, particularly for signs that designate landmarks, historic districts, and other areas of civic importance. <i>Id.</i> § 913.2	The Project will include high quality signage that is included in the Plans for the Project.
Policy UD-3.2.3: Site Planning and Design Measures to Increase Security --Encourage architectural design and site planning methods that minimize perimeter security requirements and have a reduced impact on the public realm. Such measures include separating entryways, controlling access, "hardening" of shared walls, and the selection of more resilient building materials. <i>Id.</i> § 914.8	The Project employs design elements and an overall design strategy that minimizes the intrusiveness of security elements while still protecting pedestrians and the Project's interior circulation space. The Project's security elements are architectural and ornamental in addition to having functional value.
Policy UD-3.2.4: Security Through Streetscape Design --Develop and apply attractive, context-sensitive security measures in the design of streets, plazas, and public spaces. These measures should use an appropriate mix of bollards, planters, landscaped walls, vegetation, and street furniture rather than barriers and other approaches that detract from aesthetic quality. <i>Id.</i> § 914.9	
Policy UD-3.2.5: Reducing Crime Through Design --Ensure that the design of the built environment minimizes the potential for criminal activity. Examples of preventive measures include adequate lighting, maintaining clear lines of sight and visual access, and avoiding dead-end streets. A more attractive solution has been implemented at the Museum of the American Indian, where security and aesthetic needs are successfully balanced. Makeshift security measures such as jersey barriers adversely affect District streets and sidewalks. <i>Id.</i> § 914.1	The Project includes appropriate levels of lighting and monitoring to provide for a comfortable and safe pedestrian and resident experience and to minimize opportunities for criminal or other undesirable activities.
Policy UD-4.1.5: Small Area Plans --Integrate urban design considerations into small area plans. Consider the use of illustrative design guidelines and place-specific urban design standards as part of these plans. <i>Id.</i> § 916.1	The Project is consistent with the Southwest Neighborhood Small Area Plan, as set forth below.
Historic Preservation Element	
Policy HP-2.1.2: Disposition of District-Owned Properties —Evaluate District-owned properties for historic potential before acting on disposition. When disposal of historic properties is appropriate, ensure their continued preservation through transfer to a suitable new steward under conditions that ensure their protection and reuse. <i>Id.</i> § 1008.3	The Project site is not within any historic district and does not contain any existing structures, so this objective does not limit development of the Project.

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Policy Objective	Application to the Project
<p>Policy HP-2.3.1: The Plan of the City of Washington--Preserve the defining features of the L'Enfant and McMillan plans for Washington. Work jointly with federal agencies to maintain the public squares, circles, and major reservations as landscaped open spaces that provide a means to experience the legacy of the city plan. Preserve the historic pattern of streets and associated minor reservations, and protect these historic rights-of-way from incompatible incursions and intrusions. <i>Id.</i> § 1010.3</p>	<p>The Project respects and reinforces the L'Enfant Plan in Southwest DC through the building's orientation and view corridor protection. The Project includes appropriate massing, signage, and streetscaping that respects and reinforces the form and importance of the L'Enfant Plan.</p>
<p>Policy HP-2.3.3: Spatial Character of L'Enfant Plan Streets--Protect the generous open space and reciprocal views of the L'Enfant Plan streets, avenues, and reservations. Protect the integrity and form of the L'Enfant system of streets and reservations from inappropriate new buildings and physical incursions. Support public and private efforts to provide and maintain street trees to help frame axial views and reinforce the city's historic landscape character. <i>Id.</i> § 1010.5</p>	
<p>Policy HP-2.3.4: Public Space Design in the L'Enfant Plan--Reinforce the historic importance and continuity of the streets as public thoroughfares through sensitive design of sidewalks and roadways. Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the historic street network. Work jointly with federal agencies to preserve the historic statuary and other civic embellishments of the L'Enfant Plan parks, and where appropriate extend this tradition with new civic art and landscape enhancements of the public reservations. <i>Id.</i> § 1010.6</p>	
<p>Policy HP-2.3.5: Enhancing Washington's Urban Design Legacy--Adhere to the design principles of the L'Enfant and McMillan Plans in any improvements or alterations to the city street plan. Where the character of the historic plan has been damaged by intrusions and disruptions, promote restoration of the plan through coordinated redevelopment and improvement of the transportation network and public space. <i>Id.</i> § 1010.7</p>	
<p>Community Service and Facilities Element</p>	
