



Executive Director's Recommendation

Commission Meeting: February 4, 2016

PROJECT

Comprehensive Plan for the National Capital: Federal Elements
Washington, DC

NCPC FILE NUMBER

CP01

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SUBMITTED BY

Staff of the National Capital Planning Commission

APPLICANT'S REQUEST

Final adoption of the updated Federal Elements of the Comprehensive Plan for the National Capital.

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

PROJECT SUMMARY

Staff is requesting final adoption of the *2016 Comprehensive Plan for the National Capital: Federal Elements* (Comprehensive Plan), effective 60-days after adoption. On October 1, 2015, the Commission released the draft Federal Elements for a 60-day public comment period from October 1, 2015 through December 7, 2015. NCPC received a number of comments from reviewers representing federal agencies, local government agencies, professional organizations, and individuals. Since then, the Federal Elements have been revised to include public input, guidance from stakeholder agencies, and minor text amendments for clarity purposes.

Following Commission adoption, staff will incorporate any changes as directed by the Commission, and will complete minor editorial updates to the text and graphics to ensure document accuracy and consistency. In addition, NCPC staff will notify applicant agencies, regional partners, and the public of the new effective date of the Comprehensive Plan.

KEY INFORMATION

- The 2016 *Comprehensive Plan for the National Capital: Federal Elements* will be available online: <http://www.ncpc.gov/compplan>.
- New policies will be effective 60-days after adoption, tentatively April 5, 2016.
- The eight Federal Elements include Urban Design, Federal Workplace, Foreign Missions & International Organizations, Transportation, Parks & Open Space, Federal Environment, Historic Preservation, and Visitors & Commemoration.
- The 2004 Parks & Open Space Element policies will remain in effect until updated.

RECOMMENDATION

The Commission:

Approves the final adoption of the updated Federal Elements of the Comprehensive Plan. Policies will be effective 60-days after adoption. After the effective date:

- Projects that have preliminary approval under the old policies, will move forward using the old 2004 Comprehensive Plan policies.
- Projects that have no preliminary approval will move forward using the new 2016 Comprehensive Plan policies.
- Under special and unusual circumstances, applicant agencies can consult with NCPC staff to determine the applicable Comprehensive Plan policies.

Notes NCPC and NPS are currently undertaking a Small 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.

Notes following Commission adoption, staff will incorporate any changes as directed by the Commission, and will complete minor editorial updates to the text and graphics to ensure document accuracy and consistency.

PROJECT REVIEW TIMELINE

Previous actions	2004 – Last adoption of the <i>Comprehensive Plan for the National Capital: Federal Elements</i> October 2015 – Authorized the release of the draft Federal Elements for a 60-day public comment period pursuant to 40 U.S.C. § 8721.
Remaining actions (anticipated)	Update of the Parks & Open Space Element (Fall 2016)

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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 in the National Capital Region, and the District Elements (prepared by the District of Columbia Office of Planning), which address local planning issues. The Federal Elements of the Comprehensive Plan are the blueprint for the long-term development of the national capital and are 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 brought individual elements forward to the Commission in an overall effort to update the entire Federal Elements. The Comprehensive Plan consists of eight Federal Elements:

1. Urban Design
2. Federal Workplace
3. Foreign Missions & International Organizations
4. Transportation
5. Parks & Open Space - *Following the completion of the Parks Study conducted by the National Park Service, NCPC will update the Parks & Open Space Element. NCPC will submit the element to the Commission as a separate amendment.*
6. Federal Environment
7. Historic Preservation
8. Visitors & Commemoration

On October 1, 2015, the Commission released a full draft update of the Federal Elements for a 60-day public comment period through December 7, 2015. NCPC received 16 public comment letters from reviewers representing federal agencies, local government agencies, professional organizations, and individuals.

Proposal

Staff has revised the Federal Elements and is requesting final adoption of the *2016 Comprehensive Plan for the National Capital: Federal Elements*. NCPC staff is requesting that the updated Comprehensive Plan be effective 60-days after adoption, tentatively scheduled for April 5, 2015, to allow for a smooth transition during the project review cycle. Once effective, any project that

previously received preliminary approval by the Commission under the 2004 Comprehensive Plan policies would continue to use the 2004 Comprehensive Plan policies for final approval of their project. Projects that do not have preliminary approval by the Commission under 2004 Comprehensive Plan policies would move forward using the 2016 Comprehensive Plan policies. The Federal Elements of the Comprehensive Plan are available in Appendix 1 and will be accessible online.

The revised *2016 Comprehensive Plan for the National Capital: Federal Elements* includes public input, guidance from stakeholder agencies, minor text amendments for clarity purposes, and text and graphic updates. The general themes of comments received included transportation, mobility, and accessibility; greater greenspace and tree canopy; urban design and historic preservation; local and regional coordination; and recommended references to acts, executive orders, reports, and plans.

The changes to the Federal Elements include clarifying revisions to the narrative and policies, and eliminating redundancies. Policies in the Federal Elements generally remained the same since the Commission last released the draft Federal Elements for public comment, with the exception of the new and revised policies as outlined below. Table 1 includes a summary of changes for each document that was released for public review. Appendix 2 includes a full list of policies in the updated Federal Elements. All policy changes are highlighted in Appendix 3.

Table 1: Summary of Changes

Federal Element	Changes
<p style="text-align: center;">Introduction</p>	<ul style="list-style-type: none"> • Revised narrative to include the status of the District Elements of the Comprehensive Plan. • Added Height of Buildings Act under Comprehensive Planning in the National Capital Region During the 20th Century. • Added graphics and updated formatting.
<p style="text-align: center;">Urban Design and Technical Addendum</p>	<ul style="list-style-type: none"> • Moved all Action Items to the Action Plan. • Revised policy UD.B.1.5.1 to include waterfronts. • Revised policy UD.B.2.5 to support public access to and along regional waterfronts. • Added policy UD.B.2.5.4 to preserve views from public lands to regional waterfronts. • Revised policy UD.B.5.3 to state commercial truck parking. • Added policy UD.C.1.5 regarding integrating accessibility of transit, bicycle, and pedestrian modes with urban design. • Revised policy UD.C.2.1 to strike out urban areas and added surrounding context.

<p>Federal Workplace</p>	<ul style="list-style-type: none"> • Revised narrative under Major Drivers Shaping Workplace Policy, Freeze the Footprint, and The Mobile Workplace to address public comments. • Provided additional information on the Central Employment Area and made the map larger. • Revised policy FW.B.4 to include non-motorized modes. • Revised policy FW.B.9 to include access elements to buildings and from surrounding streets and transit facilities. • Revised policy FW.B.17 to be ADA accessible. • Revised narrative under Section C: Policies Related to Reuse of Federal Space and Land and consolidated text in Excess Properties and Swap-Construct Exchanges to address public comments. • Added new policy FW.C.7 to evaluate facility requirements and use assets more efficiently to reduce underutilized space.
<p>Foreign Missions & International Organizations</p>	<ul style="list-style-type: none"> • Consolidated multiple sections discussing the proposed foreign missions center into one location in Section A: Policies Related to Chancery Development. • Revised policy FM.C.7 to include green space and tree canopies. • Revised policy FM.C.12 to preserve and protect parks and open spaces. • Revised policy FM.C.17 to include events.
<p>Transportation</p>	<ul style="list-style-type: none"> • Rearranged Sections A, B, C, and D to address comments and for ease of readability and how those sections relate to one another. • Revised policy T.A.5 to include commuter rail. • Added new policy T.A.7 to support improved accessibility of the regional transit system for all users. • Revised policy T.B.5 to be sensitive to the surrounding context. • Revised policy T.C.3 to include availability and expansion of Capital Bikeshare to home/office locations. • Revised policy T.C.6 to add transit network and access. • Revised policy T.E.4 to respond to comments on safety of multi-use trails. • Revised policy T.F.1.3 to include recycling. • Added new policy T.F.5 to address coordination with station owners when using private shuttles and circulators. • Revised policy T.G.8 to add commuter buses. • Revised policy T.H.6 to add pedestrian, bicycle, and ADA modes.

<p>Federal Environment</p>	<ul style="list-style-type: none"> • Revised narrative for clarity purposes and to address public comments. • Added new narrative on resilience under Section A: Climate Change. • Added new narrative and floodplain map under Section D: Flooding. • Added policy FE.A.8.8 to include critical services and infrastructure reliability. • Revised policy FE.B.1.2 to include reducing the number and length of trips. • Revised policy FE.B.1.3 to include promoting or increasing use of alternative fuel vehicles. • Revised policy FE.B.2.3 to include distributed energy sources. • Revised policy FE.C.5 to strike out retention pond and insert bio-retention facilities. • Added new narrative on ecosystem services, shorelines, E.O 11990: Protection of Wetlands, Chesapeake Bay Program and Anacostia Waterfront Initiative under Section E: Waterbodies and Wetlands. • Added new policy FE.E.8 to promote shorelines uses that create public access, improve riparian conditions, and enhance water quality. • Revised policy FE.G.4 to absorb carbon dioxide and reduce pollution. • Added new policy FE.I.6 to encourage federal facilities to develop and maintain an environmental management system to understand and manage the facility's environmental risks and hazards. • Added new narrative on the impacts of light pollution on the Naval Observatory under Section J: Light Pollution. • Revised policy FE.K.4 to include low noise equipment. • Used EPA's environmental justice definition in Section N: Environmental Justice.
<p>Historic Preservation</p>	<ul style="list-style-type: none"> • Minor revisions to the narrative to provide references to other elements where additional information can be found. • Revised policy HP.A.9 to include gateways. • Revised policy HP.B.2 to strike out Modern era (post World War II) to not limit to one specific era. • Revised policy HP.C.7 to strike out the second sentence regarding disposal of properties. • Added new policy HP.C.13 to address disposal of historic properties. • Revised policy HP.D.3 to add greenspace and tree canopies.

<p>Visitors & Commemoration</p>	<ul style="list-style-type: none"> • Revised narrative to add that visitors include local visitors. • Added trends of privately funded museums and opportunities to co-locate related attractions. • Revised policy VC.A.1 to include accessibility between attraction and transit stops. • Revised policy VC.A.4 to address average day parking for major new attractions and providing transportation alternatives to reduce parking demand. • Revised policies VC.A.5 and VC.A.6 to include commuter buses. • Revised policy VC.B.2 to include digital materials. • Revised policy VC.B.3 to strike out foreign exchange facilities. • Revised policy VC.D.4 to include maintenance. • Reorganized Section D: Policies Related to Commemorative Works for clarity purposes.
<p>Action Plan</p>	<ul style="list-style-type: none"> • Added introduction and narrative to describe each theme. • Added an acronym partner list at the end of the Action Plan. • Added all Action Items from the Urban Design Element. • Added an Action Item for Ecosystem Services. • Revised Action Items to include additional partners to address comments.

The revised Federal Elements included the following new policies:

Urban Design Element

UD.B.2.5 4. Preserve views from public lands to regional waterfronts, wherever possible.

UD.C.1.5 For federal facilities, integrate the accessibility of transit, bicycle, and pedestrian modes into the urban design and comply with ADA and ABA requirements.

Federal Workplace Element

FW.C.7 Evaluate facility requirements and use assets more efficiently to reduce underutilized space.

Transportation Element

T.A.7 Improved accessibility of the regional transit system for all users.

T.F.5 Coordinate with local transit station owners (WMATA, MARC, and VRE) to ensure that the station is equipped to handle private shuttles and circulators.

Environment Element

FE.A.8 8. Critical services and infrastructure reliability

FE.E.8 Promote shoreline uses that create public access, improve riparian conditions, and enhance water quality.

FE.I.6 Encourage federal facilities to develop and maintain an environmental management system to understand and manage the facility's environmental risks and hazards.

Historic Preservation Element

HP.C.13 Identify appropriate historic preservation protections prior to disposal of historic properties.

II. PROJECT ANALYSIS/CONFORMANCE

The Executive Director recommends that the Commission approve the final adoption of the *2016 Comprehensive Plan for the National Capital: Federal Elements*, effective 60-days after adoption.

Comprehensive Plan for the National Capital

The updates to the Federal Elements of the Comprehensive Plan are 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.

National Environmental Policy Act

Staff reviewed the proposal in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures, and determined that the adoption of 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

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 National Historic Preservation Act, Section 106 process.

III. CONSULTATION

Public Comment Period

The Commission released the draft Federal Element for a 60-day public comment period, which ended on December 7, 2015. During that period, NCPC received numerous public comments. See Appendix 4 for a summary of public comment received along with staff responses.

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 2016 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 Comment

APPENDICES

APPENDIX 1: The 2016 Comprehensive Plan for the National Capital: Federal Elements

The *2016 Comprehensive Plan for the National Capital: Federal Elements* are 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

APPENDIX 2: Summary of Policies

Summary of all policies in the Federal Elements.

SUMMARY OF POLICIES

COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL | FEDERAL ELEMENTS

January 28, 2016

APPENDIX 2 – Summary of Policies

URBAN DESIGN ELEMENT

APPENDIX 2 – Summary of Policies

Summary of Policies – Urban Design Element

B.1 Capital City Character: General Urban Design Policies

The federal government should:

- 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 figure 4.
1. Enhance gateway routes. Distinct and memorable landscaping, public art, building sculpting and/or architectural treatments can reinforce the experience of arrival.
 2. Create gateways for important settings within the monumental core that provide 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 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 preeminence 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

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park spaces and natural areas including waterfronts should be extensively modeled and analyzed for potential impacts prior to implementation.

- 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 its everyday experiences.

B.2 Natural Setting: The Topographic Bowl, Waterways, and their Extents

The federal government should:

- 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

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from the L’Enfant City and views inward from vantage points along the rim of the topographic bowl from inappropriate intrusions. Preserve open space and allow for public use of these views.

- UD.B.2.3 Recognize the contribution of Rock Creek Park, the Anacostia Parks, and the Civil War Defenses of Washington in reinforcing the natural setting and character of the nation’s capital. In particular:
1. Complete multi-purpose trails connecting the Civil War Defenses of Washington, 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 tree planting and natural habitat restoration to meet goals described in the Federal 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, and along, 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 Federal Environment Element.
 3. Improve way-finding, signage, and pedestrian amenities on streets that lead to parks.
 4. Preserve views from public lands to regional waterfronts, wherever possible.
- 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.

APPENDIX 2 – Summary of Policies

B.3 The L'Enfant City and the Public Realm

The federal government should work with federal and District of Columbia agencies to:

- 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 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 attractive, well-designed and well maintained amenities such as landscaping, 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 federal and local stakeholders to program reservations for placemaking, cultural activities, and passive recreation while, in accordance with federal regulations, respecting their historic character.
 4. Work with federal and local stakeholders 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 spatial definition of public spaces and right-of-ways.
- UD.B.3.5 Ensure that streetscape elements including trees, enhance significant vistas, including the major axial and radiating streets that provide views of major buildings, parks, or commemorative works. Public realm and streetscape elements, such as street trees, transit amenities, curb cuts, garage access, transit infrastructure, security elements, and signage should:

APPENDIX 2 – Summary of Policies

1. Don't obstruct views or detract from important viewsheds as described within this element.
2. Reinforce the processional experience (spatial order) along important view corridors.
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 entrances, mechanical equipment rooms, and loading facilities along service streets and designated alleys.

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- 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 and design, and enhance the settings around civic and cultural buildings and grounds.
- UD.B.3.11 Work with federal and local stakeholders, 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.

B.4 The Monumental Core

The federal government should:

- 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 2 – Summary of Policies

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. Respect existing lines of sight from the National Mall and existing relationships, including height and mass within that line of sight.

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 development along axial streets that connect major historic cultural buildings, particularly along 8th Street, NW (National Archives and the Donald W. Reynolds Center for American Art and Portraiture).
2. Carefully plan development along 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, NW 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. Locate 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.
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 rail and roadway infrastructure where it impedes pedestrian access.

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- UD.B.4.4 Use 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, NW 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.

B.5 Preeminent Viewsheds and View Corridors

The federal government should work with federal and local agencies to:

- 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.
- UD.B.5.3 Locate tour bus and commercial 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.

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- 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.
 2. Protect views to and from the U.S. Capitol from visual competition from new development, wherever possible.
 3. Promote balanced massing and scale along linear views of streets that intersect with the U.S. 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.
1. The *Pennsylvania Avenue Development Corporation Plan’s* (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.

APPENDIX 2 – Summary of Policies

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, NW 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, NW 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.

C.1 Inspiring Design: Individual Buildings and Campuses

The federal government should:

UD.C.1.1 For the construction or modernization of principal 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 National Capital Region'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 and installations, 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.
2. Propose urban design policies, including topics such 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 principal 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.

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- UD.C.1.3 Implement sustainable site and building design at a 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.1.5 For federal facilities, integrate the accessibility of transit, bicycle, and pedestrian modes into the urban design and comply with ADA and ABA requirements.

C.2 Integrating Federal Buildings and Campuses within the Surrounding Community

- UD.C.2.1 The site planning of federal buildings and campuses throughout the region should relate appropriately to their surrounding 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.
 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.

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- UD.C.2.3 Provide access to, and/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, to be accessible to the local community, where possible.

C.3 Urban Design and Security

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

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- 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:
1. Comply with the Americans with 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.

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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.
- 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.

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- 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.
- 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,

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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 axially 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

APPENDIX 2 – Summary of Policies

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 within Washington, DC. 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; streetcar; or bus rapid transit. 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, 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.

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- 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 Washington, DC 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.
- FW.B.4 Encourage federal employees to use non-motorized modes and 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 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.

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- 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; streetscape and landscape elements; and access elements to buildings and from surrounding streets and transit facilities.
- 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.
- 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 ADA 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.

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- 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 Washington, DC.
- FW.B.25 Lease or share space in federal workplaces for publicly accessible commercial, cultural, educational, civic, recreational, residential, and other high-traffic use 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.

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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).

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.

FW.C.7 Evaluate facility requirements and use assets more efficiently to reduce underutilized space.

**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 Washington 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 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.

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- 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 the surrounding neighborhood character.
- FM.C.5 Construct buildings and landscapes in a manner that demonstrates 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, green space, tree canopies, 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.
- FM.C.11 Promote awareness of significant historic properties.

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Open Space and Parkland

Foreign missions are encouraged to:

FM.C.12 Preserve and protect 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 the neighborhood's 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, events, and delivery vehicles.

