



## Executive Director's Recommendation

Commission Meeting: October 1, 2015

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**PROJECT**

**Comprehensive Plan for the National Capital: Federal Elements**

Washington, DC

**NCPC FILE NUMBER**

CP01

**NCPC MAP FILE NUMBER**

00.00(00.00)44228

**SUBMITTED BY**

Staff of the National Capital Planning Commission

**APPLICANT'S REQUEST**

Authorization to release the draft Federal Elements of the Comprehensive Plan for the National Capital for a 60-day public review and comment period.

**REVIEW AUTHORITY**

Preparation and Adoption of Federal Elements of the Comprehensive Plan pursuant to 40 U.S.C. § 8721

**PROPOSED ACTION**

Approve as requested

**ACTION ITEM TYPE**

Staff Presentation

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### PROJECT SUMMARY

Staff has completed a draft update of the Federal Elements of the *Comprehensive Plan for the National Capital* and is requesting that the Commission approve the release for a 60-day public comment period. Beyond that period, staff will revise the Federal Elements based on public input and will bring the entire *Comprehensive Plan for the National Capital: Federal Elements* back to the Commission for final adoption. The Parks & Open Space Element is not included in this update. The 2004 Parks & Open Space Element policies will remain in effect with the final adoption of the *Comprehensive Plan for the National Capital: Federal Elements*.

The Commission adopted the last Federal Elements of the Comprehensive Plan in 2004. Since 2010, NCPC staff has been bringing individual Elements forward to the Commission as an overall effort to update the entire Federal Elements. The Commission have approved policies for each Element and held them in abeyance until final adoption of the Federal Elements of the Comprehensive Plan. Staff is now bringing forward a complete update of the entire Federal Elements.

The eight Federal Elements in the Comprehensive Plan include Urban Design (new element), Federal Workplace, Foreign Missions & International Organizations, Transportation, Parks & Open Space (not included in this draft update), Federal Environment, Historic Preservation, and Visitors & Commemoration. Following the completion of the Parks Study currently being conducted by the National Park Service, NCPC will update the Parks & Open Space Element and will submit the Element to the Commission as a separate amendment.

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## KEY INFORMATION

- The Federal Elements include Urban Design, Federal Workplace, Foreign Missions & International Organizations, Transportation, Parks & Open Space (not included in this draft update), Federal Environment, Historic Preservation, and Visitors & Commemoration.
- Release draft Federal Elements for a 60-day public comment period.
- The *Comprehensive Plan for the National Capital: Federal Elements* will be available online: <http://www.ncpc.gov/compplan>.
- After the public comment period, staff will revise the Federal Elements based on public input and will bring the entire *Comprehensive Plan for the National Capital: Federal Elements* back to the Commission for final adoption.
- The Commission have approved policies for each Element and held them in abeyance until final adoption of the Federal Elements of the Comprehensive Plan.
- Each Element previously went through a 60- to 90-day public comment period.
- NPS is currently undertaking a Parks Study. Following the completion of the study, NCPC will update the Parks & Open Space Element. The 2004 Parks & Open Space Element policies will remain in effect until updated.

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## RECOMMENDATION

**The Commission Authorize** the release of the draft Federal Elements of the *Comprehensive Plan for the National Capital* for a 60-day public comment period pursuant to 40 U.S.C. § 8721.

## PROJECT REVIEW TIMELINE

|   |   |
|---|---|
| <b>Previous actions</b>                   | 2004 – Last adoption of the <i>Comprehensive Plan for the National Capital: Federal Elements</i>          |
| <b>Remaining actions</b><br>(anticipated) | January 2016 – Final adoption of the <i>Comprehensive Plan for the National Capital: Federal Elements</i> |

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## I. PROJECT DESCRIPTION

### Background

The *Comprehensive Plan for the National Capital* (Comprehensive Plan) is a document that guides planning and development in Washington, DC and the surrounding region. It is comprised of two parts—the Federal Elements (prepared by NCPC), which covers matters related to federal properties and federal interests, and the District Elements (prepared by the District of Columbia Office of Planning), which address local planning issues. The Federal Elements address matters related to federal properties and interests in the National Capital Region (NCR), which includes the District of Columbia; Montgomery and Prince George's Counties in Maryland; Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia; and all cities within the boundaries of those counties. The Federal Elements of the Comprehensive Plan is the blueprint for the long-term development of the national capital and is the decision-making framework for Commission actions on plans and proposals submitted for its review.

The Commission adopted the last Federal Elements of the Comprehensive Plan in 2004. Since 2010, NCPC staff has been bringing individual Elements forward to the Commission as an overall effort to update the entire Federal Elements. Following the completion of the Parks Study conducted by the National Park Service, NCPC will update the Parks & Open Space Element. The Comprehensive Plan consists of eight Federal Elements:

1. **Urban Design Element** (new Element) - Promote quality design and development in the NCR that reinforces its unique role as the nation's capital and creates a welcoming and livable environment for people.

*Note: The new Urban Design Element includes a Technical Addendum.*

2. **Federal Workplace Element** - Locate the federal workforce in a way that enhances the efficiency, productivity, value, and public image of the federal government; strengthens the NCR's economic well-being; and emphasizes the District of Columbia as the seat of the federal government.
3. **Foreign Missions & International Organizations Element** - Plan a secure and welcoming environment for the location of diplomatic and international activities in Washington, DC. This should be done in a manner that is appropriate to the status and dignity of these activities; enhances Washington's role as one of the world's great capitals; and is sensitive to the character and use patterns of the city's neighborhoods.
4. **Transportation Element** - Develop and maintain a multi-modal regional transportation system that meets the travel needs of workers, residents, and visitors, while improving regional mobility and air quality through expanded transportation alternatives and transit-oriented development.

5. **Parks & Open Space Element** - Conserve and enhance the park and open space system of the NCR, ensure that adequate resources are available for future generations, and promote an appropriate balance between open space resources and the built environment.

*Note: The Parks & Open Space Element is not included in this update. The 2004 policies will remain in effect until updated.*

*The Parks Study will develop strategies to manage and improve the conditions of the park sites consistently with coordinated efforts and expanded partnerships. The study will inform the update to the 2001 NCPC Museums and Memorials Master Plan, which identifies candidate sites for new memorials and museums. In addition, the data collected during the study will help inform future decisions concerning small parks in Washington. The findings from the study will inform policy updates to the Parks & Open Space Element of the Comprehensive Plan.*

6. **Federal Environment Element** - Promote the NCR as a leader in environmental stewardship and sustainability. The federal government seeks to preserve and enhance the quality of the region's natural resources to ensure that their benefits are available for future generations to enjoy.
7. **Historic Preservation Element** - Preserve, protect, and rehabilitate historic properties in the NCR and promote design and development that is respectful of the guiding principles established by the Plan of the City of Washington and the symbolic character of the capital's setting.
8. **Visitors & Commemoration Element** - Provide a positive and memorable experience for all visitors to the NCR in a way that showcases the institutions of American culture and democracy, supports planning goals, and enhances activities that are unique to visiting the nation's capital.

The Commission has adopted the final policies to all Federal Elements (excluding the Parks & Open Space Element), which are currently held in abeyance until final adoption of the Federal Elements of the Comprehensive Plan. The update to each Federal Element went through the following review process (See Table 1: Past Commission Actions):

- Commission released draft policies.
- 60- to 90-day public comment period.
- Commission adopted final policies.
- All policies held in abeyance until final adoption of the Federal Elements of the Comprehensive Plan.

**Table 1: Past Commission Actions**

| NCPC File #  | Federal Element                                | Commission released draft policies | Public Comment   | Commission adopted final policies |
|--|--|------------------------------------|--|-----------------------------------|
| CP01C  | Urban Design                                   | 9/1/2012<br>5/7/2015               | <ul style="list-style-type: none"> <li>• 90-day public comment period (November 5, 2012 – February 4, 2013)</li> <li>• 60-day public comment period (May 11, 2015 – July 10, 2015)</li> <li>• Public Meeting – June 1, 2015</li> </ul> | 9/3/2015                          |
| CP01G  | Federal Workplace                              | 7/7/2011                           | <ul style="list-style-type: none"> <li>• 60-day public comment period (July 14, 2011 – September 12, 2011)</li> <li>• Public Meeting – August 10, 2011</li> </ul>  | 6/6/2013                          |
| CP01F  | Foreign Missions & International Organizations | 5/2/2013                           | <ul style="list-style-type: none"> <li>• 60-day public comment period (May 6, 2013 – July 5, 2013)</li> <li>• Public Meeting – June 11, 2013</li> </ul>  | 7/10/2014                         |
| CP01A  | Transportation                                 | 7/7/2011                           | <ul style="list-style-type: none"> <li>• 60-day public comment period (July 14, 2011 – September 12, 2011)</li> <li>• Public Meeting – August 10, 2011</li> </ul>  | 6/7/2012                          |
| <b>Following the completion of the Parks Study, NCPC will update the Parks &amp; Open Space Element.</b> |  |                                    |  |                                   |
| CP01B  | Federal Environment                            | 6/7/2012                           | <ul style="list-style-type: none"> <li>• 60-day public comment period (June 11, 2012 – August 10, 2012)</li> <li>• Public Meeting – June 27, 2012</li> </ul>   | 10/4/2012                         |
| CP01D  | Historic Preservation                          | 9/1/2012                           | <ul style="list-style-type: none"> <li>• 90-day public comment period (November 5, 2012 – February 4, 2013)</li> </ul>   | 6/4/2015                          |
| CP01E  | Visitors & Commemoration                       | 1/10/2013                          | <ul style="list-style-type: none"> <li>• 60-day public comment period (January 16, 2013 – March 15, 2013)</li> <li>• Public Meeting – February 20, 2013</li> </ul>   | 6/5/2014                          |

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## **Proposal**

Staff has completed a draft update of the Federal Elements of the Comprehensive Plan and is requesting that the Commission approve the release for a 60-day public comment period. The Federal Elements of the Comprehensive Plan are available in **Appendix 1** and will be accessible online. If the Commission approves release of the Elements for public comment, a notice of the 60-day public comment period will be published a week later in the Federal Register.

The changes to the Federal Elements include updating existing data and narrative, clarifying revisions, and eliminating redundancies. In addition, NCPC staff reevaluated the adopted policies to ensure consistency with new federal guidance and approved plans and studies. Policies in the Federal Elements generally remained the same since the Commission last adopted the final policies, with the exception of new policy guidance from the Federal Environment Element. **Appendix 2** includes a full list of policies in the updated Federal Elements.

Since the Commission last approved the policies in the Federal Environment Element in 2012, three new executive orders (E.O.) regarding climate change, flooding, and sustainability were issued:

- E.O. 13653: Preparing the United States for the Impacts of Climate Change (November 1, 2013).
- E.O. 13690: Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (January 30, 2015).
- E.O. 13693: Planning for Federal Sustainability in the Next Decade (March 19, 2015), which revokes E.O. 13514: Federal Leadership in Environmental, Energy, and Economic Performance (October 5, 2009).

The revised Federal Environment Element includes new policies and background information to help the NCR meet the goals of the three new executive orders and conform to the latest federal standards. Specifically, the updated Element includes additional measures to mitigate climate change through the reduction of greenhouse gas emissions, utilizing energy efficiency, renewable energy, alternative modes of transportation, and implementation of other technologies and sustainable measures. The Element also provides policy guidance for climate adaptation, by developing federal plans and projects consistent with agency, local and regional climate adaptation and mitigation plans.

Table 2 includes a summary of policy changes found in the updated Federal Elements as highlighted in **Appendix 3**.

**Table 2: Summary of Policy Changes**

| Federal Element                                | Policy Changes   |
|--|--|
| Urban Design                                   | <i>No policy changes.</i>  |
| Federal Workplace                              | <ul style="list-style-type: none"> <li>○ Minor change to policy FW.A.2 related to the timing of evaluating the Central Employment Area.</li> </ul>   |
| Foreign Missions & International Organizations | <i>No policy changes.</i>  |
| Transportation                                 | <ul style="list-style-type: none"> <li>○ Revised policy area name “Policies related to Integrated Regional Transit.”</li> <li>○ Minor revisions to existing policies to eliminate redundancies and for clarity purposes.</li> </ul>  |
| Federal Environment                            | <ul style="list-style-type: none"> <li>○ Minor revisions to existing policies to eliminate redundancies and for clarity purposes.</li> </ul> <p><u>Section A: Policies Related to Climate Change</u></p> <ul style="list-style-type: none"> <li>○ Revised existing policy FE.A.6</li> <li>○ One new policy subsection: FE.A.8.6</li> <li>○ One new policy: FE.A.11 related to climate adaptation and mitigation.</li> </ul> <p><u>Section B: Policies Related to Air Quality</u></p> <ul style="list-style-type: none"> <li>○ One new policy subsection: FE.B.1.6</li> <li>○ One new policy: FE.B.5 related to air quality.</li> </ul> <p><u>Section C: Policies Related to Water Resources and Stormwater Management</u></p> <ul style="list-style-type: none"> <li>○ New policy section: Policies Related Water Resources and Stormwater Management Policy. This new policy section is a consolidation of two older policy sections (water quality and water supply).</li> <li>○ Revised existing policy: FE.C.7 related to stormwater requirements.</li> <li>○ Three new policies: FE.C.1, FE.C.8, and FE.C.15 related to stormwater management.</li> </ul> |

|                                     |   |
|-------------------------------------|---|
|                                     | <p><u>Section D: Policies Related to Floodplains</u></p> <ul style="list-style-type: none"> <li>○ Two new policy subsections: FE.D.5.5 and FE.D.5.6</li> <li>○ Two new policies: FE.D.1 and FE.D.6 related collaboration with federal agencies on flood management and measures when locating in a floodplain.</li> </ul> <p><u>Section E: Policies Related to Wetlands and Waterbodies</u></p> <ul style="list-style-type: none"> <li>○ Revised existing policies: FE.E.1 (moved an existing policy (FE.E.1.2) as a policy subsection)</li> <li>○ Revised one existing policy into two separate policies: FE.E.2 and FE.E.3</li> <li>○ Four new policies: FE.E.4, FE.E.5, FE.E.6, and FE.E.7.</li> </ul> <p><u>Section F: Policies Related to Soils</u></p> <ul style="list-style-type: none"> <li>○ Two new policies: FE.F.9 and FE.F.10 related to remediation and enhanced soils.</li> </ul> <p><u>Section G: Policies Related to Tree Canopy and Vegetation</u></p> <ul style="list-style-type: none"> <li>○ One existing policy split into two policies: FE.G.1 and FE.G.2.</li> <li>○ Three new policy subsections: FE.G.2.4 related to location of replacement of trees, FE.G.11.6 related to plans that support pollinator species, and FE.G.11.7 related to the selection of vegetation.</li> </ul> <p><u>Section H: Policies Related to Wildlife</u></p> <ul style="list-style-type: none"> <li>○ Two new policies: FE.H.5 related to aquatic habitats and FE.H.6 related to considerations when constructing near wildlife habitat.</li> </ul> <p><u>Section I: Policies Related to Solid Waste and Hazardous Waste</u></p> <ul style="list-style-type: none"> <li>○ Three new policies: FE.I.3 related to location of federal facilities that handle hazardous materials, FE.I.4 and FE.I.5 related to management and disposal of hazardous materials.</li> </ul> <p><u>Section J: Policies Related to Noise Pollution</u></p> <ul style="list-style-type: none"> <li>○ One new policy: FE.K.4 related to using noise barriers.</li> </ul> |
| <p><b>Historic Preservation</b></p> | <p><i>No policy changes</i></p>   |

|                                     |  |
|-------------------------------------|--|
| <b>Visitors &amp; Commemoration</b> | <ul style="list-style-type: none"><li>○ Deleted existing policy to address changes to Congressional law regarding donor recognition:<br/><i>Prohibit donor recognition in any manner on the interior or exterior of a commemorative work, including the memorial elements or supporting structures.</i></li><li>○ Added new policy: VC.D.7 to address donor recognition:<br/><i>Minimize on-site donor recognition and ensure that it does not detract from the visitors' experience. Donor recognition should not diminish the integrity of the memorial design, including historic features.</i></li><li>○ Relocated the following policy to the Urban Design Element:<br/><i>Meet local streetscape planning and design standards to maintain a universally accessible, consistent and safe pedestrian realm by developing pathways, streetscape enhancements, ground level retail, interpretive signage, and virtual information resources. Perimeter security should be located in a manner which does not obstruct public space.</i></li></ul> |
|-------------------------------------|--|

Implementing the policies outlined in the Federal Elements is an important feature of the Comprehensive Plan revision. The Action Plan Matrix that accompanies the Comprehensive Plan (see **Appendix 1**) contains specific projects to advance the Commission's vision, and to set in motion the necessary steps to activate the Comprehensive Plan's goals and policies. The projects in the Action Plan Matrix include a reference to the relevant plan elements, provide a brief description, outline accompanying implementation strategies, identify action partners, and includes a timeframe. The timeframe reflects the short- or long-term nature of the project's implementation strategies. Short-term strategies are usually achievable within five years and long-range strategies typically require five to twenty years or more.

## II. PROJECT ANALYSIS/CONFORMANCE

The Executive Director recommends that the Commission authorize the release of the draft Federal Elements of the *Comprehensive Plan for the National Capital* for a 60-day public comment period pursuant to 40 U.S.C. § 8721. Beyond that period, staff will revise the Federal Elements based on public input and will bring the entire *Comprehensive Plan for the National Capital: Federal Elements* back to the Commission for final adoption.

### **Comprehensive Plan for the National Capital**

The updates to the Federal Elements of the Comprehensive Plan is provided in accordance with the provisions of the preparation and adoption of Federal Elements of the Comprehensive Plan specified at 40 U.S.C. § 8721.

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### **National Environmental Policy Act (NEPA)**

Staff reviewed the proposal in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures, and determined that the update to the Federal Elements can be categorically excluded from further environmental analysis and documentation. The action is determined by the staff to qualify as categorical exclusion as cited at the Commission's procedure (11) "Adopt a Federal Element of the Comprehensive Plan or amendment thereto, 40 U.S.C. 8721(a): D.C. Code 2-1003."

### **National Historic Preservation Act (NHPA)**

This proposal does not sustain characteristics as a federal undertaking. The proposal of policy revision does not implement, contract, or take other actions that would preclude consideration of the full range of alternatives to avoid or minimize harm to federal historic properties. Consequently, the proposed action does not require review pursuant to the NHPA, Section 106 process.

## **III. CONSULTATION**

### **Public Comment Period**

The Commission previously released draft policies for each Element, with a 60- to 90-day public comment period. NCPC staff hosted multiple public meetings for several of the Federal Elements during their public comment period (See Table 1). During that period, NCPC received numerous public comments. See **Appendix 4** for a summary of each Federal Element's public comment received along with staff responses. Detailed comments are available upon request.

## **IV. ONLINE REFERENCE**

The Comprehensive Plan for the National Capital: Federal Elements are available online:  
<http://www.ncpc.gov/compplan>

## **V. APPENDICES**

- Appendix 1 – The Comprehensive Plan for the National Capital: Federal Elements
- Appendix 2 – Summary of Policies
- Appendix 3 – Summary of Changed Policies (highlighted)
- Appendix 4 – Summary of Public Comments

# APPENDICES

## **APPENDIX 1: The Comprehensive Plan for the National Capital: Federal Elements**

The appendix is a separate PDF included in the Commission mail out. The draft Federal Elements of the Comprehensive Plan for the National Capital are also available online: <http://www.ncpc.gov/compplan>.

- Introduction
- Urban Design Element
- Technical Addendum to the Urban Design Element
- Federal Workplace Element
- Foreign Missions & International Organizations Element
- Transportation Element
- Federal Environment Element
- Historic Preservation Element
- Visitors & Commemoration Element
- Action Plan Matrix

## **APPENDIX 2: Summary of Policies**

Summary of all policies in the draft update of the Federal Elements.

# **SUMMARY OF POLICIES**

**COMPREHENSIVE PLAN FOR THE  
NATIONAL CAPITAL | FEDERAL ELEMENTS**

## **APPENDIX 2 – Summary of Policies**

# **URBAN DESIGN ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Urban Design Element

- UD.B.1.1** Express the dignity befitting the national capital’s image. Federal development in the city and region should adhere to high aesthetic standards already established by the planning and design legacy of the nation’s capital. This legacy encompasses both the old and the new. The capital’s rich architectural heritage is continually augmented by the design contributions of each new generation.
- UD.B.1.2** Create a sense of arrival to the nation’s capital through prominent gateways, such as bridges, and the design and programming of federal reservations and special streets as described within this Element. See map on page 9.
1. Enhance gateway routes. Distinct and memorable landscaping, public art, building sculpting and/or architectural treatments can reinforce the experience of arrival.
  2. In particular, create gateways for important settings within the monumental core that create a sense of entry with visual cues and transition points from one place to another.
- UD.B.1.3** Preserve Washington’s picturesque, horizontal character through enforcement of the Height of Buildings Act.
- UD.B.1.4** Maintain the skyline formed by the region’s natural features, particularly the topographic bowl and its symbolic character.
1. Visually reinforce the predominance of the U.S. Capitol, White House, Washington Monument, and other major nationally significant resources by protecting the visual frame around them. Carefully examine the use of vertical elements within the setting of major national resources.
  2. Protect the settings of major skyline elements from visual intrusions such as antennas, water towers and rooftop equipment, or other constructed elements.
- UD.B.1.5** Utilize building, street, and exterior lighting that respects the hierarchy of memorials, monuments, and important civic buildings and spaces in the nation’s capital, with the U.S. Capitol and Washington Monument the most prominent features in the nighttime skyline.
1. Digital and motion signage, illuminated billboards, and/or other lighting should not detract from the setting of the National Mall, capital gateway views of the monumental core, or skyline views to important symbols and civic buildings, particularly in and around the monumental core. Any proposed illuminated signage that could impact the monumental core or other major park spaces and natural areas should be extensively modeled and analyzed for potential impacts prior to implementation.

## APPENDIX 2 – Summary of Policies

- UD.B.1.6** Enhance physical and symbolic connections that reinforce the city’s spatial order.
- UD.B.1.7** Use the city’s physical framework of major axial views, vistas, streets, termini, and natural elements to establish new places and create symbolic points of reference and distinctive settings for new museums, commemorative works, and civic spaces.
- UD.B.1.8** Create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses. Design the visual and functional qualities of the public realm to reinforce Washington’s national image, as well as the everyday experience of its people.
- UD.B.2.1** Preserve the natural setting of the L’Enfant City. In particular:
1. Protect the natural green aspect of federal lands that are part of the topographic bowl, including, but not limited to, National Park Service lands along Arlington Ridge and the Anacostia Hills, Arlington National Cemetery, and St. Elizabeths West Campus.
  2. Support the following policies related to natural topography, consistent with the District Elements of the Comprehensive Plan:
    - a. Maintain the prominence of the topographic bowl formed by the lowland and rim features of the L’Enfant City. This should include preserving the green setting of Anacostia Hills and maintaining the visual prominence of the Florida Avenue Escarpment.
    - b. Respect and perpetuate the natural features of the city’s landscape. In low-density, wooded, or hilly areas, new construction should preserve natural features, rather than alter them to accommodate development. Density in such areas should be provided as needed to protect natural features such as streams and wetlands. Where appropriate, clustering of development should be considered as a way to protect natural resources.
    - c. Protect prominent ridgelines so as to maintain and enhance the District’s physical image and horizontal character.
- UD.B.2.2** Encourage local jurisdictions and federal agencies to reinforce the capital’s natural frame.
1. Retain and add trees on hillsides.
  2. Scale and strategically locate buildings in relationship to the topography to reinforce important views to and from sloping sites. Protect views outward from the L’Enfant City and views inward from vantage points along the rim of the topographic bowl from inappropriate intrusions. Preserve open space to allow for public use of these views.

## APPENDIX 2 – Summary of Policies

- UD.B.2.3** Recognize the contribution of Rock Creek Park, the Anacostia Parks, and the Fort Circle Parks in reinforcing the natural setting and character of the nation’s capital. In particular:
1. Complete multi-purpose trails connecting the Fort Circle Parks, and those within the parks along the Anacostia and Potomac Rivers.
  2. Improve the transition between the edges of these large, natural parks and the neighborhoods that abut them.
  3. Encourage the planting of trees and the restoration of natural habitats to meet goals described in the Comprehensive Plan’s Environment Element.
- UD.B.2.4** Maintain and enhance the characteristics and natural settings of the National Park Service parks and parkways. In particular:
1. Maintain parkways as scenic landscape corridors and protect their historic character.
  2. Encourage local jurisdictions to minimize—through planning, regulation, and thoughtful design—the impact of development visible from parkways.
  3. Require actions to minimize and mitigate negative impacts to maintain parkway characteristics where transportation system impacts are unavoidable.
- UD.B.2.5** Support public access to regional waterfronts along the Potomac River, Anacostia River, and other tributaries. In particular, work with federal and local governments as necessary to:
1. Avoid creating physical barriers to the waterfront.
  2. Design and locate bridges to minimally affect local riverine habitat, waterways, shorelines, and valleys, as described within the Environment Element.
  3. Improve way-finding, signage, and pedestrian amenities on streets that lead to parks.
- UD.B.2.6** Encourage the further development of the urban tree canopy to frame street views, reinforce the human scale on broad streets, and provide critical shade and beauty.
- UD.B.3.1** Maintain or restore the integrity of the original L’Enfant Plan elements, including original rights-of-way, squares, streets, vistas, symbolic connections, and termini.
1. Discourage the closure of L’Enfant streets for private development. When L’Enfant streets must be closed for public purposes, ensure that deed

## APPENDIX 2 – Summary of Policies

restrictions are adopted so streets will be re-opened when the rights-of-way are no longer required for non-street purposes.

2. Protect the visual openness and functional qualities of L’Enfant public spaces by preventing visual incursions into the rights-of-way wherever possible. This protection extends to the public space up to the full height allowed under the Height Act and is particularly important at intersections and termini of radial and axial avenues, on streets adjacent to reservations, and along special streets as described in this Element.

**UD.B.3.2** Enhance L’Enfant Plan reservations, particularly those at the intersection or termini of radial and axial streets and avenues, as public open spaces that serve residents and visitors as attractive neighborhood parks and sites for commemorative works. In particular:

1. Provide amenities such as attractive and well maintained landscaping, well designed lighting, way-finding, signage, seating, and where appropriate, play spaces for children.
2. Embellish reservations with commemorative works, fountains, and public art in ways that establish focal points for axial views.
3. Work with local governments and organizations to program reservations for placemaking, cultural activities, and passive recreation while, in accordance with federal regulations, respecting their historic character.
4. Work with the District Department of Transportation to ensure that pedestrian walkways and other public realm elements are designed to provide safe and appealing public access.

**UD.B.3.3** Protect the open space of the L’Enfant streets. The exceptional width and openness of the street rights-of-way constitutes public space that contributes to the city’s character.

**UD.B.3.4** Consider building setbacks, massing, and scale when constructing building facades to reinforce and frame the plan area’s spatial definition.

**UD.B.3.5** Ensure that significant vistas, including the major axial and radiating streets that provide views of major buildings, parks, or commemorative works, are enhanced by trees and other streetscape elements in a way that does not distract from them. Public realm and streetscape elements, such as street trees, transit amenities, curb cuts, garage access, transit infrastructure, security elements, and signage should:

1. Not obstruct views or detract from important viewsheds as described within this Element.

## APPENDIX 2 – Summary of Policies

2. Reinforce the processional experience (spatial order) along an important view corridor.
3. Reinforce the visual frame for, and not detract from, the views of major national memorials, civic institutions, landmarks, and park reservations.
4. Enhance the pedestrian experience and reinforce the human scale along special streets.

**UD.B.3.6** Sensitive locate and design public realm and streetscape elements along special streets and near important places. Public realm and streetscape programs should complement the surrounding area and create a visual cohesiveness to the setting. In particular:

1. Maintain Special Streets with a cohesive tree canopy, and public realm and streetscape programs.
2. Landscape treatments should reflect the significance of special streets as important settings for the nation's capital.

**UD.B.3.7** Reinforce the distinctive character and gracious monumentality of the public realm and enhance the pedestrian experience in those areas that provide a setting for ceremonies or activities related to the functions of the capital, particularly within the monumental core.

1. Roadway and sidewalk widths, building setbacks, and public realm and streetscape elements should be cohesive throughout the length of the street within the monumental core, except where a customized design defines a special precinct, such as the White House.
2. Establish and maintain a vision for a streetscape and public realm design program for all precincts within the monumental core, including, but not limited to the White House, U.S. Capitol, Federal Triangle, and Pennsylvania Avenue between the White House and the U.S. Capitol.
3. Implement a cohesive public realm program that enhances the formal design, setting, open space character, and visitors' experience to the National Mall, consistent with the National Park Service's *National Mall Plan*.
4. Establish and maintain a vision for the character of the major entrances to the monumental core, including public realm programs.

**UD.B.3.8** Protect the beauty and visual qualities of the public realm and the pedestrian experience along special streets by orienting service functions to the backs of buildings where possible. To the extent feasible, orient all building garage

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entrances, mechanical equipment rooms, and loading facilities along service streets and designated alleys.

**UD.B.3.9** Landscape treatments should enhance the settings around civic and cultural buildings and grounds.

**UD.B.3.10** Streetscape furniture and other structural elements should be of high quality design and enhance the settings around civic and cultural buildings and grounds.

**UD.B.3.11** Work with federal agencies and District of Columbia agencies, as appropriate, to sensitively locate and design interpretive, directional, advertising, and other functional signs in a way that complements the civic qualities of the monumental core and contributes to the public realm's overall visual character. In particular:

1. Signs and other graphics in public spaces should respond to the context and aesthetic of the surrounding environment. Signage programs near the White House, the U.S. Capitol, the National Mall, and other nationally significant sites should not detract from the site's visual preeminence nor the civic character of the settings around them.
2. Signs should be kept to a minimum and complement the street-defining elements of the precinct.
3. Consolidate street signs and directional signs in one location to the extent possible.
4. Interpretive signs and graphics should also consider the concepts of placement, scale, size, composition, color, texture, lettering style, and readability.

**UD.B.3.12** Design and maintain streetscapes and open spaces to be adaptable to changing needs, while continuing to embody the design intent of Washington's urban design framework.

**UD.B.4.1** Plan carefully for the design and land uses in and around the monumental core to reinforce and enhance its special role in the image of the nation's capital. In general, encourage federal agencies and local jurisdictions to incorporate urban design strategies that consider the relationship between the design of new development and significant adjacencies, such as major public spaces, urban and historic fabric, and along the preeminent viewsheds described within this element. In particular:

1. Respect the character of the Federal Triangle buildings and grounds as established in the McMillan Plan. Explore new programming for the public realm and ground floors, including public art and pedestrian amenities, to create visual variety and activate the spaces for the enjoyment of the public and federal employees.

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2. Respect the National Mall’s historic open space and monumental character for the benefit of future generations. Ensure that new development does not infringe on the civic qualities and integrity of the National Mall and the surrounding monumental core. In particular:
  - a. Protect the experience of the National Mall as a public space within a park-like setting framed by civic and cultural buildings. Sensitively scale development of buildings on Independence and Constitution Avenues.
  - b. Protect existing lines of site from the National Mall and existing relationships, including height and mass within that line of site.

**U.D.B.4.2** Sensitively sculpt new development and create or maintain public space programs for streets adjacent to major national civic and cultural institutions, such as the National Archives, National Building Museum, Kennedy Center, and Smithsonian museums.

1. Carefully plan axial streets that connect major historic cultural buildings, particularly along 8th Street (National Archives and the Donald W. Reynolds Center for American Art and Portraiture).
2. Carefully plan streets with major adjacencies, particularly those next to the White House (including 15th and 17th Streets, NW), and at intersections with historic buildings, such as on F Street at the Eisenhower Executive Office Building and the U.S. Treasury Department.

**UD.B.4.3** Create or strengthen multiple visual and functional linkages that connect reservations and civic spaces within the monumental core to the rest of the city utilizing the principles set forth in the *Monumental Core Framework Plan*. In particular, reinforce linkages with placemaking strategies, including public realm and streetscape programs as described in the special streets section of this element, and transportation programs to improve access for visitors.

1. Improve visual and functional connections between the National Mall, waterfront, and the rest of the city, where possible.
2. Improve transitions between places and remove visual and psychological barriers at major pedestrian thoroughfares and open spaces. Eliminate or redesign barriers in locations where historic axes and public spaces were disrupted in a way that supports the urban fabric’s continuity.
3. Extend civic attractions such as parks, overlooks, and memorials across the Anacostia River.
4. Achieve a cohesive public realm that welcomes pedestrians and allows civic engagement and social interactions through attractive urban landscapes and functional buildings.

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5. Maximize opportunities to create high-quality, pedestrian-friendly public spaces and increase access to major destinations.
6. Wherever possible, deck over high speed roadways and rail lines, and relocate roads, bridges, and rail infrastructure.