<p>Policy CSF-1.1.1: Adequate Facilities--Construct, rehabilitate, and maintain the facilities necessary for the efficient delivery of public services to current and future District residents. <i>Id.</i> § 1103.6</p>	<p>The Project's environmental impact analysis confirms that adequate utility services exist to support the Project and that the Project will not adversely affect efficient delivery of services in the future. The Applicant has met with many District agencies and utilities, and Exhibit B of the Supplemental Submission addresses those meetings.</p>

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Policy Objective	Application to the Project
<p>Policy CSF-1.2.6: Impact Fees--Ensure that new development pays its "fair share" of the capital costs needed to build or expand public facilities to serve that development. Consider the use of impact fees for schools, libraries, and public safety facilities to implement this policy. Adoption of any fees shall take potential fiscal, economic, and real estate impacts into account and shall be preceded by the extensive involvement of the development community and the community at large. <i>Id.</i> § 1104.8</p>	<p>The Project will pay into the DC Water System "System Availability Fee," which is assessed based on the size of the Project. The applicant is not aware of any other relevant mandatory impact fees.</p>
<p>Policy CSF-3.2.1: Location of Branch Libraries--Locate branch libraries in a systematic way to maximize access for the greatest number of District residents, including future residents who will reside in planned new neighborhoods. This approach may result in the development of new libraries in growing population centers within the city and the replacement of the substandard "kiosk" type libraries with larger, more appropriately designed facilities. <i>Id.</i> § 1111.2</p>	<p>The Project's location in close proximity to an existing library branch which is being updated provides additional residents to patronize such branch and provides improved pedestrian access to help maximize usage of that branch.</p>
<p>Policy CSF-4.2.3: Responsiveness to Demographic Change--Ensure that fire and emergency medical services and facility assessments are responsive to the changing social and economic composition of the population, including workers and visitors as well as residents. <i>Id.</i> § 1114.1</p>	<p>The Project's mix of uses are unlikely to present a significant shift in the demographics of the population that existing fire and emergency medical services personnel are accustomed to treating. The Applicant has met with FEMS, as noted in Exhibit B to this Supplemental Submission.</p>
<p>Educational Facilities Element</p>	
<p>Policy EDU-2.1.1: Collaborative Arrangements with Community Service Providers--Create partnerships between DCPS, District government, non-profits, and other institutions to promote schools as the central focus of community activities. <i>Id.</i> § 1209.5</p>	<p>The Project's educational benefits focused on the neighborhood schools (Amidon Bowen Elementary School and Jefferson Middle School) adds arts educational programming as an important component of the community benefits from the Project.</p>
<p>Infrastructure Element</p>	
<p>Policy IN-1.2.1: Modernizing and Rehabilitating Water Infrastructure--Work proactively with WASA [now DC Water] to repair and replace aging infrastructure, and to upgrade the water distribution system to meet current and future demand. The District will support water system improvement programs that rehabilitate or replace undersized, defective, or deteriorating mains. The District will also support concurrent programs that ensure that lines are flushed in order to eliminate the potential for stagnant water to accumulate at the ends of water mains. ANCs and community organizations should be consulted in the siting of any new facilities to ensure that the potential for adverse impacts are appropriately addressed. <i>Id.</i> § 1304.3</p>	<p>The Project met with DC Water to determine infrastructure needs for the Project and will pay and required system fees.</p>

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<p>Policy IN-1.2.2: Ensuring Adequate Water Pressure--Work proactively with WASA to provide land for new storage tanks and other necessary operations so that adequate water supply and pressure can be provided to all areas of the District. The siting and design of water storage tanks and similar facilities should be consistent with the policies of the Urban Design and Environmental Protection Elements, and should minimize visual impacts and "skylining" effects on ridges or hills. <i>Id.</i> § 1304.4</p>	<p>The Project will not adversely affect water pressure in the surrounding area.</p>
<p>Policy IN-2.1.1: Improving Wastewater Collection--Provide for the safe and efficient collection of wastewater generated by the households and businesses of the District. Ensure that new development does not exacerbate wastewater system deficiencies, and instead supports improved system efficiency and reliability. <i>Id.</i> § 1306.7</p>	<p>The Project employs efficient wastewater fixtures and systems and is designed to maintain system reliability.</p>
<p>Policy IN-2.1.2: Investing In Our Wastewater Treatment Facilities--Provide sustained capital investment in the District's wastewater treatment system to reduce overflows of untreated sewage and improve the quality of effluent discharged to surface waters. Ensure that the Blue Plains treatment plant is maintained and upgraded as needed to meet capacity needs and to incorporate technological advances in wastewater treatment. <i>Id.</i> § 1306.8</p>	<p>The Project will contribute additional funds to maintain infrastructure through user fees and charges.</p>