FM.C.18 Provide pedestrian access and offer safe, clean, and pleasant environments for pedestrians that include 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 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.

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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 Washington befitting their status as the established seat of the federal government.
- FM.D.2 Locate ambassadors’ residences in all of Washington’s 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 Washington, 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 2 – Summary of Policies

TRANSPORTATION ELEMENT

APPENDIX 2 – Summary of Policies

Summary of Policies – Transportation Element

SECTION A: Policies Related to Integrated Regional Transit

The federal government should support:

- T.A.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.A.2 Expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.A.3 Increased utilization of passenger rail service in the Northeast Corridor and points south and west to serve Washington’s Union Station.
- T.A.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.A.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, commuter rail, light rail, streetcars, bikeshare stations, and vehicle-sharing services).
- T.A.6 The development of intermodal transit centers within regional activity centers to provide greater transit access and improved interconnectivity for commuters.
- T.A.7 Improved accessibility of the regional transit system for all users.

SECTION B: Policies Related to Parking and Parking Ratios

The federal government should:

- T.B.1 Provide motor vehicle parking only for those federal employees who are unable to use other forms of transportation.
- T.B.2 Give priority parking spaces to carpool and vanpool vehicles, hybrid vehicles, and other vehicles utilizing “clean” technology.
- T.B.3 Provide parking for disabled persons in accordance with federal law.
- T.B.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.

APPENDIX 2 – Summary of Policies

- T.B.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 to be sensitive to the surrounding context and 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.B.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.B.7 Provide a safe and convenient means of entry and egress to vehicle garages for all commuters, including bicycle commuters and pedestrians.
- T.B.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.B.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.B. 10 Within the Central Employment Area, the parking ratio should not exceed one space for every five employees (1:5).
- T.B. 11 Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, (see page 7) the parking ratio should not exceed one space for every four employees (1:4).
- T.B.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).
- T.B. 13 For suburban federal facilities beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to planned improvements over time (1:1.5-1:2).

APPENDIX 2 – Summary of Policies

SECTION C: Policies Related to Transportation Management Plans

The federal government should:

- T.C.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.C.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.C.3 Analyze scenarios that incorporate data on employee home zip codes; nearby commuter and transit bus routes, Metrorail, commuter rail lines and their schedules; availability and expansion of Capital Bikeshare at home/office locations; carpool/vanpools; bicycle routes; and existing and planned HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes.
- T.C.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.¹⁶
- T.C.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.C.6 Assess, as part of a traffic impact study, a project or master plan’s forecasted impacts on the surrounding roadway network, transit network and surrounding station, and bike and pedestrian access. Where future development is forecasted to cause an intersection or roadway to fail or impact the transportation system, mitigation measures must be identified and accounted for in the TMP goals. Mitigation measures could include demand management strategies and off-site improvements, support transit, and preserve or replace existing access, which are developed in coordination with local planning and public works staff.

SECTION D: Policies Related to Transportation Demand Management

The federal government should:

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

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- T.D.2 Maximize employee telecommuting strategies in accordance with federal law and agency telework policies.
- T.D.3 Employ compressed and alternative work schedules for employees, consistent with agency missions.
- T.D.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.D.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 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. Providing trail and sidewalk connections to nearby transit stations and bus stops is a priority. Where such facilities exist outside of the campus, the campus network should connect to the surrounding system and provide through access, where possible.
- 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,²⁰ and support facilities²¹ 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, 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 trails to accommodate different types of users in the region including hikers, bikers, and active commuters. Consider multi-use trails only when appropriate and safe for users.

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- 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 WMATA and 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:

- 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 with shelters, benches, trash/recycle 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.
- T.F.5 Coordinate with local transit station owners (WMATA, MARC, and VRE) to ensure that the station is equipped to handle private shuttles and circulators.

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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.
- 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 efforts to manage tour bus and commuter bus operations within the city, providing relief for 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.

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- 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, pedestrian, bicycle, and ADA modes, 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 strategies 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, the 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 use, where feasible.
- FE.A.7 Increase renewable energy and renewable energy generation on federal agency properties. Institute aggressive development of energy districts in federal project construction involving multiple buildings and/or other physical assets.
- FE.A.8 Address climate change impacts in long-range plans, site selection, and capital projects by considering, among others, 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
 - 8. Critical services and infrastructure reliability
- 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.

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- FE.A.10 Support 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 local communities or the 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 source air pollutants by:
1. Encouraging federal, state, and local governments, as well as private employers, to support improvements to, and use of, public transportation systems and enhance bicycle and pedestrian mobility.
 2. Decreasing federal employee use of single-occupant vehicles and reducing the number and length of trips through operational policies, such as reduced parking ratios 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 use of alternative clean fuels (e.g., electric, fuel cell, compressed natural gas, and “clean” diesel fuels) and promoting or increasing use of Alternative Fuel Vehicles. Alternative fuels are defined by federal law.¹⁹
 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.

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- FE.B.2 Reduce stationary sources of air pollutants by:
1. Minimizing power generation requirements, such as by using best available green building systems and technologies.
 2. Using less-polluting sources of energy like clean renewable energy (e.g., solar, geothermal, and wind).
 3. Encouraging the development and use of alternative and distributed 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 Take measures to temporarily reduce the generation of emissions that contribute to ozone formation in response to Ozone Action Days, when the highest ozone levels occur. 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 Develop 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.
- FE.C.2 Strengthen stormwater management practices for federal facilities and federal land to meet federal and regional requirements, 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 bio-retention facilities, if appropriate to the site, to reduce stormwater runoff and impacts on off-site water quality.

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- 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.
- 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 and regional agencies on flood management plans and flood protection projects.

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- 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:
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.

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- 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 wetlands and waterbodies 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 and waterbodies 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 Promote improvement of degraded wetlands, especially during significant building or site improvements on federal property.
- FE.E.8 Promote shoreline uses that create public access, improve riparian conditions, and enhance water quality.

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.

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- 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:
 - 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 absorb carbon dioxide, moderate temperatures, minimize energy consumption, reduce pollution, and mitigate

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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.
- 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 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 be 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.

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- 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.
- 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).

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- 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.
- FE.I.6 Encourage federal facilities to develop and maintain an environmental management system to understand and manage the facility’s environmental risks and hazards.

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 Evaluate exterior lights for their effectiveness, maintenance requirements, and energy use.
- FE.J.3 Switch off all exterior lighting 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.

APPENDIX 2 – Summary of Policies

- 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 low noise equipment, sound proofing technology, or install noise barriers to reduce the impact of noise from mechanical equipment or from everyday operations and activities.

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.

APPENDIX 2 – Summary of Policies

- 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.
- 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 affected communities 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 encourage 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* 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.
- 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 street network.
- 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 Washington’s gateway and 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.
- 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 Washington as part of the national capital’s open space framework.

APPENDIX 2 – Summary of Policies

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 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 architectural styles in future federal development as they contribute to, and enhance, the area'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.

APPENDIX 2 – Summary of Policies

- 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.
- 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.
- HP.C.13 Identify appropriate historic preservation protections prior to disposal of historic properties.

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, state, and federal agencies to ensure that development adjacent to historic properties does not detract from their historic character, and is compatible with the surrounding context.
- HP.D.3 Protect the settings, including viewsheds, greenspaces, and tree canopies, of historic properties, as integral parts of the property's historic character.

APPENDIX 2 – Summary of Policies

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 design 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* 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. Ensure the path between attraction and the stop are ADA, pedestrian, and bicycle accessible.
- 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 address the transportation needs of visitors for an average day demand and provide transportation alternatives to reduce parking demand.
- VC.A.5 Work with federal, state, and local agencies and other organizations to provide appropriate sites for effective and coordinated satellite parking facilities for tour and commuter buses.
- VC.A.6 Develop tour and commuter 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, digital, and web-based materials.
- VC.B.3 Encourage multilingual information services 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.
- 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.

APPENDIX 2 – Summary of Policies

- VC.C.3 Design and program events in a manner that respects and minimizes impacts on the location and 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 spaces, existing public uses, 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 and the associated maintenance with each site.
- VC.D.5 Ensure that new memorials located in neighborhood settings are sited and designed in a manner that is consistent, 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 visitor experience. Donor recognition should not diminish the integrity of the memorial design, including historic features.
- VC.D.8 If a supporting structure is contemplated, use 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 Federal Elements since the draft update was released for public comment. Highlighted policies reflect new changes.

SUMMARY OF CHANGED POLICIES

COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL | FEDERAL ELEMENTS

Highlighted Revisions

January 28, 2016

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~~ figure 4.

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, c~~Create gateways for important settings within the monumental core that ~~create~~ provide 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~~ preeminence 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 including waterfronts 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~~ its everyday experiences 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~~ Civil War Defense of Washington in reinforcing the natural setting and character of the nation’s capital. In particular:

1. Complete multi-purpose trails connecting the ~~Fort Circle Parks~~ Civil War Defense of Washington, 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 tree planting of trees and the natural habitat restoration of natural habitats~~ to meet goals described in the Comprehensive Plan’s Federal 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, and along, 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.
4. Preserve views from public lands to regional waterfronts, wherever possible.

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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

1. Discourage the closure of L’Enfant streets for private development. When L’Enfant streets must be closed for public purposes, ensure that deed 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 eElement.

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 attractive, well-design and well maintained 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 federal and local stakeholders~~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 federal and local stakeholders~~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 spatial definition of public spaces and right-of-ways~~plan area’s spatial definition~~.

UD.B.3.5 Ensure that streetscape elements including trees, enhance 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

APPENDIX 3 – Summary of Changed Policies (highlighted)

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 eElement.
2. Reinforce the processional experience (spatial order) along ~~an~~ important view corridors.
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 sSpecial sStreets.

UD.B.3.6 Sensitively locate and design public realm and streetscape elements along sSpecial sStreets 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 sSpecial sStreets 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*.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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 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~~ and local stakeholders, 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:

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
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. Respect~~Protect~~ existing lines of sightsite from the National Mall and existing relationships, including height and mass within that line of sightsite.

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 development along axial streets that connect major historic cultural buildings, particularly along 8th Street, NW (National Archives and the Donald W. Reynolds Center for American Art and Portraiture).
2. Carefully plan development along 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, NW 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 sSpecial sStreets 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

3. Extend Locate 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.
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 railroads, bridges, and rail infrastructure where it impedes pedestrian access.

UD.B.4.4 Use 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, NW 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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.
- UD.B.5.3** Locate tour bus and ~~souvenir-commercial~~ 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 ~~e~~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 to and from the U.S. Capitol from visual competition from new development, wherever possible.
 3. Promote balanced massing and scale along linear views of streets that intersect with the U.S. 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.

1. The *Pennsylvania Avenue Development Corporation Plan’s* (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, NW 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, NW 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 For the construction or modernization of principal 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 National Capital Region’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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

UD.C.1.2 For federal campuses and installations, 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.
2. Propose urban design policies ~~for the installation~~, including ~~such topics~~ such 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 principale 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 i~~Implement sustainable site and building design at ~~the a~~ 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.1.5 For federal facilities, integrate the accessibility of transit, bicycle, and pedestrian modes into the urban design and comply with ADA and ABA requirements.

UD.C.2.1 The site planning of federal buildings and campuses ~~in urban areas~~ throughout the region should relate appropriately to their surrounding 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 eElement'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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
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, and/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, to be 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

APPENDIX 3 – Summary of Changed Policies (highlighted)

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 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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:

1. Comply with the Americans with 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

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
- 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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.
- 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 axiality 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

UD.C.3.28 Special sStreets (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:

1. In existing urban areas, give first consideration to the Central Employment Area (CEA) within the District of Columbia, Washington, DC. 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, Washington, DC 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 non-motorized modes and 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; and access elements to buildings and from surrounding streets and transit facilities.
- 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 ADA 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 Washington, DC.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- FW.B.25** Lease or share space in federal workplaces for publicly accessible commercial, cultural, educational, civic, recreational, residential, and other high-traffic use 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.
- FW.C.7** Evaluate facility requirements and use assets more efficiently to reduce underutilized space.

**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 Washington 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 the 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, green space, tree canopies, 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.

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

Open Space and Parkland

Foreign missions are encouraged to:

FM.C.12 Preserve and protect 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 the neighborhood's 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, events, 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, l~~ocate 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~~ Washington befitting their status as the established seat of the federal government.

FM.D.2 Locate ambassadors' residences in all ~~District of Columbia~~ District of Washington's 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~~ Washington, 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 **CA**: Policies Related to Integrated Regional Transit

Rearranged Sections

The federal government should support:

- T.CA.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.CA.2** Expanded levels of service for regional commuter rail between the District of Columbia, Maryland, and Virginia.
- T.CA.3** Increased utilization of passenger rail service in the Northeast Corridor and points south and west to serve Washington’s Union Station.
- T.CA.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.CA.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, commuter rail, light rail, streetcars, bikeshare stations, and vehicle-sharing services).
- T.CA.6** The development of intermodal transit centers within regional activity centers to provide greater transit access and improved interconnectivity for commuters.
- T.A.7** Improved accessibility of the regional transit system for all users.

SECTION **DB**: Policies Related to Parking and Parking Ratios

Rearranged Sections

The federal government should:

- T.DB.1** Provide motor vehicle parking only for those federal employees who are unable to use other forms of transportation.
- T.DB.2** Give priority parking spaces to carpool and vanpool vehicles, hybrid vehicles, and other vehicles utilizing “clean” technology.
- T.DB.3** Provide parking for disabled persons in accordance with federal law.
- T.DB.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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- T-DB.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 to be sensitive to the surrounding context and 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-DB.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-DB.7** Provide a safe and convenient means of entry and egress to vehicle garages for all commuters, including bicycle commuters and pedestrians.
- T-DB.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-DB.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-DB.10** Within the Central Employment Area, the parking ratio should not exceed one space for every five employees (1:5).
- T-DB.11** Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, (see page 7) the parking ratio should not exceed one space for every four employees (1:4).
- T-DB.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).
- T-DB.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).

APPENDIX 3 – Summary of Changed Policies (highlighted)

SECTION AC: Policies Related to Transportation Management Plans

Rearranged Sections

The federal government should:

- T.AC.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.AC.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.AC.3** Analyze scenarios that incorporate data on employee home zip codes; nearby commuter and transit bus routes, Metrorail, commuter rail lines and their schedules; availability and expansion of Capital Bikeshare at home/office locations; carpool/vanpools; bicycle routes; and existing and planned HOV (High Occupancy Vehicle) and HOT (High Occupancy Toll) lanes.
- T.AC.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.AC.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.AC.6** Assess, as part of a traffic impact study, a project or master plan’s forecasted impacts on the surrounding roadway network, transit network and surrounding station, and bike and pedestrian access. Where future development is forecasted to cause an intersection or roadway to fail or impact the transportation system, mitigation measures must be identified and accounted for in the TMP goals. Mitigation measures could include demand management strategies and off-site improvements, support transit, and preserve or replace existing access, which are developed in coordination with local planning and public works staff.

SECTION BD: Policies Related to Transportation Demand Management

Rearranged Sections

The federal government should:

- T.BD.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.BD.2** Maximize employee telecommuting strategies in accordance with federal law and agency telework policies.
- T.BD.3** Employ compressed and alternative work schedules for employees, consistent with agency missions.
- T.BD.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.BD.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 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. Providing trail and sidewalk connections to nearby transit stations and bus stops is a priority. 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 to accommodate different types of users in the region including for hikers, and bikers and active

APPENDIX 3 – Summary of Changed Policies (highlighted)

commuters in the region, with an emphasis on bicycle commuting. Consider multi-use trails only when appropriate and safe for users.

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~~ WMATA 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:

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 with (shelters, benches, trash/recycle 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.

T.F.5 Coordinate with local transit station owners (WMATA, MARC, and VRE) to ensure that the station is equipped to handle private shuttles and circulators.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
- 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 efforts to manage tour bus and commuter 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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, pedestrian, bicycle, and ADA modes, 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 strategies 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, the 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 use, where feasible.

FE.A.7 Increase renewable energy and renewable energy generation on federal agency properties. 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~~ among others, 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 3 – Summary of Changed Policies (highlighted)

8. Critical services and infrastructure reliability

- 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 communities or the 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~~ use of, public transportation systems and enhance bicycle and pedestrian mobility.
2. Decreasing federal employee usage of single-occupant vehicles and reducing the number and length of trips through operational policies, such as reduced parking ratios using Transportation Demand Management techniques and the location and design of workplace facilities. Transportation Demand Management techniques are defined in the Transportation Element.

APPENDIX 3 – Summary of Changed Policies (highlighted)

3. Encouraging ~~usage~~use of alternative clean fuels (e.g., ~~hybrid~~electric, fuel cell, compressed natural gas, and “clean” diesel fuels) and promoting or increasing the use of Alternative Fuel Vehicles (AFVs). Alternative fuels are defined by federal law.
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~~using best available green building systems and technologies.
2. ~~Utilizing~~Using less-polluting sources of energy like clean renewable energy (e.g., solar, geothermal, and wind).
3. Encouraging the development and use of alternative and distributed 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 ~~t~~~~Take measures to temporarily reduce the generation of emissions that contribute to ozone formation in response to Ozone Action Days, when the highest ozone levels occur. 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
- 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 bio-retention ponds/facilities, 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,

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
- 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 and regional 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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:

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~~ and waterbodies to capture and clean stormwater runoff. Encourage restoration of streams and stream banks that have been negatively impacted by runoff.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- FE.E.6** Protect wetlands and waterbodies 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~~Promote improvement of degraded wetlands, especially during significant building or site improvements on federal property.
- FE.E.8** Promote shoreline uses that create public access, improve riparian conditions, and enhance water quality.

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 pactices 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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:

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 absorb carbon dioxide, moderate temperatures, minimize energy consumption, reduce pollution, 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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.¹
- 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 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.

¹ 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)

- 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.
- 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.

FE.I.6 Encourage federal facilities to develop and maintain an environmental management system to understand and manage the facility’s environmental risks and hazards.

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 Evaluate eExterior lights ~~should be fully evaluated~~ for their effectiveness, maintenance requirements, and energy use.

FE.J.3 Switch off aAll 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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 low noise equipment, sound proofing technology, or install noise barriers to reduce the impact of noise from mechanical equipment or from everyday operations and activities.