**UD.B.4.4** Utilize the principles and strategies of the *Monumental Core Framework Plan* to identify opportunities to strengthen linkages between nationally-significant places, improve the public realm, and enhance the monumental core’s character. Examples include, but are not limited to:

1. Promote and maintain Pennsylvania Avenue between the U.S. Capitol and the White House as a distinguished, high-quality, mixed-use, multi-modal boulevard for residents, workers, tourists, and other visitors. It should contain an actively programmed, pedestrian-oriented, and inviting public realm that enhances the avenue’s symbolic character and function and connects downtown Washington and the National Mall. Enhance the avenue’s iconic reciprocal views to the U.S. Capitol and White House grounds through a cohesive streetscape design.
2. Redefine 10th Street, SW as a pedestrian friendly, mixed-use corridor that connects the southwest waterfront to the National Mall and establishes a terminus at the overlook as a premier cultural and mixed-use site.
3. Envision E Street, NW as a primary open space connector and urban parkway between the White House grounds and the Kennedy Center, including several potential sites for major new commemorative works.
4. Establish a strong physical and visual connection between the Lincoln Memorial and the Kennedy Center.
5. Improve walkability and access to key destinations within the monumental core and downtown by enhancing the pedestrian quality of secondary and tertiary connections within and around the monumental core, such as 23rd Street, NW; 20th Street, NW; 12th Street, NW; 10th Street, NW; and 7th Street, NW.
6. Consider opportunities to re-establish the Washington Monument view corridor along Virginia Avenue southeast of Independence Avenue.

**UD.B.5.1** Protect and enhance panoramic and street-level linear views of the U.S. Capitol, White House, Washington Monument, and other major skyline elements. Remove visual intrusions to increase visibility.

**UD.B.5.2** Plant and maintain street trees to help frame preeminent and axial views and renew the park-like character of the nation’s capital.

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- UD.B.5.3** Locate tour bus and souvenir truck parking in a way that does not disrupt the preeminent view corridors.
- UD.B.5.4** Reinforce street-level linear views with consistent building setbacks and cornice lines, wherever possible.
- UD.B.5.5** Enhance and protect the primary north-south/east-west vistas within the L’Enfant Plan through appropriately scaled building development, wherever possible.
- UD.B.5.6** Reinforce the U.S. Capitol as the spatial center of the city and restore the prominent role of the radiating streets and important intersections through decisions about public realm and streetscape programming, street-level uses, building mass, and viewshed protections as described within this Element. These include: North Capitol Street, South Capitol Street, East Capitol Street, New Jersey Avenue, Maryland Avenue, and Delaware Avenue. Destinations along these streets should reflect their role as prominent gateways into the monumental core.
1. Visually reinforce the preeminence of the U.S. Capitol within street-level linear views along intersecting streets. Utilize building setbacks and sculpting to protect the visual frame around the Capitol dome and reinforce sweeping and open views to it. Continue to scale and orient building heights along streets that intersect with the Capitol with a general landscape vista, where the width of the street is greater than the height of buildings that flank the street. See adjacent call-out box for examples of zoning proposals on North Capitol and South Capitol Streets.
  2. Protect views from visual competition from new development, wherever possible.
  3. Promote balanced massing and scale along linear views of streets that intersect with the Capitol to form a coherent composition on a block-by-block level.
- U.D.B.5.7** Reclaim Maryland Avenue, SW as a grand boulevard that links the U.S. Capitol to the Jefferson Memorial by enhancing existing public spaces and reconnecting the street grid.
- U.D.B.5.8** Reclaim South Capitol Street as a grand boulevard that links the U.S. Capitol to the waterfront by addressing transportation infrastructure and enhancing public spaces. Repair the urban fabric.
- UD.B.5.9** Ensure that any new uses or improvements on Pennsylvania Avenue between 3rd and 15th Streets, NW are cohesively planned, improved, and maintained in a manner befitting the avenue’s national and local role in a 21st century capital city, reflecting the ceremonial heart of the nation and the daily vibrancy of the city.

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1. The *Pennsylvania Avenue Development Corporation Plan* (1974), General Guidelines, and Square Guidelines, as amended, ensure that the siting and massing of any structure or landscape elements strengthen the sweeping open frame around the U.S. Capitol and are compatible with building massing and the public realm within its surroundings.

**UD.B.5.10** Visually reinforce the special importance of the White House and its grounds.

1. Maintain a consistent tree canopy along 16th Street, NW from the escarpment north of Meridian Hill Park, a key observation point that offers singular views to the White House.
2. To meet urban design quality and security goals, the scale of buildings located on the blocks within the immediate vicinity of the White House should not visually overwhelm the building and grounds, particularly as viewed from 16th Street and Pennsylvania Avenue. In general, protect the existing spatial relationship of the White House and the mass and scale of adjacent buildings along 16th street up to Scott Circle.
3. Ensure that massing and scale of buildings along 16th Street, NW is balanced and forms a coherent composition on a block by block basis.

**UD.C.1.1** The construction or modernization of principle federal buildings, such as headquarters and major offices, should reflect their importance in the National Capital Region. Buildings should be designed and constructed with quality, durable materials to protect the public investment and reflect the capital's image.

1. Use building orientation, mass, and façade articulation, as well as landscaping and lighting to emphasize the importance of special settings of national importance.
2. Location of vegetation, color, scale, and texture of landscape elements in the settings of federal buildings and national institutions should complement the building's programmatic elements and design.

**UD.C.1.2** For federal campuses, agencies should address specific urban design issues through the preparation and updating of master plans. In conformance with NCPC guidelines, master plans should be updated on a regular basis, in consultation with local governments and the Commission, to respond to changing conditions and agency needs. The urban design component of master plans should:

1. Analyze existing installation characteristics and surroundings, including the qualities and resources to be protected, and problems to be resolved.

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2. Propose urban design policies for the installation, including such topics as building groupings, massing, and architectural character; streetscape, landscape elements, and character; signage and parking.
3. Include a strategy for the site and design of principle agency functions.
4. Include a strategy for utilitarian or routine support functions, which should generally be sited and designed to avoid or minimize intrusion on principal urban design features.

**UD.C.1.3** The federal government should implement sustainable site and building design at the district-level scale, where possible.

**UD.C.1.4** Federal buildings should achieve a balance between iconic design and infill design as appropriate to the building site’s location and setting.

**UD.C.2.1** The site planning of federal buildings and campuses in urban areas throughout the region should relate appropriately to their urban context, including:

1. The surrounding uses and scale of existing street and block patterns.
2. Compatibility with nearby buildings, including height, massing setback, materials, fenestration, and scale.
3. Local community goals.

**UD.C.2.2** Agencies should enhance the pedestrian experience in and around federal buildings and campuses, wherever possible, and in consideration of this Element’s security section. In particular:

1. Consider flexible and impervious areas, such as plazas, to accommodate congregating and place-making activities within the design program of federal building yards.
2. Avoid blank walls where a building meets adjacent public space and activate street level facades by utilizing art displays, transparent materials, or other appropriate methods.
3. Principal facades and primary public building entrances should face major streets or open spaces.
4. Break up superblocks and introduce mid-block alleys that can either be used for community open space or shared access to service areas of multiple buildings.
5. Incorporate shared open space into new federal office developments, where possible.

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6. Habitable building space should be provided along the street frontage to accommodate public space or activated ground floor uses, such as retail or other commercial enterprises, as appropriate. In particular:
  - a. Concentrate retail activity near transit hubs and key intersections adjacent and accessible to public sidewalks and plazas.
  - b. Consider establishing street markets and farmers markets on federally-owned plazas, courtyards and underused open spaces.

**UD.C.2.3** Provide access to, or connections through, campuses, building yards, plazas, or courtyards for local and regional trails, bikeways, pedestrian ways, or open space networks where possible. Agencies should explore programming these areas with publicly accessible amenities such as art installations and/or farmers markets.

**UD.C.2.4** Provide strategic multi-modal street connections or extensions to adjacent streets or the local street grid to and through installations to provide a continuous transportation network.

**UD.C.2.5** Design pedestrian and vehicular entrances, or any physical gateways to federal campuses and buildings, to be as inviting and as accessible as possible.

**UD.C.2.6** Locate and design appropriate amenities, including retail, so that they are accessible to the local community, where possible.

**UD.C.3.1** Permanent closure of streets or sidewalks within right-of-ways established by the L’Enfant Plan should be strongly discouraged.

1. Streets necessary for emergency evacuation should not be closed, blocked, or access restricted except for brief periods when required for extraordinary events or activities.

**UD.C.3.2** Temporary closure or access restrictions to streets, parking lanes, or sidewalks should be limited to only the protection of those uses deemed absolutely essential for immediate continuity of critical government operations. These closures or restrictions should only be allowed during times of extraordinary security threats, or brief periods of time when required for extraordinary events or activities, such as large public demonstrations, the State of the Union Address, or ceremonial parades.

1. Temporary closure or access restrictions should be in accordance with previously established plans and procedures. Coordination should occur among governmental entities directly affected by the closure, or those that can provide meaningful input on a range of potential impacts caused by the closure, such as the Department of Homeland Security-National Capital Region Coordination; the local emergency management service; the local law enforcement agency; the U.S. Capitol Police; the U.S. Park Police; the U.S. Secret Service; the

## APPENDIX 2 – Summary of Policies

Federal Protective Service; local planning and transportation offices; and the National Capital Planning Commission, as appropriate.

**UD.C.3.3** The placement of security barriers in public space is discouraged and should be minimized.

1. Interior building space programming for new buildings, or for major renovation projects, in urban settings should consider locating critical uses and operations in areas of the building that will minimize the need to place perimeter security in public space.
2. Protection of exterior air-intake systems should be visually and physically integrated into the architecture of the building design. Air-intake protective measures should not prevent access to the building yard or public space, nor impede pedestrian circulation.
3. For existing buildings in urban areas, perimeter security barriers should be located within the building yard when the face of the sensitive building to the outside edge of the building yard is a minimum of 20 feet. If the distance from the face of the building to the outside edge of the building yard is less than 20 feet, then perimeter security barriers may be permitted in public space adjacent to that building.
4. Existing streetscape, landscape, or building site features should be hardened, or perimeter security should be integrated into the topography of the site to provide physical perimeter security where feasible. If this not achievable, then security barriers should be integrated into the urban landscape in a manner that minimizes their visual impact and physical infringement into public space.
5. When physical perimeter security elements are located at the edge of the building yard, designs should accommodate visual and physical public access to the building lawn and designated entries.
6. The location of perimeter security barriers should minimize interruption of pedestrian circulation. Barriers should not unduly cross sidewalks perpendicularly, causing pedestrians to maneuver between them.

**UD.C.3.4** The location and arrangement of security barriers should be compatible with the placement of security barriers for other buildings on the street.

**UD.C.3.5** Perimeter security barriers at intersections, corners, and near cross walks or other highly used pedestrian areas should be minimized; barriers that are needed should be located to allow safe pedestrian waiting areas and pedestrian movement.

**UD.C.3.6** Placement of security barriers should incorporate best design practices and industry standards and be arranged to:

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1. Comply with the American Disabilities Act and Architectural Barriers Act;
2. Provide visual clues to signify important circulation routes and site or building features;
3. Ensure that the public space is visually and physically accessible;
4. Provide sufficient clearances to allow access to and from transit stops;
5. Provide safe pedestrian access to and along sidewalks, public spaces, and building entrances;
6. Provide emergency access to buildings and emergency evacuation from buildings;
7. Ensure that maintenance equipment such as snow plows, utility trucks, and motorized cleaners can access and maneuver within building yards, sidewalks, and plazas;
8. Provide at least two feet from the face of the curb to the face of the barrier to allow for opening car doors, unloading and loading of passengers, and ease of access to public space.

**UD.C.3.7** Security elements located at the curb, or edge of the sidewalk, should not unduly impede pedestrian access to various permitted sidewalk and street activities, such as cafés, kiosks, demonstration areas, or parade viewing areas along ceremonial streets. The designs must accommodate viewing stands, tents, and review stands that are used during significant public events.

**UD.C.3.8** The design of security barriers, including their mass, form, and materials should respond to the architectural and landscape context in which they are located and complement and aesthetically enhance the special character of the associated building and precinct.

**UD.C.3.9** Physical perimeter security barriers within the building yard should be incorporated into the landscape design and include low walls, fences, seating, landscaping, and other public amenities typically found within the landscape. The design of these barriers should be architecturally compatible with adjacent buildings and respect the overall character of the streetscape.

**UD.C.3.10** Perimeter security barriers in public space should incorporate decorative tree wells, planters, light poles, signage, benches, parking meters, trash receptacles, and other elements and public amenities typically found in a streetscape.

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- UD.C.3.11** Protection of existing trees, including their canopies and root systems, and new street tree planting is encouraged when the plantings will be in context with the existing or the planned corridor streetscape. This will minimize the visual impact and the physical intrusion of the security barriers in the urban landscape.
- UD.C.3.12** The design of perimeter security should respect the building’s use, significance and location in the community, as well as established view corridors.
- UD.C.3.13** Perimeter security design should strive for continuity, consistency, and enhancement of the overall streetscape.
- UD.C.3.14** Perimeter security design should avoid relying on repetitive use of single elements, such as continuous rows of bollards or planters.
- UD.C.3.15** Physical perimeter security should follow design principles to achieve a sense of openness, balance, rhythm, and hierarchy that will improve way finding and visual linkages along a street and enhance the pedestrian experience. For example, elements can be designed and placed to signify primary or secondary pedestrian entrances.
- UD.C.3.16** Perimeter security barriers should be designed as a family of beautiful functional streetscape elements that also function as a public amenity.
- UD.C.3.17** Physical perimeter security projects that are located in areas with a previously approved streetscape program should be designed to be consistent with the design intent of the streetscape standards of that associated area.
- UD.C.3.18** Security barrier design (placement, height, spacing, dimensional volume, structural integrity, and other physical characteristics) should respond to the identified threats as well as specific building and site conditions, relational vehicle design speeds, angles-of-approach, and pavement types.
- UD.C.3.19** Curbs, copings, and retaining walls should be incorporated into the design of security barriers to reduce the perceived barrier height.
- UD.C.3.20** Pedestrian screening security operations should not be conducted in public space. If building additions or renovations are required to accommodate this function, the new construction should be compatible with the existing architecture and should not project into L’Enfant Plan rights-of-way, other public space, or viewsheds.
- UD.C.3.21** Guard booths should be integrated into, and designed in context with, the site and building design. When feasible, guard booths should be located in the building yard. Where the depth of the building yard is insufficient, the guard booth should be located to minimize interruption of pedestrian movement along the pathway.

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- UD.C.3.22** Vehicular controls at building entries, such as vehicle barriers and guard booths should be located so that pedestrian movement along sidewalks is not blocked. Check points should be designed to allow off-street queuing space that does not block pedestrian movement or traffic flow.
- UD.C.3.23** Vehicular control measures that are visible from public space should be attractively designed and mechanical equipment should be hidden. Solid hydraulic plate barriers should only be used in locations that are not highly visible from public space.
- UD.C.3.24** Signage, electronic signals, or other control measures should be integrated into vehicular barriers and guard booths to minimize visual clutter.
- UD.C.3.25** The *National Capital Urban Design and Security Plan* is predicated on a design framework that defines contextual areas and special streets. Special streets, recognized as the monumental avenues and diagonal streets in the L’Enfant Plan, are the great linear connectors of the city and provide an important symbolic and ceremonial function in the nation’s capital. Ideally, the physical perimeter security for buildings on these monumental and diagonal streets should be designed collectively as a contextually appropriate cohesive streetscape. In the absence of funding to design the entire streetscape, it is incumbent upon federal agencies to coordinate their design solutions with their neighbors along the street and consider the larger context.
- UD.C.3.26** The capital’s preeminent viewsheds and monumental avenues, such as Pennsylvania, Constitution, Independence, Maryland, Virginia, and New Jersey should receive special treatment to ensure that security projects are addressed comprehensively, emphasizing the streetscape as a whole with attention to their axuality and formality.
- UD.C.3.27** Diagonal avenues should be treated in a manner that emphasizes their landscape features, including significant tree and ground plantings.
- UD.C.3.28** Special streets (such as Pennsylvania, Constitution, Independence, and Maryland Avenues), or those that are included in special planning areas (such as 10th Street, SW; 7th Street, NW; and F Street, NW) should be treated in a manner that reinforces their linkages, unique conditions, and individual character.
- UD.C.3.29** Grid streets should be treated in a manner that builds upon existing streetscape standards and minimizes the contrast between security and streetscape elements.

**FEDERAL WORKPLACE ELEMENT**

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### Summary of Policies – Federal Workplace Element

#### SECTION A: Policies Related to Locating Federal Workplaces

The federal government should:

**FW.A.1** Consider the modernization, repair, and rehabilitation of existing federally owned facilities for federal workplaces before developing new facilities.

**FW.A.2** Use the following priorities when locating federal workplaces:

1. In existing urban areas, give first consideration to the Central Employment Area (CEA) within the District of Columbia. The CEA should reflect the District of Columbia's priority areas for commercial or mixed-use development and transportation investment. The District of Columbia, NCPC, and other federal agencies should evaluate the CEA as needed, to ensure that it reflects current priorities.
2. Beyond the CEA, give first consideration to sites in proximity to transit and compatible with local planning efforts. In rare exceptions, agencies that have specific operational or land use requirements associated with their missions should locate where these needs can be fulfilled, only if such needs cannot be fulfilled in the CEA or other sites in proximity to transit and compatible with local planning efforts.

**FW.A.3** Consider the following additional criteria when locating federal workplaces:

1. Locate federal facilities within walking distance of existing or planned fixed route transit services, such as Metrorail, MARC, VRE; light rail transit (LRT); streetcar; or bus rapid transit (BRT). Priority should be given to locations within walking distance to Metrorail.
2. Locate new federal facilities to support regional and local agency objectives that encourage compact forms of growth and development and support local and federal goals to increase local and regional transit system ridership.
3. Locate federal workplaces to support the creation of employment opportunities in economically distressed areas identified through federal, state, and local economic development programs. Federal agencies should work with community officials and local stakeholders to identify suitable sites for federal workplaces when these workplaces can contribute to local planning and economic development goals.
4. Use historic properties, or properties located within historic districts in central employment areas, for new federal workplaces. If no such property is suitable, consider other developed or undeveloped sites within historic districts. Finally,

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consider historic properties outside of historic districts if no suitable site within a district exists.

5. Locate employees near other federal agencies and departments with which they regularly interact.
6. Locate federal workplaces in areas where efficiencies are gained through proximity to a market of private suppliers of goods and services.
7. Locate federal workplaces near a variety of housing options to benefit employees.
8. Minimize development of natural spaces by selecting disturbed land or brownfields for new federal workplaces, or by reusing existing buildings or sites.

**FW.A.4** Engage the public throughout the location, planning, and construction process. Federal agencies should seek technical assistance for public planning processes if they do not have the expertise.

**FW.A.5** Achieve within the District of Columbia a relative share of the region’s federal employment (civilian and military) that is not less than 60 percent of the region’s.

**FW.A.6** Reserve the most prominent development sites, particularly those with important symbolic visual connections to the U.S. Capitol and other landmarks in downtown Washington, for federal workplaces, particularly for headquarter facilities or preeminent commemorative works.

**FW.A.7** Protect the natural environment by preserving environmental resources and considering the impact of the siting of federal facilities on existing natural resources.

### **SECTION B: Policies Related to Developing and Managing Federal Workplaces**

The federal government should:

**FW.B.1** Locate, design, construct, and operate federal facilities to minimize total energy use.

**FW.B.2** Continue to provide and maintain safe and healthy working conditions at all federal facilities.

**FW.B.3** Create federal workplaces that engender a sense of pride, purpose, and dedication for employees and agency missions.

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- FW.B.4** Encourage federal employees to use multi-occupant modes of travel including rideshare, carpools, vanpools, privately leased buses, and public transportation to get to/from work.
- FW.B.5** Permit and encourage telework and alternative work schedules (AWS) for federal employees where it benefits the federal government and the public.
- FW.B.6** Support local agency efforts to create new housing options where federal workplaces exist or are planned.
- FW.B.7** Promote Live-Near-Your-Work initiatives for a variety of housing options close to public transit and/or federal facilities.
- FW.B.8** Develop master plans that guide the long-range development of installations where more than one principal building, structure, or activity is located or proposed.
- FW.B.9** Establish the characteristics of an installation and its surroundings through the master planning process, as required by the Commission. Characteristics include qualities and resources to be protected; building groupings, massing, and architectural character; and streetscape and landscape elements.
- FW.B.10** Encourage agencies to review master plans at least every five years to ensure that both inventory material and development proposals are current. Agencies should advise the Commission of the results of such reviews and provide NCPC with a proposed schedule for revising master plans when an update is needed. Revisions to master plans should reflect changed conditions and provide a current plan for the facility's development.
- FW.B.11** Establish a level of employment that can be accommodated on installations where more than one principal building, structure, or activity is located or proposed through the master planning process established by the Commission.
- FW.B.12** Continue to monitor installation employment levels and revise master plans as necessary to reflect changed conditions. Provide an up to date plan for the installation's development.
- FW.B.13** Provide, or work with local jurisdictions, to develop, a variety of service uses and amenities for employees within a reasonable travel time or walking distance. Services should include restaurants, retail outlets, financial and professional services, day-care centers, and health and fitness centers, as well as public open space.
- FW.B.14** When federal facilities are located near existing or planned business districts with amenities for federal employees, competing services should not be provided within the federal facility, installation, or campus.

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- FW.B.15** Plan federal workplaces to be compatible with the character of the surrounding public space, properties, and community, and where feasible, advance local planning objectives such as neighborhood revitalization.
- FW.B.16** Consult with local agencies to ensure that federal workplaces enhance their communities' urban design and vitality.
- FW.B.17** Make primary pedestrian entrances at federal workplaces readily accessible to public transportation options, particularly Metrorail, where available. Facility entrances should be situated as close as possible to transit stops and stations where possible.
- FW.B.18** Provide and maintain space for activities that encourage public access to, and stimulate public traffic around, into, and through federal facilities, including pedestrian or bicycle traffic where possible.
- FW.B.19** Include a mix of uses, particularly on the ground floor where possible, at federal workplaces located in urban areas.
- FW.B.20** Include publicly accessible amenities such as retail or public art, particularly at the street level where possible when modernizing, rehabilitating or developing new federally owned facilities. Also, explore opportunities to provide publicly accessible and actively programmed open space outside of the building envelope.
- FW.B.21** Incorporate publicly accessible civic art, including memorials, plazas, public gardens, fountains, sculpture, and murals into federal workplaces. Proposals for civic art should be coordinated with local agencies.
- FW.B.22** Use appropriate commemoration and exhibits at federal workplaces. Buildings, auditoriums, plazas, courtyards, and other features can be named and embellished with plaques and sculptures. Exhibits are encouraged in widely used areas such as lobbies and corridors.
- FW.B.23** Encourage the use of federal workplaces for occasional cultural, educational, and/or recreational activities, providing suitable space and infrastructure for such activities.
- FW.B.24** Support an economically vibrant region that meets the government's procurement needs for goods and services through program collaborations with local, state, and regional economic development organizations. Support business development initiatives to create jobs and economic growth in disadvantaged communities throughout the region, in particular within the District of Columbia.
- FW.B.25** Lease or share space in federal workplaces for publicly accessible commercial, cultural, educational, civic, recreational, residential, and other high-traffic use

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activities where these uses will fulfill a local need, provide amenities for federal workers and residents, and support local development objectives.

- FW.B.26** Explore public-private partnerships in adjacent communities that can create job training opportunities for the local community at all educational levels and help meet federal workforce needs.
- FW.B.27** Support local agency and community efforts to use economic development incentives and infrastructure development to capture new commercial activities that can provide goods and services for federal workplaces. Federal procurement of goods and services should be focused in these areas.
- FW.B.28** Foster the growth of socially and economically disadvantaged firms in areas around federal facilities through the use of existing federal programs and targeted resources to support existing and emerging industry clusters.
- FW.B.29** Explore opportunities for federal laboratories to co-locate with related private and university research institutions and business incubators to encourage development, transfer, and commercialization of new technologies where such an arrangement will benefit the federal government, private sector, and general public.
- FW.B.30** Maintain and reinforce the preeminence of the L’Enfant City by attracting and retaining federal employment through modernizing, repairing, and rehabilitating existing federal workplaces in the monumental core. Provide amenities for federal workers and the surrounding community on, and around, federal sites to enhance and activate the public realm.
- FW.B.31** Support local and regional efforts to coordinate land use with the availability or development of transportation alternatives to the private automobile, including walking, bicycle riding, and public transit (Metrorail, VRE, MARC, or other type of transit service such as streetcar or bus rapid transit) systems when locating federal workplaces.

### SECTION C: Policies Related to Reuse of Federal Space and Land

The federal government should:

- FW.C.1** Utilize available federally owned land or space before purchasing or leasing additional land or building space. Agencies should continuously monitor land and building space utilization rates to ensure their efficient use.
- FW.C.2** Develop strategies to minimize adverse economic impacts on a jurisdiction when a facility, or a large number of federal employees relocates (federal facilities of 200 or more employees or more than 100,000 more square feet).

## **APPENDIX 2 – Summary of Policies**

- FW.C.3**      Ensure, in the relocation of federal employees that similar or improved availability of public transportation, employee services, and affordable housing are within a convenient commuting distance.
  
- FW.C.4**      Dispose of excess federal property in a manner that ensures that its future use is coordinated with surrounding development patterns and land uses and contributes effectively to existing community development goals.
  
- FW.C.5**      Explore new federal activities and civilian public activities before a property or facility is determined to be excess.
  
- FW.C.6**      Make better use of underutilized space within a federal facility for a public use such as commemoration, art, or retail where possible.

**FOREIGN MISSIONS &  
INTERNATIONAL ORGANIZATIONS  
ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Foreign Mission & International Organizations Element

#### SECTION A: Policies Related to Chancery Development

The federal government should:

- FM.A.1** Encourage all foreign missions to locate chanceries, combined chancery/ambassadors' residences, and chancery annexes in owned or leased facilities in the District of Columbia due to its stature as the established seat of the federal government.
- FM.A.2** Identify areas appropriate for the future location of foreign missions in the nation's capital.

Foreign missions are encouraged to:

- FM.A.3** Site chanceries so that they satisfy their operational requirements to further the efficient conduct of diplomatic relations between the United States and other nations.
- FM.A.4** Site chanceries so that they add visual interest and character, contribute to cultural life, and promote diverse and lively communities.

#### SECTION B: Policies Related to Locating Chanceries

The federal government is encouraged to:

- FM.B.1** Give priority consideration for the location of chancery facilities at the proposed foreign missions center.
- FM.B.2** Give priority consideration for the location of chancery facilities in matter-of-right areas.

Foreign missions are encouraged to:

- FM.B.3** Locate chanceries in locations where they would support neighborhood revitalization and economic development.
- FM.B.4** Locate chancery facilities in areas where adjacent existing and proposed land use and zoning are compatible (e.g., office, commercial, and mixed use), giving special care to protecting the integrity of residential areas.
- FM.B.5** Renovate, expand, or reuse an existing chancery to the extent consistent with the Foreign Missions Act.

## APPENDIX 2 – Summary of Policies

- FM.B.6** Evaluate the availability of chancery sites in matter-of-right areas prior to considering sites within areas that are primarily residential in nature.

### SECTION C: Policies Related to Chancery Facilities

#### *Urban Design*

Foreign missions are encouraged to:

- FM.C.1** Protect the L’Enfant Plan’s historic open space system and develop structures and landscaping that enhance and preserve its historic qualities.
- FM.C.2** Preserve and enhance the urban spaces, circles, squares, and plazas generated by the L’Enfant Plan and the national capital’s unique views and vistas.
- FM.C.3** Protect Washington’s historic legacy by ensuring that buildings and landscapes are consistent with the grandeur of a great world capital.
- FM.C.4** Design chanceries to complement—and be consistent with—the height, size, and spatial orientation of existing buildings and surrounding neighborhood character.
- FM.C.5** Construct buildings and landscapes in a manner that demonstrate an appreciation for the architecture and landscape of the surroundings, while also expressing characteristics of the corresponding nation’s native architectural styles.
- FM.C.6** Maintain existing chancery facilities so they do not negatively impact neighborhood character.
- FM.C.7** Where possible, include sustainable site and building design and pursue environmental and efficiency goals that are consistent with the District of Columbia’s.

#### *Historic Preservation*

Foreign missions are encouraged to:

- FM.C.8** Protect, preserve, and rehabilitate historic buildings when locating chanceries in them.
- FM.C.9** Ensure that chanceries located in historic districts are respectful of the architectural character established by the district.
- FM.C.10** Protect and enhance historic landscapes by ensuring that development adjacent to such landscapes promotes their preservation and rehabilitation.

## APPENDIX 2 – Summary of Policies

**FM.C.11** Promote awareness of significant historic properties.

### *Open Space and Parkland*

Foreign missions are encouraged to:

**FM.C.12** Preserve existing parks and open space.

**FM.C.13** Enhance and make accessible adjacent open space or parkland, including waterfront locations.

**FM.C.14** Construct landscapes that promote a beautiful and healthy environment by preserving the tree canopy and avoiding the destruction of mature trees.

**FM.C.15** Maintain and enhance the public space adjacent to chancery facilities so they do not negatively impact neighborhood character.

### *Access*

Foreign missions are encouraged to:

**FM.C.16** Locate chanceries such that access is possible from multiple transportation modes (e.g. walking, bicycling, public transportation, and automobile).

**FM.C.17** Consider urban design qualities, neighborhood characteristics, and traffic capacity in the configuration of vehicular access for diplomats, staff, and service and delivery vehicles.

**FM.C.18** Provide pedestrian access and offer safe, clean, and pleasant environments for pedestrians that includes sidewalks and other amenities.

**FM.C.19** Provide adequate off-street parking on private property that accommodates employees, visitors, and special event participants.

**FM.C.20** Minimize obstructions to public connections for local and regional trails, bikeways, pedestrian ways, or open space networks where possible.

**FM.C.21** Minimize public space obstructions such as vehicular curb cuts and orient service areas away from major streets or locate them in an area that will be the least disruptive on the site.

**FM.C.22** Where possible, locate perimeter security elements within the building yard and not in public space. Where necessary, perimeter security elements located in public space should be minimized, unobtrusive, and designed to relate to the surrounding context.

## **APPENDIX 2 – Summary of Policies**

### **SECTION D: Policies Related to Ambassadors’ Residences**

Foreign missions are encouraged to:

- FM.D.1**      Locate ambassadors’ residences, as the official home of the ambassadors or heads of foreign missions, in the District of Columbia befitting their status as the established seat of the federal government.
  
- FM.D.2**      Locate ambassadors’ residences in all District quadrants in areas which are compatible with residential uses.

### **SECTION E: Policies Related to International Organizations**

International organizations in the National Capital Region are encouraged to:

- FM.E.1**      Locate their principal offices in the District of Columbia, befitting its status as the established seat of the federal government.
  
- FM.E.2**      Locate so that access to them is possible from multiple transportation modes and in a manner that their activities can function efficiently and be compatible with the surrounding land uses.

**TRANSPORTATION ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Transportation Element

#### SECTION A: Policies Related to Transportation Management Plans

The federal government should:

- T.A.1** Prepare Transportation Management Plans that encourage employee commuting and work-related travel by modes other than the single-occupant vehicle. The TMP should evaluate opportunities and establish goals for employee commuting and work-related trips through active commuting, the use of telework and flexible schedules, transit, as well as carsharing and vehicle pooling.
- T.A.2** Develop TMPs that explore methods and strategies to meet prescribed parking ratios. A thorough rationale and technical analysis must be provided to support all TMP findings and goals.
- T.A.3** Analyze scenarios that incorporate data on employee home zip codes; nearby commuter and transit bus routes, Metrorail, commuter rail lines and their schedules; carpool/vanpools; bicycle routes; and existing and planned HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes.
- T.A.4** Include, within TMPs, implementation plans with specific proposed actions and timetables outlining each agency’s commitment to reaching short and long-term TMP goals, as well as goals established in their Strategic Sustainability Performance Plans.
- T.A.5** Reflect, within TMPs, planned regional and local transportation infrastructure or service improvements within five miles of the federal facilities. Federal installations and campuses close to each other are encouraged to coordinate TMP programs to eliminate redundancies and minimize costs.
- T.A.6** Assess, as part of a traffic impact study, a project or master plan’s forecasted impacts on the surrounding roadway network. Where future development is forecasted to cause an intersection or roadway to fail, mitigation measures must be identified and accounted for in the TMP goals. Mitigation measures could include demand management strategies and offsite improvements, which are developed in coordination with local planning and public works staff.

#### SECTION B: Policies Related to Transportation Demand Management

The federal government should:

- T.B.1** Encourage ridesharing, biking, walking, transit, and other non-SOV modes of transportation for federal commuters and visitors.