<p>Policy IN-2.2.1: Improving Stormwater Management--Ensure that stormwater is efficiently conveyed, backups are minimized or eliminated, and the quality of receiving waters is sustained. Stormwater management should be an interagency process with clear lines of responsibility with regard to oversight, guidelines, and resources. <i>Id.</i> § 1307.3</p>	<p>The Project employs a highly-efficient stormwater capture and retention system.</p>
<p>Policy IN-3.1.1: Solid Waste Collection--Ensure safe, reliable, adequate solid waste collection from residences, business establishments, institutions and other facilities. <i>Id.</i> § 1310.5</p>	<p>The Project's solid waste collection occurs via the private driveway for the Property by a private company that will come no more than twice a week.</p>
<p>Policy IN-3.1.3: Reducing Community Impacts--Reduce the adverse effects of solid waste facilities, including noise, odors, and truck traffic, on District neighborhoods. <i>Id.</i> § 1310.6</p>	
<p>Policy IN-5.1.1: Adequate Electricity--Ensure adequate electric supply to serve current and future District of Columbia needs. This will require collaboration with PEPCO and other service providers. <i>Id.</i> § 1314.6</p>	<p>The Project is supplied by an adequate source of electricity. In addition the Project contributes to the supply of electricity through the inclusion of solar panels. The Applicant met with Pepco to discuss the Project, as noted in Exhibit B to the Supplemental Submission.</p>
<p>Policy IN-5.1.2: Undergrounding Electric Distribution Lines--Plan for the undergrounding of electric distribution lines throughout the District to provide increased reliability of service and enhanced aesthetics and safety, and seek equitable means to cover the high costs associated with undergrounding. Use the opportunity for undergrounding to bury other above-ground communication lines, such as telephone lines, wherever feasible. <i>Id.</i> § 1314.7</p>	<p>The Project is served exclusively by underground electric power lines.</p>

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Policy Objective	Application to the Project
<p>Policy IN-6.1.1: Coordination of Infrastructure Improvements--Ensure that infrastructure upgrades are carefully scheduled and coordinated with development and redevelopment plans in order to minimize traffic rerouting, pavement cuts for laying cable or placement of other infrastructure within the street right-of-way, street closings, disruptive subsurface excavation, and utility shut-offs. <i>Id.</i> § 1317.2</p>	<p>To the extent required for the Project, any infrastructure upgrades will be carefully scheduled and coordinated with the applicable District agencies in order to minimize any impacts on neighbors.</p>
<p>Policy IN-6.1.3: Developer Contributions--Require that private developers fund the necessary relocation or upgrading of existing utilities to address limitations with existing infrastructure on or adjacent to proposed development sites. For necessary upgrades to water and wastewater infrastructure, developers should contribute to the cost of extending utilities to the project site or upgrading existing utilities to the specifications necessary for their proposed project. <i>Id.</i> § 1317.5</p>	<p>The Project will contribute a system accessibility fee to DC Water, which fee advances the objectives of this policy. The Project will also include additional transformer vaults.</p>
<p>Arts and Culture Element</p>	
<p>Policy AC-1.1.2: Development of New Cultural Facilities--Develop new neighborhood cultural facilities across the District, providing affordable space for grass roots and community arts organizations. Provide technical and financial assistance to organizations to help plan and build such facilities. <i>Id.</i> § 1403.3</p>	<p>The Project includes new STC cultural uses that will enhance STC’s mission throughout the District.</p>
<p>Policy AC-1.1.3: Distribution of Facilities--Promote improved geographic distribution of arts and cultural facilities, including development of arts facilities and venues east of the Anacostia River and in other parts of the city where they are in short supply today. <i>Id.</i> § 1403.4</p>	<p>The Project includes a new arts facility geographically separate from other STC uses that improves this area of Southwest as an arts corridor.</p>
<p>Policy AC-1.1.4: Cultural and Artistic Diversity--Ensure that neighborhood cultural facilities accommodate a wide variety of arts disciplines, cultures, individuals and organizations. Facilities should also accommodate the special needs of seniors and persons with disabilities. <i>Id.</i> § 1403.5</p>	<p>The Project’s STC use provides back-of-house operations, including rehearsal space, office space, and a costume shop, all serving different arts disciplines.</p>
<p>Policy AC-1.1.5: Siting of Facilities--Support the siting of arts facilities in locations where impacts upon nearby uses can be most easily managed. Give preference to locations near public transit, or sites where shared parking facilities are available. Conversely, ensure that appropriate parking and transit access improvements are made when arts and cultural venues are developed. <i>Id.</i> § 1403.6</p>	<p>The Project is located near the Waterfront Metrorail station and provides adequate parking for the proposed uses.</p>