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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

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.
- 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- FE.N.3** Establish effective public outreach programs so that the affected ~~community~~communities 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

**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.
- 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~~ network.
- 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~~ Washington’s gateway and 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.
- HP.A.12** Protect and maintain the historic spatial significance of the L’Enfant reservations when designing and locating physical security measures.

APPENDIX 3 – Summary of Changed Policies (highlighted)

HP.A.13 Protect, rehabilitate, and enhance the extensions of major L’Enfant rights-of-way and associated reservations throughout the District of Columbia Washington 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 architectural styles in future federal development as they contribute to, and enhance, the city’s area’s urban fabric.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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.
- HP.C.13** Identify appropriate historic preservation protections prior to disposal of historic properties.

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, state, and federal 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, greenspaces, and tree canopies, 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 design 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

The federal government should:

- VC.A.1** Locate federal visitor attractions within walking distance of public transportation stops. Ensure the path between the attraction and the stop is ADA, pedestrian, and bicycle accessible.
- 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 address the transportation needs of visitors provide parking for an average day demand and provide transportation alternatives to reduce parking 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 and commuter buses.
- VC.A.6** Develop tour and commuter 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

APPENDIX 3 – Summary of Changed Policies (highlighted)

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, digital, 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 location and~~ 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 spaces, existing public uses, 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 and the associated maintenance with each site.
- 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.

APPENDIX 3 – Summary of Changed Policies (highlighted)

- 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~~use 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 released the draft Federal Element for a 60-day public comment period, which ended on December 7, 2015. NCPC staff summarized each Federal Element's public comment received along with staff responses.

The Comprehensive Plan for the National Capital: Federal Elements

Public Comment Period: October 1 - December 7, 2015

#	Federal Element	Name	Comment	NCPC Staff Response to Comments
1	Introduction	Committee of 100 (Letter - 12/4/2015)	<p>The Introduction is an excellent addition to the Federal Elements of the Comprehensive Plan. It is clear and eloquent providing a good history and context for the plan and an appropriate description of values and vision as background for the rest of the elements. It is an excellent statement on what makes planning unique for the nation’s capital, the planning legacies of both the L’Enfant Plan and the McMillan Plan eras, and the guidance of NCPC’s Extending the Legacy Plan for future planning.</p> <p>However, C100 is concerned that the Height of Buildings Act of 1910 is not highlighted in the same manner as the L’Enfant and McMillan Plans are in the Introduction as an essential part of past, present, and future planning in the nation’s capital. We believe this is especially important because of the year-long review and candid discussion that took place in 2013 focused on increasing building heights throughout the District of Columbia, and NCPC’s own expression of concern about the threat of overbuilding in the Monumental Core, and by inference in areas immediately adjacent to it and elsewhere in the District of Columbia. While it is not a plan, it is a federal law and has certainly had a significant impact on the shape and development of the city—establishing its iconic skyline and providing the mechanism for protecting important views and vistas.</p>	<p>The narrative has been revised to address the recommendations to include the Height of Buildings Act of 1910 in the Introduction Chapter. In addition, the Federal Urban Design Element and Technical Addendum include greater discussion on the Height Act and the significant impact on the shape and development of the city.</p>
2	Introduction	Committee of 100 (Letter - 12/4/2015)	<p>On page 4 it says that “Open space and parkland are as important today as when the site for the nation’s capital was first selected.” In fact, they are probably more important for a variety of reasons including that there are more people living here and that the area is more built up. However, they are also more important now than at the city’s founding for purposes like political expression and cultural activities, both of which should be included in the description of their value to the Federal interest.</p>	<p>The narrative has been revised to address the recommendation.</p>
3	Introduction	Committee of 100 (Letter - 12/4/2015)	<p>On pages 8 and 10, we recommend that the term “smart growth” be dropped and replaced with some other phrase. While the concept is good, it has become a somewhat loaded and divisive buzz word/phrase in recent years being used by some to promote density in total disregard of historic preservation and neighborhood character. Some of its proponents use it to disparage other opinions and priorities implying that those would be “stupid growth”.</p>	<p>Thank you for your comment. As stated in the Introduction Chapter, the Comprehensive Plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods. In addition, the Historic Preservation Element supports the preservation, protection, and rehabilitation of historic properties in the national capital region.</p>
4	Introduction	Committee of 100 (Letter - 12/4/2015)	<p>On page 12, the first paragraph says that the plan “identifies and addresses the current and future needs of federal employees and visitors . . .” The policies in the plan do address residents as well, and residents should be included in this paragraph.</p>	<p>The narrative has been revised to address these recommendations.</p>
5	Introduction	Arlington County (Email - 12/7/2015)	<p>Arlington County staff welcomes the opportunity to comment on the Comprehensive Plan for the National Capital: Federal Elements. The review of the plan elements was coordinated by the Planning Division of the Department of Community Planning, Housing and Development; and also reviewed by the Department of Environmental Services, and Arlington Economic Development. Comments provided to date are listed by each Plan section below:</p> <p>Introduction – Arlington commends and agrees with the components of Principle 3 Support Local and Regional Planning and Development Objectives, especially:</p> <ul style="list-style-type: none"> - Coordinating the federal interest review of local, regional, and state plans and programs. - Promoting information-sharing and data exchanges with state, regional, and local authorities. 	<p>Thank you for your comment. NCPC looks forward to continued coordination with Arlington County</p>
6	Introduction	DCOP (Email Letter 12/7/15)	<p>p.1, Last paragraph</p> <p>Text for second sentence should be changed to: “The District’s Comprehensive Plan is organized around thirteen Citywide Elements and ten Area Elements. The Citywide Elements include Framework; Land Use; Transportation; Housing; Environmental Protection; Economic Development; Parks, Recreation and Open Space; Urban Design; Historic Preservation; Community Services and Facilities; Educational Facilities; Infrastructure; and Arts and Culture. The Area Elements include Capitol Hill; Central Washington; Far Northeast and Southeast; Far Southeast/Southwest; Lower Anacostia Waterfront/Near Southwest; Mid-City; Near Northwest; Rock Creek East; Rock Creek West; and Upper Northeast”.</p>	<p>The narrative has been revised to address these recommendations.</p>
7	Introduction	NPS (Matrix 12/9/15)	<p>Pg. 1, Paragraph 4</p> <p>Reference the date of adoption of the District Elements and note that they are about to start and update.</p>	<p>The narrative has been revised to address these recommendations.</p>

The Comprehensive Plan for the National Capital: Federal Elements

Public Comment Period: October 1 - December 7, 2015

#	Federal Element	Name	Comment	NCPC Staff Response to Comments
8	Introduction	NPS (Matrix 12/9/15)	<p>Pg. 1, Paragraph 2</p> <p>The first sentence refers to the Federal Elements of the Comp Plan, but the rest of the paragraph implies that the first sentence should refer to the entire Comp Plan.</p>	The narrative has been revised to address these recommendations.
9	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p>C100 is pleased to see this new Element in the Federal Elements of the Comprehensive Plan and the related Urban Design Technical Addendum which together address many of the key design issues of Washington, D.C. and provide a base for future study and refinement of urban design issues. The District Elements of the Comprehensive Plan already have an Urban Design Element so it is especially important that the Federal Elements also address urban design. We are pleased to see the "Planning Together" statement on page 3. C100 believes that while the federal and District aspects of urban design are somewhat different, it is essential that the two be integrated. We are also pleased that there is a major attention given to the importance of the Height of Buildings Act as a key influence on the design of our city.</p> <p>C100 believes it is useful to emphasize the national capital role of Washington D.C. and the various federal and national urban design interests throughout the city. Overall, the draft has excellent use of picture and maps, though there are some maps and graphics that need some improvements in terms of captions and readability. We believe it is important to emphasize the key views and vistas which are an important part of the urban design and image of our city. This is done both in the Urban Design Element and in more detail in the Urban Design Technical Addendum. The discussion of the role of federal parks in neighborhoods as part of the livability and identity of Washington is important. We are pleased to see the point (page 8) about the importance of the monumental design of Metrorail to the image of the city, even though much of this design is underground.</p> <p>More detailed discussion of various aspects of the Urban Design Element are outlined below. These C100 comments on the Urban Design Element should be read in conjunction with our comments on the Urban Design Technical Addendum.</p>	Thank you for your comment. The Urban Design Element emphasizes the national capital role of Washington and the various federal and national urban design interests throughout the city. The images has been revised for readability. The Technical Addendum includes greater discussions on key views and vistas that are an important part of the urban design and image of our city.
10	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Plan of the City of Washington</u></p> <p>First on page 5 and in numerous other places, the "Plan of the City of Washington" is mentioned as encompassing the L'Enfant Plan and the Senate Park Committee Plan (McMillan Commission Plan). This area is essentially the area of the original L'Enfant Plan, with addition of areas added by landfill along the Potomac and Anacostia Rivers, such as West and East Potomac Parks and areas along the west bank of the Anacostia River. C100 is very supportive of the importance of the L'Enfant Plan and the McMillan Commission Plan, both in the past and in the future. But of course, the planning and development of the area termed the "City of Washington" has continued to evolve for the past 224 years. Especially in the past century, the development of the city has been guided by the National Capital Planning Commission, the Commission of Fine Arts and the District government.</p> <p>While celebrating the key roles of the L'Enfant Plan and the McMillan Commission Plan, C100 believes that it should be clear that the "Plan of the City of Washington" continues to evolve, with contributions from NCPC and other federal agencies, the District government, the private sector, a number of Business Improvement Districts (BIDs), and citizen organizations. We note that page 6 in the Urban Design Technical Addendum includes a partial list of relatively recent plans that have influenced, and will continue to influence, the "Plan of the City of Washington". It may be useful to be more specific about the various recent plans for this area, both federal and District.</p> <p>Discussions of the L'Enfant Plan should be clearer that the Plan provided an initial overall framework but the plan area has developed within that framework in different ways over the past 224 years. The note on page 27 on closing L'Enfant Plan streets might be qualified somewhat.</p> <p>It is important to keep in mind that Washington D.C is one city. There is some feeling in reading the draft Urban Design Policies that the "L'Enfant City" area is more important. 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, and that the "quality" of the entire city, as our nation's capital and representative of our country to the world, is itself a federal interest.</p>	The narrative has been revised in the Urban Design Element and 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. The narrative in the element sections has been reorganized to clarify the importance of federal properties and interests throughout Washington, DC and the region. NCPC 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, DC as a great capital city that continues to evolve by building upon its extraordinary legacy.
11	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Views and Viewsheds</u></p> <p>The importance of vistas and viewsheds, both along streets and in other situations, is a key part of the Urban Design Element. We believe that discussion of some views and vistas can be clearer. C100 comments on this important subject are found in our comments on the Urban Design Technical Addendum. We are pleased to see the discussion of the Florida Avenue Escarpment and the Anacostia Hills as important topographic features that shape the design of the central area, and adjacent areas, of Washington.</p> <p>There is major interest and attention on the "Monumental Core" in the draft. This is a defined planning area, mostly in Washington but also extending into Virginia. There is a note on page 13 about the Monumental Core possibly being expanded, but it is not clear what that means. We do believe that being clearer about the importance of this area, and its components, is important. The links to adjacent areas should also be stressed more.</p>	Thank you for your comment. There are multiple sections in the Urban Design Element that note the importance of the monumental core. Discussion can be found in Section A.2 Washington's Dynamic Character and Section B.4 The Monumental Core.

The Comprehensive Plan for the National Capital: Federal Elements

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
12	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Signage and Visual Clutter</u> C100 strongly agrees with the statement on page 5 about the importance of hiding or diminishing utilitarian infrastructure that has resulted in the ban on overhead streetcar and utility wires within the L'Enfant City. We would argue that the concept (including streetcar and utility wires) is equally important for the entire city, and we would like to see it expanded. We would also like to see more discussion and policies under General Urban Design Policies (pages 22 and 23) regarding the concept of hiding or diminishing utilitarian infrastructure and the problem of "visual clutter" and its negative impact on the urban environment.</p> <p>Electronic signage is one element and there is a policy on the topic on page 22, but more discussion of the impacts is needed. The District of Columbia Department of Transportation released proposed new sign regulations for public comment in June 2015. NCPC is aware of these draft regulations. C100 is very concerned about the adverse impact these revised sign regulations could have on our city. Such signage in certain areas could have an adverse impact on important views from the Monumental Core and along the city's waterfronts. Increased electronic and other signage could have a serious impact on both the federal interest and the local interest.</p>	<p>Thank you for your comment. Additional discussion on the importance of hiding or diminishing utilitarian infrastructure can be found in the subsection Civic Form and Civic Identity: The Importance of the Public Realm In Washington under Section A.2. This section discusses the importance of both the visual and physical connections and the public realm principles that have created the elegant and orderly quality to Washington's character that reinforces a sense of openness at the street-level and enhances the natural settings.</p> <p>The existing UD.B.3.11 policy in the Urban Design Element provides further guidance on signage, "Supports the federal government working with federal agencies and District of Columbia agencies 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." Policies within the Urban Design Element also support the existing civic hierarchy and notes that a new lighting element should be extensively studied to fully understand how it impacts the existing conditions. In addition, NCPC staff prepare comments to the District of Columbia's second notice of proposed rulemaking for sign regulations. The proposed new title would update and consolidate the District's current sign regulations into a single title, removing the bulk of these provisions from the building code and scattered sections of the municipal regulations.</p> <p>The policy UD.B.1.5 has been revised to include waterfronts to address these recommendations.</p>
13	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Waterfronts</u> The waterfronts of Washington are already an important urban design feature of the city, and will become even more important as waterfronts are further developed and linked together. We are pleased to see more discussion of waterfronts in this revised Urban Design Element (especially on pages 23-25) but we suggest more emphasis is needed. The creation of an overall waterfront design (varying in different locations) is very important. It is important to link waterfronts together and to make them more accessible. Much work is already underway by the National Park Service and private developers. There are various waterfront plans, including the section of the NCPC Extending the Legacy Plan (1997) that called for a waterfront walk from Georgetown to the Washington Arboretum. C100 calls this the "Washington Waterfront Walk". It may be that waterfronts are to get more attention in the forthcoming Parks and Open Space Element. However, C100 believes that more attention on waterfronts is needed in the Urban Design Element. Note that waterfronts receive more attention in the existing District Urban Design Element.</p>	<p>Thank you for your comment. Discussion on Waterfront Parks can be found in the existing Parks & Open Space Element and will be addressed in the update. The narrative in the Urban Design Element includes a callout box addressing Washington's Waterfront and the revised narrative in Federal Environment Element includes additional discussion on waterfronts in Section E: Waterbodies and Wetlands.</p> <p>Policies UD.B.1.5.1 and UD.B.2.5 have been revised and U.D.B.2.5.4 has been added to include waterfronts, supporting public access to and along regional waterfronts, and preserving views from public lands to regional waterfronts to address these recommendations.</p>
14	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>The Potential of Anacostia Park</u> C100 is very interested in the potential of Anacostia Park. We understand that Anacostia Park will likely receive much more attention in the future Parks and Open Space Element, but we believe more attention on this area is needed in the Urban Design Element, especially since the federal government has such an important role in realizing the potential of this area. The federally controlled Anacostia Park encompasses 1,800 acres of open space and has 22 miles of linear shoreline.</p> <p>C100 recommends that the Federal Elements of the Comprehensive Plan, including the Urban Design Element, give great attention to this key park area, and related areas. There should be a recommendation for implementation of the Anacostia Waterfront Plan, the 2003 Plan created by NCPC, the National Park Service and the District government, which proposed development of both sides of the Anacostia River as parkland with public access to the waterfront, cleaning up the river to permit boating, fishing and swimming, and completion of the Anacostia Riverwalk Trail (part of the overall "Washington Waterfront Walk"). Some parts of this plan have already been achieved, additional implementation is underway, and of course some sections of the Plan may need revision or updating. Decisions on the future use of the "RFK Stadium Area" will be especially important.</p> <p>In addition to being part of the Anacostia Waterfront Plan work (2003), NCPC has addressed planning and environmental issues in this area in at least four plans over approximately the past 20 years. These include Extending the Legacy: Planning America's Capital for the 21st Century (1997), Washington's Waterfronts-Phase 1 (1999), RFK Stadium Redevelopment Study (2006), and Capital Space-A Park System for the Nation's Capital (2008). These studies are a base for more emphasis on Washington's waterfronts, especially along the Anacostia River.</p>	<p>Thank you for your comment. Discussion on the Anacostia Park can be found in the existing Parks & Open Space Element and will be addressed in the update. Additional discussion highlighting the importance of the Anacostia waterfront can be found in the Federal Environment Element under Section E: Waterbodies and Wetlands.</p> <p>Policies UD.B.1.5.1, UD.B.2.5, and U.D.B.2.5.4 have been revised/added to the Urban Design Element to address waterfronts. Please see response to comment above. Policy FE.E.8 has been added to the Federal Environment Element to promote shoreline uses that create public access, improve riparian conditions, and enhance water quality to address these recommendations.</p>
15	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p>We believe that more discussion of "federal campuses" in Washington D.C. is needed. The discussion on pages 38-39 would benefit from a map of federal campuses, lessons learned, and a discussion of existing and potential future federal campuses in Washington. We realize that much of the discussion in this section deals with federal campuses and land throughout the Washington Metropolitan Region, but we believe more discussion of federal campuses in Washington is needed.</p>	<p>Thank you for your comment. Additional discussion on federal campuses and installation can be found in the Federal Workplace and Transportation Elements. Additional discussion of the future of the former Walter Reed Army Medical Center located in Washington, DC can be found in the Foreign Missions & International Organizations Element.</p>
16	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Historic Preservation</u> Historic Preservation background and policies are outlined in the separate Historic Preservation Element. However, we note that the role of historic preservation is very important in the urban design of Washington. The large number of historic districts (60) and the large number of contributing buildings (27,000) are an important element of the city's design quality. Some mention of the role of historic preservation in the urban design of the city would seem to be useful, while of course referencing the Historic Preservation Element for detailed descriptions and policies.</p>	<p>Thank you for your comment. As discussed in the Urban Design Element, the policies work in concert with those established in the Historic Preservation Element.</p>