## APPENDIX 2 – Summary of Policies

- T.B.2** Maximize employee telecommuting strategies in accordance with federal law and agency telework policies.
- T.B.3** Employ compressed and alternative work schedules for employees, consistent with agency missions.
- T.B.4** Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs.
- T.B.5** Steadily increase transit subsidy rates and consider applying subsidies and incentives to other forms of transportation (such as biking, walking, carpooling, and vanpooling) while not subsidizing SOV commuting or parking.

### SECTION C: Policies Related to Integrated Regional Transit

The federal government should:

- T.C.1** Capacity and service expansion of the regional Metrorail and Metrobus systems and other regional and local transit services, particularly where these services will support existing or planned federal facilities.
- T.C.2** Expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.C.3** Increased utilization of passenger rail service in the Northeast Corridor and points south and west to serve Washington’s Union Station.
- T.C.4** Exclusive transit rights-of-way to all regional airports with an emphasis on establishing opportunities for transit-oriented development near transit stations along these routes.
- T.C.5** The efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs (i.e. Circulator, busways, Bus Rapid Transit, light rail, streetcars, bikeshare stations, and vehicle-sharing services).
- T.C.6** The development of intermodal transit centers within regional activity centers to provide greater transit access and improved interconnectivity for commuters.

### SECTION D: Policies Related to Parking and Parking Ratios

The federal government should:

- T.D.1** Provide motor vehicle parking only for those federal employees who are unable to use other forms of transportation.

## APPENDIX 2 – Summary of Policies

- T.D.2** Give priority parking spaces to carpool and vanpool vehicles, hybrid vehicles, and other vehicles utilizing “clean” technology.
- T.D.3** Provide parking for disabled persons in accordance with federal law.
- T.D.4** Provide temporary parking for official vehicles and visitors. The number and location of spaces should be justified in the facility’s master plan and Transportation Management Plan.
- T.D.5** Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design. Any parking facility, including surface parking lots and free-standing parking structures, should be designed and constructed in an environmentally-sensitive manner using features such as permeable pavers, bioswales, green roofs, solar panels, and/ or wind turbines. Parking structure design should provide opportunities for future conversion to open or usable space and enhance adjacent public space, where possible.
- T.D.6** Position parking facilities to not obstruct pedestrian or bicycle access to buildings, and to minimize their visibility from surrounding public rights of way. Access to parking facilities should be consolidated, and curb cuts minimized, where possible.
- T.D.7** Provide a safe and convenient means of entry and egress to vehicle garages for all commuters, including bicycle commuters and pedestrians.
- T.D.8** Consider nearby commercial parking space availability when calculating parking requirements, presuming that employees who choose to drive can purchase parking in nearby private or public facilities at market rates. Any spaces secured for motor-vehicle parking in an adjacent facility must be accounted for in a facility’s Transportation Management Plan and should not accommodate parking above prescribed parking ratio goals.
- T.D.9** Evaluate opportunities to share parking spaces with nearby uses or lease parking spaces to local car share services. Agencies should pursue arrangements whereby the agency is able to utilize car-sharing vehicles in fair exchange for the service’s use of parking spaces.
- T.D.10** Within the Central Employment Area, the parking ratio should not exceed one space for every five employees (1:5).
- T.D.11** Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, the parking ratio should not exceed one space for every four employees (1:4).
- T.D.12** For suburban federal facilities within 2,000 feet of a Metrorail station, the parking ratio should not exceed one space for every three employees (1:3).

## APPENDIX 2 – Summary of Policies

- T.D. 13** For suburban federal facilities beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to planned improvement over time (1:1.5-1:2).

### SECTION E: Policies Related to Active Commuting and Bicycling for Federal Employees

The federal government should:

- T.E.1** Provide a system of dedicated, inter-connected trails, bike lanes, and sidewalks for non-motorized vehicles and pedestrians among federal campus entrance points and all on-site buildings. Where such facilities exist outside of the campus, the campus network should connect to the surrounding system and provide through access, where possible. Providing trail and sidewalk connections to nearby transit stations is a priority.
- T.E.2** Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to federal building entrances and throughout federal campuses in convenient locations. The number of spaces, storage, and support facilities should be provided in accordance with the requirements of the local jurisdiction in which the federal facility resides. In the absence of such requirements, federal facilities should provide a sufficient supply of bicycle spaces, storage, and support facilities to meet current and future employee needs as identified in the facility master plan and TMP. Opportunities to employ bicycle sharing programs should be evaluated and implemented, where possible, and coordinated with local and regional bicycle-sharing programs to provide a flexible, comprehensive, and efficient system.
- T.E.3** Work with local jurisdiction bike coordinators, the Metropolitan Washington Council of Governments, Commuter Connections, and cycling organizations, such as the Washington Area Bicyclist Association and others, to promote bicycle commuting among federal employees.
- T.E.4** Support the development of a continuous system of multi-use trails for hikers and bikers in the region, with an emphasis on bicycle commuting.
- T.E.5** Allow regional and neighborhood trails for non-motorized vehicle and pedestrian access through federal properties, working with federal security staff to determine appropriate access points, pathways, and hours of operation.
- T.E.6** Support the efforts of the Washington Metropolitan Area Transit Authority or other transportation entities to provide facilities that encourage bicycle commuting, such as bicycle lockers at transit stations, bike racks onboard buses, and space for the location of regional bike-sharing stations.

### SECTION F: Policies Related to Shuttles and Circulators

The federal government should:

## APPENDIX 2 – Summary of Policies

- T.F.1** Operate circulators on federal campuses with multiple federal buildings. Such circulators should have the following operating characteristics and associated infrastructure:
1. Maximum of 15-minute “headways” (time between vehicles at a stop) or on-call service, with a preferable 10-minute headway service.
  2. Service to areas of federal campuses adjacent to or near transit stations.
  3. Waiting facilities (shelters, benches, trash cans).
  4. Signage to identify shuttle stops, with maps of the campus and the service area.
- T.F.2** Fund transit-to-workplace shuttles if adequate off-site transit service is not otherwise present. If transit is available in proximity to the facility, the agency should work with the appropriate service provider to implement convenient transit for the facility to prevent redundant service.
- T.F.3** Combine transit station-to-workplace shuttle service with on-campus circulators to operate as a single system.
- T.F.4** Operate cross-town shuttles in urban areas with inadequate local service to provide transit between federal agencies that regularly do business with one another, or among multiple agency office locations. Shuttle services should be coordinated among federal agencies with overlapping route requirements to minimize costs and improve service. Where local transit service exists, federal agencies should utilize the local service in lieu of providing their own transit service.

### **SECTION G: Policies Related to Non-Auto-Oriented Transportation, Tourism, and Development Interests**

The federal government should:

- T.G.1** Support transit-oriented development at Metrorail stations, within Regional Activity Centers, and at other transit nodes.
- T.G.2** Support multimodal connections and transportation alternatives in the regional system.
- T.G.3** Support federal and District of Columbia efforts to remove or deck freeways and other transportation infrastructure that interrupt the city’s historic street grid pattern, and restore the surface network in a manner that is consistent with the urban design context of the L’Enfant Plan and monumental core.

## APPENDIX 2 – Summary of Policies

- T.G.4** Encourage connections to, and the optimum use of, all regional airports. Airport service capacity should remain consistent with environmental constraints (particularly noise) and security concerns.
- T.G.5** Provide sidewalks and non-vehicular connections among buildings on federal campuses as well as between federal buildings, transit stations, and surrounding neighborhood amenities.
- T.G.6** Provide for publicly-accessible bicycle racks, and bicycle and vehicle-sharing stations on federal land, where possible.
- T.G.7** Support regional efforts to manage transportation infrastructure in response to states of emergency.
- T.G.8** Participate in the District of Columbia’s effort to manage tour bus operations within the city, providing relief for District residents, workers, and visitors, while accommodating tour industry needs.
- T.G.9** Support the development of a water taxi service or ferry type system serving the District of Columbia and surrounding jurisdictions to provide an alternative commuting mode. This should coincide with waterfront redevelopment opportunities and serve waterfront attractions.

### SECTION H: Policies Related to Investment Priorities

The federal government should:

- T.H.1** Fix it first: support funding to maintain and improve existing transportation facilities, with a priority on transit, pedestrian, bicycling or other facilities that encourage use of non-motorized vehicles.
- T.H.2** Support funding to increase capacity, security, and multi-modal development of the regional transit system.
- T.H.3** Support projects that provide improved transit, bicycle, pedestrian, and roadway access in existing, highly-developed areas.
- T.H.4** Extend the transit system’s reach into developed, but underserved areas of the region.
- T.H.5** Encourage deployment of new “intelligent transportation” technologies that make more efficient use of roadway capacities.
- T.H.6** Integrate transit services, wherever possible.

**FEDERAL ENVIRONMENT  
ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Federal Environment Element

#### SECTION A: Policies Related To Climate Change

The federal government should:

- FE.A.1** Implement sustainable building design and transportation to address the challenges of climate change and advance projects that will minimize fossil fuel consumption and reduce greenhouse gas emissions.
- FE.A.2** Establish compact, transit-oriented development to reduce greenhouse gas emissions.
- FE.A.3** Pursue opportunities with vendors and contractors to reduce greenhouse gas emissions (e.g., transportation options and supply chain activities).
- FE.A.4** Decrease, and where possible eliminate, use of chemicals directly associated with greenhouse gas emissions.
- FE.A.5** Develop and implement innovative, agency-specific policies and practices to reduce Scope 3 greenhouse gas emissions in agency operations.
- FE.A.6** Design buildings to achieve energy, waste, and water net-zero, where feasible.
- FE.A.7** Institute aggressive development of energy districts in federal project construction involving multiple buildings and/or other physical assets. Increase renewable energy and renewable energy generation on federal agency properties.
- FE.A.8** Address climate change impacts in long range plans, building site selection, and capital projects by considering, but not being limited to, the effects of:
  - 1. Risks of flooding (sea level rise, annual rainfall, intensity of rainfall).
  - 2. Pollutant levels in runoff.
  - 3. Soil erosion.
  - 4. Increased stormwater runoff.
  - 5. Temperature extremes.
  - 6. Increased number and severity of storms such as hurricanes.
  - 7. Impact to tree viability and vegetation.

## APPENDIX 2 – Summary of Policies

- FE.A.9** Assist in the development of regional climate adaptation and resilience plans to enable the National Capital Region and individual localities and utilities to prepare vulnerability assessments, conduct adaptation planning, and facilitate regional emergency preparedness.
- FE.A.10** Support the local and regional analysis of impacts from climate change and associated risks to the region’s infrastructure, buildings, natural resources, populations, and in particular, federal lands and facilities adjacent to the Potomac and Anacostia Rivers and their tributaries.
- FE.A.11** Develop federal plans and projects consistent with agency, local, and regional climate adaptation and mitigation plans by:
1. Prioritizing capital investments that are climate resilient and will increase the region’s adaptive capacity.
  2. Coordinating climate adaptation actions with other federal, regional, and local agencies within the same geographic area (such as a drainage basin, shoreline community, or coastal region).
  3. Ensuring that federal actions do not create greater climate change vulnerabilities in the local community or region.
  4. Considering the long-term vulnerability of a community’s critical infrastructure to climate change risks during the site-selection process.

### **SECTION B: Policies Related to Air Quality**

The federal government should:

- FE.B.1** Reduce mobile sources of air pollutants by:
1. Encouraging federal, state, and local governments, as well as private employers, to support improvements to, and utilization of, public transportation systems and enhance bicycle and pedestrian mobility.
  2. Decreasing federal employee usage of single-occupant vehicles through operational policies, such as reduced parking ratio using Transportation Demand Management techniques and the location and design of workplace facilities. Transportation Demand Management techniques are defined in the Transportation Element.
  3. Encouraging usage of alternative clean fuels (e.g., hybrid, fuel cell, compressed natural gas, and “clean” diesel fuels) and promoting the use of Alternative Fuel Vehicles (AFVs). Alternative fuels are defined by federal law.

## APPENDIX 2 – Summary of Policies

4. Establishing alternative fueling locations on federal property and assigning preferred parking spots for low emission vehicles.
5. Encouraging the use of aircraft that meet or exceed the current emission standards set by EPA.
6. Designing parking lots to support electric vehicle charging stations, where electricity sources are from renewable resources.

**FE.B.2** Reduce stationary sources of air pollutants by:

1. Minimizing power generation requirements, such as by utilizing best available green building systems and technologies.
2. Utilizing less-polluting sources of energy (e.g., solar, geothermal, and wind).
3. Encouraging the development and use of alternative energy sources to reduce the reliance on fossil fuels.
4. Carefully controlling and reducing the incineration of waste materials, particularly those that may contain toxic substances.

**FE.B.3** Use environmentally-friendly green building materials, construction methods, and building designs to promote safe indoor air quality.

**FE.B.4** In response to Ozone Action Days, when the highest ozone levels occur, federal agencies should take measures to temporarily reduce the generation of emissions that contribute to ozone formation. Similar measures should be applied to long-term plans to reduce mobile and stationary sources.

**FE.B.5** Protect employees from breathing pollutants produced from mobile sources, especially when located within 600 feet of a major highway.

### SECTION C: Policies Related to Water Resources and Stormwater Management

The federal government should:

**FE.C.1** Developing stormwater management plans that:

1. Encourage federal agencies and local jurisdictions to work together to develop stormwater management plans.
2. Encourage stormwater management at a campus or district-level.

## APPENDIX 2 – Summary of Policies

- FE.C.2** Strengthen stormwater management practices for federal facilities and federal land to meet federal and regional requirements, and specifically to restore clean water, recover habitat, sustain fish and wildlife, and increase public access.
- FE.C.3** Upgrade water supply and sewage treatment systems, modernize storm and sanitary sewer systems, and integrate green infrastructure approaches, to avoid the discharge of pollutants into waterways.
- FE.C.4** Avoid the use of pesticides, herbicides, fertilizers, chemicals, oil, salts, and other threats to prevent the pollution of groundwater and waterways.
- FE.C.5** Use pervious surfaces and retention ponds, if appropriate to the site, to reduce stormwater runoff and impacts on off-site water quality.
- FE.C.6** Encourage the use of innovative and environmentally-friendly “Best Management Practices” in site and building design and construction practice, such as green roofs, bio-retention ponds, vegetated filtration strips, rain gardens, and permeable surface walkways, to reduce erosion and clean and capture stormwater on-site.
- FE.C.7** Use technical guidance provided by EPA, in addition to working with local jurisdictions, to meet both federal and local stormwater requirements.
- FE.C.8** Ensure that stormwater runoff does not impact neighboring properties.
- FE.C.9** Prevent unnecessary wastewater discharge and the potential for Combined Sewer Overflow events. Require reduced wastewater output through conservation and reuse in all new federal buildings and major federal renovation projects consistent with the Energy Independence and Security Act of 2007 and all other applicable policies.
- FE.C.10** Participate in regional agreements and programs that improve water quality and address watershed issues.
- FE.C.11** Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, designing stormwater swales and collection basins on federal installations, and using pervious surfaces wherever possible.
- FE.C.12** Promote water conservation programs and the use of water-saving technologies including landscaping and irrigation strategies that conserve and monitor water consumption in all federal facilities.
- FE.C.13** Encourage the implementation of water reclamation programs at federal facilities for landscape irrigation purposes and other appropriate uses.

## APPENDIX 2 – Summary of Policies

**FE.C.14** Reduce or eliminate the use of potable water—water that is safe for humans to drink—for landscaping or water features. Encourage the reuse of greywater.

**FE.C.15** Avoid sites that have high stormwater retention value, such as areas with soils that have low infiltration rates or discharge directly into wetlands or water bodies. Promote development on previously disturbed sites, especially those with impervious surfaces or compacted soil so that redevelopment can achieve better filtration.

### SECTION D: Policies Related To Flooding

The federal government should:

**FE.D.1** Collaborate with federal agencies on flood management plans and flood protection projects.

**FE.D.2** Prohibit hazardous activities and critical actions in floodplain areas.

**FE.D.3** Encourage modification of existing developments to remove or mitigate flood hazards, restore floodplain values, and improve water management. If the necessary modifications cannot be accomplished, the buildings should be removed when feasible to allow restoration of the floodplain and to correct flood hazards and restore floodplain values.

**FE.D.4** Discourage investment in floodplain areas unless related to correcting flood hazards, restoring floodplain values, or supporting conservation, passive recreation, or memorial uses.

**FE.D.5** If construction in a floodplain is necessary:

1. Preserve natural drainage where possible.
2. Elevate structures above base flood level.
3. Use best available flood proofing and protection measures.
4. Return the site as closely as possible to its natural contours.
5. Consider the cumulative impacts to the floodplain.
6. Consider long-term operational and capital costs associated with preparing and recovering from potential floods.

**FE.D.6** Consider relocating outside of the floodplain when planning substantial improvements or repairs to an existing facility in a floodplain. If locating in a floodplain is necessary:

## APPENDIX 2 – Summary of Policies

1. Elevate all equipment and assets from the ground level floor, where flooding might be expected.
2. Apply flood proofing and protection measures to existing infrastructure to ensure that critical operations will not be disrupted during flood events.

### SECTION E: Policies Related To Wetlands and Waterbodies

The federal government should:

- FE.E.1** Protect the physical and ecological functions of wetlands and riparian areas with priority in the following order:
1. Avoid development of areas that contain wetlands, including isolated wetlands, or on sites that will impact the quality and health of nearby wetlands.
  2. Minimize the impacts to wetlands by reducing the area of disturbances. If construction in a wetland is necessary, utilize the highest standard in project development requirements to minimize adverse impacts.
  3. Replace wetlands that are lost or degraded as a result of site development.
- FE.E.2** Avoid any intensive land uses with high amounts of impervious surface or significant pollution discharges within or adjacent to wetlands and riparian areas.
- FE.E.3** Create vegetative and open space buffers around wetlands, waterways, or riparian areas when constructing near wetlands.
- FE.E.4** Coordinate wetland activities with federal, state, and local government programs and regulations, including the Chesapeake Bay Program. Support local and regional watershed implementation plans and regulations.
- FE.E.5** Design vegetated buffer strips around waterways and wetlands to capture and clean stormwater runoff. Encourage restoration of streams and stream banks that have been negatively impacted by runoff.
- FE.E.6** Protect wetlands from indirect impacts such as significant adverse hydrological modifications, excessive sedimentation, deposition of toxic substances in toxic amounts, nutrient imbalances, and other adverse anthropogenic impacts.
- FE.E.7** Enhance degraded wetlands during significant building or site improvements on federal property.

## APPENDIX 2 – Summary of Policies

### SECTION F: Policies Related To Soils

The federal government should:

- FE.F.1** Discourage development in areas of identified high erosion potential, on slopes with a gradient of 15 percent and above, and on severely eroded soils. Avoid development on excessive slopes (25 percent and above).
- FE.F.2** Employ Best Management Practices to reduce the potential for soil erosion and the transportation of sediment, consistent with state and local requirements.
- FE.F.3** Limit uses on highly unstable soils to passive recreation, conservation areas, and open space.
- FE.F.4** Locate and design buildings to be sensitive to natural groundwater flows. Avoid development in areas where mineral resources, such as diabase clay and shale, are located.
- FE.F.5** Identify and protect soil protection zones.
- FE.F.6** Create and implement an erosion and sedimentation control plan during construction to prevent damage or loss of critical soils.
- FE.F.7** Avoid soil compaction in design of landscape plans, during construction, and maintenance.
- FE.F.8** Minimize tree cutting and other vegetation removal to support soil structure (slope geometry, location and geologic content), reduce soil disturbance, and limit erosion. When tree removal is necessary, replace trees, shrubs, and other vegetation to prevent a net vegetation loss.
- FE.F.9** Encourage remediation and redevelopment of brownfield sites.
- FE.F.10** Enhance degraded soils during significant building or site improvements on federal property.

### SECTION G: Policies Related To Tree Canopy and Vegetation

The federal government should:

- FE.G.1** Preserve existing vegetation, especially large stands of trees.
- FE.G.2** When tree removal is necessary, trees should be replaced to prevent a net tree loss to the project area, according to the following procedures:

## APPENDIX 2 – Summary of Policies

1. An evaluation of potential tree loss should be made prior to any removal. Trees shall be replaced according to the regulations of the local jurisdiction.
2. Trees of 10 inch diameter or less will be replaced at a minimum of a one-to-one basis.
3. Significant trees (diameter greater than 10 inch) will be replaced at a rate derived from a formula of the International Society of Arboriculture, or as established by the local jurisdiction's requirements for tree replacement.
4. The replacement of trees should be located on-site, on adjacent properties, or in areas within the site's jurisdiction.

**FE.G.3** Enhance the environmental quality of the national capital region by replacing existing trees where they have died or where they have been removed due to development. Tree replacement should adhere to the standards and guidelines of the local jurisdiction, but at a minimum prevent a net tree loss in the development area.

**FE.G.4** Incorporate new trees and vegetation into plans and projects to moderate temperatures, minimize energy consumption, and mitigate stormwater runoff. This includes the use of vegetation in the design and development of green roof projects where feasible and consistent with local regulations.

**FE.G.5** Conserve plant communities native to the site's ecoregion (as defined by the Council on Environmental Quality). Protect and/or restore areas containing native plant communities, and provide habitat corridors connecting to off-site natural areas or buffers adjacent to off-site natural areas for migrating wildlife.

**FE.G.6** Maintain and preserve woodlands adjacent to waterways, especially to aid in the control of erosion, sediment, and thermal pollution.

**FE.G.7** Encourage the use of native plant species and remove invasive plants where appropriate.

**FE.G.8** Protect and preserve all vegetation designated as special status plants.<sup>1</sup>

**FE.G.9** Use vegetation to minimize building heating and cooling requirements.

**FE.G.10** Use trees and other vegetation to offset emissions of greenhouse gases from operations. Plant and maintain trees and other vegetation to achieve long-term

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<sup>1</sup> Special status plants are those plants that are legally protected under the federal Endangered Species Act, or other federal and state regulations, along with species considered sufficiently rare by the scientific community to qualify as defined by the CEQ recommendations, *Guidance for Federal Agencies on Sustainable Practices for Designed Landscapes*.

## APPENDIX 2 – Summary of Policies

storage of carbon dioxide following accepted protocols that ensure offsets are permanent and verifiable.

**FE.G.11** Support sustainable practices in federal landscape development to include, but not limited to, the following:

1. Use of sustainable soil amendments.
2. Reduced irrigation runoff.
3. Reduced greenhouse gas emissions.
4. Use of Integrated Pest Management practices.
5. Reduced potable water consumption and recycling of all organic matter.
6. Introduction of plants that support pollinator species.
7. Selection of vegetation in the appropriate U.S. Department of Agriculture Plant Hardiness Zone, while accounting for regional changes in climate.

**FE.G.12** Use of grass species as lawn should be limited to recreational areas so that major reductions in water, chemicals, maintenance, energy, air and water pollution, and noise occur. Where turf grass is used, species and cultivar selection should reflect the local climate and growing conditions to minimize the need for irrigation and the use of chemicals for feeding, and controlling insects and disease.

### SECTION H: Policies Related To Wildlife

The federal government should:

**FE.H.1** Encourage facility design and landscaping practices that provide food and cover for native wildlife.

**FE.H.2** Discourage development or significant alteration of areas used by wildlife, including migratory wildlife.

**FE.H.3** Consider the impacts, including cumulative impacts, of environmental changes on wildlife habitats and the biodiversity of an ecosystem. Consideration should extend to non-protected areas, as well as areas protected by designations such as parks and wetlands.

**FE.H.4** Create and maintain inventories of species and natural resources and encourage regional cooperation to protect natural areas and species.

## APPENDIX 2 – Summary of Policies

**FE.H.5** Avoid actions that could have significant long-term adverse effects on aquatic habitats, such as dredging and filling operations that disrupt and destroy organisms.

**FE.H.6** When constructing in areas near wildlife habitat, consider the following:

1. Use buffer areas to transition the intensity of uses (active uses, passive uses, and conservation areas) from development to wildlife functions.
2. Design the site to avoid habitat fragmentation.
3. When constructing barriers (such as roadways, railways, bridges, and fences) through areas of significant wildlife habitat, consider design methodologies that allows species movement through barriers.
4. Ensure that lakes, rivers, and streams near the site provide adequate undisturbed habitat for species movement.
5. Link new parks, open spaces, and conservation areas to existing natural vegetated corridors and other wildlife habitat.

### SECTION I: Policies Related to Solid Waste and Hazardous Waste

The federal government should:

**FE.I.1** Ensure that development projects reuse or recycle salvaged building and organic materials to conserve resources and divert materials from landfills and incinerators. Encourage procurements that increase the purchase and use of products containing recycled content.

**FE.I.2** Implement waste reduction measures that extend the life of waste disposal systems and reduce energy demand, including recycling programs, composting, and utilizing biodegradable products.

**FE.I.3** Avoid locating federal facilities that produce or manage hazardous waste and toxic materials in (or upstream or upwind of) heavily populated or environmentally sensitive areas (e.g., unstable ground, high-value groundwater recharge areas, floodplains, and wetlands).

**FE.I.4** Monitor and conduct periodic testing to detect and avoid leaks or spills from structures that hold hazardous materials (e.g. underground storage tanks, pipes, and retention areas), and remediate groundwater contaminations.

**FE.I.5** Manage and dispose of hazardous wastes and toxic substances in a safe manner in accordance with national, state, and local regulations.

## APPENDIX 2 – Summary of Policies

### SECTION J: Policies Related to Light Pollution

The federal government should:

- FE.J.1** Reduce levels of light pollution by:
1. Selecting the appropriate level of lighting to meet design needs, while minimizing excess light.
  2. Designing light fixtures to eliminate upward and horizontal spillage.
  3. Designing and providing appropriate controls to operate lighting only when needed, and at appropriate light levels.
  4. Selecting lighting that minimizes maintenance, reduces energy use, and provides better visibility.
  5. Selecting appropriate lighting technologies in a historic context.
- FE.J.2** Exterior lights should be fully evaluated for their effectiveness, maintenance requirements, and energy use.
- FE.J.3** All exterior lighting should be switched off when not required.

### SECTION K: Policies Related to Noise Pollution

The federal government should:

- FE.K.1** Avoid locating activities that produce excessive noise near sensitive natural resources and land uses such as residential areas, hospitals, schools, and major public and civic destinations.
- FE.K.2** Locate, design, and construct improvements to roads, driveways, loading docks, and parking lots for federal facilities in a manner that is sensitive to existing adjacent land uses.
- FE.K.3** Ensure that construction activities comply with local noise ordinances, and coordinate with local governments and adjacent communities to establish limits on the intensity and hours of noise generation.
- FE.K.4** Use sound proofing technology, or install noise barriers to reduce the impact of noise from mechanical equipment or from everyday operations and activities.

## APPENDIX 2 – Summary of Policies

### SECTION L: Policies Related to Energy

The federal government should:

- FE.L.1** Improve environmental performance and reduce costs in existing federal buildings through targeted energy improvements, such as:
1. Optimizing the efficiency of heating, ventilation, and cooling systems with more efficient boilers, motors, and variable-speed drives.
  2. Reducing energy and maintenance costs by installing centralized energy management systems.
- FE.L.2** Reduce fossil fuel-generated energy consumption by 55 percent compared to an FY 2003 baseline for new and renovation projects. The required reduction under law is consistent with EISA, with designs for new buildings or major renovations begun in FY 2030.
- FE.L.3** At least 30 percent of hot water demand in new or renovated federal buildings should come from solar hot water heating if life-cycle cost-effective. Existing buildings with minor renovations must incorporate the most energy-efficient designs, equipment, and controls.
- FE.L.4** Locate and construct federal facilities to minimize energy loss in long-distance energy transmission.
- FE.L.5** Pursue energy conservation strategies at a multi-building or district-level.

### SECTION M: Policies Related to Radiofrequency Radiation and Electromagnetic Fields

The federal government should:

- FE.M.1** Consider the joint-use of antennas and collocating antennas to reduce aesthetic impacts and limit the area of radiofrequency exposure. Federal agencies should evaluate the cumulative effect of multiple transmitters at one location to ensure that the combined radiofrequency emissions continue to meet Federal Communications Commission guidelines.
- FE.M.2** Follow a practice of “prudent avoidance” of RF exposure. Federal agencies should reduce the exposure of workers and the public to RF fields where they may be prevalent, including those from power lines, antennas, equipment, and other recognized sources of RF and electromagnetic field emissions.
- FE.M.3** Incorporate adequate interior building attenuation measures to reduce RF field penetration into the habitable areas of buildings.

## APPENDIX 2 – Summary of Policies

- FE.M.4** Require adequate communication of potential risks where occupational/controlled exposure may be present.
- FE.M.5** Utilize advances in technology, such as fiber optics, cooperative antenna technologies, and teleports; and monitor changes in standards and guidelines for the installation of antennas.
- FE.M.6** Minimize visual impacts of telecommunication antennas proposed for the rooftop of a building with historic value by using a variety of tools including, but not limited to, matching building colors and design, incorporating screens, and moving antennas away from the building's edge. All measures should be coordinated with local historic preservation requirements.

### SECTION N: Policies Related to Environmental Justice

The federal government should:

- FE.N.1** Identify and address any disproportionately high and adverse health or environmental effects on minority and low-income populations resulting from agencies' programs, policies, and activities. Consider the indirect, multiple, and cumulative effects of actions on the cultural, social, historical, and economic characteristics of an affected community.
- FE.N.2** Analyze and consider, as prescribed by NEPA, the demographics of a potentially affected area to determine whether such communities are characterized by low-income levels or high minority populations.
- FE.N.3** Establish effective public outreach programs so that the affected community can participate in decisions that will impact its future.
- FE.N.4** Prioritize and support the re-use of brownfield sites for federal or private-sector redevelopment.
- FE.N.5** Adhere to the federal guidelines of the Department of Housing and Urban Development's *Site and Neighborhood Standards*, which strongly encourages development to be located in areas having access to amenities like transportation, educational, and health facilities.

**HISTORIC PRESERVATION  
ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Historic Preservation Element

#### SECTION A: Policies Related to the Plan of the City of Washington

The federal government should:

- HP.A.1** Preserve, rehabilitate, enhance, and restore (where applicable) the *Plan of the City of Washington* (L’Enfant and McMillan Plans) and the urban design principles established by the Plan including building placement, street layout, vistas, and open spaces.
- HP.A.2** Protect the reciprocal views along the rights-of-way established by L’Enfant streets, as well as to and from squares, circles, and reservations.

#### *Historic Plan of Washington: Streets and Avenues*

The federal government should:

- HP.A.3** Protect, maintain, and restore, where applicable, the L’Enfant street network and rights-of-way.
- HP.A.4** Restore or rehabilitate historic streets that were inappropriately disrupted, or closed to their original right-of-way or configuration, at the earliest opportunity.
- HP.A.5** Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the right-of-way and viewsheds.
- HP.A.6** Reinforce the city’s historic landscape character and maintain the integrity, form, and design of the L’Enfant system of streets.
- HP.A.7** Protect the historic importance and function of the streets as operational thoroughfares.
- HP.A.8** Construct building facades to the street right-of-way lines (building lines) to reinforce the spatial definition of the historic street plan.
- HP.A.9** Protect the character and alignment of the District of Columbia’s boundary streets as defining features of the capital city.
- HP.A.10** Protect, rehabilitate, and restore the public squares, circles, reservations, and the park system that are a legacy of the *Plan of the City of Washington*.
- HP.A.11** Protect reservations that contain historic landscapes and features from incompatible changes or intrusions.

## APPENDIX 2 – Summary of Policies

- HP.A.12** Protect and maintain the historic spatial significance of the L’Enfant reservations when designing and locating physical security measures.
- HP.A.13** Protect, rehabilitate, and enhance the extensions of major L’Enfant rights-of-way and associated reservations throughout the District of Columbia as part of the national capital’s open space framework.

### SECTION B: Policies Related to the Identification of Historic Properties

The federal government should:

- HP.B.1** Identify and protect historic properties and disseminate information about their significance to the public.
- HP.B.2** Recognize that there may be Modern era (post World War II) resources including buildings, structures, and landscapes that are historically significant and reflect design or cultural significance of the recent past. Identify and protect these resources to ensure that properties that have not been evaluated for listing in the National Register of Historic Places are nonetheless noted for their potential future significance and are treated accordingly.
- HP.B.3** Coordinate with local agencies, citizen groups, and property owners in the identification, designation, and protection of public and private historic properties. Collectively these resources reflect the image and history of the National Capital Region.
- HP.B.4** Conduct archaeological investigations in the earliest phases of master planning or project development in order to avoid the disturbance of archaeological resources.
- HP.B.5** Recognize that historic federal properties are sometimes important for local history. Ensure that locally significant characteristics or qualities are maintained.

### SECTION C: Policies Related to the Protection and Management of Historic Properties

The federal government should:

- HP.C.1** Sustain exemplary standards of historic property stewardship.
- HP.C.2** Integrate the preservation, rehabilitation, and adaptive reuse of historic properties, including buildings and landscapes, into master plans for federal campuses and facilities.
- HP.C.3** Maintain a sense of historic continuity and evolution by preserving federal buildings representative of different eras and styles. Include contemporary

## APPENDIX 2 – Summary of Policies

architectural styles in future federal development as they contribute to, and enhance, the city’s urban fabric.