<p>Policy AC-1.1.6: Performance and Events in Non-Traditional Settings--Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, schools, transit stations, residential developments and public areas in private development. This can help reach new audiences and increase access to the arts for people in all parts of the city. <i>Id.</i> § 1403.7</p>	<p>The Project’s inclusion of arts use in a privately-constructed development and alongside residential uses advances this objective and increases the accessibility and availability of performing arts in Southwest DC.</p>

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Policy Objective	Application to the Project
<p>Policy AC-2.1.1: Emphasizing Important Places with Art--Use public art to strengthen the District's identity as a local cultural and arts center. Public art should accent locations such as Metro stations, sidewalks, streets, parks and building lobbies. It should be used in coordination with landscaping, lighting, paving and signage to create gateways for neighborhoods and communities. <i>Id.</i> § 1406.3</p>	<p>The Project includes the installation of art panels in the public space along I Street SW.</p>
<p>Policy AC-2.2.1: Using Art to Create Identity--Use art as a way to help neighborhoods express unique and diverse identities, promoting each community's individual character and sense of place. <i>Id.</i> § 1407.2</p>	<p>The Project contributes to the I Street corridor being an arts corridor in Southwest DC.</p>
<p>Policy AC-3.1.1: Affordable Artist Housing--Include provisions for arts professionals in the District's affordable housing programs. See also the Housing Element for additional policies and actions on affordable and workforce housing. The Mather Building in downtown DC is an example of an affordable livework space for artists. The building had been vacant for over a decade before the Cultural Development Corporation of DC and a private developer renovated it as condos, with the units on the building's second two floors designated for artist live/work space. This development gave artists an opportunity to own their space at a very low cost and enabled them to remain in the District. <i>Id.</i> § 1409.4</p>	<p>The Project includes housing for actors and fellows of STC, free of cost.</p>
<p>Policy AC-3.2.1: Promoting Cultural Amenities--Promote the development of cultural amenities "beyond the Mall" in an effort to more fully capitalize on the economic benefits of tourism for District residents, businesses, and neighborhoods. <i>Id.</i> § 1410.4</p>	<p>The Project's location is "beyond the Mall" so its inclusion of arts uses will draw to Southwest DC visitors from other neighborhoods and cities who will in turn also support other nearby businesses.</p>
<p>Policy AC-4.4.1: Arts Education Programs--Build a stronger constituency for the arts in the District through arts education in K-12 schools including attendance at arts performances and art exhibitions, and support of adult art programs for persons of all ages and backgrounds. City resources should be used to help promote the strong and diverse arts programs offered by our public schools. <i>Id.</i> § 1415.3</p>	<p>The Project includes arts education programs as a benefit for neighborhood schools (Amidon Bowen Elementary School and Jefferson Middle School).</p>
<p>Policy AC-4.4.4: Participation of Artists--Support and increase the participation of artists in the District's arts education programs. <i>Id.</i> § 1415.6</p>	<p>The Project's educational benefits will be accomplished by STC employees and artists for the benefit of students.</p>
<p>Lower Anacostia Waterfront/Near Southwest Area Element</p>	
<p>Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods--Revitalize and preserve established neighborhoods in the Waterfront Planning Area. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. <i>Id.</i> § 1908.2</p>	<p>The Project is within the Southwest Waterfront Planning Area and continues the revitalization of that neighborhood with additional private investment in housing and an established cultural use.</p>

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Policy Objective	Application to the Project
<p>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. <i>Id.</i> § 1908.3</p>	<p>The Project protects the residential character of the areas to the north and west of the Property but includes some cultural uses through the STC on currently vacant property that enhances the arts uses in Southwest DC.</p>
<p>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 Canoeing on the Anacostia 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. <i>Id.</i> § 1908.4</p>	<p>The Project is consistent with the Future Land Use Map and brings arts and cultural uses to this area of Southwest. The Project is also transit-accessible as encouraged by this objective.</p>
<p>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. <i>Id.</i> § 1908.5</p>	<p>The Project leverages its location to create amenities and benefits that serve new and existing residents. The Project’s amenities include a infrastructure improvements, involvement in the Advisory Group for the Duck Pond, and education partnerships for local schools.</p>