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
17	Urban Design	Committee of 100 (Letter - 12/4/2015)	<p><u>Civic Education for Urban Design</u> Looking at the revised Urban Design Element, we were struck by the opportunity it opens for a wider “civic education” program about the history of the planning and development of Washington, D.C., the importance of the natural and man-made features of the city, etc. Any good planning report is a form of “civic education” but this element suggests more. For example, a guide to “Exploring the L’Enfant City”, views into, out and over the city, could be outlined more in the future. NCPC may do some more design “civic education” at a future time, may do it in cooperation with other agencies or organizations, or it may be done by other organizations alone or by individuals. Despite many guidebooks and background books for Washington, there are not really guides of this type. We believe there is a need to encourage a continuing civic discussion about the overall physical form and urban design of our city, and the relationship to economic and social goals.</p>	Thank you for your comment.
18	Urban Design Technical Addendum	Committee of 100 (Letter - 12/4/2015)	The Urban Design Technical Addendum is also new and provides background information for the proposed policies in the Urban Design Element. It also includes suggestions for future study. The Technical Addendum begins with “I. Formative Contributions to Washington’s Urban Design Framework”. The first part of this section is “A. Plan of the City of Washington” which provides a summary of the L’Enfant Plan and the McMillan Commission Plan (pages 1-3). As indicated in our comments on the Urban Design Element, C100 believes that discussions of what is termed the “Plan of the City of Washington” of course draws strongly on the L’Enfant Plan and the McMillan Commission Plan, but should clarify that other plans have been important in the past and will be important in the future. Also as indicated in previous comments, C100 is pleased to see further discussion on the Height of Buildings Act and how it affects the urban design of Washington (pages 4-6).	Thank you for your comment. The Urban Design Element and Technical Addendum's narrative reflects 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 Park Act of 1870, Victoria era contributions to the city plan, the Legacy Plan, and the District's Center City Action Agenda of 2008.
19	Urban Design Technical Addendum	Committee of 100 (Letter - 12/4/2015)	“Part II. Viewshed Policy Framework” is the major part of the Urban Design Technical Addendum. As indicated on page 9, “NCPC prepared this section to the Technical Addendum to explain the planning approach to viewshed protections” and this background material continues for pages 9-16. A map on page 17 indicates the major vistas and viewsheds extending from within the L’Enfant City area and in some cases extending out into other sections of the city, or west or south into Arlington County. All of these are vistas and viewsheds are important. However, C100 comments below only deal with some of the vistas and viewsheds. In making these comments, we understand that the discussions in the Urban Design Technical Addendum are intended to provide a base for more detailed studies in the future.	Thank you for your comment. The Technical Addendum to the Urban Design Element is intended to provide a base for future detailed studies as identified in the Action Plan. All action items previously identified in the Urban Design Element have been moved to the Action Plan.
20	Urban Design Technical Addendum	Committee of 100 (Letter - 12/4/2015)	<p>The “Primary East-West Vista” (pages 18-19) is the key vista west from the Capitol west along the National Mall and on to the “Arlington Ridge” in Virginia. C100 believes that this important “view to the west” along the National Mall is very important and that the issues with respect to Arlington Ridge might be amplified.</p> <p>The “South Capitol Viewshed” (pages 22-23) is important in itself but also in terms of the future new development both east and west of South Capitol Street, and in a future critical connection of the “Washington Waterfront Walk” through this area. As in many of the other vista corridors, this needs to involve cooperative study and actions by both NCPC and the District Office of Planning.</p> <p>The “Pennsylvania Avenue, NW Viewshed” (pages 26-27) is especially important since it involves the vista from the White House area to the Capitol. Improving the visual setting and activity patterns along Pennsylvania Avenue, and extending into adjacent areas, is very important. NCPC is leading the ongoing “Pennsylvania Avenue Initiative” and some updating of this section seems desirable to indicate recent and projected planning and development actions.</p> <p>The “Maryland Avenue, SW Viewshed Inventory” (pages 28-29) is especially important and challenging because, as indicated on page 28, “the sunken CSX rail line currently dominates a significant portion of the street”. Both NCPC and the DC Office of Planning have grappled with this issue in recent studies and further study and actions on this problem are necessary. C100 would also like to see a commitment for future study of how a pedestrian connection between Maryland Avenue at 14th Street, SW and the Tidal Basin can be achieved.</p>	Thank you for your comment. The primary east-west vista and South Capitol, Pennsylvania Avenue, and Maryland Avenue viewsheds are all identified in the Action Plan requiring future study.
21	Urban Design Technical Addendum	Committee of 100 (Letter - 12/4/2015)	<p>The “North-South Primary Vista and Viewshed” (pages 30-31) involves the view south from the White House past the Jefferson Memorial, across the Potomac River and on to the south. This is a very important viewshed. Although additional study is needed, C100 believes that some additional elaboration about potential problems for this viewshed would be useful.</p> <p>The “Pennsylvania Avenue, SE Viewshed, East Capitol Street Viewshed, and Maryland Avenue, NE Viewshed” (pages 30-31) are all important as they radiate out from the L’Enfant Plan area to the southeast, east and northeast. The Pennsylvania Avenue, SE and the East Capitol Street viewshed each extend east over the Anacostia River and up and over the Anacostia Hills to the east. The Maryland Avenue, NE Viewshed passes up to the top of the hill northeast of Florida Avenue before descending to the grounds of the National Arboretum. All three of these viewsheds therefore need to be studied and treated somewhat differently than the usual relatively flat viewsheds.</p> <p>C100 is very interested in the vista and viewshed of East Capitol Street from the east back toward the “L’Enfant City” and the vista of the Capitol dome. Future decisions about RFK Stadium and the future development of the “RFK campus” are very important in this respect. As indicated in the previous comments on the Urban Design Element, C100 is very interested and supportive of the concept of major park development along the Anacostia River. The East Capitol Street viewshed is an important part of that concept.</p> <p>The “Inventory of Significant Vistas” (page 33) and the “Urban Design Framework/Open Space Network” map (page 34) provide a useful summation of the concepts in the Urban Design Technical Addendum.</p>	Thank you for your comment. As identified in the Action Plan, these important vistas and viewsheds will be addressed in future studies. The Primary Vistas Study as identified in the Action Plan, will identify the potential problems by studying the impacts of future development within the primary vistas on the character and setting of the monumental core and national capital region.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
22	Urban Design	GSA, NCR OPDQ (Attached document - 12/7/2015)	UD.B.3.1 page, 27. Maintain or restore the integrity of the original L'Enfant Plan elements, including original rights-of-way, squares, streets, vistas, symbolic connections, and termini. Comment: GSA shares the belief that restoration of historic L'Enfant Plan streets is desirable, however, restoration goals must be balanced with practical realities of contemporary urban design, supporting the local transportation network, and real estate best practice.	Thank you for your comment. No modifications were made to the element.
23	Urban Design	Arlington County (Email - 12/7/2015)	Urban Design Element – Arlington applauds the addition of the Urban Design Element to the Comprehensive plan and as demonstrated in the coordination with NCPC during the recently adopted Courthouse Sector Plan Addendum, wholeheartedly supports the opportunity to continue our longstanding collaboration in the preparation of strategies for the region's overall urban design quality.	Thank you for your comment. No modifications were made to the element.
24	Urban Design	Arlington County (Email - 12/7/2015)	Introduction - Planning Together - In this regard, on p 3. paragraph 1, first sentence we suggest clarification on whether neighboring jurisdictions should be noted as partners in a shared vision to further Washington D.C as a great capital city, and whether that partnership extends to either or both national interests and/or federal interests.	Thank you for your comment. The Urban Design Element includes the importance of partnering with neighboring jurisdictions, as noted in Section A.2 Washington's Dynamic Character, "It is critical to engage local jurisdictions to address mutual interests in the overall urban design quality of the nation's capital and region..."
25	Urban Design	Arlington County (Email - 12/7/2015)	A2.2. Urban Identity – On page 14 the Horizontal City Profile illustration does not appear to be referenced in the text, nor is Arlington labeled. The purpose of identifying items a, b and c in the illustration are unclear.	The illustration has been revised to address the recommendation.
26	Urban Design	Arlington County (Email - 12/7/2015)	B.2 Natural Setting – On page 23 the description of the topographic bowl of Arlington Hills. Please clarify intent of describing the urban wall of Arlington as "somewhat inharmonious." We recommend that this description be deleted. This conclusion appears to be blending assessments of the built and natural environment in a manner inconsistent with the purpose of this specific Plan element which is focused on the topographic character of the environmental context of our National Capital. Planning for Arlington's transit oriented centers has been recognized both regionally and nationally as a model for smart and sustainable growth management. This should be acknowledged by the appropriate Plan element that addresses local and regional planning for the built environment.	The narrative has been revised to address the recommendation.
27	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.A.2.2 While hiding utilities is important, NCPC should consider security infrastructure (bollards, barriers, etc) as a utility and well and work to 'hide' these elements within the rest of the streetscape.	Thank you for your comment. The Urban Design Element supports the development of effective security systems that preserve the characteristic openness of Washington's public spaces and enhance the city's public realm, as well as the character of adjacent communities in the region. Section C.3, Urban Design and Security, provides guidance for balancing building security with the functional and visual quality of public spaces.
28	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.B.1.5 Digital Signage and Illumination: While there is a need to strike an appropriate balance between reverence in the Monumental Core, the plan should balance opportunities for commerce as well as improved lighting opportunities for festive occasions in the rest of the city. While lighting and commercial signage may not be appropriate within the monumental core, these elements are critical elements to the city and commercial activity that surrounds it, and the plan should not impose undue restrictions on the vibrancy of day-to-day commerce in those neighborhoods adjacent to the monumental core. Within the monumental core, consider the example of Paris, where illumination makes the City of Light come alive at night, rather than feeling drab and staid. Today's technology also allows for creative use of color for special occasions, using light to celebrate something without altering the monumental core's architecture. Too often, lighting in federal spaces is both uninteresting and detrimental to an area's sense of place at night. Columbus Circle, adjacent to Union Station, includes streetlights that shine into the eyes of drivers and pedestrians, detracting from the space and the architecture while also making the space seem darker than it is. The plan's recommendations for lighting should also consider safety and security issues. Street lighting along key avenues with NCPC's protected vistas is often poor (several pedestrians have been hit while crossing Pennsylvania Avenue at night). Illumination for pedestrians must be provided.	Thank you for your comment. As discussed under A.2.2, callout box referencing contemporary urban design topics, discusses balancing lighting with commercial and civic presence in and around the monumental core. Cities have used lighting to activate public areas and created dynamic visitor experiences. There is an important need to balance efforts to enhance the city's commercial and retail presence while protecting the monumental core's night time image, which emphasizes memorials and major civic structures.
29	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.B.3.1 Need to better define what a 'street' is and why it should be preserved. There is a difference between keeping a street open to automobile traffic as opposed to re-using the right-of-way for pedestrians, bikes, and placemaking. Protecting the L'Enfant Plan is important, but remember that L'Enfant was not a traffic engineer.	Thank you for your comment. Please note that the the federal government should work with federal and the District of Columbia agencies on policy UD.B.3.1, to understand the current and future needs of automobile traffic on these streets.
30	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	Protections against 'visual incursions into the rights of way' is overly broad. You could read this as a prohibition on street trees or other in-street greenery.	Thank you for your comment. Natural features including tree canopies, are important contributors to the quality of the city's viewsheds and the character of its streets.

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31	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.B.3.2 Include formal partnerships for the programming and maintenance of public space as a priority, including partnerships with non-governmental entities.	Policy UD.B.3.2.3 has been revised to work with federal and local stakeholders to address this recommendation.
32	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.B.4.1 New programming for street level of Federal Triangle Buildings - a welcome addition to add street life into a office-heavy environment. But this requires addressing security issues such as locked front doors and 'temporary' planters acting as security barriers that only serve to block sidewalk access for pedestrians. Given the historic nature of the Federal Triangle buildings, it is unreasonable to expect any ground-floor activation of those buildings to include publicly accessible uses (such as ground-floor retail), even if those uses would be desirable. However, even the existing office uses are hostile to pedestrians on the street, with closed entrances and security barricades.	Thank you for your comment. No modifications were made to the element.
33	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.C.2.2 Encouraging retail uses is an excellent method to link federal buildings in with their surroundings, particularly in areas outside of the monumental core. These parts of the city have value because of their urban setting, and the federal government should embrace that.	Thank you for your comment. No modifications were made to the element.
34	Urban Design	Alex Block, DowntownDC BID (Email - 12/7/2015)	UD.C.3 - The entire security sub-chapter is excellent, particularly the focus on federal standards for security and design in public space. However, despite the introduction's lamentation about temporary security measures such as obtrusive planters (that lack living plants), there isn't a recommendation that these 'temporary' solutions of concrete barricades and planters be replaced with permanent and pedestrian-friendly streetscape additions. This is in spite of their presence for decades (since the Oklahoma City bombing) on Washington's streets. The plan should call for the Federal Government to aggressively work to eliminate 'temporary' security measures and install permanent, pedestrian-friendly and attractive barriers. In 2005, (page 42), NCPC notes that they updated security objectives and policies. Has there been any progress in implementing these policies over the last decade?	Thank you for your comment. Establishing effective security measures is a priority, while it is important to foster a balance between building security and the functional and visual qualities of the surrounding public space. The Urban Design and Security Plan strategies and principles have been elevated to a policy level within the Urban Design Element. These policies serve as a guide for both NCPC staff as well as applicants when developing and reviewing a project.
35	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	On Page 1, amend the statement "Good urban design requires expertise in many disciplines including urban planning, architecture, landscape architecture, engineering, public policy, land use law, and social psychology" to include urban forestry, ecology, environmental science, and/or sustainability.	Thank you for your comment. Staff agrees that good urban design requires expertise across a vast variety of disciplines.
36	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	In the description of the defining characteristics of Washington, DC on pages 4 and 5, include "treelined streets," or "City of Trees," as a historic quality that distinguishes Washington, DC from other cities.	The narrative has been revised on page 5 to address the recommendation.
37	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend UD.B.2.1.b to "In low-density, wooded, or hilly areas, new construction should reference local tree protection laws and preserve natural features, rather than alter them to accommodate development."	Thank you for your comment. As noted in UD.B.2.1.2, these are policies taken verbatim from the District Elements.
38	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend UD.B.2.2.1 to "Retain and add trees on hillsides to stabilize slopes and reduce erosion from heavy rainfalls. "	Thank you for your comment. The Federal Environment Element in Section G: Tree Canopy and Vegetation includes policies that address trees and the control of erosion.
39	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend UD.B.2.3.2 to "Improve the transition between the edges of these large, natural parks and the neighborhoods that abut them by increasing tree plantings on nearby private properties. Casey Trees' Urban Tree Selection Guide (http://caseytrees.org/resources/publications/urban-treeselection-guide/) can serve as a reference."	Thank you for your comment. Additional policies addressing tree plantings are addressed in Section G: Tree Canopy and Vegetation in the Federal Environment Element.
40	Urban Design	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Under UD.C.1.3, "The federal government should implement sustainable site and building design at the district-level scale, where possible," add that green space and tree canopy should be preserved and prioritized where possible.	Thank you for your comment. Additional policies address tree canopy and the built environment are addressed in Section G: Tree Canopy and Vegetation and other Sections in the Federal Environment Element.

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41	Urban Design	WMATA (Email Letter 12/7/15)	<p>As the region's transportation system, our major concern with some of the urban design policies is that they need to balance vistas, aesthetics, gateways, and architectural heritage with the day-to-day operations of a vibrant city where public transportation needs to operate reliably and safely and customers need easy and direct access to stations and stops. The transit, bicycle, and pedestrian modes as well as ADA accommodations need to be explicitly recognized and incorporated into urban design policies or there will be a risk of their either being overlooked or added as an afterthought. Examples include:</p> <p>UD.B.1.2.1: Any enhancements to gateway routes should ensure that transit operations are not negatively impacted and ensure that non-motorized modes are safely and adequately accommodated. UD.B.2.5: Expand "public access" to explicitly include all modes. UD.B.3.2.4: Expand pedestrian walkways to include access to transit stations/stops, bike access, and ADA access. UD.B.3.5.4: Expand to include ADA accessibility as part of the pedestrian experience. UD.B.3.6: Public realm elements should also include Metro canopies, bus shelters, and wayfinding. UD.B.3.11: Please expand to include Metro as an appropriate agency for providing functional signage. UD.B.5.2: Expand to include create a welcoming and comfortable street level environment UD.C.2.2: Expand to include transit, bike, and ADA access UD.C.3.5: Expand to allow ADA accessibility as part of the waiting areas and pedestrian movement.</p>	<p>The narrative has been revised to address the importance of accessibility and requirements of ADA and ABA accessibility standards for federal facilities. A new policy UD.C.1.5 has been added to address the accessibility of transit, bicycle, and pedestrian modes and ADA and ABA requirements in urban design. In addition, new policies regarding accessibility have been added in the Transportation Element.</p>
42	Urban Design	Lindsay Williams (Email Letter 12/7/15)	<p>By this letter, I recommend that the National Capital Planning Commission take steps, as soon as possible, to approve and publish much, or even all, of the proposed Federal Urban Design Element and its Appendix, along with other elements that were released for 60-day public comment in September 2015. This would update all but one of the existing Federal elements, the straggler being that pertaining to Recreation. It can "catch up" but the others will only provide clear guidance and have meaning/applicability when they "take effect," a status they do not have until publication.</p>	<p>Thank you for your comment. The final adoption of the updated Federal Elements will be considered by the Commission at the February 2016 Commission Meeting.</p>
43	Urban Design	Lindsay Williams (Email Letter 12/7/15)	<p>You already have comments from me about aspects of the Urban Design element, comments I provided earlier to you in the final stages of the prior draft approval. I appreciate that some changes were made, but regret that the Commission's document remains, in my view, in some conflict with other Commission actions, particularly as to guidance about maintaining and re-establishing viewsheds along streets, particularly wider ones, in the "L'Enfant" area. You will recall that in the SW Ecodistrict plan NCPC recommended reopening of Virginia Avenue (albeit to just 120 of its original 160 foot width; the plan proposed shows little to no recognition of this).</p>	<p>Thank you for your comment. Regarding Virginia Avenue, the Urban Design Element includes specific policies and graphics in Section B.4, The Monumental Core, which advocates for the re-establishment of the viewshed along Virginia Avenue toward the Washington Monument.</p>
44	Urban Design	Lindsay Williams (Email Letter 12/7/15)	<p>Recent "terrorist" events overseas and within the United States, however, lead me to conclude that rather than reworking or editing the L'Enfant language and other Federal elements to tease out subtleties, the need for an overall official plan "trumps" concerns I expressed earlier, even if I continue to feel the position the Commission adopted is inconsistent or even wrong in some aspect.</p> <p>For reasons the Commission and I know full well, the proposed Urban Design element is "new" to the plans issued by the Commission; it also includes proposed Federal security design principles. These are now more needed than ever and, in my view, they should stand on their own. (I would hope my "L'Enfant" concerns could be memorialized so they remain in public view, but they can be addressed within decisions about specific projects and areas instead of forcing some Teutonic solution on the entire universe of now-closed L'Enfant rights of way.)</p> <p>Going forward, and in light of recent terrorist/security issues here in these United States, I would urge the Commission, after publishing the elements now proposed but a corrected Technical Addendum, to take steps to: - Review, expand, as warranted, the Security portion of the Federal elements, reissuing after this as its own Federal element, likely complementing that of Urban Design, but standing on its own. - Encourage the Commission to encourage both the District Government and the Architect of the Capitol to join with you in study of the full range of "security" issues that could reasonably be taken up in a set of security plans that would apply to Federal properties and surrounding precincts (Executive, Congressional (including Supreme Court), the District Government, and the full range of properties subject to the laws that apply. (As an aside, District of Columbia planners have indicated they expect to launch a fresh look and the portions of the Comprehensive Plan for the National Capital that the Mayor develops during 2016; "security" could well be an aspect considered and developed this round. - Find a means, where legitimate Federal security interests and concerns extend beyond the limits of Federally-owned properties, for Federal security agencies and their officials and staff to communicate their concerns to those Federal and District agencies, entities and officials charged with reviewing plans, issuing permits or enforcing requirements on property that those officials can include and reference in their decisions, but without subjecting them to the same kind of public scrutiny that would ordinarily and properly apply to those of the general public or "parties" in deliberative processes (cross-examination, FOIA, etc.). This should make it possible for security officials to be able to convey concerns without inadvertently creating a public record that adversaries could exploit to the detriment of our society and its communities. (If this means that changes need to be made in various Administrative Procedures and Freedom of Information statutes, that should be considered, not ruled out as "impossible" - it's a question of balancing interests and being open to revising them, following deliberation.) To me, those reviewing plans and deciding other project issues should "consider" input that security sources convey and not be put in the position of having to surmise what security sources might express if they had a place at the table, even if the conversation was restricted to some extent on a "need to know" basis.</p>	<p>Thank you for your comment. Establishing effective security measures is a priority while fostering a balance between building security and the functional and visual qualities of the surrounding public space. The Urban Design and Security Plan strategies and principles have been elevated to a policy level within the Urban Design Element. These policies serve as a guide for both NCPC staff as well as applicants when developing and reviewing a project.</p>