- HP.C.4** Preserve, rehabilitate, and protect historic landscapes and open spaces, both natural and designed, which are integral components of federal properties.
- HP.C.5** Protect significant archaeological resources by leaving them intact and undisturbed. Maintain an inventory of sites with potential for archaeological discovery and significance.
- HP.C.6** Use historic properties for their original purpose or, if no longer feasible, for an adaptive use that is appropriate to their context and is consistent with the property’s significance and character.
- HP.C.7** Ensure the continued preservation of federal historic properties through ongoing maintenance. Transfer these properties to an appropriate new steward when disposal of historic properties is appropriate.
- HP.C.8** Plan, where feasible, for federal historic properties to serve as catalysts for local economic development and tourism.
- HP.C.9** Promote the integration of sustainability objectives with the preservation, rehabilitation, or restoration of historic properties.
- HP.C.10** Protect and rehabilitate the National Mall and its monumental character as a historic open space that functions as the nation’s preeminent gathering space.
- HP.C.11** Protect, and preserve in place, the extant boundary stones that mark the original survey of the District of Columbia.
- HP.C.12** Ensure that sites and settings for federally owned historic assets in the region are preserved and maintained as integral parts of the National Capital Region’s historic character.

### SECTION D: Policies Related to Design Review

The federal government should:

- HP.D.1** Ensure that new construction is compatible with the qualities and character of historic buildings and their settings, in accordance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* and the *Guidelines for Rehabilitating Historic Buildings*.
- HP.D.2** Work cooperatively with local agencies to ensure that development adjacent to historic properties does not detract from their historic character, and is compatible with the surrounding context.

## APPENDIX 2 – Summary of Policies

**HP.D.3** Protect the settings, including viewsheds, of historic properties, as integral parts of the property's historic character.

### SECTION E: Policies Related to the Historic Image of the Capital

The federal government should:

**HP.E.1** Plan carefully for appropriate uses and compatible design in and near the monumental core to protect and preserve the nation's key historic properties.

**HP.E.2** Ensure that federal facilities and spaces respect and complement the capital's rich architectural heritage and historic resources.

**HP.E.3** Design transportation infrastructure that is consistent with the urban design principles of the *Plan of the City of Washington* (L'Enfant Plan and the McMillan Plan) and surrounding historic properties.

**HP.E.4** Recognize the role historic properties, memorials, and monuments have in defining the national capital and its image.

**VISITORS & COMMEMORATION  
ELEMENT**

## APPENDIX 2 – Summary of Policies

### Summary of Policies – Visitors & Commemoration Element

#### SECTION A: Policies Related to Visitor Transportation Modes

The federal government should:

- VC.A.1** Locate federal visitor attractions within walking distance of public transportation stops.
- VC.A.2** Support increased access to visitor attractions through improvement or expansion of Metrorail, premium bus service, pedestrian and biking improvements, or other affordable, efficient, and effective transportation alternatives.
- VC.A.3** Encourage increased use of public transit and other sustainable transportation alternatives (car sharing, bicycles, and organized tours) to access regional attractions.
- VC.A.4** Major new attractions should provide parking for an average day demand. For peak demand periods, provisions should be made for additional parking space demand off-site through shared parking arrangements while also promoting the use of transit.
- VC.A.5** Work with federal, state, and local governmental agencies and other organizations to provide appropriate sites for effective and coordinated satellite parking facilities for tour buses.
- VC.A.6** Develop tour bus management strategies to reduce traffic congestion in and around visitor attractions throughout the National Capital Region.
- VC.A.7** Improve distribution of information to visitors about long-term parking facilities and transportation alternatives.
- VC.A.8** Work with local governments to promote water transportation, such as water taxis, as a way of accessing and viewing attractions from the water.
- VC.A.9** Support public art and commemorative works at transportation facilities, where appropriate.

#### SECTION B: Policies Related to Visitor Amenities and Information Services

The federal government should:

- VC.B.1** Support the dissemination of information at regional locations frequented by visitors (e.g., hotels, restaurants, Metrorail stations, and major transportation centers). Information should include federal and local visitor attractions, events, tours, stores, shops, and restaurants nearby.

## APPENDIX 2 – Summary of Policies

- VC.B.2** Encourage visitor interest in attractions, including less frequently visited regional attractions, by using brochures, multi-media, and web-based materials.
- VC.B.3** Encourage multilingual information services and the establishment of foreign currency exchange facilities in the vicinity of visitor centers and at key transportation centers.
- VC.B.4** Explore the feasibility of creating a central visitor information center and/or multi-media platform that includes information about both public and private visitor attractions.
- VC.B.5** Develop information visitor centers, kiosks, exhibits, and other educational programming in public areas of government facilities and other appropriate locations in the National Capital Region to inspire and educate visitors about the role of government and national attractions.
- VC.B.6** Conserve, enhance, communicate, and promote an understanding of the significance of heritage features, landmarks and the National Capital Region’s natural environment.
- VC.B.7** Support the location of information kiosks and visitor centers at federal facilities throughout the National Capital Region.
- VC.B.8** Enhance visual and functional connections to visitor attractions through well-designed and coordinated signage, pathways, parkways, streetscaping, wayfinding tools, and programming.
- VC.B.9** Develop and maintain a safe, comfortable and pleasant environment that offers a range and distribution of amenities, services, and access throughout the area (e.g. lighting, accessible restrooms, concessions, and information).
- VC.B.10** Ensure that any supporting facilities such as restrooms or concessions stands do not detract from the aesthetics, or accessibility, of the commemorative element and its grounds.
- VC.B.11** Support a variety of food, retail, and supporting services on federal lands or in adjacent buildings, where high levels of pedestrian activity exist or are encouraged.

### SECTION C: Policies Related to the Visitor Programs and Special Events

The federal government should:

- VC.C.1** Actively partner with public and non-profit entities on programs which can enrich the visitor experience and provide educational services related to the capital city’s history and role.

## APPENDIX 2 – Summary of Policies

- VC.C.2** Regularly sponsor displays, special events, and arts, cultural, and recreational activities in, on, and around federal facilities throughout the National Capital Region.
- VC.C.3** Design and program events in a manner that respects its location and minimizes impacts on the local vicinity.
- VC.C.4** Assist in providing support services for special events and programs where appropriate.

### SECTION D: Policies Related to Commemorative Works

The federal government should:

- VC.D.1** Protect open space, existing public use, and cultural and natural resources when locating and designing new commemorative works, to the maximum extent practicable.
- VC.D.2** Locate new commemorative works in accordance with the Commemorative Works Act, in consideration of sites identified in the *Memorials and Museums Master Plan*.
- VC.D.3** In addition to Area I criteria, reserve visually or culturally prominent sites, including the Prime Sites of the *Memorials and Museums Master Plan* and sites along Pennsylvania Avenue, for significant memorials of American history and culture.
- VC.D.4** During site evaluation for international gifts, consider locations in and around related embassies or other cultural institutions.
- VC.D.5** Ensure that new memorials located in neighborhood settings are sited and designed in a manner that is consistent, where possible, with local land uses, activities, and objectives.
- VC.D.6** Design commemorative works with durable materials and sustainable landscape features.
- VC.D.7** Minimize on-site donor recognition and ensure that it does not detract from the visitors' experience. Donor recognition should not diminish the integrity of the memorial design, including historic features.
- VC.D.8** If a supporting structure is contemplated, utilize surrounding amenities rather than construct additional buildings, where possible. Build new structures in a manner that is not visually or functionally obtrusive.
- VC.D.9** Accommodate visitor access by modes other than single-occupant vehicle.

### **APPENDIX 3: Summary of Changed Policies (highlighted)**

Summary of all policy changes in the draft update of the Federal Elements.  
Highlighted policies reflect new changes.

# **SUMMARY OF CHANGED POLICIES**

## **COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL | FEDERAL ELEMENTS**

**Highlighted Revisions**

**APPENDIX 3 – Summary of Changed Policies (highlighted)**

**URBAN DESIGN ELEMENT**

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

### **Summary of Policies – Urban Design Element**

- UD.B.1.1** Express the dignity befitting the national capital’s image. Federal development in the city and region should adhere to high aesthetic standards already established by the planning and design legacy of the nation’s capital. This legacy encompasses both the old and the new. The capital’s rich architectural heritage is continually augmented by the design contributions of each new generation.
- UD.B.1.2** Create a sense of arrival to the nation’s capital through prominent gateways, such as bridges, and the design and programming of federal reservations and special streets as described within this Element. See map on page 9.
1. Enhance gateway routes. Distinct and memorable landscaping, public art, building sculpting and/or architectural treatments can reinforce the experience of arrival.
  2. In particular, create gateways for important settings within the monumental core that create a sense of entry with visual cues and transition points from one place to another.
- UD.B.1.3** Preserve Washington’s picturesque, horizontal character through enforcement of the Height of Buildings Act.
- UD.B.1.4** Maintain the skyline formed by the region’s natural features, particularly the topographic bowl and its symbolic character.
1. Visually reinforce the predominance of the U.S. Capitol, White House, Washington Monument, and other major nationally significant resources by protecting the visual frame around them. Carefully examine the use of vertical elements within the setting of major national resources.
  2. Protect the settings of major skyline elements from visual intrusions such as antennas, water towers and rooftop equipment, or other constructed elements.
- UD.B.1.5** Utilize building, street, and exterior lighting that respects the hierarchy of memorials, monuments, and important civic buildings and spaces in the nation’s capital, with the U.S. Capitol and Washington Monument the most prominent features in the nighttime skyline.
1. Digital and motion signage, illuminated billboards, and/or other lighting should not detract from the setting of the National Mall, capital gateway views of the monumental core, or skyline views to important symbols and civic buildings, particularly in and around the monumental core. Any proposed illuminated signage that could impact the monumental core or other major park spaces and natural areas should be extensively modeled and analyzed for potential impacts prior to implementation.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- UD.B.1.6** Enhance physical and symbolic connections that reinforce the city’s spatial order.
- UD.B.1.7** Use the city’s physical framework of major axial views, vistas, streets, termini, and natural elements to establish new places and create symbolic points of reference and distinctive settings for new museums, commemorative works, and civic spaces.
- UD.B.1.8** Create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses. Design the visual and functional qualities of the public realm to reinforce Washington’s national image, as well as the everyday experience of its people.
- UD.B.2.1** Preserve the natural setting of the L’Enfant City. In particular:
1. Protect the natural green aspect of federal lands that are part of the topographic bowl, including, but not limited to, National Park Service lands along Arlington Ridge and the Anacostia Hills, Arlington National Cemetery, and St. Elizabeths West Campus.
  2. Support the following policies related to natural topography, consistent with the District Elements of the Comprehensive Plan:
    - a. Maintain the prominence of the topographic bowl formed by the lowland and rim features of the L’Enfant City. This should include preserving the green setting of Anacostia Hills and maintaining the visual prominence of the Florida Avenue Escarpment.
    - b. Respect and perpetuate the natural features of the city’s landscape. In low-density, wooded, or hilly areas, new construction should preserve natural features, rather than alter them to accommodate development. Density in such areas should be provided as needed to protect natural features such as streams and wetlands. Where appropriate, clustering of development should be considered as a way to protect natural resources.
    - c. Protect prominent ridgelines so as to maintain and enhance the District’s physical image and horizontal character.
- UD.B.2.2** Encourage local jurisdictions and federal agencies to reinforce the capital’s natural frame.
1. Retain and add trees on hillsides.
  2. Scale and strategically locate buildings in relationship to the topography to reinforce important views to and from sloping sites. Protect views outward from the L’Enfant City and views inward from vantage points along the rim of the topographic bowl from inappropriate intrusions. Preserve open space to allow for public use of these views.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- UD.B.2.3** Recognize the contribution of Rock Creek Park, the Anacostia Parks, and the Fort Circle Parks in reinforcing the natural setting and character of the nation’s capital. In particular:
1. Complete multi-purpose trails connecting the Fort Circle Parks, and those within the parks along the Anacostia and Potomac Rivers.
  2. Improve the transition between the edges of these large, natural parks and the neighborhoods that abut them.
  3. Encourage the planting of trees and the restoration of natural habitats to meet goals described in the Comprehensive Plan’s Environment Element.
- UD.B.2.4** Maintain and enhance the characteristics and natural settings of the National Park Service parks and parkways. In particular:
1. Maintain parkways as scenic landscape corridors and protect their historic character.
  2. Encourage local jurisdictions to minimize—through planning, regulation, and thoughtful design—the impact of development visible from parkways.
  3. Require actions to minimize and mitigate negative impacts to maintain parkway characteristics where transportation system impacts are unavoidable.
- UD.B.2.5** Support public access to regional waterfronts along the Potomac River, Anacostia River, and other tributaries. In particular, work with federal and local governments as necessary to:
1. Avoid creating physical barriers to the waterfront.
  2. Design and locate bridges to minimally affect local riverine habitat, waterways, shorelines, and valleys, as described within the Environment Element.
  3. Improve way-finding, signage, and pedestrian amenities on streets that lead to parks.
- UD.B.2.6** Encourage the further development of the urban tree canopy to frame street views, reinforce the human scale on broad streets, and provide critical shade and beauty.
- UD.B.3.1** Maintain or restore the integrity of the original L’Enfant Plan elements, including original rights-of-way, squares, streets, vistas, symbolic connections, and termini.
1. Discourage the closure of L’Enfant streets for private development. When L’Enfant streets must be closed for public purposes, ensure that deed

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

restrictions are adopted so streets will be re-opened when the rights-of-way are no longer required for non-street purposes.

2. Protect the visual openness and functional qualities of L’Enfant public spaces by preventing visual incursions into the rights-of-way wherever possible. This protection extends to the public space up to the full height allowed under the Height Act and is particularly important at intersections and termini of radial and axial avenues, on streets adjacent to reservations, and along special streets as described in this Element.

**UD.B.3.2** Enhance L’Enfant Plan reservations, particularly those at the intersection or termini of radial and axial streets and avenues, as public open spaces that serve residents and visitors as attractive neighborhood parks and sites for commemorative works. In particular:

1. Provide amenities such as attractive and well maintained landscaping, well designed lighting, way-finding, signage, seating, and where appropriate, play spaces for children.
2. Embellish reservations with commemorative works, fountains, and public art in ways that establish focal points for axial views.
3. Work with local governments and organizations to program reservations for placemaking, cultural activities, and passive recreation while, in accordance with federal regulations, respecting their historic character.
4. Work with the District Department of Transportation to ensure that pedestrian walkways and other public realm elements are designed to provide safe and appealing public access.

**UD.B.3.3** Protect the open space of the L’Enfant streets. The exceptional width and openness of the street rights-of-way constitutes public space that contributes to the city’s character.

**UD.B.3.4** Consider building setbacks, massing, and scale when constructing building facades to reinforce and frame the plan area’s spatial definition.

**UD.B.3.5** Ensure that significant vistas, including the major axial and radiating streets that provide views of major buildings, parks, or commemorative works, are enhanced by trees and other streetscape elements in a way that does not distract from them. Public realm and streetscape elements, such as street trees, transit amenities, curb cuts, garage access, transit infrastructure, security elements, and signage should:

1. Not obstruct views or detract from important viewsheds as described within this Element.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

2. Reinforce the processional experience (spatial order) along an important view corridor.
3. Reinforce the visual frame for, and not detract from, the views of major national memorials, civic institutions, landmarks, and park reservations.
4. Enhance the pedestrian experience and reinforce the human scale along special streets.

**UD.B.3.6** Sensitive locate and design public realm and streetscape elements along special streets and near important places. Public realm and streetscape programs should complement the surrounding area and create a visual cohesiveness to the setting. In particular:

1. Maintain Special Streets with a cohesive tree canopy, and public realm and streetscape programs.
2. Landscape treatments should reflect the significance of special streets as important settings for the nation's capital.

**UD.B.3.7** Reinforce the distinctive character and gracious monumentality of the public realm and enhance the pedestrian experience in those areas that provide a setting for ceremonies or activities related to the functions of the capital, particularly within the monumental core.

1. Roadway and sidewalk widths, building setbacks, and public realm and streetscape elements should be cohesive throughout the length of the street within the monumental core, except where a customized design defines a special precinct, such as the White House.
2. Establish and maintain a vision for a streetscape and public realm design program for all precincts within the monumental core, including, but not limited to the White House, U.S. Capitol, Federal Triangle, and Pennsylvania Avenue between the White House and the U.S. Capitol.
3. Implement a cohesive public realm program that enhances the formal design, setting, open space character, and visitors' experience to the National Mall, consistent with the National Park Service's *National Mall Plan*.
4. Establish and maintain a vision for the character of the major entrances to the monumental core, including public realm programs.

**UD.B.3.8** Protect the beauty and visual qualities of the public realm and the pedestrian experience along special streets by orienting service functions to the backs of buildings where possible. To the extent feasible, orient all building garage

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

entrances, mechanical equipment rooms, and loading facilities along service streets and designated alleys.

**UD.B.3.9** Landscape treatments should enhance the settings around civic and cultural buildings and grounds.

**UD.B.3.10** Streetscape furniture and other structural elements should be of high quality design and enhance the settings around civic and cultural buildings and grounds.

**UD.B.3.11** Work with federal agencies and District of Columbia agencies, as appropriate, to sensitively locate and design interpretive, directional, advertising, and other functional signs in a way that complements the civic qualities of the monumental core and contributes to the public realm's overall visual character. In particular:

1. Signs and other graphics in public spaces should respond to the context and aesthetic of the surrounding environment. Signage programs near the White House, the U.S. Capitol, the National Mall, and other nationally significant sites should not detract from the site's visual preeminence nor the civic character of the settings around them.
2. Signs should be kept to a minimum and complement the street-defining elements of the precinct.
3. Consolidate street signs and directional signs in one location to the extent possible.
4. Interpretive signs and graphics should also consider the concepts of placement, scale, size, composition, color, texture, lettering style, and readability.

**UD.B.3.12** Design and maintain streetscapes and open spaces to be adaptable to changing needs, while continuing to embody the design intent of Washington's urban design framework.

**UD.B.4.1** Plan carefully for the design and land uses in and around the monumental core to reinforce and enhance its special role in the image of the nation's capital. In general, encourage federal agencies and local jurisdictions to incorporate urban design strategies that consider the relationship between the design of new development and significant adjacencies, such as major public spaces, urban and historic fabric, and along the preeminent viewsheds described within this element. In particular:

1. Respect the character of the Federal Triangle buildings and grounds as established in the McMillan Plan. Explore new programming for the public realm and ground floors, including public art and pedestrian amenities, to create visual variety and activate the spaces for the enjoyment of the public and federal employees.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

2. Respect the National Mall’s historic open space and monumental character for the benefit of future generations. Ensure that new development does not infringe on the civic qualities and integrity of the National Mall and the surrounding monumental core. In particular:
  - a. Protect the experience of the National Mall as a public space within a park-like setting framed by civic and cultural buildings. Sensitively scale development of buildings on Independence and Constitution Avenues.
  - b. Protect existing lines of site from the National Mall and existing relationships, including height and mass within that line of site.

**U.D.B.4.2** Sensitively sculpt new development and create or maintain public space programs for streets adjacent to major national civic and cultural institutions, such as the National Archives, National Building Museum, Kennedy Center, and Smithsonian museums.

1. Carefully plan axial streets that connect major historic cultural buildings, particularly along 8th Street (National Archives and the Donald W. Reynolds Center for American Art and Portraiture).
2. Carefully plan streets with major adjacencies, particularly those next to the White House (including 15th and 17th Streets, NW), and at intersections with historic buildings, such as on F Street at the Eisenhower Executive Office Building and the U.S. Treasury Department.

**UD.B.4.3** Create or strengthen multiple visual and functional linkages that connect reservations and civic spaces within the monumental core to the rest of the city utilizing the principles set forth in the *Monumental Core Framework Plan*. In particular, reinforce linkages with placemaking strategies, including public realm and streetscape programs as described in the special streets section of this element, and transportation programs to improve access for visitors.

1. Improve visual and functional connections between the National Mall, waterfront, and the rest of the city, where possible.
2. Improve transitions between places and remove visual and psychological barriers at major pedestrian thoroughfares and open spaces. Eliminate or redesign barriers in locations where historic axes and public spaces were disrupted in a way that supports the urban fabric’s continuity.
3. Extend civic attractions such as parks, overlooks, and memorials across the Anacostia River.
4. Achieve a cohesive public realm that welcomes pedestrians and allows civic engagement and social interactions through attractive urban landscapes and functional buildings.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

5. Maximize opportunities to create high-quality, pedestrian-friendly public spaces and increase access to major destinations.
6. Wherever possible, deck over high speed roadways and rail lines, and relocate roads, bridges, and rail infrastructure.

**UD.B.4.4** Utilize the principles and strategies of the *Monumental Core Framework Plan* to identify opportunities to strengthen linkages between nationally-significant places, improve the public realm, and enhance the monumental core’s character. Examples include, but are not limited to:

1. Promote and maintain Pennsylvania Avenue between the U.S. Capitol and the White House as a distinguished, high-quality, mixed-use, multi-modal boulevard for residents, workers, tourists, and other visitors. It should contain an actively programmed, pedestrian-oriented, and inviting public realm that enhances the avenue’s symbolic character and function and connects downtown Washington and the National Mall. Enhance the avenue’s iconic reciprocal views to the U.S. Capitol and White House grounds through a cohesive streetscape design.
2. Redefine 10th Street, SW as a pedestrian friendly, mixed-use corridor that connects the southwest waterfront to the National Mall and establishes a terminus at the overlook as a premier cultural and mixed-use site.
3. Envision E Street, NW as a primary open space connector and urban parkway between the White House grounds and the Kennedy Center, including several potential sites for major new commemorative works.
4. Establish a strong physical and visual connection between the Lincoln Memorial and the Kennedy Center.
5. Improve walkability and access to key destinations within the monumental core and downtown by enhancing the pedestrian quality of secondary and tertiary connections within and around the monumental core, such as 23rd Street, NW; 20th Street, NW; 12th Street, NW; 10th Street, NW; and 7th Street, NW.
6. Consider opportunities to re-establish the Washington Monument view corridor along Virginia Avenue southeast of Independence Avenue.

**UD.B.5.1** Protect and enhance panoramic and street-level linear views of the U.S. Capitol, White House, Washington Monument, and other major skyline elements. Remove visual intrusions to increase visibility.

**UD.B.5.2** Plant and maintain street trees to help frame preeminent and axial views and renew the park-like character of the nation’s capital.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- UD.B.5.3** Locate tour bus and souvenir truck parking in a way that does not disrupt the preeminent view corridors.
- UD.B.5.4** Reinforce street-level linear views with consistent building setbacks and cornice lines, wherever possible.
- UD.B.5.5** Enhance and protect the primary north-south/east-west vistas within the L’Enfant Plan through appropriately scaled building development, wherever possible.
- UD.B.5.6** Reinforce the U.S. Capitol as the spatial center of the city and restore the prominent role of the radiating streets and important intersections through decisions about public realm and streetscape programming, street-level uses, building mass, and viewshed protections as described within this Element. These include: North Capitol Street, South Capitol Street, East Capitol Street, New Jersey Avenue, Maryland Avenue, and Delaware Avenue. Destinations along these streets should reflect their role as prominent gateways into the monumental core.
1. Visually reinforce the preeminence of the U.S. Capitol within street-level linear views along intersecting streets. Utilize building setbacks and sculpting to protect the visual frame around the Capitol dome and reinforce sweeping and open views to it. Continue to scale and orient building heights along streets that intersect with the Capitol with a general landscape vista, where the width of the street is greater than the height of buildings that flank the street. See adjacent call-out box for examples of zoning proposals on North Capitol and South Capitol Streets.
  2. Protect views from visual competition from new development, wherever possible.
  3. Promote balanced massing and scale along linear views of streets that intersect with the Capitol to form a coherent composition on a block-by-block level.
- U.D.B.5.7** Reclaim Maryland Avenue, SW as a grand boulevard that links the U.S. Capitol to the Jefferson Memorial by enhancing existing public spaces and reconnecting the street grid.
- U.D.B.5.8** Reclaim South Capitol Street as a grand boulevard that links the U.S. Capitol to the waterfront by addressing transportation infrastructure and enhancing public spaces. Repair the urban fabric.
- UD.B.5.9** Ensure that any new uses or improvements on Pennsylvania Avenue between 3rd and 15th Streets, NW are cohesively planned, improved, and maintained in a manner befitting the avenue’s national and local role in a 21st century capital city, reflecting the ceremonial heart of the nation and the daily vibrancy of the city.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

1. The *Pennsylvania Avenue Development Corporation Plan* (1974), General Guidelines, and Square Guidelines, as amended, ensure that the siting and massing of any structure or landscape elements strengthen the sweeping open frame around the U.S. Capitol and are compatible with building massing and the public realm within its surroundings.

**UD.B.5.10** Visually reinforce the special importance of the White House and its grounds.

1. Maintain a consistent tree canopy along 16th Street, NW from the escarpment north of Meridian Hill Park, a key observation point that offers singular views to the White House.
2. To meet urban design quality and security goals, the scale of buildings located on the blocks within the immediate vicinity of the White House should not visually overwhelm the building and grounds, particularly as viewed from 16th Street and Pennsylvania Avenue. In general, protect the existing spatial relationship of the White House and the mass and scale of adjacent buildings along 16th street up to Scott Circle.
3. Ensure that massing and scale of buildings along 16th Street, NW is balanced and forms a coherent composition on a block by block basis.

**UD.C.1.1** The construction or modernization of principle federal buildings, such as headquarters and major offices, should reflect their importance in the National Capital Region. Buildings should be designed and constructed with quality, durable materials to protect the public investment and reflect the capital's image.

1. Use building orientation, mass, and façade articulation, as well as landscaping and lighting to emphasize the importance of special settings of national importance.
2. Location of vegetation, color, scale, and texture of landscape elements in the settings of federal buildings and national institutions should complement the building's programmatic elements and design.

**UD.C.1.2** For federal campuses, agencies should address specific urban design issues through the preparation and updating of master plans. In conformance with NCPC guidelines, master plans should be updated on a regular basis, in consultation with local governments and the Commission, to respond to changing conditions and agency needs. The urban design component of master plans should:

1. Analyze existing installation characteristics and surroundings, including the qualities and resources to be protected, and problems to be resolved.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

2. Propose urban design policies for the installation, including such topics as building groupings, massing, and architectural character; streetscape, landscape elements, and character; signage and parking.
3. Include a strategy for the site and design of principle agency functions.
4. Include a strategy for utilitarian or routine support functions, which should generally be sited and designed to avoid or minimize intrusion on principal urban design features.

**UD.C.1.3** The federal government should implement sustainable site and building design at the district-level scale, where possible.

**UD.C.1.4** Federal buildings should achieve a balance between iconic design and infill design as appropriate to the building site's location and setting.

**UD.C.2.1** The site planning of federal buildings and campuses in urban areas throughout the region should relate appropriately to their urban context, including:

1. The surrounding uses and scale of existing street and block patterns.
2. Compatibility with nearby buildings, including height, massing setback, materials, fenestration, and scale.
3. Local community goals.

**UD.C.2.2** Agencies should enhance the pedestrian experience in and around federal buildings and campuses, wherever possible, and in consideration of this Element's security section. In particular:

1. Consider flexible and impervious areas, such as plazas, to accommodate congregating and place-making activities within the design program of federal building yards.
2. Avoid blank walls where a building meets adjacent public space and activate street level facades by utilizing art displays, transparent materials, or other appropriate methods.
3. Principal facades and primary public building entrances should face major streets or open spaces.
4. Break up superblocks and introduce mid-block alleys that can either be used for community open space or shared access to service areas of multiple buildings.
5. Incorporate shared open space into new federal office developments, where possible.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

6. Habitable building space should be provided along the street frontage to accommodate public space or activated ground floor uses, such as retail or other commercial enterprises, as appropriate. In particular:
  - a. Concentrate retail activity near transit hubs and key intersections adjacent and accessible to public sidewalks and plazas.
  - b. Consider establishing street markets and farmers markets on federally-owned plazas, courtyards and underused open spaces.

**UD.C.2.3** Provide access to, or connections through, campuses, building yards, plazas, or courtyards for local and regional trails, bikeways, pedestrian ways, or open space networks where possible. Agencies should explore programming these areas with publicly accessible amenities such as art installations and/or farmers markets.

**UD.C.2.4** Provide strategic multi-modal street connections or extensions to adjacent streets or the local street grid to and through installations to provide a continuous transportation network.

**UD.C.2.5** Design pedestrian and vehicular entrances, or any physical gateways to federal campuses and buildings, to be as inviting and as accessible as possible.

**UD.C.2.6** Locate and design appropriate amenities, including retail, so that they are accessible to the local community, where possible.

**UD.C.3.1** Permanent closure of streets or sidewalks within right-of-ways established by the L’Enfant Plan should be strongly discouraged.

1. Streets necessary for emergency evacuation should not be closed, blocked, or access restricted except for brief periods when required for extraordinary events or activities.

**UD.C.3.2** Temporary closure or access restrictions to streets, parking lanes, or sidewalks should be limited to only the protection of those uses deemed absolutely essential for immediate continuity of critical government operations. These closures or restrictions should only be allowed during times of extraordinary security threats, or brief periods of time when required for extraordinary events or activities, such as large public demonstrations, the State of the Union Address, or ceremonial parades.

1. Temporary closure or access restrictions should be in accordance with previously established plans and procedures. Coordination should occur among governmental entities directly affected by the closure, or those that can provide meaningful input on a range of potential impacts caused by the closure, such as the Department of Homeland Security-National Capital Region Coordination; the local emergency management service; the local law enforcement agency; the U.S. Capitol Police; the U.S. Park Police; the U.S. Secret Service; the

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

Federal Protective Service; local planning and transportation offices; and the National Capital Planning Commission, as appropriate.

**UD.C.3.3** The placement of security barriers in public space is discouraged and should be minimized.

1. Interior building space programming for new buildings, or for major renovation projects, in urban settings should consider locating critical uses and operations in areas of the building that will minimize the need to place perimeter security in public space.
2. Protection of exterior air-intake systems should be visually and physically integrated into the architecture of the building design. Air-intake protective measures should not prevent access to the building yard or public space, nor impede pedestrian circulation.
3. For existing buildings in urban areas, perimeter security barriers should be located within the building yard when the face of the sensitive building to the outside edge of the building yard is a minimum of 20 feet. If the distance from the face of the building to the outside edge of the building yard is less than 20 feet, then perimeter security barriers may be permitted in public space adjacent to that building.
4. Existing streetscape, landscape, or building site features should be hardened, or perimeter security should be integrated into the topography of the site to provide physical perimeter security where feasible. If this not achievable, then security barriers should be integrated into the urban landscape in a manner that minimizes their visual impact and physical infringement into public space.
5. When physical perimeter security elements are located at the edge of the building yard, designs should accommodate visual and physical public access to the building lawn and designated entries.
6. The location of perimeter security barriers should minimize interruption of pedestrian circulation. Barriers should not unduly cross sidewalks perpendicularly, causing pedestrians to maneuver between them.

**UD.C.3.4** The location and arrangement of security barriers should be compatible with the placement of security barriers for other buildings on the street.

**UD.C.3.5** Perimeter security barriers at intersections, corners, and near cross walks or other highly used pedestrian areas should be minimized; barriers that are needed should be located to allow safe pedestrian waiting areas and pedestrian movement.

**UD.C.3.6** Placement of security barriers should incorporate best design practices and industry standards and be arranged to:

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

1. Comply with the American Disabilities Act and Architectural Barriers Act;
2. Provide visual clues to signify important circulation routes and site or building features;
3. Ensure that the public space is visually and physically accessible;
4. Provide sufficient clearances to allow access to and from transit stops;
5. Provide safe pedestrian access to and along sidewalks, public spaces, and building entrances;
6. Provide emergency access to buildings and emergency evacuation from buildings;
7. Ensure that maintenance equipment such as snow plows, utility trucks, and motorized cleaners can access and maneuver within building yards, sidewalks, and plazas;
8. Provide at least two feet from the face of the curb to the face of the barrier to allow for opening car doors, unloading and loading of passengers, and ease of access to public space.

**UD.C.3.7** Security elements located at the curb, or edge of the sidewalk, should not unduly impede pedestrian access to various permitted sidewalk and street activities, such as cafés, kiosks, demonstration areas, or parade viewing areas along ceremonial streets. The designs must accommodate viewing stands, tents, and review stands that are used during significant public events.

**UD.C.3.8** The design of security barriers, including their mass, form, and materials should respond to the architectural and landscape context in which they are located and complement and aesthetically enhance the special character of the associated building and precinct.