<p>Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites--Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the city. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. <i>Id.</i> § 1909.2</p>	<p>The Project’s inclusion of an arts use advances this objective.</p>
<p>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. <i>Id.</i> § 1911.7</p>	<p>The Project includes moderate-density housing and cultural uses as well as improved public and below-grade parking. (The Project is located directly across the street from the “Southwest Waterfront” as identified in the Area Element, and therefore provisions are relevant in considering the Project.)</p>

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Policy Objective	Application to the Project
Implementation Element	
<p>Policy IM-1.1.1: Mitigation of Development Impacts--To the greatest extent feasible, use the development review process to ensure that impacts on neighborhood stability, traffic, parking and environmental quality are assessed and adequately mitigated. <i>Id.</i> § 2502.5</p>	<p>The Project will undergo a comprehensive public review by the Zoning Commission to ensure that its impacts are assessed and adequately mitigated.</p>
<p>Policy IM-1.1.3: Relating Development to Infrastructure Capacity--Ensure that development does not exceed the capacity of infrastructure. Land use decisions should balance the need to accommodate growth and development with available transportation capacity, including transit and other travel modes as well as streets and highways, and the availability of water, sewer, drainage, solid waste, and other public services. <i>Id.</i> § 2502.7</p>	<p>The Project’s environmental and facilities impact assessment provides the analysis showing that the Project does not exceed infrastructure capacity. The Project appropriately balances the need for new housing (and the affordable housing it provides) with mobility capacity and utility infrastructure availability.</p>
<p>Policy IM-1.1.4: Incentives for Achieving Goals and Policies--Allow the use of zoning incentives such as increased height and density in appropriate locations as a tool for achieving Comprehensive Plan goals and policies. <i>Id.</i> § 2502.8</p>	<p>The Project utilizes the PUD process to obtain additional height and density in a designated redevelopment area near transit as a means to achieve the numerous other goals and policies described herein.</p>
<p>Policy IM-1.1.5: Development Approvals and the Comprehensive Plan--To the extent they are relevant, consider the goals and policies of the District Elements in the approval of planned unit developments, variances, campus plans, special exceptions, large tract reviews, and other projects requiring review. <i>Id.</i> § 2502.9</p>	<p>This analysis identifies the relevant goals and policies of the District Elements of the Comprehensive Plan for the Zoning Commission’s consideration in the instant PUD application.</p>
<p>Policy IM-1.1.6: Studies Preceding Zoning Case Approvals--Ensure that zoning case approvals such as Planned Unit Developments (PUDs) utilize: (1) transportation and infrastructure studies and recommended conditions of approval to mitigate potential impacts; (2) agreements for financing any necessary improvements, including public and private responsibilities; (3) agreements to comply with "first source employment" requirements and other regulations that ensure public benefits to District residents. <i>Id.</i> § 2502.11</p>	<p>The instant PUD application includes a transportation review and an infrastructure capacity and environmental impact analysis as well as a first source employment agreement to provide public benefits to District residents.</p>
<p>Policy IM-1.1.7: Housing as a PUD Amenity--Consider the provision of on-site housing for low and moderate income households, seniors, and persons with special needs as an important amenity in Planned Unit Developments. <i>Id.</i> § 2502.11</p>	<p>The Project provides on-site for-sale affordable housing as part of a PUD.</p>

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Policy Objective	Application to the Project
<p>Policy IM-1.1.8: Location of PUD Amenities--Require that a substantial part of the amenities proposed in Planned Unit Developments (PUDs) shall accrue to the community in which the PUD would have an impact. <i>Id.</i> § 2502.12</p>	<p>The Project’s public benefits and amenities accrue primarily to the geographic area of the ANC in which the Project is located.</p>
<p>Policy IM-1.2.1: Small Area Plans--Prepare Small Area Plans and other planning studies for parts of the city where detailed direction or standards are needed to guide land use, transportation, urban design, and other future physical planning decisions. The focus should be on areas that offer opportunities for new residential, commercial, and mixed use development, or areas with problems or characteristics requiring place-specific planning actions. Use the Comprehensive Plan Area Elements, the Generalized Policies Map, and land use monitoring activities to identify areas in the city where such plans are needed. Citizens shall have the right to petition or suggest small area plans to be proposed by the Mayor. <i>Id.</i> § 2503.2</p>	<p>As set forth below, the Project is within an area that is the subject of a properly-prepared and duly-adopted Small Area Plan, and the Project is constructed in accordance with such plan.</p>