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
45	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p>As to the Technical Appendix to the proposed Urban Design Federal element, I take strong exception to the definitions set out in the context of its discussion of the Height Act (on page 5). Below, I provide a columnar presentation on the text out for comment and my somewhat more permissive understanding. I request text and diagram adjustments prior to the publication of this document.</p> <p>Bear in mind that the interpretation of the Height Act for projects subject to District of Columbia building permit and construction code compliance is the Zoning Administrator, not any Federal agency or official. That said, I would expect both NCPC and the Commission on Fine Arts to include their interpretation and application of the provisions of the "Height Act" as they consider plans and projects, but convey conclusions to those with actual decision-making authority such as the Zoning Commission of the District of Columbia. Thus, NCPC and CFA would have approval roles in Federal projects.</p>	Thank you for your comment. These are definitions and terminologies as used in the Federal Elements. The Introduction Chapter includes NCPC's approval authority.
46	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p><u>Terminology and Definitions (DRAFT ADDENDUM):</u> Penthouse: A structure on the top of a building's roof that is setback from the exterior walls and does not occupy the entire roof of the building. Penthouses may serve as occupiable spaces, or they may be constructed to house mechanical equipment.</p> <p><u>Comment and Recommended Revision (LW)</u> Generically, a penthouse may and often does occupy the entire area of the top floor. But, under Height Act rules they must be setback from some, but not all, exterior walls.</p>	Thank you for your comment. These are definitions and terminologies used in the Federal Elements.
47	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p><u>Terminology and Definitions (DRAFT ADDENDUM):</u> Architectural Embellishments: Architectural details that add character and interest to a building. Embellishments primarily serve an aesthetic purpose. Examples of traditional embellishments on civic and institutional buildings in Washington, DC are spires, towers, friezes, and domes. (Architectural embellishments are sometimes used to conceal mechanical equipment, but generally are not occupied.)</p> <p><u>Comment and Recommended Revision (LW)</u> (No comment)</p>	Thank you for your comment. No modifications were made to the element.
48	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p><u>Terminology and Definitions (DRAFT ADDENDUM):</u> Cornice Line: The horizontal top edge of a building. Cornice lines define the street-wall along a street and serve an important role in framing views along streets.</p> <p><u>Comment and Recommended Revision (LW)</u> Cornices may exist at the upper limit of any building wall, not just the "top edge" of a building (as in top story).</p>	Thank you for your comment. These are definitions and terminologies used in the Federal Elements.
49	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p><u>Terminology and Definitions (DRAFT ADDENDUM):</u> Building Setback: Distance which a structure is setback from a particular point. A penthouse setback refers to the distance a penthouse must be setback from the main building's outer-wall. The setback both distinguishes and preserves the main building's cornice line.</p> <p><u>Comment and Recommended Revision (LW)</u> Setbacks are usually described as from a particular line, not point.</p> <p>As to penthouse setback in the context of the Height Act, the requirement only runs to what I would term "streetfacing" walls, not those that abut a common property line or alley. For decades, setback was applied from the vertical plane rising from a building's outermost street-facing wall, not the wall of the roof on which the penthouse was situated.</p>	Thank you for your comment. These are definitions and terminologies used in the Federal Elements.
50	Urban Design Technical Addendum	Lindsley Williams (Email Letter 12/7/15)	<p><u>Terminology and Definitions (DRAFT ADDENDUM):</u> 1:1 Ratio: As applied to penthouse setbacks, this requires a structure to be setback a distance equal to its height above the roof upon which it is located. The 1:1 ratio tucks additional building height back away from the building's cornice line opening more sky from a street level view. This proportion historically kept mechanical equipment on a roof out of sight from the street level.</p> <p><u>Comment and Recommended Revision (LW)</u> Again, this definition applies setback to the entire area on which the penthouse is situated (see above). Moreover, setback rules for penthouses only apply under the Height Act when the roof in question is at the upper limit allowed by the Height Act itself, so a roof that is 5 feet below the maximum allowed height would have a requirement for setback 5 feet less than its setback on those street-facing walls where setback was required.</p>	Thank you for your comment. These are definitions and terminologies used in the Federal Elements.