**UD.C.3.9** Physical perimeter security barriers within the building yard should be incorporated into the landscape design and include low walls, fences, seating, landscaping, and other public amenities typically found within the landscape. The design of these barriers should be architecturally compatible with adjacent buildings and respect the overall character of the streetscape.

**UD.C.3.10** Perimeter security barriers in public space should incorporate decorative tree wells, planters, light poles, signage, benches, parking meters, trash receptacles, and other elements and public amenities typically found in a streetscape.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- UD.C.3.11** Protection of existing trees, including their canopies and root systems, and new street tree planting is encouraged when the plantings will be in context with the existing or the planned corridor streetscape. This will minimize the visual impact and the physical intrusion of the security barriers in the urban landscape.
- UD.C.3.12** The design of perimeter security should respect the building’s use, significance and location in the community, as well as established view corridors.
- UD.C.3.13** Perimeter security design should strive for continuity, consistency, and enhancement of the overall streetscape.
- UD.C.3.14** Perimeter security design should avoid relying on repetitive use of single elements, such as continuous rows of bollards or planters.
- UD.C.3.15** Physical perimeter security should follow design principles to achieve a sense of openness, balance, rhythm, and hierarchy that will improve way finding and visual linkages along a street and enhance the pedestrian experience. For example, elements can be designed and placed to signify primary or secondary pedestrian entrances.
- UD.C.3.16** Perimeter security barriers should be designed as a family of beautiful functional streetscape elements that also function as a public amenity.
- UD.C.3.17** Physical perimeter security projects that are located in areas with a previously approved streetscape program should be designed to be consistent with the design intent of the streetscape standards of that associated area.
- UD.C.3.18** Security barrier design (placement, height, spacing, dimensional volume, structural integrity, and other physical characteristics) should respond to the identified threats as well as specific building and site conditions, relational vehicle design speeds, angles-of-approach, and pavement types.
- UD.C.3.19** Curbs, copings, and retaining walls should be incorporated into the design of security barriers to reduce the perceived barrier height.
- UD.C.3.20** Pedestrian screening security operations should not be conducted in public space. If building additions or renovations are required to accommodate this function, the new construction should be compatible with the existing architecture and should not project into L’Enfant Plan rights-of-way, other public space, or viewsheds.
- UD.C.3.21** Guard booths should be integrated into, and designed in context with, the site and building design. When feasible, guard booths should be located in the building yard. Where the depth of the building yard is insufficient, the guard booth should be located to minimize interruption of pedestrian movement along the pathway.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- UD.C.3.22** Vehicular controls at building entries, such as vehicle barriers and guard booths should be located so that pedestrian movement along sidewalks is not blocked. Check points should be designed to allow off-street queuing space that does not block pedestrian movement or traffic flow.
- UD.C.3.23** Vehicular control measures that are visible from public space should be attractively designed and mechanical equipment should be hidden. Solid hydraulic plate barriers should only be used in locations that are not highly visible from public space.
- UD.C.3.24** Signage, electronic signals, or other control measures should be integrated into vehicular barriers and guard booths to minimize visual clutter.
- UD.C.3.25** The *National Capital Urban Design and Security Plan* is predicated on a design framework that defines contextual areas and special streets. Special streets, recognized as the monumental avenues and diagonal streets in the L’Enfant Plan, are the great linear connectors of the city and provide an important symbolic and ceremonial function in the nation’s capital. Ideally, the physical perimeter security for buildings on these monumental and diagonal streets should be designed collectively as a contextually appropriate cohesive streetscape. In the absence of funding to design the entire streetscape, it is incumbent upon federal agencies to coordinate their design solutions with their neighbors along the street and consider the larger context.
- UD.C.3.26** The capital’s preeminent viewsheds and monumental avenues, such as Pennsylvania, Constitution, Independence, Maryland, Virginia, and New Jersey should receive special treatment to ensure that security projects are addressed comprehensively, emphasizing the streetscape as a whole with attention to their axuality and formality.
- UD.C.3.27** Diagonal avenues should be treated in a manner that emphasizes their landscape features, including significant tree and ground plantings.
- UD.C.3.28** Special streets (such as Pennsylvania, Constitution, Independence, and Maryland Avenues), or those that are included in special planning areas (such as 10th Street, SW; 7th Street, NW; and F Street, NW) should be treated in a manner that reinforces their linkages, unique conditions, and individual character.
- UD.C.3.29** Grid streets should be treated in a manner that builds upon existing streetscape standards and minimizes the contrast between security and streetscape elements.

**APPENDIX 3 – Summary of Changed Policies (highlighted)**

**FEDERAL WORKPLACE ELEMENT**

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### Summary of Policies – Federal Workplace Element

#### SECTION A: Policies Related to Locating Federal Workplaces

The federal government should:

**FW.A.1** Consider the modernization, repair, and rehabilitation of existing federally owned facilities for federal workplaces before developing new facilities.

**FW.A.2** Use the following priorities when locating federal workplaces:

Revised text

1. In existing urban areas, give first consideration to the Central Employment Area (CEA) within the District of Columbia. The CEA should reflect the District of Columbia's priority areas for commercial or mixed-use development and transportation investment. The District of Columbia, NCPC, and other federal agencies should evaluate the CEA **as needed**, to ensure that it reflects current priorities.
2. Beyond the CEA, give first consideration to sites in proximity to transit and compatible with local planning efforts. In rare exceptions, agencies that have specific operational or land use requirements associated with their missions should locate where these needs can be fulfilled, only if such needs cannot be fulfilled in the CEA or other sites in proximity to transit and compatible with local planning efforts.

**FW.A.3** Consider the following additional criteria when locating federal workplaces:

1. Locate federal facilities within walking distance of existing or planned fixed route transit services, such as Metrorail, MARC, VRE; light rail transit (LRT); streetcar; or bus rapid transit (BRT). Priority should be given to locations within walking distance to Metrorail.
2. Locate new federal facilities to support regional and local agency objectives that encourage compact forms of growth and development and support local and federal goals to increase local and regional transit system ridership.
3. Locate federal workplaces to support the creation of employment opportunities in economically distressed areas identified through federal, state, and local economic development programs. Federal agencies should work with community officials and local stakeholders to identify suitable sites for federal workplaces when these workplaces can contribute to local planning and economic development goals.
4. Use historic properties, or properties located within historic districts in central employment areas, for new federal workplaces. If no such property is suitable, consider other developed or undeveloped sites within historic districts. Finally,

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

consider historic properties outside of historic districts if no suitable site within a district exists.

5. Locate employees near other federal agencies and departments with which they regularly interact.
6. Locate federal workplaces in areas where efficiencies are gained through proximity to a market of private suppliers of goods and services.
7. Locate federal workplaces near a variety of housing options to benefit employees.
8. Minimize development of natural spaces by selecting disturbed land or brownfields for new federal workplaces, or by reusing existing buildings or sites.

**FW.A.4** Engage the public throughout the location, planning, and construction process. Federal agencies should seek technical assistance for public planning processes if they do not have the expertise.

**FW.A.5** Achieve within the District of Columbia a relative share of the region’s federal employment (civilian and military) that is not less than 60 percent of the region’s.

**FW.A.6** Reserve the most prominent development sites, particularly those with important symbolic visual connections to the U.S. Capitol and other landmarks in downtown Washington, for federal workplaces, particularly for headquarter facilities or preeminent commemorative works.

**FW.A.7** Protect the natural environment by preserving environmental resources and considering the impact of the siting of federal facilities on existing natural resources.

### **SECTION B: Policies Related to Developing and Managing Federal Workplaces**

The federal government should:

**FW.B.1** Locate, design, construct, and operate federal facilities to minimize total energy use.

**FW.B.2** Continue to provide and maintain safe and healthy working conditions at all federal facilities.

**FW.B.3** Create federal workplaces that engender a sense of pride, purpose, and dedication for employees and agency missions.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- FW.B.4** Encourage federal employees to use multi-occupant modes of travel including rideshare, carpools, vanpools, privately leased buses, and public transportation to get to/from work.
- FW.B.5** Permit and encourage telework and alternative work schedules (AWS) for federal employees where it benefits the federal government and the public.
- FW.B.6** Support local agency efforts to create new housing options where federal workplaces exist or are planned.
- FW.B.7** Promote Live-Near-Your-Work initiatives for a variety of housing options close to public transit and/or federal facilities.
- FW.B.8** Develop master plans that guide the long-range development of installations where more than one principal building, structure, or activity is located or proposed.
- FW.B.9** Establish the characteristics of an installation and its surroundings through the master planning process, as required by the Commission. Characteristics include qualities and resources to be protected; building groupings, massing, and architectural character; and streetscape and landscape elements.
- FW.B.10** Encourage agencies to review master plans at least every five years to ensure that both inventory material and development proposals are current. Agencies should advise the Commission of the results of such reviews and provide NCPC with a proposed schedule for revising master plans when an update is needed. Revisions to master plans should reflect changed conditions and provide a current plan for the facility's development.
- FW.B.11** Establish a level of employment that can be accommodated on installations where more than one principal building, structure, or activity is located or proposed through the master planning process established by the Commission.
- FW.B.12** Continue to monitor installation employment levels and revise master plans as necessary to reflect changed conditions. Provide an up to date plan for the installation's development.
- FW.B.13** Provide, or work with local jurisdictions, to develop, a variety of service uses and amenities for employees within a reasonable travel time or walking distance. Services should include restaurants, retail outlets, financial and professional services, day-care centers, and health and fitness centers, as well as public open space.
- FW.B.14** When federal facilities are located near existing or planned business districts with amenities for federal employees, competing services should not be provided within the federal facility, installation, or campus.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- FW.B.15** Plan federal workplaces to be compatible with the character of the surrounding public space, properties, and community, and where feasible, advance local planning objectives such as neighborhood revitalization.
- FW.B.16** Consult with local agencies to ensure that federal workplaces enhance their communities' urban design and vitality.
- FW.B.17** Make primary pedestrian entrances at federal workplaces readily accessible to public transportation options, particularly Metrorail, where available. Facility entrances should be situated as close as possible to transit stops and stations where possible.
- FW.B.18** Provide and maintain space for activities that encourage public access to, and stimulate public traffic around, into, and through federal facilities, including pedestrian or bicycle traffic where possible.
- FW.B.19** Include a mix of uses, particularly on the ground floor where possible, at federal workplaces located in urban areas.
- FW.B.20** Include publicly accessible amenities such as retail or public art, particularly at the street level where possible when modernizing, rehabilitating or developing new federally owned facilities. Also, explore opportunities to provide publicly accessible and actively programmed open space outside of the building envelope.
- FW.B.21** Incorporate publicly accessible civic art, including memorials, plazas, public gardens, fountains, sculpture, and murals into federal workplaces. Proposals for civic art should be coordinated with local agencies.
- FW.B.22** Use appropriate commemoration and exhibits at federal workplaces. Buildings, auditoriums, plazas, courtyards, and other features can be named and embellished with plaques and sculptures. Exhibits are encouraged in widely used areas such as lobbies and corridors.
- FW.B.23** Encourage the use of federal workplaces for occasional cultural, educational, and/or recreational activities, providing suitable space and infrastructure for such activities.
- FW.B.24** Support an economically vibrant region that meets the government's procurement needs for goods and services through program collaborations with local, state, and regional economic development organizations. Support business development initiatives to create jobs and economic growth in disadvantaged communities throughout the region, in particular within the District of Columbia.
- FW.B.25** Lease or share space in federal workplaces for publicly accessible commercial, cultural, educational, civic, recreational, residential, and other high-traffic use

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

activities where these uses will fulfill a local need, provide amenities for federal workers and residents, and support local development objectives.

- FW.B.26** Explore public-private partnerships in adjacent communities that can create job training opportunities for the local community at all educational levels and help meet federal workforce needs.
- FW.B.27** Support local agency and community efforts to use economic development incentives and infrastructure development to capture new commercial activities that can provide goods and services for federal workplaces. Federal procurement of goods and services should be focused in these areas.
- FW.B.28** Foster the growth of socially and economically disadvantaged firms in areas around federal facilities through the use of existing federal programs and targeted resources to support existing and emerging industry clusters.
- FW.B.29** Explore opportunities for federal laboratories to co-locate with related private and university research institutions and business incubators to encourage development, transfer, and commercialization of new technologies where such an arrangement will benefit the federal government, private sector, and general public.
- FW.B.30** Maintain and reinforce the preeminence of the L’Enfant City by attracting and retaining federal employment through modernizing, repairing, and rehabilitating existing federal workplaces in the monumental core. Provide amenities for federal workers and the surrounding community on, and around, federal sites to enhance and activate the public realm.
- FW.B.31** Support local and regional efforts to coordinate land use with the availability or development of transportation alternatives to the private automobile, including walking, bicycle riding, and public transit (Metrorail, VRE, MARC, or other type of transit service such as streetcar or bus rapid transit) systems when locating federal workplaces.

### **SECTION C: Policies Related to Reuse of Federal Space and Land**

The federal government should:

- FW.C.1** Utilize available federally owned land or space before purchasing or leasing additional land or building space. Agencies should continuously monitor land and building space utilization rates to ensure their efficient use.
- FW.C.2** Develop strategies to minimize adverse economic impacts on a jurisdiction when a facility, or a large number of federal employees relocates (federal facilities of 200 or more employees or more than 100,000 more square feet).

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- FW.C.3**      Ensure, in the relocation of federal employees that similar or improved availability of public transportation, employee services, and affordable housing are within a convenient commuting distance.
  
- FW.C.4**      Dispose of excess federal property in a manner that ensures that its future use is coordinated with surrounding development patterns and land uses and contributes effectively to existing community development goals.
  
- FW.C.5**      Explore new federal activities and civilian public activities before a property or facility is determined to be excess.
  
- FW.C.6**      Make better use of underutilized space within a federal facility for a public use such as commemoration, art, or retail where possible.

**FOREIGN MISSIONS &  
INTERNATIONAL ORGANIZATIONS  
ELEMENT**

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

### **Summary of Policies – Foreign Mission & International Organizations Element**

#### **SECTION A: Policies Related to Chancery Development**

The federal government should:

- FM.A.1** Encourage all foreign missions to locate chanceries, combined chancery/ambassadors' residences, and chancery annexes in owned or leased facilities in the District of Columbia due to its stature as the established seat of the federal government.
- FM.A.2** Identify areas appropriate for the future location of foreign missions in the nation's capital.

Foreign missions are encouraged to:

- FM.A.3** Site chanceries so that they satisfy their operational requirements to further the efficient conduct of diplomatic relations between the United States and other nations.
- FM.A.4** Site chanceries so that they add visual interest and character, contribute to cultural life, and promote diverse and lively communities.

#### **SECTION B: Policies Related to Locating Chanceries**

The federal government is encouraged to:

- FM.B.1** Give priority consideration for the location of chancery facilities at the proposed foreign missions center.
- FM.B.2** Give priority consideration for the location of chancery facilities in matter-of-right areas.

Foreign missions are encouraged to:

- FM.B.3** Locate chanceries in locations where they would support neighborhood revitalization and economic development.
- FM.B.4** Locate chancery facilities in areas where adjacent existing and proposed land use and zoning are compatible (e.g., office, commercial, and mixed use), giving special care to protecting the integrity of residential areas.
- FM.B.5** Renovate, expand, or reuse an existing chancery to the extent consistent with the Foreign Missions Act.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- FM.B.6** Evaluate the availability of chancery sites in matter-of-right areas prior to considering sites within areas that are primarily residential in nature.

### SECTION C: Policies Related to Chancery Facilities

#### *Urban Design*

Foreign missions are encouraged to:

- FM.C.1** Protect the L’Enfant Plan’s historic open space system and develop structures and landscaping that enhance and preserve its historic qualities.
- FM.C.2** Preserve and enhance the urban spaces, circles, squares, and plazas generated by the L’Enfant Plan and the national capital’s unique views and vistas.
- FM.C.3** Protect Washington’s historic legacy by ensuring that buildings and landscapes are consistent with the grandeur of a great world capital.
- FM.C.4** Design chanceries to complement—and be consistent with—the height, size, and spatial orientation of existing buildings and surrounding neighborhood character.
- FM.C.5** Construct buildings and landscapes in a manner that demonstrate an appreciation for the architecture and landscape of the surroundings, while also expressing characteristics of the corresponding nation’s native architectural styles.
- FM.C.6** Maintain existing chancery facilities so they do not negatively impact neighborhood character.
- FM.C.7** Where possible, include sustainable site and building design and pursue environmental and efficiency goals that are consistent with the District of Columbia’s.

#### *Historic Preservation*

Foreign missions are encouraged to:

- FM.C.8** Protect, preserve, and rehabilitate historic buildings when locating chanceries in them.
- FM.C.9** Ensure that chanceries located in historic districts are respectful of the architectural character established by the district.
- FM.C.10** Protect and enhance historic landscapes by ensuring that development adjacent to such landscapes promotes their preservation and rehabilitation.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

**FM.C.11** Promote awareness of significant historic properties.

### *Open Space and Parkland*

Foreign missions are encouraged to:

**FM.C.12** Preserve existing parks and open space.

**FM.C.13** Enhance and make accessible adjacent open space or parkland, including waterfront locations.

**FM.C.14** Construct landscapes that promote a beautiful and healthy environment by preserving the tree canopy and avoiding the destruction of mature trees.

**FM.C.15** Maintain and enhance the public space adjacent to chancery facilities so they do not negatively impact neighborhood character.

### *Access*

Foreign missions are encouraged to:

**FM.C.16** Locate chanceries such that access is possible from multiple transportation modes (e.g. walking, bicycling, public transportation, and automobile).

**FM.C.17** Consider urban design qualities, neighborhood characteristics, and traffic capacity in the configuration of vehicular access for diplomats, staff, and service and delivery vehicles.

**FM.C.18** Provide pedestrian access and offer safe, clean, and pleasant environments for pedestrians that includes sidewalks and other amenities.

**FM.C.19** Provide adequate off-street parking on private property that accommodates employees, visitors, and special event participants.

**FM.C.20** Minimize obstructions to public connections for local and regional trails, bikeways, pedestrian ways, or open space networks where possible.

**FM.C.21** Minimize public space obstructions such as vehicular curb cuts and orient service areas away from major streets or locate them in an area that will be the least disruptive on the site.

**FM.C.22** Where possible, locate perimeter security elements within the building yard and not in public space. Where necessary, perimeter security elements located in public space should be minimized, unobtrusive, and designed to relate to the surrounding context.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

### **SECTION D: Policies Related to Ambassadors' Residences**

Foreign missions are encouraged to:

- FM.D.1**      Locate ambassadors' residences, as the official home of the ambassadors or heads of foreign missions, in the District of Columbia befitting their status as the established seat of the federal government.
  
- FM.D.2**      Locate ambassadors' residences in all District quadrants in areas which are compatible with residential uses.

### **SECTION E: Policies Related to International Organizations**

International organizations in the National Capital Region are encouraged to:

- FM.E.1**      Locate their principal offices in the District of Columbia, befitting its status as the established seat of the federal government.
  
- FM.E.2**      Locate so that access to them is possible from multiple transportation modes and in a manner that their activities can function efficiently and be compatible with the surrounding land uses.

**APPENDIX 3 – Summary of Changed Policies (highlighted)**

**TRANSPORTATION ELEMENT**

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### Summary of Policies – Transportation Element

#### SECTION A: Policies Related to Transportation Management Plans

The federal government should:

- T.A.1** Prepare Transportation Management Plans that encourage employee commuting and work-related travel by modes other than the single-occupant vehicle. The TMP should evaluate opportunities and establish goals for employee commuting and work-related trips through active commuting, the use of telework and flexible schedules, transit, as well as carsharing and vehicle pooling.
- T.A.2** Develop TMPs that explore methods and strategies to meet prescribed parking ratios. A thorough rationale and technical analysis must be provided to support all TMP findings and goals.
- T.A.3** Analyze scenarios that incorporate data on employee home zip codes; nearby commuter and transit bus routes, Metrorail, commuter rail lines and their schedules; carpool/vanpools; bicycle routes; and existing and planned HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes.
- T.A.4** Include, within TMPs, implementation plans with specific proposed actions and timetables outlining each agency’s commitment to reaching short and long-term TMP goals, as well as goals established in their Strategic Sustainability Performance Plans.
- T.A.5** Reflect, within TMPs, planned regional and local transportation infrastructure or service improvements within five miles of the federal facilities. **Federal installations and campuses close to each other are encouraged to coordinate TMP programs to eliminate redundancies and minimize costs.**
- T.A.6** Assess, as part of a **traffic impact study**, a project or master plan’s forecasted impacts on the surrounding roadway network. Where future development is forecasted to cause an intersection or roadway to fail, mitigation measures must be identified and accounted for in the TMP goals. Mitigation measures could include demand management strategies and offsite improvements, which are developed in coordination with local planning and public works staff.

Additional text

Revised text

#### SECTION B: Policies Related to Transportation Demand Management

The federal government should:

- T.B.1** Encourage ridesharing, biking, walking, transit, and other non-SOV modes of transportation for federal commuters and visitors.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- T.B.2** Maximize employee telecommuting strategies in accordance with federal law and agency telework policies.
- T.B.3** Employ compressed and alternative work schedules for employees, consistent with agency missions.
- T.B.4** Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs.
- T.B.5** Steadily increase transit subsidy rates and consider applying subsidies and incentives to other forms of transportation (such as biking, walking, carpooling, and vanpooling) while not subsidizing SOV commuting or parking.

### SECTION C: Policies Related to Integrated Regional Transit

|                          |
|--------------------------|
| Revised Policy Area Name |
|--------------------------|

The federal government should:

- T.C.1** Capacity and service expansion of the regional Metrorail and Metrobus systems and other regional and local transit services, particularly where these services will support existing or planned federal facilities.
- T.C.2** Expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.C.3** Increased utilization of passenger rail service in the Northeast Corridor and points south and west to serve Washington’s Union Station.
- T.C.4** Exclusive transit rights-of-way to all regional airports with an emphasis on establishing opportunities for transit-oriented development near transit stations along these routes.
- T.C.5** The efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs (i.e. Circulator, busways, Bus Rapid Transit, light rail, streetcars, bikeshare stations, and vehicle-sharing services).
- T.C.6** The development of intermodal transit centers within regional activity centers to provide greater transit access and improved interconnectivity for commuters.

### SECTION D: Policies Related to Parking and Parking Ratios

The federal government should:

- T.D.1** Provide motor vehicle parking only for those federal employees who are unable to use other forms of transportation.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- T.D.2** Give priority parking spaces to carpool and vanpool vehicles, hybrid vehicles, and other vehicles utilizing “clean” technology.
- T.D.3** Provide parking for disabled persons in accordance with federal law.
- T.D.4** Provide temporary parking for official vehicles and visitors. The number and location of spaces should be justified in the facility’s master plan and Transportation Management Plan.
- T.D.5** Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design. Any parking facility, including surface parking lots and free-standing parking structures, should be designed and constructed in an environmentally-sensitive manner using features such as permeable pavers, bioswales, green roofs, solar panels, and/ or wind turbines. Parking structure design should provide opportunities for future conversion to open or usable space and enhance adjacent public space, where possible.
- T.D.6** Position parking facilities to not obstruct pedestrian or bicycle access to buildings, and to minimize their visibility from surrounding public rights of way. Access to parking facilities should be consolidated, and curb cuts minimized, where possible.
- T.D.7** Provide a safe and convenient means of entry and egress to vehicle garages for all commuters, including bicycle commuters and pedestrians.
- T.D.8** Consider nearby commercial parking space availability when calculating parking requirements, presuming that employees who choose to drive can purchase parking in nearby private or public facilities at market rates. Any spaces secured for motor-vehicle parking in an adjacent facility must be accounted for in a facility’s Transportation Management Plan and should not accommodate parking above prescribed parking ratio goals.
- T.D.9** Evaluate opportunities to share parking spaces with nearby uses or lease parking spaces to local car share services. Agencies should pursue arrangements whereby the agency is able to utilize car-sharing vehicles in fair exchange for the service’s use of parking spaces.
- T.D.10** Within the Central Employment Area, the parking ratio should not exceed one space for every five employees (1:5).
- T.D.11** Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, the parking ratio should not exceed one space for every four employees (1:4).
- T.D.12** For suburban federal facilities within 2,000 feet of a Metrorail station, the parking ratio should not exceed one space for every three employees (1:3).

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- T.D. 13** For suburban federal facilities beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to planned improvement over time (1:1.5-1:2).

### **SECTION E: Policies Related to Active Commuting and Bicycling for Federal Employees**

The federal government should:

- T.E.1** Provide a system of dedicated, inter-connected trails, bike lanes, and sidewalks for non-motorized vehicles and pedestrians among federal campus entrance points and all on-site buildings. Where such facilities exist outside of the campus, the campus network should connect to the surrounding system and provide through access, where possible. Providing trail and sidewalk connections to nearby transit stations is a priority.
- T.E.2** Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to federal building entrances and throughout federal campuses in convenient locations. The number of spaces, storage, and support facilities should be provided in accordance with the requirements of the local jurisdiction in which the federal facility resides. In the absence of such requirements, federal facilities should provide a sufficient supply of bicycle spaces, storage, and support facilities to meet current and future employee needs as identified in the facility master plan and TMP. Opportunities to employ bicycle sharing programs should be evaluated and implemented, where possible, and coordinated with local and regional bicycle-sharing programs to provide a flexible, comprehensive, and efficient system.
- T.E.3** Work with local jurisdiction bike coordinators, the Metropolitan Washington Council of Governments, Commuter Connections, and cycling organizations, such as the Washington Area Bicyclist Association and others, to promote bicycle commuting among federal employees.
- T.E.4** Support the development of a continuous system of multi-use trails for hikers and bikers in the region, with an emphasis on bicycle commuting.
- T.E.5** Allow regional and neighborhood trails for non-motorized vehicle and pedestrian access through federal properties, working with federal security staff to determine appropriate access points, pathways, and hours of operation.
- T.E.6** Support the efforts of the Washington Metropolitan Area Transit Authority or other transportation entities to provide facilities that encourage bicycle commuting, such as bicycle lockers at transit stations, bike racks onboard buses, and space for the location of regional bike-sharing stations.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

### **SECTION F: Policies Related to Shuttles and Circulators**

The federal government should:

- T.F.1** Operate circulators on federal campuses with multiple federal buildings. Such circulators should have the following operating characteristics and associated infrastructure:
1. Maximum of 15-minute “headways” (time between vehicles at a stop) or on-call service, with a preferable 10-minute headway service.
  2. Service to areas of federal campuses adjacent to or near transit stations.
  3. Waiting facilities (shelters, benches, trash cans).
  4. Signage to identify shuttle stops, with maps of the campus and the service area.
- T.F.2** Fund transit-to-workplace shuttles if adequate off-site transit service is not otherwise present. If transit is available in proximity to the facility, the agency should work with the appropriate service provider to implement convenient transit for the facility to prevent redundant service.
- T.F.3** Combine transit station-to-workplace shuttle service with on-campus circulators to operate as a single system.
- T.F.4** Operate cross-town shuttles in urban areas with inadequate local service to provide transit between federal agencies that regularly do business with one another, or among multiple agency office locations. Shuttle services should be coordinated among federal agencies with overlapping route requirements to minimize costs and improve service. Where local transit service exists, federal agencies should utilize the local service in lieu of providing their own transit service.

### **SECTION G: Policies Related to Non-Auto-Oriented Transportation, Tourism, and Development Interests**

The federal government should:

- T.G.1** Support transit-oriented development at Metrorail stations, within Regional Activity Centers, and at other transit nodes.
- T.G.2** Support multimodal connections and transportation alternatives in the regional system.
- T.G.3** Support federal and District of Columbia efforts to remove or deck freeways and other transportation infrastructure that interrupt the city’s historic street grid pattern, and restore the surface network in a manner that is consistent with the urban design context of the L’Enfant Plan and monumental core.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- T.G.4** Encourage connections to, and the optimum use of, all regional airports. Airport service capacity should remain consistent with environmental constraints (particularly noise) and security concerns.
- T.G.5** Provide sidewalks and non-vehicular connections among buildings on federal campuses as well as between federal buildings, transit stations, and surrounding neighborhood amenities.
- T.G.6** Provide for publicly-accessible bicycle racks, and bicycle and vehicle-sharing stations on federal land, where possible.
- T.G.7** Support regional efforts to manage transportation infrastructure in response to states of emergency.
- T.G.8** Participate in the District of Columbia’s effort to manage tour bus operations within the city, providing relief for District residents, workers, and visitors, while accommodating tour industry needs.
- T.G.9** Support the development of a water taxi service or ferry type system serving the District of Columbia and surrounding jurisdictions to provide an alternative commuting mode. This should coincide with waterfront redevelopment opportunities and serve waterfront attractions.

### **SECTION H: Policies Related to Investment Priorities**

The federal government should:

- T.H.1** Fix it first: support funding to maintain and improve existing transportation facilities, with a priority on transit, pedestrian, bicycling or other facilities that encourage use of non-motorized vehicles.
- T.H.2** Support funding to increase capacity, security, and multi-modal development of the regional transit system.
- T.H.3** Support projects that provide improved transit, bicycle, pedestrian, and roadway access in existing, highly-developed areas.
- T.H.4** Extend the transit system’s reach into developed, but underserved areas of the region.
- T.H.5** Encourage deployment of new “intelligent transportation” technologies that make more efficient use of roadway capacities.
- T.H.6** Integrate transit services, wherever possible.

**APPENDIX 3 – Summary of Changed Policies (highlighted)**

**FEDERAL ENVIRONMENT  
ELEMENT**

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### Summary of Policies – Federal Environment Element

#### SECTION A: Policies Related To Climate Change

The federal government should:

**FE.A.1** Implement sustainable building design and transportation to address the challenges of climate change and advance projects that will minimize fossil fuel consumption and reduce greenhouse gas emissions.

**FE.A.2** Establish compact, transit-oriented development to reduce greenhouse gas emissions.

**FE.A.3** Pursue opportunities with vendors and contractors to reduce greenhouse gas emissions (e.g., transportation options and supply chain activities).

**FE.A.4** Decrease, and where possible eliminate, use of chemicals directly associated with greenhouse gas emissions.

**FE.A.5** Develop and implement innovative, agency-specific policies and practices to reduce Scope 3 greenhouse gas emissions in agency operations.

**FE.A.6** Design buildings to achieve energy, waste, and water net-zero, where feasible.

Revised

**FE.A.7** Institute aggressive development of energy districts in federal project construction involving multiple buildings and/or other physical assets. Increase renewable energy and renewable energy generation on federal agency properties.

**FE.A.8** Address climate change impacts in long range plans, building site selection, and capital projects by considering, but not being limited to, the effects of:

1. Risks of flooding (sea level rise, annual rainfall, intensity of rainfall).

2. Pollutant levels in runoff.

3. Soil erosion.

4. Increased stormwater runoff.

5. Temperature extremes.

6. Increased number and severity of storms such as hurricanes.

New Policy Subsection

7. Impact to tree viability and vegetation.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

**FE.A.9** Assist in the development of regional climate adaptation and resilience plans to enable the National Capital Region and individual localities and utilities to prepare vulnerability assessments, conduct adaptation planning, and facilitate regional emergency preparedness.

**FE.A.10** Support the local and regional analysis of impacts from climate change and associated risks to the region’s infrastructure, buildings, natural resources, populations, and in particular, federal lands and facilities adjacent to the Potomac and Anacostia Rivers and their tributaries.

**FE.A.11** Develop federal plans and projects consistent with agency, local, and regional climate adaptation and mitigation plans by:

New Policy

1. Prioritizing capital investments that are climate resilient and will increase the region’s adaptive capacity.
2. Coordinating climate adaptation actions with other federal, regional, and local agencies within the same geographic area (such as a drainage basin, shoreline community, or coastal region).
3. Ensuring that federal actions do not create greater climate change vulnerabilities in the local community or region.
4. Considering the long-term vulnerability of a community’s critical infrastructure to climate change risks during the site-selection process.

### SECTION B: Policies Related to Air Quality

The federal government should:

**FE.B.1** Reduce mobile sources of air pollutants by:

1. Encouraging federal, state, and local governments, as well as private employers, to support improvements to, and utilization of, public transportation systems and enhance bicycle and pedestrian mobility.
2. Decreasing federal employee usage of single-occupant vehicles through operational policies, such as reduced parking ratio using Transportation Demand Management techniques and the location and design of workplace facilities. Transportation Demand Management techniques are defined in the Transportation Element.
3. Encouraging usage of alternative clean fuels (e.g., hybrid, fuel cell, compressed natural gas, and “clean” diesel fuels) and promoting the use of Alternative Fuel Vehicles (AFVs). Alternative fuels are defined by federal law.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

4. Establishing alternative fueling locations on federal property and assigning preferred parking spots for low emission vehicles.
5. Encouraging the use of aircraft that meet or exceed the current emission standards set by EPA.
6. Designing parking lots to support electric vehicle charging stations, where electricity sources are from renewable resources.