<p>Policy IM-1.2.2: Protocol for Small Area Plans--Ensure that Small Area Plans take a form appropriate to the needs of the community and reflect citywide needs, District and neighborhood economic development policies and priorities, market conditions, implementation requirements, competing demands, available staffing resources and time, and available funding. Such plans should address such topics as neighborhood revitalization and conservation needs and strategies, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques necessary to achieve plan objectives. Small area plans should be adopted by the Council and used to supplement the Comprehensive Plan. If necessary, Comprehensive Plan amendments should be introduced to ensure internal consistency for the areas involved. <i>Id.</i> § 2503.3</p>	
<p>Policy IM-1.3.2: Zone Map Consistency--Consistent with the Home Rule Charter, ensure that the Zone Map is not inconsistent with the Comprehensive Plan Future Land Use Map. Make appropriate revisions to the Zone Map to improve its alignment with the Future Land Use Map and to eliminate clear inconsistencies. <i>Id.</i> § 2504.4</p>	<p>The map amendment proposed as part of the PUD is not inconsistent with the Future Land Use Map.</p>
<p>Policy IM-1.3.3: Consultation of Comprehensive Plan in Zoning Decisions--Require the Board of Zoning Adjustment, the Zoning Commission, the Zoning Administrator, and other District agencies or decision making bodies regulating land use to look to the District Elements of the Comprehensive Plan and its accompanying Maps. Decisions on requests for rezoning shall be guided by the Future Land Use Map read in conjunction with the text of the Plan (Citywide and Area Elements) as well as Small Area Plans pertaining to the area proposed for rezoning. <i>Id.</i> § 2504.5</p>	<p>The instant PUD application requires the Zoning Commission to consider and evaluate the Project’s consistency with the District Elements (including the attendant Maps), the applicable Area Element, and Small Area Plan, and this analysis is intended to guide the Commission’s evaluation.</p>

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Policy Objective	Application to the Project
<p>Policy IM-1.3.4: Interpretation of the District Elements--Recognize the overlapping nature of the Comprehensive Plan elements as they are interpreted and applied. An element may be tempered by one or more of the other elements. As noted at Section 300.2, since the Land Use Element integrates the policies of all other District elements, it should be given greater weight than the other elements. <i>Id.</i> § 2504.6</p>	<p>This analysis identifies the overlapping and occasionally competing nature of the objectives of the Comprehensive Plan. Particular focus is given to the Land Use Element given its weighted status.</p>
<p>Policy IM-1.5.1: Involvement of Advisory Neighborhood Commission--Include the Advisory Neighborhood Commissions and area residents in the review of development to assist the District in responding to resident concerns. Consistent with the statutory requirements of the DC Code, feedback from the ANCs should be given "great weight" as land use recommendations and decisions are made. <i>Id.</i> § 2507.3</p>	<p>The applicant has met with and will continue to seek the input of the ANC in which the Project is located. The Project has evolved in response to ANC considerations and recommendations.</p>
<p>Policy IM-1.5.2: Promoting Community Involvement--Encourage the community to take a more proactive role in planning and development review, and to be involved in Comprehensive Plan development, amendment, and implementation. A variety of means should be used to secure community input, including advisory and technical committees, community workshops, review of draft texts, public forums and hearings, and other means of discussion and communication. <i>Id.</i> § 2507.4</p>	<p>In addition to meeting with the ANC, the applicant has met or discussed the Project with neighbors and other community stakeholders. The Zoning Commission’s review procedures also invite and accommodate public comment and participation in support of this objective.</p>
<p>Policy IM-1.5.4: Transparency in Decision-Making--Strongly encourage transparent decision-making in all land use and development matters, making information available and accessible to residents and maintaining open lines of communication with the public as plans are developed. <i>Id.</i> § 2507.6</p>	<p>The Zoning Commission’s review procedures are public and transparent with all information on which the Commission makes its decisions available to the general public.</p>
<p>Southwest Neighborhood Small Area Plan – Guiding Principles</p>	
<p>Foster an environment that encourages and embraces cultural and economic diversity.</p>	<p>The Project encourages cultural diversity through its inclusion of arts and cultural spaces and encourages economic diversity through its provision of home-ownership units, including 7 affordable units.</p>
<p>Preserve the varied scale and green character of the neighborhood.</p>	<p>The Project is located in an appropriate location for its proposed height and scale and contributes positively to the green character of Southwest DC through public space improvements.</p>

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Policy Objective	Application to the Project
Design buildings, connections and sidewalks to improve safety, security and pedestrian circulation.	The Project’s building orientation and streetscaping improve safety and security and promote pedestrian circulation.