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51	Urban Design	DCOP (Email Letter 12/7/15)	p.3, Last paragraph, second sentence It states: "The District of Columbia updated the Comprehensive Plan's District Elements in 2007...". It should read: "The District of Columbia undertook a major update of the Comprehensive Plan's District Elements that was completed in 2006, subsequently the First Amendment Cycle was completed in 2011".	The narrative has been revised to address these recommendations.
52	Urban Design	DCOP (Email Letter 12/7/15)	p.31, Map The bicycle map is not very legible. Consider increasing its size or simplification of details.	The image has been zoomed in to address these recommendations.
53	Urban Design	DCOP (Email Letter 12/7/15)	p.20 (Technical Addendum), Considerations for Viewshed Maintenance The section proposes: "Consider preserving existing building height along the blocks immediately adjacent to the U.S. Capitol Building. This allows for "breathing room" that reinforces the visual frame around these structures. In particular, building heights south of K Street should be maintained through massing and setbacks to preserve the established landscape-oriented frame." Should this apply only south of H Street, not K Street?	Thank you for your comment. As consistent with NCPC's comments to the Zoning Commission on the Zoning Regulations Review (ZC 08-06A), North Capitol Street should be developed as a distinct, cohesive corridor with urban design strategies that address these important transitions in density and land use, reinforce the quality of views to the Capitol, and promote the potential of this street as one of our city's most important gateways. NCPC recommended to the Zoning Commission that any buildings that exceeds 110' in height should provide a 1:1 setback along North Capitol from Louisiana Avenue to K Street, NW.
54	Urban Design	DCOP (Email Letter 12/7/15)	p.35 (Technical Addendum), Public Accessible Federal Lands The Armed Forces Retirement Home: View to the U.S. Capitol and Washington Monument is called out as a panoramic view for protection. The AFRH site is in contention for redevelopment and need to ensure that both local and federal interests are met.	Thank you for your comment. No modifications were made to the element.
55	Urban Design	Corianne Setzer (Email Letter 12/7/15)	The Friends of Kingman Park members greatly appreciate the opportunity to comment upon the proposed Comprehensive Plan for the National Capital. As community stakeholders in the Hill East region of the District, we would like to direct our comments specifically to the aspects of the plan that pertain specifically to the RKF Site (Section B.5 and Action Items UD.B.5.6-B.5.8.a(3) of the Draft Urban Design Elements and the Preeminent Viewsheds: Future Work and Action Items section of the Technical Addendum). This study is particularly timely and necessary given the recent redevelopment discussions for the RKF Site. We know many individuals are advocating for the return of football team to the District, specifically to the RKF Site. However, residents of Kingman Park stand firmly against this plan. We hope the National Capital Planning Committee honors its statements to place value on community input and continue to seek community involvement as part of the development process that results from the Comprehensive Plan for the National Capital.	Thank you for your comment. No modifications were made to the element.
56	Urban Design	Corianne Setzer (Email Letter 12/7/15)	First, discussions of redevelopment need to address the health and safety, of visitors and residents alike. Environmental impacts are of particular concern for the community. Situated just down-river from the former open-burning Kenilworth Landfill and the Pepco Power Station at Benning Road, Kingman Park is still dealing with the legacy of decades-long industrial pollution. In the early 2000's, random soil testing around the RKF Fairgrounds revealed high levels industrial toxins at varying depths around the site. Development plans need to address the health impact of exposing this toxic soil to the surrounding communities. Additionally, heavy weight should be given the study of increased traffic from cars and trolleys in our community. Any impact study should include the study of additional pollution from increased traffic to the area. We advocate for transparent impact studies to be conducted, and your results made public, before any further development of this site moves forward. As a community, we value the National Capital Planning Committee's commitment to the L'Enfant and McMillian plans of incorporating park land and green spaces in the District. We advocate for scenic vistas and open-green spaces. Our community would like to have national monuments and memorials created, as they are both inspirational and timeless. We advocate for the extension of the monumental corridor into northeast in order to continue the proud tradition of honoring our Nation's great leaders. Though we support the expansion of green space, we do not advocate for, large-scale commercial development of this site because it will inevitably disrupt the historical residential character of our neighborhood. We want development that will strengthen the well-being of our neighborhood and its residents for many generations.	Thank you for your comment. No modifications were made to the element.
57	Urban Design	NPS (Matrix 12/9/15)	Pg. 17, Photo Photo of view from Cedar Hill at Frederick Douglas House - change "House" to "National Historic Site"	The narrative has been revised to address these recommendations.
58	Urban Design	NPS (Matrix 12/9/15)	Pg. 25, UD.B.2.3 ITEM #2 starts "Improve transitions between the edges of these large, natural parks and the neighborhoods that abut them" - what is intended by "improve transitions"? NPS and NCPC may need to discuss this concept further before this item is adopted.	Thank you for your comment. Transition spaces and adjacent uses to national parks should respect the character of the natural setting, wherever possible.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
59	Urban Design	NPS (Matrix 12/9/15)	Pg 32, B.5 During Constitution Gardens and Potomac Levee discussions, there was a lot of discussion regarding the importance of the view corridor down Virginia Avenue, but it is not listed as a view corridor. Based on those discussions, we believe it should be added.	Thank you for your comment. As noted in the Technical Addendum, Virginia Avenue, NW is included as a significant vista in the map titled Viewsheds Public Realm and Significant Vistas. Additionally, specific policies and graphics in Section B.4 The Monumental Core advocates for the re-establishment of the viewshed along Virginia Avenue toward the Washington Monument.
60	Urban Design Technical Addendum	NPS (Matrix 12/9/15)	Pg 17, Viewshed Map During Constitution Gardens and Potomac Levee discussions, there was a lot of discussion regarding the importance of the view corridor down Virginia Avenue, but it is not listed as a view corridor. Based on those discussions, we believe it should be added.	Thank you for your comment. As noted in the Technical Addendum, Virginia Avenue, NW is included as a significant vista in the map titled Viewsheds Public Realm and Significant Vistas. Additionally, specific policies and graphics in Section B.4 The Monumental Core advocates for the re-establishment of the viewshed along Virginia Avenue toward the Washington Monument.
61	Federal Workplace, Federal Environment	Robert (Bob) Craycraft Executive Director Waterfront Gateway Neighborhood Assn. www.dewaterfrontgateway.org (Email - 11/11/15)	Re: 10th Street redevelopment as an urban garden/thoroughfare. My concern is that the care and upkeep of this area be clearly articulated, and long-term commitments made, before any design decisions are made. Both the DC Department of Parks & Recreation and the National Park Service are deferring maintenance of parks and seeing cutbacks. The Southwest Business Improvement District (SW BID) is the logical keeper of this space, in my view, but I would like all parties involved to agree and make that commitment.	Thank you for your comment. No modifications were made to the element.
62	Federal Workplace	Committee of 100 (Letter - 12/4/2015)	We commend NCPC for the specific recommendations fostering environmental stewardship, including sustainable locations, encouraging green buildings, reducing greenhouse gas emissions, and conserving and protecting water resources. We agree that prioritizing federal workplace locations in the Central Employment Area is an important goal and will contribute to realizing other environmental goals. Based on recent experience with DC government's handling of the Walter Reed Army Medical Center (WRAMC), C100 suggests a revision in the process for disposition of excess properties with significant open space (page 15). The recommendation states that "federal agencies should work with the community to undertake plans for economic development and/or use the property or facilities for other public (including open space) and private uses." Working with the community in advance, with adequate public notice, and an opportunity to be heard, should be mandatory. After WRAMC was transferred to the DC government, the DC government pursued high-density development at the expense of preserving open space, a disappointment to many DC residents. For these reasons we believe that working with the community in advance of any federal property disposition should be mandatory, and in addition, that any future transfers of land with significant open space must include enforceable covenants to preserve specific and quantified areas of green space in perpetuity. Alternatively, consideration should be given to transferring such excess land to the National Park Service.	Thank you for your comment. No modifications were made to the element.
63	Federal Workplace	Committee of 100 (Letter - 12/4/2015)	<u>Federal Employment Levels in DC</u> The plan aims at giving the District at least 60 percent of the region's level of combined civilian and military federal employment. NCPC should establish separate goals for (i) civilian employees, (ii) uniformed military employees and (iii) civilian workers assigned to military installations. The latter two groups, especially uniformed employees, generally contribute less to the District's economy, not buying houses, furniture or other major items. Nor do military installations offer a significant source of direct, non-uniformed employment for District residents. As NCPC is aware, the security requirements of installations foreclose employment opportunities to many members of the District's minority community, where unemployment is highest. Non-military, low-security employment is most likely to maximize economic benefits accruing to the District. In a separate but related point, because many of the federal employees who work in the city live in the suburbs, the District does not reap economic benefits that correspond to its percentage of federal employment. Compare Hawaii and Alaska, where the entire impact of federal employment necessarily is felt by those states. Therefore, C100 believes it may be appropriate to establish separate goals for military and non-military federal employment in the District to give a clearer picture of the impact of federal employment on the District's economy.	Thank you for your comment. The existing 60:40 policy is a simplified method and approach to measure the region's distribution of federal employment.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
64	Federal Workplace	Committee of 100 (Letter - 12/4/2015)	<p><u>Evaluating the Central Employment Area.</u> The draft Federal Workplace Element keeps the same boundaries for the Central Employment Area (CEA) as found in the 2004 Plan. C100 agrees with the current boundaries and opposes any proposal to extend the CEA boundaries to match or approximate the expanded Downtown zones contained in the new zoning code developed through the Zoning Regulations Review (ZRR) process.</p> <p>The draft plan notes that "the Comprehensive Plan defines the CEA," but lacks a "specific process to review or update its boundaries," and suggests that an assessment tool be developed. If NCPC decides to create a formal assessment process for determining CEA boundaries, we suggest that the process be developed and adopted in conjunction with Federal Element Plan updates, when public attention is focused on the Plan.</p> <p>The draft plan also suggests expanding the traditional role of the CEA as the priority location for government offices to include an added function: serving "as a tool to support [the District's] infrastructure needs and other reinvestment efforts." This is the context for the draft plan's proposal to establish an assessment process. Using the CEA to drive reinvestment in the District requires caution. Our principal concern is that the CEA not be used as a vehicle for an ever expanding downtown, bringing maximum heights and densities to increasing areas of the city. As noted above, the new zoning regulations designate a downtown area triple the size of the existing downtown. If NCPC gives this area the CEA imprimatur, it is likely to hasten the area's actual development at downtown heights and densities. Note: The Comprehensive Plan Glossary defines the CEA as "a legal definition used primarily by the federal government ... and synonymous with the major concentration of federal and commercial land uses in the core of the District of Columbia." (Emphasis added.)</p> <p>A number of neighborhoods throughout the city need reinvestment at less than downtown densities. These areas need additional housing and improved neighborhood commercial centers and to that extent are inappropriate for CEA designation. Accordingly, we urge NCPC to think carefully about what it hopes to accomplish by using the CEA to drive reinvestment. In particular, it should consider whether an enlarged CEA is likely to contribute to ongoing displacement of longtime residents, and whether the CEA is likely to lead to jobs for residents most in need of them.</p>	Thank you for your comment, they will be considered during the reexamination of the Central Employment Area boundaries, as identified in the Action Plan.
65	Federal Workplace	Committee of 100 (Letter - 12/4/2015)	As a final note, the maps and text at pages 43-44 of the 2004 Plan provide useful background for understanding the purposes of the Federal Workplace Element and the role of the CEA. Among other things, the 2004 Plan describes in some detail the D.C. City Council's prior actions to amend the CEA boundaries and NCPC's refusal to adopt the Council's most recent revisions in 1998. We ask that this important material be included in this new version of the Federal Workplace Element.	The narrative from the 2004 Comprehensive Plan has been added as an endnote to address these recommendations.
66	Federal Workplace	Committee of 100 (Letter - 12/4/2015)	<p><u>Repurposing Federal Facilities</u> As discussed in the Draft Plan, when Walter Reed Army Hospital was closed under BRAC procedures, the site was divided between the District for development as a town center and the federal government as a site for embassies and chanceries. For the District, this is a more effective way of leveraging the federal presence for reinvestment than a CEA expansion. Giving the District control of St. Elizabeth's East Campus is another such instance.</p> <p>The Draft Plan does not address St. Elizabeth's West Campus, despite reports that plans to consolidate the Department of Homeland Security operations at that site have been abandoned. We believe the Draft Plan's silence on that site leaves a significant hole in the plan. If no final decision has been reached, which is likely the case, then a review of options for the site's future use could be included. We urge that if there is a change in plans as much of the site as possible be dedicated to uses that do not require shutting off the site to public access and improved employment opportunities for area residents. This means no high-level security requirements. This would be consistent with proposed policy FW.A.3.3 (locating federal workplaces to support the creation of employment opportunities in economically distressed areas). Instead of the CEA designation, sites identified under F.W.A.3, criteria 3 should be identified as something like "federal opportunity areas." For the reasons discussed above, such sites should not be developed to downtown heights and densities.</p>	Thank you for your comment. The Historic Preservation Element references the St. Elizabeths West Campus. In September 2015, the Commission approved the preliminary design for the rehabilitation and adaptive reuse of the Center Building on the St. Elizabeths West Campus, the new home of the Department of Homeland Security and supported the goals to reinforce the Center Building and to ensure it is structurally sound and usable as modern office space.
67	Federal Workplace	GSA, NCR OPDQ (Attached document - 12/7/2015)	<p>Page 5, Major Drivers Shaping Workplace Policy: "The potential impacts of federal consolidation and mobile workplaces on development patterns and the regional economy are not fully understood and should be carefully examined using scenariobased planning analysis or other methods."</p> <p>Comment: GSA supports the need for a study to explore "The potential impacts of federal consolidation and mobile workplaces on development patterns and the regional economy" and urges a thorough study of same.</p>	Thank you for your comment. The Action Plan identifies the need to study and evaluate the potential impacts of the changing workplace.
68	Federal Workplace	GSA, NCR OPDQ (Attached document - 12/7/2015)	<p>Page 7 Total Workplace: The 1800 F numbers (and photo) in the case study are incorrect.</p> <p>Comment: The case study mixes RSF and USF. GSA uses USF when calculating utilization rates, recommends using USF throughout. Also note, only Phase 1 of the project has been completed. The correct USF and occupancy numbers are:</p> <ul style="list-style-type: none"> ● Pre-Renovation: 459,410 USF - 2200 Occupants - 208 usf/pp ● After Phase 1: 518,544 USF - 3000 Occupants - 172 usf/pp ● After Phase 2: 578,927 USF - 4500 Occupants - 129 usf/pp ● Each section of the in-fill added about 60,000 USF ● 2300 Seats Total 	The narrative has been revised to address the recommendation.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
69	Federal Workplace	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 16, SECTION C: Policies Related to Reuse of Federal Space and Land, Swap-Construct Exchanges Comment: Recommend replacing "Swap-Construct Exchanges" to the GSA terminology "Acquisition and Exchange".	The narrative has been revised to address the recommendation.
70	Federal Workplace	Arlington County (Email - 12/7/2015)	Federal Workplace Element – As a participant in the Metropolitan Washington Council of Governments, Arlington understands and appreciates the challenges and opportunities related to locating federal workplaces and supports the policies stated in the document.	Thank you for your comment. No modifications were made to the element.
71	Federal Workplace	WMATA (Email Letter 12/7/15)	FW.B.4: Expand to include non-motorized modes in addition to multi-occupant modes.	This policy has been revised to address your comment.
72	Federal Workplace	WMATA (Email Letter 12/7/15)	FW.B.9: Expand the master planning process to include access elements to buildings from surrounding streets and transit facilities. This is critical for transit and non-motorized modes to be considered as viable modes for federal workers.	This policy has been revised to address your comment
73	Federal Workplace	WMATA (Email Letter 12/7/15)	FW.B.17: Expand to include ADA accessibility for those connections between the primary pedestrian entrances and transit.	This policy has been revised to address your comment
74	Federal Workplace	DCOP (Email Letter 12/7/15)	General Recommend that the Federal Workplace Element is consistent with "A Study of Workforce Housing, Transportation and Employment Decisions: Implications for Siting Future Federal Facilities" that was completed in 2011. OP can make this study available to NCPC, if needed.	Thank you for your comment and making the report available for NCPC review. The narrative has been revised to reference this study completed in 2011.
75	Federal Workplace	DCOP (Email Letter 12/7/15)	p.5, Freeze the Footprint Recommend joint planning and consideration of local and federal interests as it relates to implications of redeveloped federal buildings and spaces.	Thank you for your comment. The DC Office of Planning has been added as partners in the study identified in the Action Plan for future joint planning and consideration of both federal and local interests.
76	Federal Workplace	DCOP (Email Letter 12/7/15)	p.9, Map Consider adding a link to the LRA's website: www.walterreedlra.com	The narrative has been revised to address the recommendation.
77	Federal Workplace	Jane Engvall (Email 12/8/15)	Reference to "Reduce the Footprint" should be provided in lieu of, or in addition to the page five reference to "Freeze the Footprint".	The narrative has been revised to address the recommendation.
78	Federal Workplace	NPS (Matrix 12/9/15)	Pg. 5, Freeze the Footprint We understand that the "Freeze the Footprint" may be expanded in some manner to "reduce the footprint". While it may not be official policy yet, does it make sense for the Comp Plan to more strongly anticipate this change? It is implied by the final sentence of this section but not clearly stated as a policy direction.	A new policy has been added in Section C: Policies Related to Reuse of Federal Space and Land to address the recommendation.
79	Federal Workplace	NPS (Matrix 12/9/15)	Pg. 5, Paragraph 16 Caption for the photo of the West Heating Plant mentions conversion to condominiums, but does not mention the public park component of the proposed redevelopment and how it ties into the Georgetown Waterfront Park.	The narrative has been revised to address the recommendation.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
80	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	<p>While foreign missions rightly belong in the capital city, it is important that they be respectful of the places they are located. This is true of ambassadors' residences and international organizations, as well as chanceries, where all the critical policies are currently focused.</p> <p><u>Apply Chancery Policies More Broadly</u> We strongly urge that the proposed Policies Related to Chancery Facilities also be applied to Ambassadors' Residences and International Organizations. The current policies for the latter two are too limited and inadequate to address the kinds of impacts such can have. The Urban Design, Historic Preservation, Open Space and Parkland, and Access policies to be applied to Chancery Facilities would also be appropriate for Ambassadors' Residences and International Organizations. This would also help emphasize the importance of ambassadors' residences and international organizations being sensitive to residential neighborhoods.</p>	The narrative has been revised in Section D: Policies Related to Ambassadors' Residences to address the recommendation by stating that many of the preceding policies related to urban design, historic preservation, open space and parkland, and access are applicable to this section. Section E: Policies Related to International Organizations already refers to the preceding policies.
81	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	<p><u>Protecting Neighborhoods</u> We would like to see stronger policy statements throughout this element that explicitly reference avoidance of adverse impacts on residential neighborhoods and protection of the existing urban fabric. The most elaborated policies are articulated for chanceries, but ambassadors' residences and international organizations can have significant impacts, as well. Special functions, parking, setting up and dismantling for events, and delivery trucks have negative impacts on residential neighborhoods. In addition, as security fences and guard booths have become increasingly necessary, so has the importance of making sure that they are sensitive to neighborhoods. These activities and improvements can have significant impacts whether they are associated with chanceries, ambassadors' residences, or international organizations.</p> <p>We specifically recommend that the policies on foreign missions be strengthened in regard to avoiding adverse impacts on residential neighborhoods in addition to being "sensitive to the character and use patterns of the city's neighborhoods" (p. 1 opening statement). For example, we suggest on page 1, paragraph 2) it say, "...acknowledge and maintain the unique characteristics of Washington's neighborhoods." Foreign missions (including ambassadors' residences and international organizations) should be sympathetic to and compatible with their neighborhood.</p>	The narrative has been revised in Section D: Policies Related to Ambassadors' Residences and Section E: Policies Related to International Organizations to address the protection of residential neighborhoods. See NCPC's response to comment on #80.
82	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	We also suggest that some additional policy attention be given to guard booths, fences, and other security improvements. These have recently become quite contentious and some additional policy guidance would be helpful. Specifically, we believe there needs to be a stronger policy statement about having ambassadors' residences compatible with the residential neighborhood, while recognizing security requirements. Fences and other security improvements can significantly undermine the open, residential feel of a neighborhood especially when they are allowed on public space.	The narrative has been revised to address the recommendation. See NCPC's response to comment on #80.
83	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	<p><u>Locating Chancery Facilities</u> The location of chanceries (which are essentially office buildings) in residential areas is undesirable. We therefore recommend that the statement on page 14 be changed from "Evaluate the availability of chancery sites in matter-of-right areas prior to considering sites within areas that are primarily residential in nature." to "Give priority to locating chanceries in matter-of-right areas prior to considering sites within areas that are primarily residential in nature." It appears that the locations where chanceries will be permitted as a matter-of-right will be greatly expanded under the newly approved DC zoning regulations. A map that identifies the areas where chanceries may locate as a matter-of-right would be very helpful.</p>	Thank you for your comment. Existing policies FM.B.1 and FM.B.2 support priority consideration for the location of chancery facilities at the proposed foreign missions center and in matter-of-right areas.
84	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	On page 12 in the second paragraph it says: "These areas should have special building heights consideration . . ." This vaguely alarming statement should be deleted or elaborated to explain what is meant.	The narrative has been revised to state, "Future chancery development areas should consider building mass and scale, and provide adequate and secure siting for foreign missions."
85	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	On page 12 in the third paragraph, why is there a distinction being made "in areas where chancery uses are already present"? Wouldn't new ones be expected to have similar impacts? We suggest that introductory phrase be deleted.	The narrative has been revised to address the recommendation.
86	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	On page 12 in the fourth paragraph it says that "chancery functions" should be "sensitive to the character and use patterns of the city's neighborhoods". We recommend that this be changed to say "chancery and chancery functions" since they both ought to be sensitive.	The narrative has been revised to address the recommendation.
87	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	On page 14, suggest rewording FM.B.4 to say "Locate chancery facilities in area where adjacent existing and proposed land use and zoning are compatible (e.g., office, commercial, and mixed use), giving special care to avoiding residential areas and protecting the integrity of residential areas nearby."	Thank you for your comment.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
88	Foreign Missions & International Organizations	Committee of 100 (Letter - 12/4/2015)	On page 16, add “events” to FM.C.17 and strengthen the public space protection policies in FM.C.22.	The policies have been revised to address the recommendations.
89	Foreign Missions & International Organizations	Arlington County (Email - 12/7/2015)	Foreign Missions & International Organizations Element – Arlington supports and encourages the efforts to introduce policies related to Foreign Missions and International Organizations.	Thank you for your comment. No modifications were made to the element.
90	Foreign Missions & International Organizations	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FM.A.2 to “Identify underutilized, already developed areas for the future location of foreign missions.”	Thank you for your comment. The recommended policy suggests only identifying future locations of foreign missions in underutilized, already developed areas. As stated in the Action Plan, the study will identify potential specific sites for the development of one or more new foreign missions centers. This study would help identify the types of areas appropriate for future location of foreign missions.
91	Foreign Missions & International Organizations	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Add a new policy that says “ FM.A.5: Incorporate sustainable design practices while prioritizing green space when expanding or redeveloping embassies or chanceries. ”	Thank you for your comment. There are two existing policies that address sustainable design (FM.C.7) and green space (FM.C.12). The policy FM.C.7 has been revised to address this recommendation.
92	Foreign Missions & International Organizations	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FM.B.3 to “Locate chanceries where they would support neighborhood revitalization and economic development, particularly on already developed sites to preserve existing green spaces. ”	Thank you for your comment.
93	Foreign Missions & International Organizations	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FM.B.5 to “Renovate, expand, or reuse an existing chancery to the extent consistent with the Foreign Missions Act, and while protecting existing trees. ”	Thank you for your comment. Existing policy FM.B.5 provides policy guidance on the location of chanceries. The policy FM.C.12 has been revised to address this recommendation.
94	Foreign Missions & International Organizations	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Referencing page 12, “The U.S. Department of State is preparing a master plan for a new foreign missions center on a 43.5-acre portion of the former Walter Reed Army Medical Center campus...”Casey Trees has performed an analysis of existing tree canopy (22.9%), proposed tree canopy (19.7%), and potential tree canopy (32.7%) for this site (see attachment). We recommend planting additional trees on this site wherever possible.	Thank you for your comment.
95	Foreign Missions & International Organizations	DCOP (Email Letter 12/7/15)	p.13, First paragraph, second to last sentence It appears that the word “areas” should be included in the sentence, so that it reads: “The location of chanceries on sites outside of the matter-of-right areas is subject to the review of the District of Columbia BZA”.	The narrative has been revised to address the recommendation.
96	Foreign Missions & International Organizations	DCOP (Email Letter 12/7/15)	p.14, Section A, First paragraph Recommend that it be reworded to: “As the seat of our nation’s government and an important diplomatic center, future development opportunities should be provided within the District of Columbia for new chanceries so that foreign missions will not have to relocate outside the boundaries of the nation’s capital city”.	The narrative has been revised to address the recommendation.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
97	Foreign Missions & International Organizations	DCOP (Email Letter 12/7/15)	General Recommend using "nation's capital city" throughout, rather than simply "nation's capital".	Thank you for your comment.
98	Transportation	Committee of 100 (Letter - 12/4/2015)	<p>C100 is pleased to see the continued emphasis in the Transportation Element on the close coordination of modes, the expansion of transit and non-SOV means of travel, and encouragement of transportation management plans (TMP) for smaller federal work sites. We would like to see more consideration of the need for improvements to accommodate growing commuter rail, and we suggest that more thought should be given to the impact of evolving technologies on transportation strategies, including the safety and cost factors of for-hire services. In our comments below we also note an absence of consideration of the impact of streetcar wires and the need for analysis of modern propulsion systems.</p> <p>C100 appreciates inclusion of the breakdown of Federal employee commuting patterns between 1994 and 2008 (page 2), and we are encouraged to see that the decrease in commuters using single occupancy vehicles (7%) and decrease in carpooling (2%) has been made up by a nine percent increase in commuter transit. C100 strongly suggests that to better evaluate this trend, transit should be broken-out by Metrorail, Metrobus, commuter rail and Amtrak. Such a breakout will demonstrate that the smallest contributor to transit, commuter rail, has the greatest potential to carry additional commuters. Currently, MARC trains have an average weekday ridership of 36,685 and VRE has a daily average ridership of 18,000 (page 2). Current plans of MARC show that ridership will increase to 75,000 daily riders by 2040 (MARC Growth and Investment Plan Update 2013 to 2050, September 9, 2013). VRE projects they will be able to carry up to 50,000 weekday passenger trips by 2040 (Virginia Railway Express System Plan 2040 Brochure, March 27, 2014, page 3). The total amounts to 125,000 riders per day, or five times the number of commuters that the new Metrorail Silver line can carry.</p> <p>Just as page 3 of the Plan states that "The federal government can support these future transit facilities and reinforce the region's planned Regional Activity Center-based growth as developed in the MWCOG's Region Forward Plan", so also the federal government needs to support and reinforce the future transit plans of MARC and VRE, as well as the new DC Rail Plan that is now being prepared.</p>	<p>The narrative has been revised on pg. 3 to include other future transit plans in the region.</p> <p>Thank you for your recommendation and additional information, however, at this time, a breakdown of transit type used by Federal employees will not be provided.</p>
99	Transportation	Committee of 100 (Letter - 12/4/2015)	<p><u>Transportation Management Plans (TMP)</u> C100 applauds requiring specific proposed actions and timetables for TMP implementation. However, C100 recommends that NCPC tie this section more closely to Section B. Policies Related to Transportation Demand Management and Section D. Policies Related to Parking and Parking Ratios, including combining them to avoid overlap and redundancy. For example, in our comments below on parking, we describe current city plans to omit parking requirements for new developments in the expanded downtown area, as posing potential consequences for federal agencies, current TMPs, and the affected communities. This could be more clearly described and recommendations made more meaningful if these related items were discussed as one set.</p>	<p>The sections in the Transportation Element have been rearranged for clarity purposes.</p> <p>The narrative has been revised to address this recommendation.</p>
100	Transportation	Committee of 100 (Letter - 12/4/2015)	<p><u>Integrated Regional Transit</u> We were pleased to see in the introduction under Growth of Regional Transit that the growing role of commuter rail (CR) in the region is identified. However, except for a general call to expand levels of service for CR (T.C.2), there is no further discussion of the serious impediments to new commuter rail capacity posed by rail infrastructure at capacity and the need for public-private cooperation to address the issue, especially to relieve congestion at and near the Long Bridge. The Federal government could play a very useful and constructive role in addressing this need. We also think CR should be mentioned in T.C.5.</p> <p>We support the goal (T.B.4, page 5) to "Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times..." Currently there are only two multi-modal facilities that serve commuter rail: L'Enfant Station and Union Station. MARC has instituted reverse commute and weekend service. In the future, VRE plans to "thru-run" trains from Virginia through Union Station and on to Maryland.1 The construction of commuter rail stations along the Penn, Brunswick and Camden Lines in proximity to existing Metro station would optimize the utilization of the thru-running VRE trains and reverse commuting MARC trains and provide connections between Metrorail stations.</p>	<p>The narrative has been revised to address this recommendation. The policy T.C.5 has been revised to include commuter rail.</p>
101	Transportation	Committee of 100 (Letter - 12/4/2015)	<p>T.C.3 mentions the Northeast Corridor and points south, but we believe that encouraging use of Amtrak should be included also in Section G on non-auto transportation and tourism. While the Maryland and Virginia communities have similar characteristics in terms of commuters who work in DC, the two-to-one difference in MARC versus VRE ridership (MARC: 36,000+, VRE: 18,000) demonstrates an infrastructure problem that needs to be addressed. Capacity constraints imposed by the Long Bridge and the SW tracks are major reasons for the difference in Maryland versus Virginia commuter rail ridership. They are bottlenecks to commuter, passenger and freight rail that cross the Potomac River. Page 12 of the draft underscores the importance of "reducing the barrier-effect of the Potomac and Anacostia Rivers." Previous and ongoing plans assume that expansion of the Long Bridge and the provision of four tracks in SW for freight and passenger rail will accommodate freight, passenger and commuter rail. But because of the narrow width of the depression in which the tracks are located along Maryland Avenue, the three SW tracks cannot be expanded to four tracks. Separation of commuter rail and Amtrak from freight rail with a new, separate river crossing for freight would relieve these capacity constraints. In 1997 NCPC proposed a rail tunnel under the Potomac River between Virginia and Anacostia in their plan Extending the Legacy: Planning America's Capital for the 21st Century. In Virginia, the tunnel was proposed to begin south of National Airport and in Anacostia, the alignment would follow the Shepherds Branch tracks.</p>	<p>Thank you for your comment. The policies have been written to support multiple modes of transportation and not only the use of Amtrak.</p>