New Policy Subsection

### FE.B.2

Reduce stationary sources of air pollutants by:

1. Minimizing power generation requirements, such as by utilizing best available green building systems and technologies.
2. Utilizing less-polluting sources of energy (e.g., solar, geothermal, and wind).
3. Encouraging the development and use of alternative energy sources to reduce the reliance on fossil fuels.
4. Carefully controlling and reducing the incineration of waste materials, particularly those that may contain toxic substances.

### FE.B.3

Use environmentally-friendly green building materials, construction methods, and building designs to promote safe indoor air quality.

### FE.B.4

In response to Ozone Action Days, when the highest ozone levels occur, federal agencies should take measures to temporarily reduce the generation of emissions that contribute to ozone formation. Similar measures should be applied to long-term plans to reduce mobile and stationary sources.

### FE.B.5

Protect employees from breathing pollutants produced from mobile sources, especially when located within 600 feet of a major highway.

New Policy

## SECTION C: Policies Related to Water Resources & Stormwater Management

The federal government should:

New Policy Area Name  
(Consolidates Water Quality and Water Supply)

### FE.C.1

Developing stormwater management plans that:

1. Encourage federal agencies and local jurisdictions to work together to develop stormwater management plans.
2. Encourage stormwater management at a campus or district-level.

New Policy

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- FE.C.2** Strengthen stormwater management practices for federal facilities and federal land to meet federal and regional requirements, and specifically to restore clean water, recover habitat, sustain fish and wildlife, and increase public access.
- FE.C.3** Upgrade water supply and sewage treatment systems, modernize storm and sanitary sewer systems, and integrate green infrastructure approaches, to avoid the discharge of pollutants into waterways.
- FE.C.4** Avoid the use of pesticides, herbicides, fertilizers, chemicals, oil, salts, and other threats to prevent the pollution of groundwater and waterways.
- FE.C.5** Use pervious surfaces and retention ponds, if appropriate to the site, to reduce stormwater runoff and impacts on off-site water quality.
- FE.C.6** Encourage the use of innovative and environmentally-friendly “Best Management Practices” in site and building design and construction practice, such as green roofs, bio-retention ponds, vegetated filtration strips, rain gardens, and permeable surface walkways, to reduce erosion and clean and capture stormwater on-site.
- FE.C.7** Use technical guidance provided by EPA, in addition to working with local jurisdictions, to meet both federal and local stormwater requirements. Revised
- FE.C.8** Ensure that stormwater runoff does not impact neighboring properties. New Policy
- FE.C.9** Prevent unnecessary wastewater discharge and the potential for Combined Sewer Overflow events. Require reduced wastewater output through conservation and reuse in all new federal buildings and major federal renovation projects consistent with the Energy Independence and Security Act of 2007 and all other applicable policies.
- FE.C.10** Participate in regional agreements and programs that improve water quality and address watershed issues.
- FE.C.11** Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, designing stormwater swales and collection basins on federal installations, and using pervious surfaces wherever possible.
- FE.C.12** Promote water conservation programs and the use of water-saving technologies including landscaping and irrigation strategies that conserve and monitor water consumption in all federal facilities.
- FE.C.13** Encourage the implementation of water reclamation programs at federal facilities for landscape irrigation purposes and other appropriate uses.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

**FE.C.14** Reduce or eliminate the use of potable water—water that is safe for humans to drink—for landscaping or water features. Encourage the reuse of greywater.

**FE.C.15** Avoid sites that have high stormwater retention value, such as areas with soils that have low infiltration rates or discharge directly into wetlands or water bodies. Promote development on previously disturbed sites, especially those with impervious surfaces or compacted soil so that redevelopment can achieve better filtration.

New Policy

### SECTION D: Policies Related To Flooding

The federal government should:

**FE.D.1** Collaborate with federal agencies on flood management plans and flood protection projects.

New Policy

**FE.D.2** Prohibit hazardous activities and critical actions in floodplain areas.

**FE.D.3** Encourage modification of existing developments to remove or mitigate flood hazards, restore floodplain values, and improve water management. If the necessary modifications cannot be accomplished, the buildings should be removed when feasible to allow restoration of the floodplain and to correct flood hazards and restore floodplain values.

**FE.D.4** Discourage investment in floodplain areas unless related to correcting flood hazards, restoring floodplain values, or supporting conservation, passive recreation, or memorial uses.

**FE.D.5** If construction in a floodplain is necessary:

New Policy  
Subsection

1. Preserve natural drainage where possible.
2. Elevate structures above base flood level.
3. Use best available flood proofing and protection measures.
4. Return the site as closely as possible to its natural contours.
5. Consider the cumulative impacts to the floodplain.
6. Consider long-term operational and capital costs associated with preparing and recovering from potential floods.

**FE.D.6** Consider relocating outside of the floodplain when planning substantial improvements or repairs to an existing facility in a floodplain. If locating in a floodplain is necessary:

New Policy

## APPENDIX 3 – Summary of Changed Policies (highlighted)

1. Elevate all equipment and assets from the ground level floor, where flooding might be expected.
2. Apply flood proofing and protection measures to existing infrastructure to ensure that critical operations will not be disrupted during flood events.

### SECTION E: Policies Related To Wetlands and Waterbodies

The federal government should:

**FE.E.1** Protect the physical and ecological functions of wetlands and riparian areas with priority in the following order:

Revised  
Policy

1. Avoid development of areas that contain wetlands, including isolated wetlands, or on sites that will impact the quality and health of nearby wetlands.
2. Minimize the impacts to wetlands by reducing the area of disturbances. If construction in a wetland is necessary, utilize the highest standard in project development requirements to minimize adverse impacts.
3. Replace wetlands that are lost or degraded as a result of site development.

**FE.E.2** Avoid any intensive land uses with high amounts of impervious surface or significant pollution discharges within or adjacent to wetlands and riparian areas.

Separated one  
policy into two

**FE.E.3** Create vegetative and open space buffers around wetlands, waterways, or riparian areas when constructing near wetlands.

**FE.E.4** Coordinate wetland activities with federal, state, and local government programs and regulations, including the Chesapeake Bay Program. Support local and regional watershed implementation plans and regulations.

New Policy

**FE.E.5** Design vegetated buffer strips around waterways and wetlands to capture and clean stormwater runoff. Encourage restoration of streams and stream banks that have been negatively impacted by runoff.

New Policy

**FE.E.6** Protect wetlands from indirect impacts such as significant adverse hydrological modifications, excessive sedimentation, deposition of toxic substances in toxic amounts, nutrient imbalances, and other adverse anthropogenic impacts.

New Policy

**FE.E.7** Enhance degraded wetlands during significant building or site improvements on federal property.

New Policy

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### SECTION F: Policies Related To Soils

The federal government should:

- FE.F.1** Discourage development in areas of identified high erosion potential, on slopes with a gradient of 15 percent and above, and on severely eroded soils. Avoid development on excessive slopes (25 percent and above).
- FE.F.2** Employ Best Management Practices to reduce the potential for soil erosion and the transportation of sediment, consistent with state and local requirements.
- FE.F.3** Limit uses on highly unstable soils to passive recreation, conservation areas, and open space.
- FE.F.4** Locate and design buildings to be sensitive to natural groundwater flows. Avoid development in areas where mineral resources, such as diabase clay and shale, are located.
- FE.F.5** Identify and protect soil protection zones.
- FE.F.6** Create and implement an erosion and sedimentation control plan during construction to prevent damage or loss of critical soils.
- FE.F.7** Avoid soil compaction in design of landscape plans, during construction, and maintenance.
- FE.F.8** Minimize tree cutting and other vegetation removal to support soil structure (slope geometry, location and geologic content), reduce soil disturbance, and limit erosion. When tree removal is necessary, replace trees, shrubs, and other vegetation to prevent a net vegetation loss.

**FE.F.9** Encourage remediation and redevelopment of brownfield sites. New Policy

**FE.F.10** Enhance degraded soils during significant building or site improvements on federal property. New Policy

### SECTION G: Policies Related To Tree Canopy and Vegetation

The federal government should:

**FE.G.1** Preserve existing vegetation, especially large stands of trees.

Separated one policy into two

**FE.G.2** When tree removal is necessary, trees should be replaced to prevent a net tree loss to the project area, according to the following procedures:

## APPENDIX 3 – Summary of Changed Policies (highlighted)

1. An evaluation of potential tree loss should be made prior to any removal. Trees shall be replaced according to the regulations of the local jurisdiction.
2. Trees of 10 inch diameter or less will be replaced at a minimum of a one-to-one basis.
3. Significant trees (diameter greater than 10 inch) will be replaced at a rate derived from a formula of the International Society of Arboriculture, or as established by the local jurisdiction's requirements for tree replacement.

|                                  |
|----------------------------------|
| <b>New Policy<br/>Subsection</b> |
|----------------------------------|

4. The replacement of trees should be located on-site, on adjacent properties, or in areas within the site's jurisdiction.

- FE.G.3** Enhance the environmental quality of the national capital region by replacing existing trees where they have died or where they have been removed due to development. Tree replacement should adhere to the standards and guidelines of the local jurisdiction, but at a minimum prevent a net tree loss in the development area.
- FE.G.4** Incorporate new trees and vegetation into plans and projects to moderate temperatures, minimize energy consumption, and mitigate stormwater runoff. This includes the use of vegetation in the design and development of green roof projects where feasible and consistent with local regulations.
- FE.G.5** Conserve plant communities native to the site's ecoregion (as defined by the Council on Environmental Quality). Protect and/or restore areas containing native plant communities, and provide habitat corridors connecting to off-site natural areas or buffers adjacent to off-site natural areas for migrating wildlife.
- FE.G.6** Maintain and preserve woodlands adjacent to waterways, especially to aid in the control of erosion, sediment, and thermal pollution.
- FE.G.7** Encourage the use of native plant species and remove invasive plants where appropriate.
- FE.G.8** Protect and preserve all vegetation designated as special status plants.<sup>1</sup>
- FE.G.9** Use vegetation to minimize building heating and cooling requirements.
- FE.G.10** Use trees and other vegetation to offset emissions of greenhouse gases from operations. Plant and maintain trees and other vegetation to achieve long-term

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<sup>1</sup> Special status plants are those plants that are legally protected under the federal Endangered Species Act, or other federal and state regulations, along with species considered sufficiently rare by the scientific community to qualify as defined by the CEQ recommendations, *Guidance for Federal Agencies on Sustainable Practices for Designed Landscapes*.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

storage of carbon dioxide following accepted protocols that ensure offsets are permanent and verifiable.

**FE.G.11** Support sustainable practices in federal landscape development to include, but not limited to, the following:

1. Use of sustainable soil amendments.
2. Reduced irrigation runoff.
3. Reduced greenhouse gas emissions.
4. Use of Integrated Pest Management practices.
5. Reduced potable water consumption and recycling of all organic matter.

New Policy  
Subsection

6. Introduction of plants that support pollinator species.

New Policy  
Subsection

7. Selection of vegetation in the appropriate U.S. Department of Agriculture Plant Hardiness Zone, while accounting for regional changes in climate.

**FE.G.12** Use of grass species as lawn should be limited to recreational areas so that major reductions in water, chemicals, maintenance, energy, air and water pollution, and noise occur. Where turf grass is used, species and cultivar selection should reflect the local climate and growing conditions to minimize the need for irrigation and the use of chemicals for feeding, and controlling insects and disease.

### SECTION H: Policies Related To Wildlife

The federal government should:

**FE.H.1** Encourage facility design and landscaping practices that provide food and cover for native wildlife.

**FE.H.2** Discourage development or significant alteration of areas used by wildlife, including migratory wildlife.

**FE.H.3** Consider the impacts, including cumulative impacts, of environmental changes on wildlife habitats and the biodiversity of an ecosystem. Consideration should extend to non-protected areas, as well as areas protected by designations such as parks and wetlands.

**FE.H.4** Create and maintain inventories of species and natural resources and encourage regional cooperation to protect natural areas and species.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

**FE.H.5** Avoid actions that could have significant long-term adverse effects on aquatic habitats, such as dredging and filling operations that disrupt and destroy organisms.

New Policy

**FE.H.6** When constructing in areas near wildlife habitat, consider the following:

New Policy

1. Use buffer areas to transition the intensity of uses (active uses, passive uses, and conservation areas) from development to wildlife functions.
2. Design the site to avoid habitat fragmentation.
3. When constructing barriers (such as roadways, railways, bridges, and fences) through areas of significant wildlife habitat, consider design methodologies that allows species movement through barriers.
4. Ensure that lakes, rivers, and streams near the site provide adequate undisturbed habitat for species movement.
5. Link new parks, open spaces, and conservation areas to existing natural vegetated corridors and other wildlife habitat.

### SECTION I: Policies Related to Solid Waste and Hazardous Waste

The federal government should:

**FE.I.1** Ensure that development projects reuse or recycle salvaged building and organic materials to conserve resources and divert materials from landfills and incinerators. Encourage procurements that increase the purchase and use of products containing recycled content.

**FE.I.2** Implement waste reduction measures that extend the life of waste disposal systems and reduce energy demand, including recycling programs, composting, and utilizing biodegradable products.

**FE.I.3** Avoid locating federal facilities that produce or manage hazardous waste and toxic materials in (or upstream or upwind of) heavily populated or environmentally sensitive areas (e.g., unstable ground, high-value groundwater recharge areas, floodplains, and wetlands).

New Policy

**FE.I.4** Monitor and conduct periodic testing to detect and avoid leaks or spills from structures that hold hazardous materials (e.g. underground storage tanks, pipes, and retention areas), and remediate groundwater contaminations.

New Policy

**FE.I.5** Manage and dispose of hazardous wastes and toxic substances in a safe manner in accordance with national, state, and local regulations.

New Policy

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### SECTION J: Policies Related to Light Pollution

The federal government should:

- FE.J.1** Reduce levels of light pollution by:
1. Selecting the appropriate level of lighting to meet design needs, while minimizing excess light.
  2. Designing light fixtures to eliminate upward and horizontal spillage.
  3. Designing and providing appropriate controls to operate lighting only when needed, and at appropriate light levels.
  4. Selecting lighting that minimizes maintenance, reduces energy use, and provides better visibility.
  5. Selecting appropriate lighting technologies in a historic context.
- FE.J.2** Exterior lights should be fully evaluated for their effectiveness, maintenance requirements, and energy use.
- FE.J.3** All exterior lighting should be switched off when not required.

### SECTION K: Policies Related to Noise Pollution

The federal government should:

- FE.K.1** Avoid locating activities that produce excessive noise near sensitive natural resources and land uses such as residential areas, hospitals, schools, and major public and civic destinations.
- FE.K.2** Locate, design, and construct improvements to roads, driveways, loading docks, and parking lots for federal facilities in a manner that is sensitive to existing adjacent land uses.
- FE.K.3** Ensure that construction activities comply with local noise ordinances, and coordinate with local governments and adjacent communities to establish limits on the intensity and hours of noise generation.
- FE.K.4** Use sound proofing technology, or install noise barriers to reduce the impact of noise from mechanical equipment or from everyday operations and activities.

New Policy

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

### **SECTION L: Policies Related to Energy**

The federal government should:

- FE.L.1** Improve environmental performance and reduce costs in existing federal buildings through targeted energy improvements, such as:
1. Optimizing the efficiency of heating, ventilation, and cooling systems with more efficient boilers, motors, and variable-speed drives.
  2. Reducing energy and maintenance costs by installing centralized energy management systems.
- FE.L.2** Reduce fossil fuel-generated energy consumption by 55 percent compared to an FY 2003 baseline for new and renovation projects. The required reduction under law is consistent with EISA, with designs for new buildings or major renovations begun in FY 2030.
- FE.L.3** At least 30 percent of hot water demand in new or renovated federal buildings should come from solar hot water heating if life-cycle cost-effective. Existing buildings with minor renovations must incorporate the most energy-efficient designs, equipment, and controls.
- FE.L.4** Locate and construct federal facilities to minimize energy loss in long-distance energy transmission.
- FE.L.5** Pursue energy conservation strategies at a multi-building or district-level.

### **SECTION M: Policies Related to Radiofrequency Radiation and Electromagnetic Fields**

The federal government should:

- FE.M.1** Consider the joint-use of antennas and collocating antennas to reduce aesthetic impacts and limit the area of radiofrequency exposure. Federal agencies should evaluate the cumulative effect of multiple transmitters at one location to ensure that the combined radiofrequency emissions continue to meet Federal Communications Commission guidelines.
- FE.M.2** Follow a practice of “prudent avoidance” of RF exposure. Federal agencies should reduce the exposure of workers and the public to RF fields where they may be prevalent, including those from power lines, antennas, equipment, and other recognized sources of RF and electromagnetic field emissions.
- FE.M.3** Incorporate adequate interior building attenuation measures to reduce RF field penetration into the habitable areas of buildings.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- FE.M.4** Require adequate communication of potential risks where occupational/controlled exposure may be present.
- FE.M.5** Utilize advances in technology, such as fiber optics, cooperative antenna technologies, and teleports; and monitor changes in standards and guidelines for the installation of antennas.
- FE.M.6** Minimize visual impacts of telecommunication antennas proposed for the rooftop of a building with historic value by using a variety of tools including, but not limited to, matching building colors and design, incorporating screens, and moving antennas away from the building's edge. All measures should be coordinated with local historic preservation requirements.

### **SECTION N: Policies Related to Environmental Justice**

The federal government should:

- FE.N.1** Identify and address any disproportionately high and adverse health or environmental effects on minority and low-income populations resulting from agencies' programs, policies, and activities. Consider the indirect, multiple, and cumulative effects of actions on the cultural, social, historical, and economic characteristics of an affected community.
- FE.N.2** Analyze and consider, as prescribed by NEPA, the demographics of a potentially affected area to determine whether such communities are characterized by low-income levels or high minority populations.
- FE.N.3** Establish effective public outreach programs so that the affected community can participate in decisions that will impact its future.
- FE.N.4** Prioritize and support the re-use of brownfield sites for federal or private-sector redevelopment.
- FE.N.5** Adhere to the federal guidelines of the Department of Housing and Urban Development's *Site and Neighborhood Standards*, which strongly encourages development to be located in areas having access to amenities like transportation, educational, and health facilities.

**HISTORIC PRESERVATION  
ELEMENT**

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### Summary of Policies – Historic Preservation Element

#### SECTION A: Policies Related to the Plan of the City of Washington

The federal government should:

- HP.A.1** Preserve, rehabilitate, enhance, and restore (where applicable) the *Plan of the City of Washington* (L’Enfant and McMillan Plans) and the urban design principles established by the Plan including building placement, street layout, vistas, and open spaces.
- HP.A.2** Protect the reciprocal views along the rights-of-way established by L’Enfant streets, as well as to and from squares, circles, and reservations.

#### *Historic Plan of Washington: Streets and Avenues*

The federal government should:

- HP.A.3** Protect, maintain, and restore, where applicable, the L’Enfant street network and rights-of-way.
- HP.A.4** Restore or rehabilitate historic streets that were inappropriately disrupted, or closed to their original right-of-way or configuration, at the earliest opportunity.
- HP.A.5** Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the right-of-way and viewsheds.
- HP.A.6** Reinforce the city’s historic landscape character and maintain the integrity, form, and design of the L’Enfant system of streets.
- HP.A.7** Protect the historic importance and function of the streets as operational thoroughfares.
- HP.A.8** Construct building facades to the street right-of-way lines (building lines) to reinforce the spatial definition of the historic street plan.
- HP.A.9** Protect the character and alignment of the District of Columbia’s boundary streets as defining features of the capital city.
- HP.A.10** Protect, rehabilitate, and restore the public squares, circles, reservations, and the park system that are a legacy of the *Plan of the City of Washington*.
- HP.A.11** Protect reservations that contain historic landscapes and features from incompatible changes or intrusions.

## **APPENDIX 3 – Summary of Changed Policies (highlighted)**

- HP.A.12** Protect and maintain the historic spatial significance of the L’Enfant reservations when designing and locating physical security measures.
- HP.A.13** Protect, rehabilitate, and enhance the extensions of major L’Enfant rights-of-way and associated reservations throughout the District of Columbia as part of the national capital’s open space framework.

### **SECTION B: Policies Related to the Identification of Historic Properties**

The federal government should:

- HP.B.1** Identify and protect historic properties and disseminate information about their significance to the public.
- HP.B.2** Recognize that there may be Modern era (post World War II) resources including buildings, structures, and landscapes that are historically significant and reflect design or cultural significance of the recent past. Identify and protect these resources to ensure that properties that have not been evaluated for listing in the National Register of Historic Places are nonetheless noted for their potential future significance and are treated accordingly.
- HP.B.3** Coordinate with local agencies, citizen groups, and property owners in the identification, designation, and protection of public and private historic properties. Collectively these resources reflect the image and history of the National Capital Region.
- HP.B.4** Conduct archaeological investigations in the earliest phases of master planning or project development in order to avoid the disturbance of archaeological resources.
- HP.B.5** Recognize that historic federal properties are sometimes important for local history. Ensure that locally significant characteristics or qualities are maintained.

### **SECTION C: Policies Related to the Protection and Management of Historic Properties**

The federal government should:

- HP.C.1** Sustain exemplary standards of historic property stewardship.
- HP.C.2** Integrate the preservation, rehabilitation, and adaptive reuse of historic properties, including buildings and landscapes, into master plans for federal campuses and facilities.
- HP.C.3** Maintain a sense of historic continuity and evolution by preserving federal buildings representative of different eras and styles. Include contemporary

## APPENDIX 3 – Summary of Changed Policies (highlighted)

architectural styles in future federal development as they contribute to, and enhance, the city's urban fabric.

- HP.C.4** Preserve, rehabilitate, and protect historic landscapes and open spaces, both natural and designed, which are integral components of federal properties.
- HP.C.5** Protect significant archaeological resources by leaving them intact and undisturbed. Maintain an inventory of sites with potential for archaeological discovery and significance.
- HP.C.6** Use historic properties for their original purpose or, if no longer feasible, for an adaptive use that is appropriate to their context and is consistent with the property's significance and character.
- HP.C.7** Ensure the continued preservation of federal historic properties through ongoing maintenance. Transfer these properties to an appropriate new steward when disposal of historic properties is appropriate.
- HP.C.8** Plan, where feasible, for federal historic properties to serve as catalysts for local economic development and tourism.
- HP.C.9** Promote the integration of sustainability objectives with the preservation, rehabilitation, or restoration of historic properties.
- HP.C.10** Protect and rehabilitate the National Mall and its monumental character as a historic open space that functions as the nation's preeminent gathering space.
- HP.C.11** Protect, and preserve in place, the extant boundary stones that mark the original survey of the District of Columbia.
- HP.C.12** Ensure that sites and settings for federally owned historic assets in the region are preserved and maintained as integral parts of the National Capital Region's historic character.

### SECTION D: Policies Related to Design Review

The federal government should:

- HP.D.1** Ensure that new construction is compatible with the qualities and character of historic buildings and their settings, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the *Guidelines for Rehabilitating Historic Buildings*.
- HP.D.2** Work cooperatively with local agencies to ensure that development adjacent to historic properties does not detract from their historic character, and is compatible with the surrounding context.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

**HP.D.3** Protect the settings, including viewsheds, of historic properties, as integral parts of the property's historic character.

### SECTION E: Policies Related to the Historic Image of the Capital

The federal government should:

**HP.E.1** Plan carefully for appropriate uses and compatible design in and near the monumental core to protect and preserve the nation's key historic properties.

**HP.E.2** Ensure that federal facilities and spaces respect and complement the capital's rich architectural heritage and historic resources.

**HP.E.3** Design transportation infrastructure that is consistent with the urban design principles of the *Plan of the City of Washington* (L'Enfant Plan and the McMillan Plan) and surrounding historic properties.

**HP.E.4** Recognize the role historic properties, memorials, and monuments have in defining the national capital and its image.

**APPENDIX 3 – Summary of Changed Policies (highlighted)**

**VISITORS & COMMEMORATION  
ELEMENT**

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### Summary of Policies – Visitors & Commemoration Element

#### SECTION A: Policies Related to Visitor Transportation Modes

|  |
|--|
| Policy relocated to the Urban Design Element |
|--|

~~Meet local streetscape planning and design standards to maintain a universally accessible, consistent and safe pedestrian realm by developing pathways, streetscape enhancements, ground level retail, interpretive signage, and virtual information resources. Perimeter security should be located in a manner which does not obstruct public space.~~

The federal government should:

- VC.A.1** Locate federal visitor attractions within walking distance of public transportation stops.
- VC.A.2** Support increased access to visitor attractions through improvement or expansion of Metrorail, premium bus service, pedestrian and biking improvements, or other affordable, efficient, and effective transportation alternatives.
- VC.A.3** Encourage increased use of public transit and other sustainable transportation alternatives (car sharing, bicycles, and organized tours) to access regional attractions.
- VC.A.4** Major new attractions should provide parking for an average day demand. For peak demand periods, provisions should be made for additional parking space demand off-site through shared parking arrangements while also promoting the use of transit.
- VC.A.5** Work with federal, state, and local governmental agencies and other organizations to provide appropriate sites for effective and coordinated satellite parking facilities for tour buses.
- VC.A.6** Develop tour bus management strategies to reduce traffic congestion in and around visitor attractions throughout the National Capital Region.
- VC.A.7** Improve distribution of information to visitors about long-term parking facilities and transportation alternatives.
- VC.A.8** Work with local governments to promote water transportation, such as water taxis, as a way of accessing and viewing attractions from the water.
- VC.A.9** Support public art and commemorative works at transportation facilities, where appropriate.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### SECTION B: Policies Related to Visitor Amenities and Information Services

The federal government should:

- VC.B.1** Support the dissemination of information at regional locations frequented by visitors (e.g., hotels, restaurants, Metrorail stations, and major transportation centers). Information should include federal and local visitor attractions, events, tours, stores, shops, and restaurants nearby.
- VC.B.2** Encourage visitor interest in attractions, including less frequently visited regional attractions, by using brochures, multi-media, and web-based materials.
- VC.B.3** Encourage multilingual information services and the establishment of foreign currency exchange facilities in the vicinity of visitor centers and at key transportation centers.
- VC.B.4** Explore the feasibility of creating a central visitor information center and/or multi-media platform that includes information about both public and private visitor attractions.
- VC.B.5** Develop information visitor centers, kiosks, exhibits, and other educational programming in public areas of government facilities and other appropriate locations in the National Capital Region to inspire and educate visitors about the role of government and national attractions.
- VC.B.6** Conserve, enhance, communicate, and promote an understanding of the significance of heritage features, landmarks and the National Capital Region's natural environment.
- VC.B.7** Support the location of information kiosks and visitor centers at federal facilities throughout the National Capital Region.
- VC.B.8** Enhance visual and functional connections to visitor attractions through well-designed and coordinated signage, pathways, parkways, streetscaping, wayfinding tools, and programming.
- VC.B.9** Develop and maintain a safe, comfortable and pleasant environment that offers a range and distribution of amenities, services, and access throughout the area (e.g. lighting, accessible restrooms, concessions, and information).
- VC.B.10** Ensure that any supporting facilities such as restrooms or concessions stands do not detract from the aesthetics, or accessibility, of the commemorative element and its grounds.
- VC.B.11** Support a variety of food, retail, and supporting services on federal lands or in adjacent buildings, where high levels of pedestrian activity exist or are encouraged.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

### SECTION C: Policies Related to the Visitor Programs and Special Events

The federal government should:

- VC.C.1** Actively partner with public and non-profit entities on programs which can enrich the visitor experience and provide educational services related to the capital city's history and role.
- VC.C.2** Regularly sponsor displays, special events, and arts, cultural, and recreational activities in, on, and around federal facilities throughout the National Capital Region.
- VC.C.3** Design and program events in a manner that respects its location and minimizes impacts on the local vicinity.
- VC.C.4** Assist in providing support services for special events and programs where appropriate.

### SECTION D: Policies Related to Commemorative Works

Policy deleted

*Prohibit donor recognition in any manner on the interior or exterior of a commemorative work, including the memorial elements or supporting structures.*

Relocated to Urban Design Element

*Meet local streetscape planning and design standards to maintain a universally accessible, consistent and safe pedestrian realm by developing pathways, streetscape enhancements, ground level retail, interpretive signage, and virtual information resources. Perimeter security should be located in a manner which does not obstruct public space.*

The federal government should:

- VC.D.1** Protect open space, existing public use, and cultural and natural resources when locating and designing new commemorative works, to the maximum extent practicable.
- VC.D.2** Locate new commemorative works in accordance with the Commemorative Works Act, in consideration of sites identified in the *Memorials and Museums Master Plan*.
- VC.D.3** In addition to Area I criteria, reserve visually or culturally prominent sites, including the Prime Sites of the *Memorials and Museums Master Plan* and sites along Pennsylvania Avenue, for significant memorials of American history and culture.

## APPENDIX 3 – Summary of Changed Policies (highlighted)

- VC.D.4** During site evaluation for international gifts, consider locations in and around related embassies or other cultural institutions.
- VC.D.5** Ensure that new memorials located in neighborhood settings are sited and designed in a manner that is consistent, where possible, with local land uses, activities, and objectives.
- VC.D.6** Design commemorative works with durable materials and sustainable landscape features.
- VC.D.7** Minimize on-site donor recognition and ensure that it does not detract from the visitors' experience. Donor recognition should not diminish the integrity of the memorial design, including historic features.
- New policy**
- VC.D.8** If a supporting structure is contemplated, utilize surrounding amenities rather than construct additional buildings, where possible. Build new structures in a manner that is not visually or functionally obtrusive.
- VC.D.9** Accommodate visitor access by modes other than single-occupant vehicle.

## **APPENDIX 4: Summary of Public Comments**

The Commission previously released draft policies for each Element, with a 60- to 90-day public comment period. NCPC staff has summarized each Federal Element's public comment received along with staff responses.

**SUMMARY OF PUBLIC COMMENTS**

**COMPREHENSIVE PLAN FOR THE  
NATIONAL CAPITAL | FEDERAL ELEMENTS**

## **APPENDIX 4 – Summary of Public Comments**

# **URBAN DESIGN ELEMENT**

## APPENDIX 4 – Summary of Public Comments

### Summary of Public Comments – Urban Design Element

The new Urban Design Element was released for a 60-day public comment period from May 11, 2015 through July 9, 2015. Common themes among public comments and how they were addressed within the Urban Design Element are summarized below:

1. Planning for Washington continues to evolve beyond the initial historic plans for the city. The Element should be revised to include discussion of additional plans outside of the Plan of the City of Washington as well as more contemporary plans of the present day.

*Staff revised the Element narrative and the Technical Addendum to reflect subsequent published plans and planning efforts that have continued to contribute to the initial urban design framework established in the Plan of the City of Washington, including: the Public Parking Act of 1870, Victorian era contributions to the city plan, the Legacy Plan, and the District’s Center City Action Agenda of 2008.*

2. While federal interests are more concentrated in the center of the city, it should be clear that there are federal interests throughout the city. It should also be clear that federal and District interests together are important and exist throughout the entire city.

*Staff revised the narrative and reorganized the Element sections to clarify the importance of federal properties and interests throughout the District and region. Additionally, staff coordinated with the District of Columbia Office of Planning’s staff to craft a joint narrative, included in this Element’s Overview section titled “Planning Together,” which emphasizes the shared vision among both the federal and District governments to further Washington, D.C. as a great capital city that continues to evolve by building upon its extraordinary legacy.*

3. The goal statement appropriately calls for creating “a welcoming and livable environment for people.” An additional attribute – key to the unique urban design character of Washington as the nation’s capital – is that the city inspire people, which is embodied in the historic urban design by weaving the symbols and values of the nation into the fabric of the city. This goal of the city’s urban design serves not only to welcome visitors but also to inspire the daily activities of local residents and workers, providing a deeper context for the operational activities of the government.

*Staff revised the Element to include the following two policies, which promote enhancing the user experience:*

***UD.B.1.8*** *Create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses. Design the visual and functional qualities of the public realm to reinforce Washington’s national image, as well as the everyday experience of its people.*

***UD.B.3.12*** *Design and maintain streetscapes and open spaces to be adaptable to changing needs, while continuing to embody the design intent of Washington’s urban design framework.*

## APPENDIX 4 – Summary of Public Comments

4. Include a greater discussion in the Element about the waterfronts of Washington as an important part of Washington’s urban design and public realm.

*Staff has revised the Element to include a greater discussion of Washington’s waterfronts. Please see the call out box on page 24 titled, Washington’s Waterfronts.*

5. The Element should further emphasize the significance of the urban tree canopy as a natural feature and contributing element to the design and experience of the public realm along Washington’s streets.

*Staff has included a new policy:*

**UD.B.2.6** *Encourage the further development of the urban tree canopy to frame street views, reinforce the human scale on broad streets, and provide critical shade and beauty.*

6. The Element should place greater emphasis on all L’Enfant streets particularly those with significant vistas as well as various panoramic views and long-range views along corridors, outside of the historic L’Enfant city, in addition to those selected in Section B.5 Preeminent Viewsheds and View Corridors.