Enhance, connect and better utilize parks both active and passive as open space.	The Project’s public spaces connect and enhance Southwest DC’s collection of parks.
Invest in community, arts and education uses that serve resident needs.	The Project includes arts and education uses that serve Southwest DC residents.
Preserve and develop a range of housing for a mix of income, age and family size, and encourage quality design and architecture.	The Project includes 7 units that are affordable for a unique ownership opportunity in Southwest. The Project’s two-bedroom units accommodate families with children.
Strengthen multimodal transportation and improve street connections, parking and safety.	The Project improves the pedestrian condition along 6 th and I Streets SW and adds riders for the nearby Metrorail station.
Develop a strategy for height, density and open space that enhances, acknowledges and complements the character of the neighborhood.	The Project’s height is appropriate given its location near the Metrorail station and incorporates appropriate design elements to integrate into the residential character of the neighborhood.
Incorporate goals and targets from the Sustainable DC Plan to protect our environment and conserve resources to foster a vibrant, healthy neighborhood.	The Project is constructed with a high level of environmental sustainability, including solar panels, LEED Gold, and car-charging stations.
Southwest Neighborhood Small Area Plan – Concept Actions	
Modernist Gem Recommendation 3 --Support infill development and adaptive reuse of existing buildings in Southwest to promote the preservation of the community’s architectural character.	The Project is an infill development project that respects and enhances the Modernist character of Southwest DC with a sweeping glass façade along I Street SW.

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Policy Objective	Application to the Project
<p>Modernist Gem Recommendation 7--Apply the Design Guidelines contained in the [Small Area 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> <ol style="list-style-type: none"> 1. Encourage a mix of building heights. 2. Achieve design excellence for high quality and timeless development. 3. Promote variation in building frontages along streets with continuous massing. 4. Enhance green space through landscaped perimeters and internal green or amenity spaces. 5. Incorporate sustainable building and site design. 6. Ensure parking is not a detractor. 7. Maximize transparency and viability of ground floor uses along key commercial corridors. 8. Encourage connectivity for pedestrians, bicycles, and vehicular access, including transit where feasible. 	<p>The Project’s design complies with the Design Guidelines in the Small Area Plan. The Project provides a transitional design that moves from the cultural and institutional nature of I Street to the residential character north and west of the site. The Project’s ground floor is pedestrian oriented with the gently curved glass façade along I Street. Along 6th Street, the Project includes a townhouse-style façade with a setback above 3 stories and ground-entry units. The Project’s streetscape design includes significant landscaping. The Project is designed to be LEED Gold 2009. All but two spaces of the Project’s parking is below grade where it is not a detractor. The Project is designed to promote pedestrian, bicycle, and transit connectivity.</p>
<p>Green Oasis Recommendation 8--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 project adds additional street trees along 6th and I Streets SW.</p>
<p>Green Oasis Recommendation 11--Reduce stormwater runoff by transforming key areas of existing impervious surfaces to pervious materials and encouraging bioretention and landscaping.</p>	<p>The Project reduces stormwater runoff with green roofs and other bioretention areas.</p>
<p>Green Oasis Recommendation 12--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 floodproofing 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>The Project is located entirely outside of the 100-year floodplain. The Applicant will work to address resiliency concerns.</p>
<p>Green Oasis Recommendation 13--Maximize open spaces, vegetation and sustainable practices by discouraging surface parking in new developments achieved through Planned Unit Developments (PUDs).</p>	<p>The Project contains only two surface parking spaces that are located at the rear of the Project.</p>
<p>Green Oasis Recommendation 14--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 Project includes electric vehicle-charging stations.</p>

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Policy Objective	Application to the Project