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
102	Transportation	Committee of 100 (Letter - 12/4/2015)	The Comprehensive Plan should endorse DDOT's recent effort to develop a comprehensive DC Rail Plan. The rail operations in DC consist of freight (CSX and NS), passenger (Amtrak) and commuter (MARC, VRE and Amtrak Virginia2). Except for the NE Corridor, commuter and passenger rail in DC operate on tracks owned by CSX that also controls schedules and priorities. Additionally, much of Metrorail's above-ground trackage is located in or adjacent to Amtrak and CSX rights-of-way. The Rail Plan should detail heavy rail safety and hazardous cargo issues near the nation's capital and what a heavy rail accident could mean for both the safety of residents in DC and rail backups down the East Coast. The recent decision that the Federal Transit Administration takeover the safety oversight and enforcement for Metrorail means that DC needs to have similar safety oversight over heavy rail. The Comprehensive Plan should support and reinforce the development of the DC State Rail Plan.	The narrative has been revised on page 3 to support future transit plans in the region including the DC Rail Plans.
103	Transportation	Committee of 100 (Letter - 12/4/2015)	<u>Parking and Parking Ratios</u> We find T.D.1 and T.D.2 inconsistent and suggest they be combined. C100 agrees with the statement in the introduction that "Federal, state, and local land use and transportation policy decisions are interconnected, and must be coordinated to develop long-term solutions for the success of the region". We also agree that the federal government is in "a unique position to provide leadership regarding transportation decisions". In that regard, we believe that the NCPC's approach to parking seems to be driven by an abstract formula that fails to take into account the potential consequences—largely unexamined by the city—of several District policies that will result in substantial changes in parking supply. The new zoning regulations omit parking requirements for new developments in the expanded downtown and thus affect any assumptions about parking for federal workers. Decisions on how much parking to provide will be left entirely to the private for-profit sector. Thus, private parking supply in the downtown area cannot be influenced by public policy. The important and growing concern over neighborhood parking in areas that are contiguous to Federal facilities needs to be addressed realistically and steps taken to provide adequate parking for federal employees so as not to exacerbate this problem. Logically, the TMPs would be the place to directly address this issue and agencies should also analyze locations with this in mind when TMPs are not required.	Thank you for your comment. Policies T.D.1 and T.D.2 are not inconsistent with one another.
104	Transportation	Committee of 100 (Letter - 12/4/2015)	NCPC should also look at DDOT's Curbside Management Study as it relates to the growing challenges of servicing businesses and offices in DC. DDOT's approach is to recognize that a range of options is needed to meet the varied needs of diverse neighborhoods and areas of the city. The report acknowledges that public space cannot accommodate the growing number of users for finite curbside space and that trade-offs will be necessary. The Zoning Commission has further complicated the potential citywide dialogue that DDOT envisions by limiting private developers' responsibility for providing off-street parking and loading to accommodate newly created demand, thus transferring the demand to the public curbside. We agree with the recommendation T.D.5 that parking should be placed below ground. But the city's policies that require little to no parking are forcing more and more parking to the streets without data showing a decrease in demand or absolute numbers of car ownership. Realistic Federal parking policies must be accompanied by careful analysis of the implications of changes in the DC zoning regulations, and the city's response to the challenges posed in the Curbside Management Study.	Thank you for your comment. As identified in the Action Plan, the Parking Study will evaluate the existing parking ratios.
105	Transportation	Committee of 100 (Letter - 12/4/2015)	<u>Streetcar Wires</u> We strongly urge NCPC to include its concerns about overhead streetcar wires, perhaps in the Urban Design Element. Overhead streetcar wires are expensive and potentially unnecessary. The installation of stanchions and overhead wires on the H St./Benning Rd., NE streetcar route is unsightly and not befitting the future of this rapidly developing area. The proposed extension of the streetcar from Union Station to Georgetown will directly impact the views embedded in the L'Enfant Plan if overhead wires are used. NCPC has long been concerned about the presence of overhead wires from streetcars, issuing a report on the topic in 2006. In a Jan. 25, 2007 (NCPC File NO. 6686) extract from the staff recommendations, the Executive Director noted: <i>The Commission has a federal interest in retaining and protecting the nationally recognized and significant open vistas of the rights-of-way of the L'Enfant Plan, which is protected by listing in the National Register of Historic Places and in the D.C. Inventory of Historic Sites. The recommended approval of the demonstration project does not connote the Commission's acceptance of a future streetcar system that uses an overhead contact system within the L'Enfant City and Georgetown. DDOT should return to the Commission for review of every segment of a streetcar system. Both the District of Columbia government and the National Capital Planning Commission share the goals of protecting the integrity of Washington's characteristic open streets and of meeting public transit service needs. These goals should be weighed together and a streetcar system should be considered as a whole before irrevocable decisions are made concerning one segment.</i> DC is currently in violation of DC Code § 9-1174 that requires DDOT to file a comprehensive assessment of Advances in Propulsion Technology by January 1, 2014 and every three years thereafter. The city has not undertaken a detailed study of new technologies as required by the law. In addition, DC Code § 9-1173 also requires DDOT to initiate further technical studies about the best technology fit for DC. The law on streetcar system expansion requires that, prior to the expansion or construction of aerial wire-powered streetcar transit beyond the H Street/Benning Road line, authorized pursuant to § 9-1171, the Mayor shall develop a plan for the use of aerial wires for each phase or extension of the streetcar transit system and submit the plan to the Council, along with a written report. DDOT has ignored these laws, thus leaving unrestricted any use of aerial wires.	Thank you for your comment. The overhead streetcar and utility wires are addressed in the Federal Urban Design Element.

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106	Transportation	Arlington County (Email - 12/7/2015)	<p>Transportation Element – Arlington commends the revised policy area name “Policies related to Integrated Regional Transit.” Arlington is supportive of the general direction and most of the specifics. A few detailed comments related to the Transportation Element are listed below:</p> <p>T.A.6 - Impact studies should include transit, bike, and pedestrian access issues, and mitigation measures should be identified to preserve or replace lost transit/pedestrian/bike access as necessary.</p> <p>T.B. (General) - In addition to transit fare subsidies for federal employees, another potential incentive could be Capital Bikeshare memberships.</p> <p>T.B.5 - In addition to transit fare subsidies for federal employees, another potential incentive could be Capital Bikeshare memberships.</p> <p>T.C. (General) - An additional item is needed: “Coordinate with local and regional TDM agencies to provide marketing and travel information to employees.”</p> <p>T.C.1 - This item should specifically mention Metrorail core capacity as a distinct need from capacity/service expansion in general.</p> <p>T.C.6 - This item should mention the necessity to improve pedestrian, bike, and local transit access to intermodal transit centers within regional activity centers. For example, these transit centers need adequate sidewalks emanating outward from them.</p>	<p>Policy T.A.6 and policy T.C.1 have been revised to address the recommendations. Please refer to policy T.E.2, which encourages the opportunity to employ bicycle share programs and existing policy T.E.1 and new policy T.A.7 to address accessibility.</p>
107	Transportation	Arlington County (Email - 12/7/2015)	<p>T.D.5 - In addition to environmental sensitivity, above ground parking structures should also be sensitive to the urban context surrounding them, and utilize good urban design principles such as being wrapped by retail or office uses.</p> <p>T.D.12 - For suburban federal facilities beyond 2,000 feet from a Metrorail station, it may be appropriate to have distinct parking ratios if there is a light rail, streetcar, or BRT station nearby.</p> <p>T.E.4 - In addition to multi-use trails, this item should also support protected bike lanes. Protected bike lanes (also called cycletracks) are bike lanes that are physically separated from car lanes via bollards, a curb, etc. They are the onroad equivalent of a trail, and provide a higher level of safety and service compared to regular bike lanes.</p> <p>T.G.4 - The last word in this item should be “nodes” rather than “notes.”</p> <p>T.G.8 - This item should not be specific to the District of Columbia. Arlington also has challenges in managing tour bus operations. Arlington suggests rewording this item to “Participate in efforts to manage...” Additionally, this item should mention long-distance commuter buses in addition to tour buses, which share many of the same issues.</p>	<p>Policy T.D.5 has been revised to include the surrounding context. The parking ratio (1:15 - 1:2) developed for suburban federal facilities beyond 2,000 feet from a Metrorail station in existing policy T.D.12 are intended to be used as a goal for federal agencies. Federal facilities located closer to other transportation facilities, are expected to adjust to the more stringent parking ratio goal. Policy T.E.4 has been revised to consider separate trails in addition to multi-use trails. Policy T.G.4 does not have the word nodes or notes. Policy T.G.8 has been revised to address recommendation.</p>
108	Transportation	Alex Block, DowntownDC BID (Email - 12/7/2015)	<p>T.B.5 Stronger language would be welcome: charge market rates for parking.</p>	<p>Thank you for your comment.</p>
109	Transportation	Alex Block, DowntownDC BID (Email - 12/7/2015)	<p>T.D.1 Providing parking only for those that are unable to use other modes is good, but 'unable' is an open-ended term. Providing parking at market rates should better inform decisions about how much parking is really needed for these facilities. By not charging the market rate for parking, the Federal Government is distorting the true demand for parking.</p>	<p>Thank you for your comment.</p>
110	Transportation	Alex Block, DowntownDC BID (Email - 12/7/2015)	<p>T.E The biking plan elements are excellent.</p>	<p>Thank you for your comment. No modifications were made to the element.</p>
111	Transportation	Alex Block, DowntownDC BID (Email - 12/7/2015)	<p>T.F should include language about avoiding unnecessary or duplicative circulators and instead focus on partnering with local transit operators and providers to use the local transit system for Circulator routes - or allow the public to utilize these federally provided services.</p>	<p>Thank you for your comment. As stated in policy T.F.4, the operation of shuttles should be in areas with inadequate local service. The narrative has been revised to avoid an overlap in services.</p>
112	Transportation	Alex Block, DowntownDC BID (Email - 12/7/2015)	<p>Add a requirement to analyze existing transit networks and provide a rationale for why a shuttle is needed. If existing public transit services are insufficient, look to first add service by funding additional transit services via an agency's TMP.</p>	<p>Thank you for your comment. The Transportation Management Plan is intended to help federal facilities operate in a more sustainable manner including reducing traffic congestion near federal facilities and parking needs. The Transportation Management Plan should identify whether they need to provide a shuttle.</p>

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113	Transportation	WMATA (Email Letter 12/7/15)	<p>Page 1: Metro conducts both a Metrorail and Metrobus passenger survey every five years. Our 2012 Metrorail survey indicated that 42 percent of peak period passengers are federal employees. Our 2014 Metrobus passenger survey indicated that 16 percent of peak period passengers are federal employees. We have recommended that the Metro Facts sheet online be updated and would appreciate the NCPC Comprehensive Plan be updated accordingly.</p> <p>Additional information can be found on PlanItMetro about Metro's customers who are federal employees as we recently released a multi-part series. The first post can be found here: http://planitmetro.com/2015/11/19/metros-federal-customers-a-snapshot-1-of-5/</p>	The narrative has been revised to address the recommendation and to reflect the new percentages.
114	Transportation	WMATA (Email Letter 12/7/15)	T.A.6: Expand the policy to also assess the project/master plan's impact on the transit network and surrounding stations. Some of Metro's stations and bus routes, especially in the system's core and during the peak travel times, experience severe crowding conditions. Mitigation measures to support transit should be included in the Transportation Management Plan (TMP) goals.	The policy has been revised to address the recommendation.
115	Transportation	WMATA (Email Letter 12/7/15)	Section A: Perhaps mode share targets in each transportation management plan, dependent on the facility's distance from transit and non-motorized transportation access, could be defined and added.	The narrative has been revised to identify mode share targets in Transportation Management Plans. Please note that multiple sections have been rearranged in the update.
116	Transportation	WMATA (Email Letter 12/7/15)	T.B.5: Free and/or heavily subsidized parking has repeatedly been shown to be an impetus for single occupancy vehicle use. Metro has strongly advocated for the restoration of parity in the federal transit benefit between transit and parking. We encourage NCPC to take a stronger leadership role in advocating the same.	Thank you for your comment. The Transportation Element includes an existing policy to not subsidize SOV commuting or parking.
117	Transportation	WMATA (Email Letter 12/7/15)	T. C.1: Metro welcomes federal support for Metrorail and Metrobus capacity and service expansion; however, while some segments of Metro's rail and bus network that are at or exceed capacity, there are many other parts of the network that are underutilized. Metro encourages the federal government to continue to lead the region and work with Metro and the local jurisdictions as they continue to pursue development around rail stations and on bus lines that have excess capacity. In 2012, a Memorandum of Understanding (MOU) was signed between Metro and the General Services Administration (GSA) to explore and possibly develop transit-oriented development projects anchored by a federal agency on one or more underutilized or vacant Metro parcels near rail stations. We appreciate the continued relationship with GSA and NCPC to turn these opportunities into reality. While land use is discussed more in the Federal Workplace Element FW.A.3, smart land use is one of the most effective strategies for ensuring that transportation demand management policies are implemented.	Thank you for your comment. NCPC staff supports the continued coordination between Metro and GSA to explore transit development project locations that are underutilized or vacant near rail stations. The Federal Workplace Element, policy FW.A.3.1, includes a policy for the federal government to consider when locating federal facilities within walking distance of existing or planned fixed route transit services.
118	Transportation	WMATA (Email Letter 12/7/15)	T.C.1: Expand to include the preservation of bus garages and consideration of bus layover and mid-day parking space in or near the downtown core.	Thank you for your comment. The Visitors & Commemoration Element include policy VC.A.5, to 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. The Action Plan identifies the tour bus and commuter bus operations and parking management project and The Action Plan has been revised to include WMATA as a partner for the coordination of projects on this specific topic.
119	Transportation	WMATA (Email Letter 12/7/15)	Section C: Add a policy that specifically identifies accessibility of the regional transit system for all users and is inclusive of elements required by the ADA. This would include accessible pathways to bus stops, landing pads, sidewalks, and curb ramps, but would also stress that ADA customers need continuity across an entire walkshed.	A new policy T.A.7 has been added to address this recommendation.
120	Transportation	WMATA (Email Letter 12/7/15)	T.E.1: Expand to include trail and sidewalk connections to transit stations and bus stops.	The policy has been revised to address the recommendation.
121	Transportation	WMATA (Email Letter 12/7/15)	Section F: Metro supports private circulators as a first/last mile solution to encourage transit use; however, we recommend adding a policy that encourages working with local transit station owners such as WMATA, MARC, and VRE to ensure that the station infrastructure is equipped to handle private shuttles and circulators.	A new policy T.F.5 has been added to address the recommendation to work with local transit station owners when handling private shuttles and circulators.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
122	Transportation	WMATA (Email Letter 12/7/15)	T.H.6: Expand to include pedestrian, bicycle, and ADA modes.	The policy has been revised to address the recommendation.
123	Transportation	DCOP (Email Letter 12/7/15)	p. 1, 1st line Recommend inserting the word “accessibility” because that is the transportation objective most directly related to TOD. The federal government’s goal to “improving regional mobility, accessibility, and air quality through transportation alternatives and transit-oriented development.” Greatly appreciate NCPC’s recognition of TOD as an important strategy to realize these goals. Suggest noting both “air quality” and “environmental quality” since these strategies can improve a broad array of environmentally important outcomes beyond air quality, from urban systems to farmland and habitat preservation to the health of the Chesapeake Bay and its watershed. Environmental quality includes other factors that affect both urban and rural systems.	The narrative has been revised to address the recommendation.
124	Transportation	DCOP (Email Letter 12/7/15)	p. 1, final paragraph Recommend including the unique role of the Federal government in transportation infrastructure and ensuring that appropriate contributions are made.	The narrative has been revised to address the recommendation.
125	Transportation	DCOP (Email Letter 12/7/15)	p. 2, last paragraph Recommend that GSA’s new workplace siting policy, essentially reinforcing TOD siting standards, is incorporated.	The narrative has been revised to address this comment.
126	Transportation	DCOP (Email Letter 12/7/15)	p. 3, 3rd paragraph Recommend including an acknowledgement of needing a transportation system that can be adaptive to the changing needs of the workforce, such as teleworking.	The narrative has been revised to address this comment.
127	Transportation	DCOP (Email Letter 12/7/15)	p. 4, 4th paragraph Text states “These plans should be designed to attain higher parking ratios...”. The District has been striving to lower parking requirements through the ZRR and other means. Final sentence, replace “by complimentary” with “be complimentary”.	The narrative has been revised to address this comment.
128	Transportation	DCOP (Email Letter 12/7/15)	p. 4, policy T.A.3 Recommend that analysis include the availability and expansion of Capital Bikeshare at both home and office locations.	The policy has been revised to address the recommendation.
129	Transportation	DCOP (Email Letter 12/7/15)	p. 6, Section C Recommend an explicit acknowledgment that filling critical gaps in the pedestrian and bicycle network around transit facilities would increase transit ridership.	The narrative has been revised to address this comment.
130	Transportation	DCOP (Email Letter 12/7/15)	Section D (Parking) Recommend including an acknowledgement of the varying costs of parking and the importance of having other alternatives.	The narrative has been revised to address this comment.
131	Transportation	DCOP (Email Letter 12/7/15)	Section E (Active Commuting/Bicycling) Recommend noting that Capital Bikeshare is a regional system, and that suburban locations have varying degrees of bikeability and opportunities for improved services.	The narrative has been revised to address this comment.