*Section B.3 includes policies that promote the maintenance and restoration of L’Enfant streets including enhancing significant vistas particularly those document in the NRHP nomination for the Plan of the City of Washington. Staff also amended this section to include the following action item to further enhance L’Enfant streets:*

### **B.3.2.b Action Item**

*Collaborate with federal and local stakeholders to prepare an Urban Design and Public Realm Guide for special streets and federally owned parks, plazas, open spaces and areas around federal facilities in the monumental core and L’Enfant City. The guide will provide a framework to strengthen linkages and the character defining elements that frame or punctuate these public spaces to elevate human experience and enjoyment.*

*Regarding panoramic views and long-range views, section B.5 includes the following action item listed below.*

### **UD.B.5.10a.2 Action Item**

*Preeminent viewshed and view corridor future work: Further study should assess existing conditions and opportunities to reinforce the visual quality of several view corridors. While these view corridors are significant, each should be individually assessed. Additionally, further study of scenic panoramic viewsheds from publicly accessible federal lands is also necessary.*

*The technical addendum further addresses these particular panoramic and long-range views requiring future work on pages 30-31 and 34-35.*

## **APPENDIX 4 – Summary of Public Comments**

7. Enhance the discussion within Part II of the Element that addresses federal facilities in urban, suburban, or rural environments.

*Staff has revised the narrative language throughout Part II to clarify that the policies put forward in this section are applicable to federal facilities within urban, suburban and rural environments.*

**APPENDIX 4 – Summary of Public Comments**

**FEDERAL WORKPLACE ELEMENT**

## APPENDIX 4 – Summary of Public Comments

### Summary of Public Comments – Workplace Element

The Workplace Element was released for a 60-day public comment period from July 14, 2011 through September 12, 2011. Public comments and how they were addressed within the Workplace Element are summarized below:

1. “Many of the policies within the Comprehensive Plan speak of actions the federal government should be undertaken without distinction between government-owned space and leased space. Given the substantial amount of government-leased space within the Downtown DC BID area (7.6 million square feet in 2010), a lack of compliance with policies in this plan can undermine the desired outcomes. Consideration of both leased and owned space is of great importance in Downtown DC.”

*Staff agrees and reiterates that these policies are intended to apply to leased and owned space of any federal agency.*

2. “Federal Workplace Policies, Managing Federal Workplaces (Page 7, Para 29) Establishment of the total personnel that can be accommodated will be difficult for the military installations. The missions these installations receive or lose are tied to global strategic decisions, war activity and unforeseen BRAC and other siting actions by Congress. The capacities of the installation vary by the missions received and the requirements attached to these missions. For example, the beddown of a flying mission may require a large square footage of hanger and apron space, but with modest personnel requirements, whereas the beddown of a headquarters may take less real estate but bring significantly more personnel. Master planning at these installations is not about developing a build-out plan to meet a known end-state capacity. Master planning on a military installation is akin to planning a city (e.g. significant mix of different uses, blocking land uses and street grids without specific building requirements, identifying opportunities without solid requirements for amount of people, square footage, or even mission type). In the past, a misunderstanding of the nature of military activity has been the source of significant tension between NCPC and Ft. Belvoir, Joint Base Bolling-Anacostia, and Joint Base Andrews”.

*Staff agrees with this statement and feels the Element reflects this approach through both its policies regarding master planning in the Federal Elements of the Comprehensive Plan and also its submission guidelines for master planning of federal facilities. Both strive to balance good planning with security and national defense issues.*

3. Federal Workplace Policies, Managing Federal Workplaces (Page 7, Para 27) – “The policy concerning relocations needs to indicate that the “jurisdictions” indicated here are NCR jurisdictions. Also, agencies have little control over BRAC and other congressionally mandated actions that move federal missions from one part of the country to another, from just inside/outside the NCR to just outside/inside, or among NCR jurisdictions”.

*The jurisdiction of the National Capital Planning Commission is established by federal law and does not extend outside of the National Capital Region. The policies of the Federal Elements are applicable only to the areas within the National Capital Region.*

## APPENDIX 4 – Summary of Public Comments

4. Federal Workplace Policies, Managing Federal Workplaces (Page 6, Para 17 & 20) “The public access policies need a modifier to account for the security needs of military and security agencies. The Force Protection requirements and secured perimeters of these installations will prohibit any public use”.

*The policies of the Federal Elements of the Comprehensive Plan are goal statements and achievement of those goals is often balanced with competing factors such as security. However, staff appreciates the suggestion and has added the modifier “where possible” to the referenced policies.*

5. Federal Workplace Policies, Locating and Developing Federal Workplaces (Page 2, Para 8) “Locating federal workplaces near a variety of housing options is a good thing. Unfortunately, it is diametrically opposed to the policy to concentrate uses in the CEA. There is little to no affordable housing in the CEA, little variety in type, and is distant from the majority of workforce housing”.

*Staff appreciates this point. The siting policies are more focused on the issue of transit accessibility throughout the region and housing prices vary throughout that area. Hence, it would be difficult to craft a policy that addresses such a varying condition that is driven by a host of economic forces. However, it is an objective of the federal government to promote affordable housing for its workforce and as such supports other methods to achieve this, such as inclusionary zoning and other local efforts.*

6. “Federal Workplace Policies, Locating and Developing Federal Workplaces (Page 1, Para 2a) – The preference for the Central Employment Area (CEA) reinforces the radial nature of the region’s transportation network. This exacerbates the congestion caused by the commuting peaks into, then out of the center; limits the opportunities for a reverse commute and full productivity of the transportation system; and reinforces the separation of uses into places we live and places we work. Current planning practice is to create sustainable developments that provide 18 hour live-work-play land uses. This policy runs directly counter to that.”

*Staff does not agree with this point. The Central Employment Area encompasses the current hub of the region’s transit system with the greatest modal choice. However, the update is recommending that the CEA be more consistently reevaluated so as to be able to change with altering transit and development patterns. Hence, as reverse commuting grows or as new efficient transit systems become more widely used, the CEA can be adapted.*

**APPENDIX 4 – Summary of Public Comments**

**FOREIGN MISSIONS &  
INTERNATIONAL ORGANIZATIONS  
ELEMENT**

## APPENDIX 4 – Summary of Public Comments

### Summary of Public Comments – Foreign Missions & International Organizations Element

The Foreign Missions & International Organizations Element was released for a 60-day public comment period from May 6, 2013 through July 5, 2013. Public comments and how they were addressed within the Foreign Missions & International Organizations Element are summarized below:

1. “I highly recommend that if chanceries are encouraged to locate on the former Walter Reed site, the site NOT be zoned as a matter-of-right location so that chanceries are subject to review and not be tempted to destroy the historic fabric of the campus.”

*The U.S. Department of State will obtain approximately 43.5 acres of the former Walter Reed Army Medical Center property from the Army, a transfer of property between federal agencies. The portion of the former Walter Reed Army Medical Center proposed as a foreign missions center site would not be zoned as matter-of-right. The U.S. Department of State in coordination with the National Capital Planning Commission is currently master planning for the long-term development of a foreign mission center which will address future development including placement of construction, vehicular and pedestrian circulation, parking within the property boundaries, open space in and around the campus, required setbacks, historic properties, natural and scenic resources, noise, and lighting. As part of the master planning, an Environmental Impact Statement has been prepared in accordance with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321-4347, which will evaluate the potential impacts to historic and cultural resources. The Department of State is currently undergoing Section 106 consultation pursuant to 36 C.F.R. § 800.2(a). Any future development of chanceries built on the former Walter Reed Army Medical Center proposed as a foreign missions center would be subject to National Capital Planning Commission review and approval.*

2. “Foreign Mission & International Organization Policies, Locating Chanceries (pg. 14, Policy 4)

In Section 206(b) of the Foreign Missions Act, Congress established where foreign missions can locate as a matter or right, and where they can locate subject to FMBZA review. Congress did not state a priority or preference for either matter-of-right locations or for FMBZA review locations. Accordingly, the Element should not include such a priority as an official federal policy.”

*While Congress may not have stated a preference, from a planning perspective, matter of right areas for chanceries are areas zoned for commercial, industrial, mixed-use, and waterfront. We encourage the federal government to give preference to matter or right areas in order to help protect residential neighborhoods from intrusion of office uses and associated impacts related to noise, traffic, etc.*

## APPENDIX 4 – Summary of Public Comments

3. “Foreign Mission & International Organization Policies, Chancery Facilities, Historic Preservation (pg. 16, Policy 4) and Access (Pg. 16, Policy 5)

In Section 206(d) of the Foreign Missions Act, Congress established the six criteria to be applied by the FMBZA when reviewing a foreign mission application. The first criterion is “the international obligation of the United States to facilitate the provision of adequate *and secure* facilities for foreign missions in the Nation’s Capital.” Adopting an official federal policy that foreign missions should open up their properties for public use and enjoyment seems at odds with this international obligation, as well as with the ever-increasing need for security at diplomatic facilities both in the US and around the world. The Element should not include this as an official policy.”

*Staff agrees with the importance of providing adequate and secure facilities for foreign missions in the Nation’s Capital and has revised and/or removed the applicable policies.*

4. “Foreign Mission & International Organization Policies, Locating Chanceries (pg. 14, all policies in Foreign missions are encouraged to)

All foreign missions should be encouraged to reuse existing facilities. When foreign missions move out of an area, such as the 16th Street corridor, where they have historically been located, because of the size of many of these historic buildings, they often sit vacant for years. These vacant properties can actually contribute to neighborhood blight. In addition, foreign missions should be encouraged to work through the Office of Foreign Missions, U.S. Department of State to understand and comply with the District of Columbia’s regulations concerning construction on private property and use of public space.

Proposed changes to the section stating that Foreign missions are encouraged to:

Delete proposed 1 - recent history has shown that chanceries do not necessarily support neighborhood revitalization and economic development. Insert instead:

1. Renovate, expand, or reuse an existing chancery to the extent consistent with the Foreign Missions Act. [Note: this should be given a higher priority and listed first]
2. Familiarize themselves with local regulations governing construction in private space and the management of abutting public land.
3. To the extent possible, given reasonable safety and security needs, cooperate with local officials to ensure that construction and landscape plans conform to all relevant regulations. This cooperation could include submission of plans, for review and approval, by the appropriate governing bodies.
4. Same as proposed
5. Same as proposed”

*Pursuant to the Foreign Missions Act, all foreign missions are obligated to notify the Department of State prior to any acquisition, use, sale or other disposition of real property in the United States. This includes purchase, resale, lease, alteration, renovation, addition, or change in the purpose for which real property is used by a foreign mission.*

*Staff does not agree with the point of deleting Policy 1 and the Elements in the Comprehensive Plan does not prioritize policies. Staff appreciates the recommended policies.*

## APPENDIX 4 – Summary of Public Comments

5. “Foreign Mission & International Organization Policies, Ambassadors’ Residence (pg. 17, all policies in Foreign missions are encouraged to)  
AMBASSADOR’S RESIDENCE POLICIES should include access criteria such as that included for foreign missions.  
Proposed change (insert after 2):
  6. Locate Ambassador’s residence such that access is possible from multi-modal transportation options (walking, bicycling, public transportation and automobile).
  7. Consider urban design qualities, neighborhood characteristics, and traffic capacity in the configuration of vehicular access.
  8. Provide adequate off-street parking on private property that accommodates employees, visitors and special event participants.”

*Staff appreciates the recommended policies.*

6. “Foreign Mission & International Organization Policies, International Organization (pg. 18, all policies in Foreign missions are encouraged to)  
INTERNATIONAL ORGANIZATION POLICIES should include access criteria such as that included for foreign missions.  
Proposed change (insert after 2)
  3. Locate principal office such that access is possible from multi-modal transportation options (walking, bicycling, public transportation and automobile).
  4. Consider urban design qualities, neighborhood characteristics, and traffic capacity in the configuration of vehicular access.
  5. Provide adequate off-street parking on private property that accommodates employees, visitors and special event participants.”

*Staff appreciates the recommended policies.*

7. “First and foremost, the adopted document should be one that rests on a solid review of whether zoning regulations established by the Zoning Commission, with review by NCPC, apply to Federally-owned or Federally-controlled sites. Whatever the outcome, the text should reflect it. The draft spoke of giving “priority consideration for the location of chancery facilities in matter-of-right areas.” If the area is unzoned, it’s not subject to zoning at all. If unzoned, then the priority should be something like “areas where the Commission reviews development plans in lieu of zoning or where chancery use under zoning is matter-of-right.” As a schematic matter, perhaps the Commission should develop a map of the areas in which chancery use is favored, be it areas zoned (as in “Embassy Row” along Massachusetts Avenue from Dupont Circle to the Naval Observatory) or within the Van Ness area or the western portion of the Walter Reed site.”

*The Element has been updated parallel with the review of the proposed zoning changes. Staff has revised the applicable policies to consider areas where zoning does not apply.*

## APPENDIX 4 – Summary of Public Comments

8. “The overall introduction should add the words “current and future” to the first provision of what “Foreign mission are encouraged to” do when siting chanceries.”

*Staff appreciates the recommendation.*

9. “As to the order of where foreign missions are encouraged to locate, it seems that what was first in the draft (“support neighborhood revitalization”), however laudable, would fall lower in the rankings if there is a priority to locate in Federally owned/controlled sites, those where the use is matter of right, or in areas designated in a possible map (as per above).”

*The Elements in the Comprehensive Plan does not prioritize policies.*

10. “Within the draft’s “Urban Design” portion, one part calls for implementing “sustainable site and building design on a precinct level.” The term precinct is unclear in the context. If the Department of State is encouraging sustainability, it would improve the policy if some details of what this means were added, be they mandates or words of encouragement.”

*Staff revised the language in the policy for clarity purposes.*

11. “Within the draft’s “Historic District” portion, the part calling for “[public?] access to campuses” may be challenging given security concerns and overall diplomatic reciprocity issues; maybe it should be dropped or be nothing more demanding than “encouraging” such access.”

*Staff agrees with the importance of providing adequate and secure facilities for foreign missions in the Nation’s Capital and has revised and/or removed the applicable policies.*

12. “Under the “Access” section, the scope should be expanded to “vehicular access for diplomats, staff, service and delivery vehicles.””

*Staff agrees with the importance of providing adequate and secure facilities for foreign missions in the Nation’s Capital and has revised and/or removed the applicable policies.*

13. “I would further suggest that the term “chancery” note that the use can, but on an optional basis, include space within which the foreign mission might want to hold public or private events to exhibit, portray, demonstrate, display products made there, arts produced there, resources extracted there, and all manner of arts. This would be in keeping with one role of foreign missions, and should not trigger a zoning or use exception as if it appears akin to “exhibit space” or a “public hall.””

*Staff has revised language.*

14. “Finally, and not least important, I hope the Commission will reach out to those from Cultural Tourism to explore ways in which the adopted element might contain language that notes and gives added “Federal” legitimacy to activities within the sites the policy covers and the overall region that promote international exchange of the world’s diverse cultures.”

## APPENDIX 4 – Summary of Public Comments

*Staff has revised narrative to include discussion about cultural activities. Currently we have a policy under Chancery Development that encourages chancery sites that contribute to cultural life.*

15. “On the question of Walter Reed/Van Ness being “zoned” or being “unzoned” (arising from Federal ownership, etc.), if the outcome is discretionary, then I’d prefer to see the land zoned. Zoning can, and should for those areas for sure, provide that there would be no question of the right to foreign missions there “by right” — no public review by any kind of zoning board such as the FMBZA. But zoning could frame the development allowed by yard, height, and density provisions in keeping with the Comprehensive Plan (both Federal and District elements).

But, zoning could also clarify what else could be located within that is not Federally owned and operated. For example, a business could be successful in these locations if it offered goods and services that foreign missions and their visitors need. This could be as simple as passport photos, but also include higher end services such as visa processing. Or “eating or drinking establishments”, “convenience stores.” Etc.

For these areas — indeed all of the District of Columbia — I would think the path forward would be to apply zoning to all land, including that which is now “unzoned” Federal land, but instead of “automatically unzoning” land as it becomes “Federal” change the operation so that instead of “unzoning” provide that DC zoning “would not apply.” This preserves Federal sovereignty but keeps zoning in place to guide uses that are non-Federal while in formal Federal ownership and indicates the zoning that would exist if the land ceased being Federal at some later time.”

*Zoning does not apply to the proposed Walter Reed foreign missions center.*

### 16. Public Review of Final Draft

The Executive Director’s Recommendation begins by noting that the staff has completed an initial update (emphasis added) and, after the 60 day public review period, the staff will update and revise the policies based on input and updated information received and will then bring the updated Element back to the Commission for final adoption (Page 1). We note that in the following “Draft Update & Policies” there are eight places with the wording, “This section will be revised to reflect updated information to be provided before the final draft”. Since this is not a “complete draft”, and so much material is to be updated and added later, we believe some additional time should be provided for public review and comment before the final draft goes back to the Commission for approval.”

*Prior to the release of the draft Foreign Missions and International Organizations Element, we did not receive updated data from U.S. Department of State, Office of Foreign Missions. The data provided was an update to the number of countries with foreign missions in Washington, DC and the number of existing facilities (chanceries, ambassadors’ residences, and international organizations). The data received from the Office of Foreign Missions did not warrant changes to the policies.*

## APPENDIX 4 – Summary of Public Comments

### 17. “Introduction (Page 6)

The opening goal statement (page 6) is a good one, but we suggest that one or more additional sentences be added to indicate the need to avoid or limit adverse impacts of foreign missions on residential neighborhoods and provide substantial and appropriate protection to existing urban fabric and residential areas.”

*Staff has revised the opening goal statement.*

### 18. “The Economic and Fiscal Impact of Foreign Missions on the Nation’s Capital (Page 8)

On page 8 there is a brief paragraph about where foreign missions are located and the benefits they bring. The Committee of 100 suggests that, without going into undue detail, there be a fuller discussion and tabulation of the major neighborhoods where embassies are located and the impacts, both positive and negative. For example, the Kalorama neighborhood has a major concentration of embassies but that is not mentioned here (it is noted on page 10). A tabulation of neighborhoods where foreign missions are located, and the number of such missions, would be useful and would increase understanding of where foreign missions are located and their impact.”

*Staff appreciates the recommendations. The Economic and Fiscal Impact of Foreign Missions on the National Capital section was intended to be a call-out box in the Element. The neighborhood discussion has been moved to a more appropriate location in this report to discuss foreign missions and their impact to neighborhoods.*

### 19. “There is a brief discussion of a foreign mission’s role in providing a cultural function in promoting that country’s culture in Washington and in the United States (bottom of page 8 and top of page 9). At the June 11 public meeting on this Element, Cheryl Crowell of Cultural Tourism DC gave a presentation that highlighted the important and growing cultural role of foreign missions, and the importance of those activities to the overall cultural life of Washington. We believe that role and how it can be enhanced should be elaborated in this section, and encouraged in appropriate policies.”

*Staff has revised narrative to include discussion about cultural activities. Currently we have a policy under Chancery Development that encourages chancery sites that contribute to cultural life.*

### 20. “Foreign Missions Since 2004 (Page 9)

This section has information about the number of foreign missions in Washington in 2004 and today (Page 9). However, the number of missions does not seem to add up, and it is difficult to know what types of facilities are being discussed. This is one of the sections where it is noted that revisions will be made to reflect updated information before the final draft. The Committee of 100 suggests that clarifying definitions and arranging numbers for 2004 and 2013 in a tabular format would greatly improve understanding of these changes.”

*Staff has revised this section to reflect DOS updated numbers.*

## APPENDIX 4 – Summary of Public Comments

21. “Where Foreign Missions May Locate (Page 10) This is a critical section and also includes the map on page 11. The Committee of 100 believes that additional information about the Foreign Missions Act and the operation and impact of the Diplomatic Overlay District is needed. The D.C. Office of Planning, with the involvement of other agencies, is currently undertaking a major program to revise the D.C. Zoning Regulations. This is a work in progress and the final document has not yet been submitted to the District Council. However, there should be some indication of the changes that are being proposed that would effect in some way the location of foreign missions as well as the means by which consistency between D.C. Zoning and federal intentions will be achieved.”

*Staff has revised the narrative in the Element to address the proposed zoning changes.*

22. “The map on page 11, “Where Foreign Missions May Locate” uses two colors, brown to indicate “Matter-of-right areas” and dark blue to indicate “Other areas where foreign missions may locate”. A note indicates that the map will be updated to reflect updated information. We assume the map is technically correct, based primarily on zoning districts. However, in terms of understanding where foreign missions may actually locate in the future, we find the map is unintentionally misleading. For example, the large brown area at the southern end of the city is actually the Blue Plains Wastewater Treatment Plant and the D.C. Village (District Government) area. Other brown areas include the railroad yards in Northeast and other railroad lines, as well as major commercial areas of the city. “Other areas where foreign missions may locate”, shown in blue, include university campuses, hospitals and other institutions where it is not likely that foreign missions would locate. We suggest that, at the least, there should be a note indicating these conceptual problems with this map. Ideally, the map should be redone to provide a more realistic overview of where foreign missions are likely to locate in the future.”

*Staff has removed the ‘Where Foreign Missions May Locate’ to address future changes to the zoning regulations.*

23. “This is also an important section and includes the map on page 12. We believe some additional background discussion of the International Center Act (1968), the site, and its development would be useful. Most Washingtonians refer to the International Chancery Area as being located at Van Ness. Information on its boundaries, overall design and timing of development would be helpful, as well as the economic benefits that the International Chancery Area has brought to the Van Ness neighborhood. This data would be extremely beneficial and meaningful in light of the intention to develop the former Walter Reed site.”

*Staff has revised narrative to include further discussion of the International Chancery Center.*

24. “We also suggest that the map on Page 12 be expanded north to the northern tip of the District so that the location of the proposed Foreign Missions Center on the Walter Reed site can be shown and the “Northwest quadrant” can be made clear. The cluster of foreign missions in the existing International Chancery Area should be outlined and identified. Using this map, and a tabulation of foreign mission locations by neighborhood, would aid public understanding of the overall location pattern. Since the planning for the Walter Reed Site for a chancery center is moving ahead, the status of that work and the general schedule should be made clear.”

## APPENDIX 4 – Summary of Public Comments

*Staff has revised the map.*

25. “Chancery Development (Page 16) Generally agrees with the discussion in this section but believes some additional emphasis is needed on avoiding or limiting adverse impacts of foreign missions on the areas where they are located, especially in residential neighborhoods.”

*Staff has revised the narrative in this section.*

26. “Chancery Development Policies (Page 16) These policies, which are not proposed for revision, generally seem satisfactory. We suggest adding at the end a new policy about avoiding adverse impacts on neighborhoods.”

*Staff appreciates the recommendation.*

27. “Locating Chanceries (Page 17)  
As previously noted, the discussion of how “chancery development can strengthen neighborhood development, revitalization and economic development goals” (page 17) should also note the need to avoid adverse impacts. Here and elsewhere we have some questions about the real impact of foreign missions on economic development in the areas where they are located. While there is clearly an overall economic development impact of foreign missions, their impact on economic development and vitality of neighborhoods in which they are located may be overstated in some cases. Are the foreign missions purchasing goods and services in the neighborhood, or as highly specialized institutional users, are they not more likely to be purchasing goods and services in bulk from providers throughout the region? How much benefit actually accrues to the local economy from foreign missions?

Additionally, while foreign missions rightly belong in the capital city and often add luster, renown and beauty, the day to day business and special functions can have impacts, including but not limited to parking restrictions and set up and dismantling for events, typically involving multiple delivery trucks. These are neighborhood costs which are not adequately addressed and accounted for within the Element at this time.”

*Staff appreciates the recommendation and have revised the narrative in this section.*

28. “Establish New Foreign Missions Center (Page 17) Now that planning for the Walter Reed site is moving ahead, the text should be more specific about that site (while not necessarily going into too much detail). Located on 16th Street, one of the most important streets in Washington, with visual and symbolic connection to the White House and the historic embassy district centered on Meridian Hill, the choice of the Walter Reed campus, seems particularly appropriate for the development of a new international center. The Committee of 100 has been involved throughout the Section 106 process, the city’s Small Area Plan and most recently (June, 2013) in commenting on the Department of State’s Foreign Missions Center Plan and Its Effects on Historic Properties. We look forward to continued involvement as the plans for this historic property evolve.

## APPENDIX 4 – Summary of Public Comments

The existing International Center at Van Ness was, in effect, a first attempt at this kind of international center. It seems desirable to make some design and environmental improvements at the Walter Reed site. These would include creating an overall sense of place, relating to the future private and public development on the eastern portion of the site, encouraging porosity between the commercial development and the diplomatic functions insofar as possible, and maintaining an attractive border around the site (especially on views from 16th Street, Alaska Avenue and Fern Street, NW). The Chancery Complex should generally be open to the public (except for security arrangements) and designed so that the overall landscape of the site can be seen and appreciated.

The historical building and landscape features of the Walter Reed campus need to be respected. The general description on page 18 speaks of mid and high-rise chanceries which is a large concern. High rise structures, especially at this location, are problematic in not respecting the historic character of the campus, surrounding scale and residential uses or the 16th Street corridor. We believe significant additional discussion of the vision intended is needed.”

*This section is more broadly discussed for future foreign missions center. The following section has further discussion regarding the proposed Walter Reed foreign missions center.*

29. “Potential Development Area (Page 19) Since planning for that area is moving forward, it would be helpful to rearrange sections and wording so that the plans and policies for the Walter Reed site are clear.”

*Staff appreciates the recommendation.*

30. “Locating Chancery Policies (Page 20) Are there any other sites where NCPC would recommend for a future chancery center, looking beyond Walter Reed? Please see also our comments found passim about avoiding adverse impacts.”

*At this time, we have not identified a location for a future chancery center besides Walter Reed.*

31. “Chancery Facilities Policies (Page 21) We believe the existing policies on “Land Use and Zoning” are strong and clear and should be retained. Zoning provides protections for existing residents, businesses and land uses and those protections are weakened by deleting the Land Use and Zoning Policies.”

*The existing policies on Land Use and Zoning have been incorporated into the Chancery Siting location.*

32. “For Policy 7 under Urban Design, the meaning here of “precinct level” should be clarified. Under Open Space and Parkland, the reference in the first policy to “parkland” should be clarified.”

*Staff has revised language.*

## APPENDIX 4 – Summary of Public Comments

33. “Ambassadors’ Residences (Page 22) Additional information on the number and general locations of Ambassadors’ Residences would be useful.”

*Staff has revised language.*

34. “Ambassadors’ Residence Policies (Page 23) We believe there needs to be a stronger policy statement about having ambassadors' residences compatible with the residential neighborhood, while recognizing security requirements.”

*Staff has revised language.*

35. “International Organizations (Page 23) Note that this section is to be revised to reflect updated information. We suggest that the international organizations be listed with information on where they are located and the employment they provide. A location map of international organizations should be added.”

*Staff appreciates the recommendation.*

36. “International Organizations Policies (Page 24) We suggest adding a policy to encourage international organizations to provide some access to the public in order to provide information about their activities. Many existing international organizations already do this.”

*Staff appreciates the recommendation.*

37. “Next Steps - Appreciates the opportunity to comment on the partial draft of the Foreign Missions and International Organizations Element. We look forward to seeing the final draft when the additional information is added, and request that the National Capital Planning Commission allow additional time for public review when that updated information is added.”

*Staff is requesting that the Commission take an action on the final adoption of the updated policies and to hold the policies in abeyance until the Federal Elements of the Comprehensive Plan for the National Capital have been adopted at which time the policies will go into effect. The final draft will be available for review prior to the Commission Meeting.*

38. “On page 6, the Executive Director’s Recommendation notes that the policies of the Element will help ensure that foreign missions “contribute to the city.” On page 7, the document notes that, as buildings, the chanceries, chancery annexes and ambassadors’ residences “contribute to the vibrancy and diversity of Washington’s neighborhoods and add significantly to the city’s visual interest and character.” On Page 8, the document notes that certain aspects of international diplomacy, including “cultural relationships have taken on added significance.” Later on the same page and on page 9, the document notes that “Increasingly, foreign missions use their chancery facilities as event spaces to foster intergovernmental relation at the political, economic and *cultural* level.” Many foreign missions now hose *cultural events* such as art exhibits, concerts, and films, or sponsor special events to increase awareness of their country and to promote trade *and tourism*.”

## **APPENDIX 4 – Summary of Public Comments**

While these points are referenced in the draft element, there is nothing in the proposed Policies that encourage these kinds of activities. Please consider adding on Page 21 under the heading of “Chancery Facilities Policies,” perhaps under the subheading of “Access” or in a separate subheading, language that encourages foreign missions to work with non-profit organizations such as Cultural Tourism DC to open their doors to the public for art exhibits, concerts, films and other special events in order to increase public awareness of their countries and cultures.”

*Staff appreciates the recommendation and has revised narrative to include discussion about cultural activities. Currently we have a policy under Chancery Development that encourages chancery sites that contribute to cultural life.*

## **APPENDIX 4 – Summary of Public Comments**

# **TRANSPORTATION ELEMENT**

## APPENDIX 4 – Summary of Public Comments

### Summary of Public Comments – Transportation Element

The Transportation Element was released for a 60-day public comment period from July 14, 2011 through September 12, 2011. Public comments and how they were addressed within the Transportation Element are summarized below:

1. Prohibit smoking at all bus stations adjacent to metro stations.

*NCPC does not have jurisdiction over properties adjacent to Metro stations.*

2. Prohibit smoking within 100 feet of all bus stops.

*NCPC does not have jurisdiction over properties adjacent to Metro stations.*

3. Post no-smoking signage at all bus stations and bus stops.

*NCPC does not have jurisdiction over signage at bus stations or bus stops.*

4. Remove ash receptacles at all metro stations and post no smoking signage.

*NCPC does not have jurisdiction over smoking facilities at metro stations.*

5. Issue a fine to anyone who smokes or litters at bus stations, bus stops, and rail facilities.

*NCPC does not have jurisdiction over smoking regulation at metro or other local transit stations or bus stops.*

6. Provide a flat rate public transportation benefit, to federal employees regardless of distance traveled or mode of transportation, provided the mode is walking, biking, or public transportation.

*Staff agrees with this policy direction and the following policy update is meant to encourage agencies in providing such a benefit:*

*TRANSPORTATION POLICY F5: Steadily increase transit subsidy rates, and consider applying subsidies and incentives to other modes, such as biking, walking, carpooling, and vanpooling **while not subsidizing single occupancy vehicle commuting or parking.***

7. Discontinue free parking and charge employees the market rate for parking.

*Staff agrees with this policy direction and the following policy update is meant to encourage agencies to not subsidize single occupancy vehicle parking. Providing free parking is considered a subsidy and this policy should discourage providing such free parking:*

## APPENDIX 4 – Summary of Public Comments

*TRANSPORTATION POLICY F5: Steadily increase transit subsidy rates, and consider applying subsidies and incentives to other modes, such as biking, walking, carpooling, and vanpooling **while not subsidizing single occupancy vehicle commuting or parking.***

8. Prohibit smoking on all federal-owned or leased property, including sidewalks and parking facilities.

*NCPC does not have jurisdiction in establishing anti-smoking policies at federal facilities.*

9. The transportation and workplace policies often seem at odds with each other. A number of transportation policies attempt to manage demand among modes but do nothing to manage the demand for travel itself. Supply of active transportation and transit modes is encouraged as a way to reduce SOV VMT (Single Occupancy Vehicles, Vehicle Miles Traveled), but the workplace policies continue to concentrate travel in radial corridors and centralized locations which promote congestion, just across different modes. The sustainable development model is to mix uses – live, work, play – in an effort to manage travel itself. Federal policy should be about decreasing the need to travel and the need to travel long distances, not about preserving the status quo.

*Staff does not agree with this comment. Both the workplace element and the transportation element seek to manage the demand to travel through several policies. First the policies support the use of telecommuting and alternative work schedules as well as Live-Near-Your-Work programs. The policies also encourage the consideration of proximate housing as a method to manage travel demand to federal facilities. This is reflected in the following policies:*

*TRANSPORTATION POLICY F2: Maximize telecommuting strategies for employees in accordance with federal law.*

*TRANSPORTATION POLICY F3: Employ compressed and variable work schedules for employees, consistent with agency missions.*

*TRANSPORTATION POLICY F4: Support **multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs by creating partnerships with federal agencies and local governments.***

10. Many of the transportation and workplace policies are ill suited to military installations. These installations are small cities, not the typical Federal administrative campus. They are 24 hour operations which contain residential, education, library, recreation, industrial, retail, personal services, office, and specialized uses (airports, munitions storage, training ranges, etc.). They have hard security perimeters which dramatically impact public access to installation facilities, movement onto and off of the installation, and accessibility to transit. They are often located on the edges of the NCR (National Capital Region), their scale does not lend themselves to the transit goals and parking ratios, and the nature of their operation make interior shuttling difficult to accomplish. They are expected to provide service members basic, nationally agreed upon benefits on the installation (e.g. medical, Exchange, Commissary, dining, and recreation, etc.). The DOD (Department of Defense) Anti-terrorism/Force Protection (AT/FP)

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requirements often preclude the creation of Clarendon-style developments and these requirements are not waivable. These differences are not recognized in these policies, and do not seem to be appreciated by NCPC when reviewing and commenting on projects and master plans.