<p>Arts and Culture Recommendation 1-- Foster the Southwest neighborhood arts hub by expanding events, such as Jazz Night at Westminster, Southwest Night at Arena Stage, activities with Blind Whino, and future events with the proposed Rubell Museum at the Randall School.</p>	<p>The Project’s inclusion of the STC use increases the Southwest area as an arts hub and the benefits of the PUD include new events for the community.</p>
<p>Arts and Culture Recommendation 5 - Encourage the creation of incubator space for local arts organizations or other creative entrepreneurs (e.g., web designers, film editing, production, culinary space, etc.) or local business start-ups on the ground floors of new buildings on M and ‘I’ Streets.</p>	<p>The Project includes space for STC along I Street, enhancing the concept of I Street as a cultural corridor.</p>
<p>Arts and Culture Recommendation 7 - Support the use of grants, pilot programming or public/ private partnerships to help fund “pop-up” programming, short-term events and other efforts by the Neighbors of the Southwest Duck Pond to expand activities in this location.</p>	<p>The Project includes a commitment to work with the Duck Pond Advisory Group and to assist with cultural and arts programming for the Duck Pond.</p>
<p>Vibrant Connections Recommendation 1 - Clearly delineate school crossings for Jefferson Middle School Academy, Amidon-Bowen Elementary School and Van Ness Elementary school with vehicular and pedestrian wayfinding signage and or street markings. Pursue funding opportunities with the National Center for Safe Routes to School for all three schools.</p>	<p>The Project includes “bumpouts” along various intersections on 6th Street to shorten the crosswalk distance and provide for traffic calming for safety, which will benefit the walkway to schools in the neighborhood.</p>

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Policy Objective	Application to the Project
<p><i>Southeastern University Site</i> (p. 97) - This site, located at 501 'I' Street SW, was initially constructed in 1948 as the Metropolitan Boys Club. It was later expanded by Modernist architect Charles Goodman to become the Hawthorne School. Additional wings were added as was the concrete façade that is still in existence. The building was sold in 1972 to Southeastern University which operated an adult education campus until closing permanently in 2010. Since that time, that building has been vacant and fallen into disrepair. During this planning process, a prominent theater company, Shakespeare Theater Company (STC), proposed a plan to convert the property into its new headquarters with artist space by tearing the existing building down and erecting a larger building in its place. STC planned to partner with a private developer to include additional market rate housing as well as housing specifically for visiting actors. This site is a preferred location for an arts and cultural use as it complements and augments the arts uses already in Southwest and further anticipates the Plan's vision for cultural uses along 'I' Street. Convenient access to Metro is also a plus for many of the visiting actors who would use the rehearsal space. The site itself is currently designated "Institutional" on the Comprehensive Plan Future Land Use map which is in keeping with its historic educational and nonprofit uses. It is zoned R-3 which permits low density residential uses such as townhomes. During this planning process, the community expressed an understanding of the theater's need for additional space and recognized the merits of having a world class theater headquartered in Southwest. However, it was clear that many adjacent residents have serious concerns about the compatibility of a 6-9 story building within the existing townhome community. The land use designation would need to be changed to facilitate the full building program as required by the theater company and its development partner. At this time, the Southwest Neighborhood Plan is not making a recommendation for a land use designation change for this site until further outreach efforts can be conducted by the STC and its development partner to address community concerns. A cultural use at this site would be a preferred use going forward and efforts to change the land use should seriously be considered by the community and the ANC. The theater is encouraged to continue the dialogue with the Southwest neighborhood through the upcoming Comprehensive Plan Amendment process which will get underway in 2015.</p>	<p>The Project achieves the goals of a cultural use at the site but addresses the neighborhood objections to the size of the Project and its ability to integrate within the community, as detailed further in the Applicant's other submissions.</p>