*Staff agrees that often times security precludes the ability of the Department of Defense and other agencies to successfully meet Comprehensive Plan goals. The policies are considered goals and if facilities are unable meet them, the agency can demonstrate to the Commission during the review process the causes. The Commission and staff is sensitive to security issues and gives due consideration to these issues in reviewing proposed projects. Further, the parking ratios are goals as well and are particularly flexible in the outreaches of the National Capital Region in areas not served by transit. The agency must demonstrate through their Transportation Management Plan how they are working to meet Comprehensive Plan goals and why they are unable to if not.*

11. Transportation Policies, Objective (Page 1) -- The specific mention of EO 13514 (Executive Order 13514) in the Transportation Policies Objective doesn't make sense. The EO is about greenhouse gases, stormwater management, energy use, sustainable buildings, etc. The Objective language concerns only transportation.

*Staff does not agree. As the goals of Executive Order 13514 is essentially to increase its energy efficiency and reduce its greenhouse emissions through direct and indirect activities. How federal employees commute to federal facilities is an indirect activity that affects the amount of greenhouse emissions responsible to that facility.*

12. Transportation Policies, Parking Ratios (Page 3, Para 3 & 4) -- The word "suburban" in items 3 and 4 is unnecessary. It makes a distinction without a difference. The NCR is a metro area with urban, suburban, exurban, and rural development patterns. The ratios are different because of transportation mode availability, not the development pattern.

*Staff agrees with this comment and has edited TRANSPORTATION POLICY C2 and C3 as such:*

*TRANSPORTATION POLICY C3: For ~~suburban~~ federal facilities outside the **Historic District of Columbia boundaries** within 2,000 feet of a Metrorail station **or other fixed-guideway transit stop with similar capacity**, the parking ratio should not exceed one space for every three employees*

*TRANSPORTATION POLICY C4: For ~~suburban~~ federal facilities **outside the Historic District of Columbia boundaries** beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to **the availability of regional transit such as MARC or VRE service as well as other planned transit improvements over time.***

13. Transportation Policies, Transportation Management Plans (Page 4, Para 6) -- It is not clear that this policy is achievable under Federal statute, at least for DOD installations. DOD installations are permitted to spend MILCON (*military construction*) funds on limited

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transportation mitigation measures off the installation through the Defense Access Road program. It is not clear that other mitigation expenditures are authorized.

*Staff agrees that the ability for funding off-site improvements can be limited for agencies. However, other opportunities can be pursued either through direct appropriation outside of MILCON funds, partnerships with local units of government or special legislation through the United States Congress.*

14. Transportation Policies, Parking Ratios (Page 3, Para 1) -- Why should the Federal Government provide any parking in the Central Employment area? It has significant density, and robust transit, bike and walking circulation networks.

*While staff agrees that once additional modes of transportation become available in the CEA (streetcar, more complete bicycle networks, etc) and gaps in the Metro system are closed, parking should be further restricted in the core. However, it is currently difficult to eliminate parking at all federal facilities.*

15. Transportation Policies, Transportation Management Plans (Page 4, Para 8) -- The requirement to update TMPs (*Transportation Management Plans*) every two years is unworkable. One will be starting the next TMP before the ink is dry on the previous one, and definitely before many of the previous plan elements can be implemented and evaluated for effectiveness. More practically, agencies cannot afford and will not fund a TMP every 2 years. Everyone is being set up for failure. Tie the trigger for a TMP update to significant changes or every 5 years.

*Staff agrees with this and as a point of clarification the policy is meant that agencies should review TMP's every two years to ensure that they still reflect existing conditions. If there has been no expansion or growth at the facility than the TMP does not have to be revised with the two year time frame. This policy is meant to encourage monitoring of the conditions at federal facilities. To clarify, staff has amended this policy as follows:*

***TRANSPORTATION POLICY D8: Review TMPs at least every two years to ensure it reflects the most current employee information.***

*Further requirements for Master Plans which include TMP's are provided for in NCPC's submission guidelines which require a new Master Plan every five years.*

16. Transportation Policies, Transportation Demand Management (Page 6, Para 4) Reducing commutes through location decisions and live near work programs are excellent policies. Unfortunately, the preponderance of the other Transportation and Workforce policies appear to work against sustainability.

*Staff does not agree with this assertion and is unclear as to which policies work against the principles of sustainability.*

17. The draft updates to the Transportation Policies in the Transportation Element of the Comprehensive Plan for the National Capital indicate that the federal government should (a)

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“Provide motor vehicle parking only for those federal employees who are unable to use other travel modes” (parking policy #1) and (b) establish parking ratios on a sliding scale depending on whether a facility is in the Central Employment Area (CEA--1 space for five employees), outside the CEA but within the Historic District of Columbia (DC) boundaries (i.e. DC, Arlington, and part of Alexandria--1 space per four employees), in suburban areas within 2,000 feet of a Metrorail or similar station (1 space per three employees), or in suburban areas beyond 2,000 feet of a Metrorail or similar station (phased approach). If one assumes that the sliding scale will necessarily accommodate the maximum number of federal employees who are unable to use other travel modes, these provisions would, in theory, make sense. But there is no basis for making such an assumption.

And where the maximum parking ratio does not provide enough parking to accommodate the need for employees to drive to work, the arbitrary limits the Transportation Element sets on parking will bring about the sort of transportation chaos to local neighborhoods that a more conventional zoning approach (which sets minimum--not maximum--parking requirements) is typically designed to avoid. To see how the Transportation Element’s policy has failed in the past, one need only look to the way arbitrary maximum parking ratios have worked at the National Guard Readiness Center on South George Mason Drive, in Arlington, where local traffic is disrupted every morning by Readiness Center employees scavenging for parking off campus.

But that is only one problem with this approach. Another problem is that application of the arbitrary parking ratios will, in some instances, require that Federal employees who use Metro walk what NCPC recognizes is an unreasonable distance from their destination on the Metro to their place of employment. Agencies located in parts of Anacostia, for instance, may be within the CEA but beyond the 2000 foot distance which NCPC recognizes (in footnote 1 of the Transportation Policies Federal Element of the Comprehensive Plan) as a reasonable walking distance from Metro. And if the agency is on a secure campus, even if the agency provides shuttles from the metro to the border of its campus, employees may well have to walk an additional distance to get to their actual place of employment.

Another problem is that the general restriction assumes, contrary to fact, that federal agencies are in a position to assess which/how many employees are “unable to use other transportation modes.” Even if federal agencies could assess the geographic proximity of their employees to a fixed transit system, they cannot assess temporal proximity--the length of time it would take an employee to get to work on the fixed system. That is because even people who live close to a particular system (e.g. Metro) may be far from an agency in terms of the length of time it takes to travel on the system.

Metro has no express lines and it can take a very long time to travel on the system, depending on one’s starting point, even if one does not consider the potential need to change Metro lines. And changing lines is only one part of the equation. It may be necessary to drive to a metro station, park nearby, walk to the station, change lines at some point, take a shuttle from the station to a “nearby” agency, and walk from the agency boundary (if it is on a secure campus) to the employee’s building. Each change of mode adds significant time to a commute and someone who lives well within the Historic District boundaries can easily see his commute

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time quadrupled from a reasonable time (e.g. half an hour) to two hours (each way) because of the arbitrary decision that he is “able” to use a mode of transit other than his car.

Even employees whose homes are situated close to their agency may not be able to avail themselves of the mode of transit one might assume they could use. They may have to drive to be able to drop their children off at day care, which may not be located near their place of work. Or they may be so close-in to congested parts of the city that getting on a Metro train during rush hour is not realistic because the trains will go past them having been filled to capacity at more distant stations. As the Introduction to the current Transportation Element recognizes, “Metrorail trains are operating well above design limits, handling crush loads during rush hour.” And while it is possible that Metro’s problems will be fixed in time, the reality is that today, Metro is broken and there are no assurances that it will, in fact, be fixed. See “Sarles ‘committed’ to rebuilding Metro,” Washington Post (print ed., Aug 6, 2011, p. B3), which indicates that even Metro General Manager Richard Sarles recognizes that Metro needs “rebuilding.” Also see “Reduced spending may stall regional transit plans,” a column by Robert McCartney on p. C-1 of the July 10, 2011 issue of the Washington Post which notes that the House of Representatives has proposed transportation funding cuts and that the “Metro transit system stands to lose about \$70 million a year.... Chief Executive Richard Sarles has warned that the loss of federal funds would mean more delays, less-reliable trains and buses, and deteriorating stations.”

*Staff feels that all of the comments above are in respond to the Transportation element and particular the policies related to employee commuting and parking at federal facilities. The parking ratios established in the Transportation Element are developed based on a sliding scale of proximity to transit in locations around the region. They are considered goals and agencies are required to formulate a Transportation Management Plan (TMP) to demonstrate how they are meeting these goals and a justification for why they may not be. Hence, if a facility is located in such an area that additional parking beyond the parking ratio is needed to lessen its impact, which must be justified in the TMP. Staff agrees that conditions can vary by facility and by employee characteristics, and this is why it is imperative that facilities that are developing a Master Plan formulate a sound TMP that demonstrates how these transportation impacts are being addressed and how the facility is meeting the goals of the Comprehensive Plan requirements. Generally, in conversations with agency stakeholders as well as in comparison to zoning requirements of local jurisdictions, the parking ratios perform well and hence are not being adjusted at this time.*

18. There would be a natural tendency for Federal employees to situate themselves in locations near or easily accessible to their places of employment. But that is not an option for Federal employees, given that Federal agencies routinely move their offices. The agency I worked for in 2007, for instance, moved offices twice in two years. I changed employers, and now my new agency is planning to move in two years from now. And, as the recent Base Realignment exercise shows, agencies do choose to move away from places, like Arlington, with readily accessible mass transit options, to places like the Mark Center, and Ft. Belvoir, leaving employees with few commuting options other than their cars. To quote Robert McCartney, from his column on page C-1 of the August 28, 2011 issue of the Washington Post, “Our

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biggest employer, Uncle Sam, makes crucial choices about where to locate jobs with little heed to vital regional goals, such as reducing traffic....”

*Staff considers the comment above to be appropriate to the federal facility siting policies within the Comprehensive Plan. Staff agrees that many recent facility location decisions, particularly BRAC related moves, would have challenging consequences for the Region. NCPC’s siting policies established in the Comprehensive Plan focus agency siting decisions on transit- albeit in the Central Employment Area where the greatest amount of transit options are available or in proximity to transit nodes throughout the region. The main challenge in implementing these siting decisions is that often times NCPC is not consulted or does not have jurisdiction in reviewing a siting choice. This was the case with the BRAC process and in some congressionally legislated facility decisions.*

19. To the extent that NCPC assumes “Active Commuting,” such as bicycling, is an option, NCPC fails to account for the fact that no active commuting option is realistically available throughout the year. On those days when roads are too icy to make bicycling/walking, etc safe, on those days when it is unhealthy to use active commuting because of Code Red conditions, on those days when we are experiencing thunderstorms, etc., even active commuters will need to use other options. So “active commuting” may help minimize the use of motor vehicles by some people, but it does not replace them altogether unless you assume, contrary to fact, that Metro and other transit options can handle additional ridership and that everyone who uses active commuting can arrive at work in a reasonable time using mass transit.

If all Federal facilities in the National Capital Region were as well situated as the NCPC’s own offices are, with easy access to multiple Metro stations in the heart of the District, expecting people to be able to get to Federal agencies by Metro, bicycle, or means besides motor vehicles would make more sense than it does. But the idea that the NCPC can simply solve the region’s transit problems by fiat is fantasy and it will only make a bad transportation situation worse-- for Federal employees, for the neighborhoods they work in, and for anyone who uses mass transit.

*The “Active Commuting” and other transportation related policies are meant to enhance the option of those who want to commute in such manner to work. An overall goal of the Transportation element is establish as many mode choices for federal employee commuting and not a requirement for certain modes.*

20. Section 7 references safe and convenient means of ingress and egress for all commuters, including bicycles and pedestrians. This point deserves emphasis for both federally-owned space as well as federally-leased space, particularly in coordination with recommendation 2 of the Active Commuting and Bicycling for Federal Employees section, which mandates the provision of secure and sheltered storage facilities. The provision of such facilities is undermined if those facilities are difficult for employees to access.

*Staff agrees with this statement, however NCPC has little involvement or jurisdiction over private development which is where federal lease space is housed. However, NCPC continues*

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*to work with the District of Columbia and federal stakeholders to ensure that federally owned development is compatible private office space development.*

21. Commuter Rail, Rail Transit, and Bus Transit section 5 references the “Downtown Circulator.” Since the DC Circulator is now an established transit service, it can be referenced by name. Likewise, this list of regional transit systems should also include Capital Bikeshare. The region’s bikeshare system functions as a type of bicycle transit, rather than bicycle rental, and should be grouped with fellow transit systems accordingly.

*Staff agrees with this comment and has amended the referenced policy as follows:*

**TRANSPORTATION POLICY A5: The efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs (e.g., ~~Downtown~~–DC Circulator, Busway, Bus Rapid Transit projects, light rail, ~~trolley~~ streetcars and vehicle sharing services).**

22. Section 5 references parking structure design. This section should also mention active ground-level uses, though that emphasis might be better located in the forthcoming Urban Design element.

*Staff agrees that providing active ground level uses in parking structures will be explored in the urban design element. However, the policy referenced in this comments was meant to reflect this notion through the inclusion of language referencing “enhancing of adjacent public space”*

23. Section 8 references the utilization of off-site parking to meet the demand for parking spaces. This section should also include a recommendation that on-site parking spaces be available for after-hours public use to ensure the best utilization of those parking assets for the greater community whenever possible given security constraints.

*Staff agrees with this comment and has amended the referenced policy to read as follows:*

**TRANSPORTATION POLICY B9: Evaluate opportunities to share parking spaces with nearby uses or lease parking spaces to local car share services. Agencies should pursue arrangements whereby the agency is able to utilize car sharing vehicles in fair exchange for the service’s use of parking spaces.**

24. Section 3 references Metrorail “or other fixed guideway transit... with similar capacity.” Would this include future streetcar lines? Streetcars offer a substantial capacity increase over buses, but cannot match Metrorail. This section should be amended to better define what “similar capacity” means, including such modes as streetcars.

*This section referenced to any transit mode that has similar capacity and connectivity to the regional system. Staff believes it would be premature to specifically add streetcar at this time as the streetcar system has not been implemented and their performance has not been established.*

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25. Section 1 should be structured broadly to talk about all Federal facilities, not just campus-style developments. Likewise, the discussion of dedicated trails and sidewalks should instead be a focus on dedicated bicycle and pedestrian facilities, with the specifics of those facilities determined by the surrounding context of the site. The section mentions integration with existing facilities in the area, but the terminology isn't clear. These policies should emphasize integration with the existing infrastructure and planning occurring in the District of Columbia and neighboring jurisdictions. The report entitled "Implementing a Successful Bicycle and Active Commuting Program in the Washington, DC Metropolitan Area," published in May 2010 provides guidance towards the implementation of the best practices for active commuting in federal workplaces.

*Staff agrees with this comment and the reference report was a large part of the discussion in creating the active commuting policies and these policies were developed in coordination with the Council of Environmental Quality. The policies are meant to encourage federal facilities to meet the requirements of local jurisdiction for bicycles facilities through the following policy:*

***TRANSPORTATION POLICY E2: Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to building entrances at federal buildings and on federal campuses. The number of spaces, storage, and support facilities provided should be in accordance with the requirements of the local jurisdiction in which the federal facility resides. In the absence of such requirements, federal facilities should provide a ~~abundant~~ sufficient supply of bicycle ~~lockers or parking~~ spaces, storage and support facilities to meet current and future employee needs as identified in the TMP and to encourage greater active commuting. and to promote bicycle commuting. Opportunities to employ bicycle sharing programs should be evaluated and implemented where possible and coordinated with regional bicycle sharing programs to have a flexible, efficient system.***

*Staff agrees that the Active Commuting policies should be geared towards all facilities and not campuses and has amended the appropriate policy to read as follows:*

***TRANSPORTATION POLICY E1: Provide a system of dedicated trails and sidewalks for non-motorized vehicles and pedestrians ~~bicycle travel lanes, paths, or trails between~~ among federal facilities campus entrance points and all buildings on the campus. Where such facilities ~~bike lanes, paths, or trails~~ exist outside of the campus, ~~bicycle travel ways on campus~~ the campus system should connect ~~to those outside of the campus~~ and provide through access where possible. Providing trail and sidewalk connections to nearby transit stations is a priority.***

26. Section 6: Including "Bicycle Sharing" infrastructure amongst the list of publicly-available infrastructure on federal land is an excellent policy. The efficacy of these systems is greatly enhanced by including federal land.

*No response required*

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27. This document features large numbers of stricken sections. The Downtown DC BID assumes that these concepts and elements will be integrated into the forthcoming Urban Design element of the Comprehensive Plan. These deleted sections represent important concepts and policies for building development and should remain within the Comprehensive Plan in some fashion.

*Staff agrees with this statement. Many of the policies related to development character and broader design and development goals will be further explored in the forthcoming federal Urban Design element.*

28. Transportation Policies: Commuter Rail, Rail Transit, and Bus Transit  
[Missing]. Add policy to encourage construction of regional fare structures and fare media for at least Federal commuters who must utilize multiple transportation systems in commuting from residence to work and returning, as well as for construction of rules for allocating revenues so collected among the systems utilized in proportion to their respective normalized commuter fares (to ensure that subsidies that may exist or come to exist would continue to apply).

*Staff does not agree with this suggestion. While subsidizing transit ridership is supported by the Comprehensive Plan, influencing regional fare structures among local transit providers is beyond NCPC's scope.*

29. Parking Ratios

3. and 4. Broaden standards “a Metrorail station within 2,000 feet” to include other rail systems or other systems that satisfy the spirit of “well-served” as outlined in Federal Employment element above. Certainly include rail systems such as MARC and VRE.(p.3)

*Staff agrees with this comment has believes it has accomplished this through the following policy:*

**TRANSPORTATION POLICY C4: For ~~suburban~~ federal facilities *outside the Historic District of Columbia boundaries* beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to **the availability of regional transit such as MARC or VRE service as well as other planned transit improvements over time.****

30. [Missing] Tighten standards to those being maintained for inside the CEA when the facility is particularly close (1,000 feet?) of rail-transit, such as at the forthcoming Federal employment center at New Carrollton (p.3)

*Staff does not agree with this as the CEA is the focus of multiple modes of transit and not one main mode, hence the strong restriction. As areas such as New Carrollton become better served by multiple modes of transit, it may be appropriate to further restrict the parking ratio goals.*

31. [Missing] Account, in the measurement of employees, average daily census given all forms of leave, official travel, and telecommuting so that the ratios relate to typical workdays, not a non-

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existent day when “all hands” are directed to assemble; adjust standards downward, if appropriate, but be more accurate.( p.3).

*Staff agrees with this suggestion and believes that this should be accomplished in the Transportation Management Plans that agencies are required to prepare.*

### 32. Transportation Management Plans (TMPs)

6. Restructure scope of TMPs so that it provides that TMP measures should be in place when plan or project shows risk not just of “failure” but also serious degradation of functioning of identified transportation assets; likewise, ensure that the plan or project TMP not only identifies TMP measures and includes them as goals, but that sources of resources needed to address these are included and represent commitments from those sources should the need arise. (p.4)

*Staff agrees with this suggestion and believes it is achieved in the following proposed policy:*

***TRANSPORTATION POLICY D6: Assess, as part of the TMP, projected impacts of a project or master plan on surrounding, affected corridors. Where a project or master plan may cause an intersection or roadway to fail, mitigation measures must be identified and included in the TMP goals. The range of mitigation measures could include demand management strategies through off-site improvements. These measures should be determined in coordination with the local government officials.***

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**FEDERAL ENVIRONMENT  
ELEMENT**

## APPENDIX 4 – Summary of Public Comments

### Summary of Public Comments – Federal Environment Element

The Federal Environment Element was released for a 60-day public comment period from June 11, 2012 through August 10, 2012. Public comments and how they were addressed within the Federal Environment Element are summarized below:

1. I spoke about waste-to-energy at the NCPC Public Forum: Comprehending the Comp Plan - Environment Element on June 27, 2012. The company that is advancing waste-to energy is Pyromex.

*Staff appreciates the information and will keep the comment on file.*

2. Please consider a policy that requires weight slips and associated reports to be provided only by Material Recycling Facilities that are ICSR certified as legitimate recyclers.

*NCPC does not regulate or have authority over recycling or solid waste facilities.*

3. Please consider incorporating a policy that would require all Construction and Demolition (C&D) debris recycling to be performed by facilities whose diversion and recycling statistics are certified by an agency employing an ISO compliant, third-party Certification Program. Currently, stakeholders in C&D recycling projects have no real ability to confirm the validity and accuracy of a C&D recycling facility's statistics. This step will assure reliable statistics reporting.

*NCPC does not regulate or have authority over recycling or solid waste facilities.*

4. Please consider adding policy to require that only ICSR certified construction and demolition recycling facilities may provide recycling and landfill diversion reports.

*NCPC does not regulate or have authority over recycling or solid waste facilities.*

**HISTORIC PRESERVATION  
ELEMENT**

## Summary of Public Comments – Historic Preservation Element

The retitled Historic Preservation Element was released for a 90-day public comment period from November 5, 2012 through February 4, 2013. Common themes among public comments and how they were addressed within the Historic Preservation Element are summarized below:

1. Theme: Maintain historic buildings and encourage greater architectural diversity for federal building design

*Staff created an additional policy that emphasizes the importance of preserving and maintaining a sense of historic continuity and evolution as contemporary architectural styles may be introduced over time. See policy C.3*

2. Theme: Emphasize and elaborate on the importance of the 1901 McMillan Plan

*Staff clarified the Plan of the City of Washington refers to both the L'Enfant Plan and the 1901 McMillan Plan. Additional language was added to the Element narrative concerning the contributions of McMillan Plan. See narrative section **The Historic Plan of Washington, D.C.***

3. Theme: Protect and preserve the existing and future horizontal character of Washington. The 1910 Height of Buildings Act is a formative contributor to the city's physical form.

*Staff recognizes Washington's horizontal character as a distinct quality and provides guiding policies to enhance and maintain it. Staff will continue to review pertinent projects for adherence to the 1910 Height of Buildings Act.*

# **VISITORS & COMMEMORATION ELEMENT**

## Summary of Public Comments – Visitors & Commemoration Element

The Visitors & Commemoration Element was released for a 60-day public comment period from January 16, 2013 through March 15, 2013. Public comments and how they were addressed within the Visitors & Commemoration Element are summarized below:

1. The Existing Visitors Element has a section on Federal Visitor Attractions. For reasons which are not explained, and which we do not understand, this section has been deleted in the proposed Visitors & Commemoration Element. Finally, a new section on Commemoration is added in the Proposed Visitors & Commemoration Element. We believe the existing section on Federal Visitors Attractions is very important and should be added back into the revised Visitors Element, and strengthened. We support the addition of a new section on Commemoration.

*The EDR now includes an explanation on page 5 of the proposal that explains why the policies within the 2004 federal visitor attractions were distributed elsewhere. Many of these will be incorporated into the Urban Design Element.*

2. We believe that, in some respects, the existing overall goal is better than the proposed revision. We suggest additional work to propose an overall goal that is clearer, and clearly incorporates both facilities and landscapes as well as “activities”.

*NCPC has re-revised the goal statement to reflect your guidance. The proposed goal is now closer to the original 2004 version.*

3. NCPC recognizes the federal government’s unique role in “. . . supporting a memorable experience to those visiting the nation’s capital” (Narrative, p. 2), but we also would like to see these policies define a stronger “hosting” role for the federal government in the nation’s capital. Tourists, schoolchildren, foreign visitors, and people coming for business, celebration (e.g. Inauguration, Independence Day) or protest (e.g. Civil Rights, Right to Life) all need information, transportation, and other services to facilitate their visit and make it as meaningful as possible. Many people come to Washington, DC because it is our seat of government and a symbol of democracy around the world. It is, therefore, appropriate that the NCPC take a lead role in planning and the federal government take a lead role in executing visitor support services. These federal efforts should be coordinated with District government, WMATA and private sector efforts, especially the hospitality industry. We also recommend that the Introduction be clearer about the reasons visitors come to Washington. Visitor statistics should be somewhat expanded and clarified to provide an overall picture.

*This language was incorporated into the revised introduction.*

4. We strongly believe that the “Federal Visitor Attractions” section, that has been deleted in the proposed revised version, be added back into the proposed Element. We believe this is a key to understanding the relationships between different areas for visitor attractions. It also creates the policy framework that supports the Memorials and Museums Master Plan. We suggest that

this section be divided into three main subsections: The Monumental core, Areas of Washington, D.C. Other Than the Monumental core, and the Region Beyond Washington, D.C.

*The policies were not deleted, but were revised and redistributed to other sections for purposes of clarity, policy structure and organization. The Urban Design Element will emphasize the relationships between important places within the context of Washington's urban design framework (as set forth in its original city plans). The pedestrian experience is an important piece of the UD Element and is a more appropriate place to describe these relationships from a policy-perspective. A new introductory section was added to incorporate the many visitors attractions detailed in the Committee's letter.*

5. Visitor Center: We believe there is a need for a major visitor center in the Monumental core that would help orient visitors and also provide museum quality exhibits about the history and development of Washington, D.C., as well as the region. In view of the unfortunate experience with a single visitor center at Union Station in the 1970s, we are not suggesting only one visitor center for the city. However, the Committee believes a major visitor center on or adjacent to the National Mall is needed. For example, space in the renovated Arts & Industries Building might be a good location.

*A new policy was added to reflect this guidance. However, given the importance of the concept, we believe it is important to keep many options on the table in terms of program and location. It is premature to include such guidance in the Comprehensive Plan and may undermine the kind of thinking and analysis that should go towards such a proposal. Thus, the final policy does not require a site near the Mall. It is important to note that the National Park Service contemplated a central visitor center through the National Mall Plan. It included a rigorous public comment period and planning process. The idea of a central visitor center was ultimately not included in the final recommendations because it would not meet plan objectives for visitor convenience and experience.*

6. Linkages North and South of the National Mall. For at least the past 50 years, and probably longer, there have been efforts to strengthen linkages between the National Mall and adjacent areas, especially north through the Federal Triangle into Downtown and south into Southwest to the Southwest Waterfront. The recent work of NCPC, NPS, GSA and other federal agencies, in coordination with the District government, have highlighted opportunities for enhancing such linkages in the relatively near future, both south into the area of the Southwest Ecodistrict and Maryland Avenue, and on to the Southwest waterfront, and north through the Federal Triangle into Downtown. Projects such as the conversion of the Old Post Office to hotel use, and the reuse of the FBI Building site for mixed land uses, hold great opportunities for enlivening Pennsylvania Avenue and strengthening linkages on north into Downtown. There are also opportunities west of the White House area for strengthening linkages to the north, including linkages to the Kennedy Center for the Performing Arts and the expansion of the State Department onto the old Naval Observatory property. The Committee of 100 believes the potential for these linkages should receive more attention in the Visitors and Commemoration Element. If the linkages can be strengthened, including north-south transportation linkages, the National Mall itself could become livelier, even at night.

*A new inset was added to describe this information.*

7. We are pleased to see additional emphasis on areas of Washington, D.C. outside the Monumental core, both in relatively nearby areas of the “L’Enfant City” (area of the original L’Enfant Plan) and other areas of the city. We suggest that in the narrative material for this element there be mention of some of the major Federal attractions that are outside the Monumental core (National Zoo, National Arboretum, Kenilworth Aquatic Gardens, Rock Creek Park, Anacostia Park, C&O Canal National Park, Navy Yard, President Lincoln’s Cottage, Civil War Forts and connecting parks, Marine Barracks, Frederick Douglass House, etc.). There should also be some mention of the importance of the Washington waterfronts, much of which consist of federal land, both within and outside of the Monumental core. Appropriate development along the waterfront, together with augmentation of park and open space would strengthen the policy encouraging water transportation (Section A, 11).

There should also be some discussion of other non-federal attractions (National Cathedral, Shrine of the Immaculate Conception), and of vibrant and historical neighborhoods (Georgetown, Capitol Hill, U Street/Shaw, H Street NE, Howard University, etc.). Up-to-date and understandable information about these attractions and areas will help some visitors get to them, and can provide an overall impression of the city even for visitors who do not venture much outside the Monumental core. For example, the DC Cultural Tourism Office has published extensive walking guides to many of the wonderful, walkable, historic neighborhoods in the city. It is also important to note that the “Washington experience” has matured considerably in recent years, with the increase of dining, shopping, cultural and entertainment opportunities. There are significant opportunities to greatly enhance the “visitor experience” beyond the museums, monuments, and government buildings as important as they are.

#### Areas of the Washington Region Outside Washington, D.C.

We appreciate the need for clear policies for enhancing visitor experiences in the Washington region, outside of Washington, D.C. We note that some major attractions and “landmarks” are just “across the Potomac River” and some of these are in the Virginia portion of the Monumental core (Arlington National Cemetery, Marine Memorial, Air Force Memorial, Pentagon, etc.). These are really part of the Washington visitor experience and need to be linked by transportation and information to the Washington, D.C. portion of the Monumental core.

Federal attractions that are further removed, in Virginia and Maryland, need additional special attention in terms of access and information. Information on federal attractions should also encompass major non-federal attractions, such as Mount Vernon, Old Town Alexandria, etc. Again, even if most visitors to Washington, D.C. do not visit many or any of these outlying attractions, they hopefully can gain some appreciation of the Washington region.

*A narrative section was added to reflect this information.*

8. We are concerned that the introductory information and the policies for Visitor Transportation appear to be very general in nature. We suggest more explicit policies for transportation services, especially in the Monumental core. For example, explore the increase of and incentives for non-peak scheduling of MARC and VRE “commuter” trains to bring visitors

into the city and/or to move people between Union Station and L'Enfant Station (linking the Red line with the Orange, Blue, Green and Yellow lines). Weekend and special event trains (e.g. Independence Day and Inauguration Day) service offers the opportunity to broaden "commuter" trains into a full service transportation provider. Additionally, it would be helpful to identify Metro stations where parking is available to help visitors avoid driving their personal vehicles into the city.

*The issues raised here are very important. They impact not only visitors, but residents and workers. Thus, this kind of guidance and at this level of specificity is important for the Transportation Element, which includes much more detailed policies.*

9. The desire to "meet local streetscape planning and design standards" (Section A, 2) needs to be balanced against a recognition and development of an identifiable federal presence, that could share design elements and vocabulary, public space elements and identification, all of which should exemplify design excellence. The presence of the federal government in Washington, DC is a key understanding that visitors should have. Federal facilities should have recognizable and as far as possible consistent signage indicating what agencies are in them so that visitors can get a clearer impression of the scope and scale of our government and its functions. The tradition of work of the National Park Service (e.g. George Washington Memorial Parkway, Baltimore-Washington Parkway and Rock Creek Park) in the region comes to mind as to the type and inclusiveness of vision we are suggesting.

*This kind of guidance will be an important part of the Urban Design Element.*

10. In addition, we suggest that there be more mention of emerging technologies to provide visitor information, both for visitors planning trips to Washington and for visitors that are actually in the city and seeking additional information and directions. This will be particularly important as more visitor attractions require advance tickets. The National Park Service has taken some steps in the direction of using smart phone technology and other electronic media but this should be expanded and the policies should be written to embrace the technology that current exists and that is developing so rapidly.

The background information and policies seem very general in nature and there is no indication of funding mechanisms. The statement is made that 380,000 people work in Washington's Downtown. Is this only for the traditional downtown area north of Pennsylvania Avenue between the Capitol and the White House? It would seem that the nearby employment for the entire area including the Monumental core and adjacent areas, is probably much larger, and would constitute an even larger audience for special events. Clarification of these numbers would be helpful, so the true impact of this workforce population would be clear.

*This data is cited from the Downtown Business Improvement District, which reports data and trends related to employment and travel in and around its border. This is limited to the areas north of Pennsylvania and south of Massachusetts. Go to [www.downtowndc.org](http://www.downtowndc.org) for a map.*

11. We believe the background information and policies for commemoration are generally sound. The location of appropriate commemorative works in areas outside the Monumental core should be encouraged.

*We appreciate this comment.*

12. Graphics of various kinds (maps, photographs, and diagrams) will be very important in clarifying the overall concept of the revised Visitors & Commemoration Element. No graphics are included with the proposed revision and minimal graphics are included in the narrative. We suggest careful consideration of supporting visuals as the revision work continues, and the final draft is prepared for the Commission's review.

*We appreciate this comment and agree. Graphics and visuals will be presented with the completed draft proposed for final commission adoption (and including all elements).*