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132	Transportation	DCOP (Email Letter 12/7/15)	General Effort should be made to reconcile any issues between security and mobility priorities.	Thank you for your comment. Potential conflicts between security and mobility should be reconciled and minimized.
133	Transportation	NPS (Matrix 12/9/15)	Pg. 10 Section should reference the Districts Bikeshare Development Plan and suggest ways that the federal government could participate in the Districts goal to expand the system while also increasing non-motorized transportation use by visitors and employees.	The narrative has been revised to address this comment.
134	Transportation	NPS (Matrix 12/9/15)	Pg. 10, T.E.4 States support the development of a continuous system of multi-use trails for hikers and bikers in the region, with an emphasis on bicycle commuting. The needs of these groups are very different and is often not appropriate (or safe) to lump them together. Consider splitting this out to provide separate facilities for the different types of users.	The policy has been revised to address the recommendation.
135	Transportation	NPS (Matrix 12/9/15)	Pg. 12, T.G.8 When looking to manage tour buses (anywhere in the elements) include commuter buses, not just tour buses as both need to be managed regionally more effectively. Right now they are not being studied as a combined problem.	The policies and narrative have been revised to address this recommendation.
136	Federal Environment	Committee of 100 (Letter - 12/4/2015)	We commend a number of policy items included in the Federal Environment Element: Lighting and noise pollution have significant impacts on both human populations and wildlife. Scientists concur in recent studies (see Cornell Ornithology Lab) that elevated noise levels can reduce the success of nesting birds in urban areas. Noise levels at airports and similar high-decibel environments are noted by the European Union as carrying major human health risks—increased risk of heart attack and health conditions exacerbated by poor sleep environment close to airports and similar sites. Dense urban overlighting is a major factor in bird strikes and difficulties in seasonal migration. We concur that the federal government can lead the way with reductions in night-time lighting (dusk to dawn) in individual building lighting (interior, rooftop, perimeter security and exterior uplighting) that impacts bird populations; along with retrofits and new construction that increases reductions in artificial lighting with use of daylighting as a health benefit for people.	Thank you for your comment. The Federal Environment Element supports a number of policies to help reduce the impacts from light and noise pollution on both human and wildlife populations.
137	Federal Environment	Committee of 100 (Letter - 12/4/2015)	The Federal Environment element notes the significant “interconnectedness [of federal assets] to environmental resources beyond [the District of Columbia’s] borders” and that “environmental policies within the region affect populations and ecosystems beyond those of the region itself.” C100 notes that nearby jurisdictions, for example, Montgomery County and Prince George’s County MD, are responsible for and have a significant role in ensuring the health and well-being of the city’s rivers, habitats, and wildlife, for example: management plans for Paint Branch and Northwest Branch Watersheds which are major tributaries of the Anacostia River; stream and creek restoration; abatement of nutrient and sedimentation; urban wastewater management; spread of animal and plant disease; and wildlife corridors that are contiguous with the District. We encourage strengthening relationships with Maryland and Virginia agencies and NGOs (nongovernmental organizations) as partners in achieving sustainable ecosystems throughout the region, with thorough coordination and targeted joint initiatives.	Thank you for your comment. The Federal Environment Element supports coordination and partnerships between federal, state, and local jurisdictions in order to achieve a more sustainable ecosystem throughout the region.
138	Federal Environment	Committee of 100 (Letter - 12/4/2015)	Biodiversity and wildlife habitat are integrated into the Federal Environment element as significant components for success on a regional level. The recent District of Columbia Urban Wildlife Action Plan is a well-researched compilation of the status of species from a decadal study, with identification of newly discovered species as well as species added to the endangered list. There is the strong potential for synergy between the federal government and District of Columbia’s Department of Environment & Energy through cooperation and adoption of initiatives: for example, creation and expansion of meadows, use of native trees and plantings, improved management of urban parks (e.g., Farragut Square) with bird/pollinator habitat and rain gardens.	Thank you for your comment. Additional information on DC’s Wildlife Action Plan has been added to Section H: Policies Related to Wildlife in the Federal Environment Element.
139	Federal Environment	Committee of 100 (Letter - 12/4/2015)	Environmental justice is identified in the Federal Environment element with the potential for disproportionate impacts on lower income or minority-population areas. We believe a policy must be considered for the entire National Capital Region. We recommend the identification and comprehensive mapping (inventory) of all actual and possible sites, buildings and current/former areas under federal jurisdiction that may pose health or other environmental impacts on populations. For example, the discovery in 1993, with cleanup still underway, of chemical weapons and toxic waste in Spring Valley from WWI bombs and chemical agents buried in 1918. That work is projected to continue to 2017.	Thank you for your comment. For more information on hazardous sites, please refer to Section I: Policies Related to Solid Waste and Hazardous Materials and EPA’s National Priorities List, which discloses closed and abandoned waste sites with long-term remedial response actions on hazardous waste site. The National Environmental Policy Act provides opportunities for federal agencies to address environmental hazards in minority and low-income communities. EPA created the NEPAAssist tool http://nepassisttool.epa.gov/nepassist/eismapper/index.html which helps to facilitate the environmental review process and project planning in relation to environmental considerations, including environmental justice.

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140	Federal Environment	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 2, Legislative and Regulatory Framework, New Guidance from Executive Orders Comment: Recommend adding Executive Order 13508 - Chesapeake Bay Protection and Restoration, 2009	The narrative has been revised in Section E: Policies Related to Waterbodies and Wetlands to include Executive Order 13508: Chesapeake Bay Protection and Restoration. In addition, a new callout box has been added to discuss the Chesapeake Bay Program.
141	Federal Environment	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 4, Climate Change in Region Greenhouse Gases are categorized into three broad scopes: Scope 1 Emissions: Direct emissions derived from sources that are owned or controlled by the reporting entity; for example federal buildings. Comment: Recommend refining language for Scope 1 to include fuel used in buildings for boilers or for central heating plants (e.g., HOTD) and vehicles owned and operated by agencies.	The narrative has been revised to address the recommendation for Scope 1 Emissions.
142	Federal Environment	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 10, Section 438 of the Energy Independence and Security Act of 2007 Comment: Recommend referencing Executive Order 13508, Chesapeake Bay Protection and Restoration, note that the US EPA, the District of Columbia, the State of MD and the State of VA have issued stormwater reduction targets for each federal facility that must be met by 2025. The targets set are quantitative reductions in Potassium, Nitrogen, and sediment.	The narrative has been revised in Section E: Policies Related to Waterbodies and Wetlands to reference Executive Order 13508: Chesapeake Bay Protection and Restoration and the total maximum daily load targets under the new callout box Chesapeake Bay Programs.
143	Federal Environment	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 14, SECTION F: Policies Related To Soils Comment: Recommend highlighting the inter-relationship between sediments/soils and stormwater management.	The narrative has been revised to address this recommendation.
144	Federal Environment	GSA, NCR OPDQ (Attached document - 12/7/2015)	Page 22, Energy Conservation Comment: Recommend noting that Executive Order 13693, Planning for Federal Sustainability in the Next Decade, requires that new federal facilities should designed for net zero energy beginning with designs started in 2020 and should achieve net zero energy by 2025. GSA will also set targets for net zero energy to be achieved in existing federal buildings. Federal facilities should strive for net zero waste and net zero water, where feasible.	The narrative has been revised to include a reference to the net zero policy in Executive Order 13693, Planning for Federal Sustainability in the Next Decade.
145	Federal Environment	Arlington County (Email - 12/7/2015)	In Section J: Policies Related to Light Pollution (page 19 of the Federal Environmental Element), the issue of dark sky lighting is addressed. The report discussed eliminating upward and horizontal light spillage, selecting energy efficient fixtures, and operating lights only when necessary. However, the issue of light quality/color is not addressed. Light quality/color is an issue raised by the United States Naval Observatory, because the color of outdoor lighting impacts the Naval Observatory's ability to locate and measure stars. These measurements are critical to the navigation requirements for the Department of Defense's Strategic Weapons Systems. I recommend that the NCPC staff contact Janell Herring, Community Planning Liaison Officer for Naval Support Activity Washington to discuss this issue in detail. She can be reached at 202-433-0453 or Janell.herring@navy.mil	Thank you for your comment. A new callout box has been added in Section J: Policies Related to Light Pollution to address urban light pollution and the impacts to the Naval Observatory.
146	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	It is worth noting that tree canopy helps to mitigate impacts 1-5 under FE.A.8. Therefore, add a new policy that says "FE.B.6: Plant and protect trees to absorb carbon dioxide, reduce flooding and erosion, and cool the urban environment."	The existing policy FE.G.4 has been revised to include carbon dioxide.
147	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Add a new policy that says "FE.F.11: Provide a minimum soil volume of 1,000 cubic feet per tree wherever possible to allow for a larger tree canopy and for trees to live longer lives."	Thank you for your comment. Additional research is required prior to considering a new policy requiring a minimum soil volume per tree. NCPC staff does support healthy trees that have adequate soil, water quality, and access to oxygen.
148	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FE.G.2.2 to "Trees of 10 inch diameter or less will be replaced at a minimum of a three-to-one basis."	Thank you for your comment. Additional research is required prior to considering a revised policy to increase a minimum tree replacement. NCPC staff does support preserving and maintaining existing vegetation, incorporating new trees and vegetation, as well as replacing trees when tree removal is necessary.

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149	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FE.G.3 to "Tree replacement should adhere to the standards and guidelines of the local jurisdiction, but at a minimum prevent a net tree canopy loss in the development area."	Thank you for your comment. Please note that policy FE.G.3 is consistent with policy FE.G.2 and refers to net tree loss vs. net tree canopy loss. Additional language has been included in the narrative for federal agencies to participate and help meet the District's Tree Canopy goals.
150	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend FE.G.4 to "Incorporate new trees and vegetation into plans and projects to moderate temperatures, minimize energy consumption, mitigate the urban heat island effect, reduce pollution, and mitigate stormwater runoff. "	Policy FE.G.4 has been revised to address this recommendation.
151	Federal Environment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Reference Casey Trees' Urban Tree Selection Guide (http://caseytrees.org/resources/publications/urban-tree-selection-guide/) within Section G: Policies Related to Tree Canopy and Vegetation , and reference relevant policies that appear in Section G in earlier sections for consistency. For example: o FE.G.10 should be referenced in Section A: Climate Change, and o FE.G.6 should be referenced in Section E: Wetlands and Waterbodies.	Thank you for your comment. Many of these environmental resources are interconnected, therefore, policies may work in multiple sections. As a general rule, policies in the Federal Environment Element will not be repeated multiple times throughout the document.
152	Federal Environment	WMATA (Email Letter 12/7/15)	FE.A.10: Define region's infrastructure to be power, potable water, and transportation.	Thank you for your comment. Please note that limiting the region's infrastructure to power, potable water, and transportation may have unintended consequences.
153	Federal Environment	WMATA (Email Letter 12/7/15)	FE.B.2.3: Expand to include alternative and distributed energy sources	The policy has been revised to address the recommendation.
154	Federal Environment	WMATA (Email Letter 12/7/15)	Section D: It is not clear from the document what the current level of flood protection is. The document says, "With planned improvements, this levee system will protect the city against a flood event with a 0.2 percent chance of occurring in a single year, known as the 500-year flood"; however, this statement does not document the current situation. Related to this observation, there is no map showing the extent of floodplains in the District.	The narrative has been revised to address this recommendation.
155	Federal Environment	WMATA (Email Letter 12/7/15)	Moving Federal resources out of the floodplain does not seem realistic at this time. The document should identify this as a constraint.	Thank you for your comment. NPC understands that many federal resources are located in floodplains. The Federal Environment Element includes policies for federal agency's to consider when located in a floodplain.
156	Federal Environment	WMATA (Email Letter 12/7/15)	Section D, Impacts of Flooding: Much of Washington's infrastructure (Metro, power facilities) is underground and vulnerable to flooding. This vulnerability should be documented.	The narrative has been revised to address this recommendation.
157	Federal Environment	WMATA (Email Letter 12/7/15)	FE.K.4: Expand to include using low noise equipment such as fuel cell vehicles, micro-turbine and fuel cell power sources, and high efficiency chiller plants.	Policy FE.K.4 has been revised to include "low noise equipment".
158	Federal Environment	DCOP (Email Letter 12/7/15)	p.4, 2nd paragraph ("Increased Rainfall"): Recommend substituting "water quality flowing directly into the Potomac River" with "water quality flowing directly into the Potomac and Anacostia Rivers as well as other bodies of water".	The narrative has been revised to address the recommendation.
159	Federal Environment	DCOP (Email Letter 12/7/15)	p.4, Table (Reagan National Airport Days with Heat Index > 95F): Add explanation of acronyms in the table legend. What do "OBS" and "CMIPS" stand for?	Thank you for your comment. The graphic has been deleted.

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160	Federal Environment	DCOP (Email Letter 12/7/15)	p.5, A cross cutting issue Recommend highlighting the impacts of Climate Change on human beings and public health as a cross cutting issue. Recommend highlighting the opportunity that the abundance of Federal properties and facilities creates for better and increased cooperation with local jurisdictions in efforts to mitigate and adapt to Climate Change.	The narrative has been revised to include public health as recommended. Coordination with local jurisdictions is already well covered in the policy section.
161	Federal Environment	DCOP (Email Letter 12/7/15)	p.7, FE.B Recommend adding as an action in FE.B section "Work with and support local jurisdictions' efforts to build regional and local bicycle infrastructure that serve and provide access to federal properties".	Revised the Action Plan #17, to include this action, "Work with and support local jurisdictions' efforts to building regional and local bicycle infrastructure that serves and provides access to federal properties."
162	Federal Environment	DCOP (Email Letter 12/7/15)	p.12, FE.D.1 Should it read "Collaborate with local agencies"?	Policy FE.D.1 has been revised to state, "Collaborate with federal and regional agencies..."
163	Federal Environment	DCOP (Email Letter 12/7/15)	p.19, Section J The District is in constant conversation with the Federal government on issues regarding light pollution for strategic sites (e.g. USNO).	NCPC staff appreciates the District's continued coordination with the Federal government to address light pollution, specifically at the U.S. Naval Observatory.
164	Federal Environment	DCOP (Email Letter 12/7/15)	p.21, First line Recommend changing to "The majority of energy consumed in the NCR comes from".	The narrative has been revised to address the recommendation.
165	Federal Environment	DCOP (Email Letter 12/7/15)	p.21, Final paragraph Recommend rephrasing "the US Department of Energy installed many rooftop solar panels in 2008, which generates 230,000 KWh of electricity per year" with "In 2008 the US Department of Energy installed enough rooftop solar panels to generate 230,000 KWh of electricity per year".	The narrative has been revised for clarity purposes to address the recommendation.
166	Federal Environment	DCOP (Email Letter 12/7/15)	p.23, Section N Recommend using Environmental Justice definition from EPA's National Environmental Justice Advisory Committee to capture a more expansive definition.	The definition for environmental justice has been revised to EPA's National Environmental Justice Advisory Committee definition, as recommended.
167	Federal Environment	Fairfax County (Email 12/7/15)	The Fairfax County Department of Planning and Zoning has reviewed the Comprehensive Plan for the National Capital: Federal Elements, Federal Environment Element. Staff notes that the policies in this Element contain many relevant and timely updates, specifically in the area of climate change and adaptation. Staff is pleased to see the inclusion and revision of policies that reflect the recent Executive Orders, and focus on the broader issues of sustainability. Thank you for the opportunity to comment on the Comprehensive Plan for the National Capital: Federal Elements, Federal Environment Element.	Thank you for you comment.
168	Federal Environment	NPS (Matrix 12/9/15)	Pg. 7 Add promote or increase use of alternative fuel vehicles	The policy FE.B.1.3 has been revised to address the recommendation.
169	Federal Environment	NPS (Matrix 12/9/15)	Pg. 10 There is nothing in this section that relates to how the federal government should work to increase the water quality of the Rivers.	Additional text has been added in the narrative regarding water quality.

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170	Federal Environment	NPS (Matrix 12/9/15)	Pg. 10, FE.C.5 Remove the reference to retention ponds as an appropriate way to prevent stormwater runoff. While this is a practice that is used for holding stormwater, there are many other practices that take up less space and are more functional in storing water and allow it to infiltrate. A better reference could be to use bioretention facilities - this is broader and allows for more innovation in the practice of stormwater management.	Policy FE.C.5 has been revised to address the recommendation.
171	Federal Environment	NPS (Matrix 12/9/15)	Pg. 13 Intro to this section should reference E.O. 11990 - Protection of Wetlands	The narrative was revised to include reference to Executive Order 11990 to address the recommendation.
172	Federal Environment	NPS (Matrix 12/9/15)	Pg. 13, FE.E.1 This Element does not align well to E.O. 11990 and the various policies of federal agencies for protecting wetlands. Suggest revising this to better align and review federal agency requirements when a wetland is involved in any action.	Thank you for your comment. Please note that all federal agencies remain subject to the guidance given in Executive Order 11990. Although Policy FE.E.1 is not identical to the executive order, it provides the same guidance to avoid, mitigate, and replace wetlands.
173	Federal Environment	NPS (Matrix 12/9/15)	Pg. 15 Section should reference the District's Tree Canopy goals and should be encouraging Federal agencies to participate in meeting them.	The narrative in Section G has been revised to include the District of Columbia's Urban Tree Canopy Plan and encourage federal agencies to help meet those goals.
174	Federal Environment	NPS (Matrix 12/9/15)	Pg. 17 Section should reference the District's Wildlife Action Plan and promote efforts to support the goals (where appropriate).	The narrative has been revised to include Wildlife Action Plans to address the recommendation.
175	Federal Environment	NPS (Matrix 12/9/15)	Pg. 18, Hazardous Materials Section should include an element encouraging agencies to develop and implement an Environmental Management System to track efforts to address areas of current or potential environmental contamination. This used to be a federal requirement, but it is now just "strongly encouraged". NCPC should also encourage the practice.	The new policy FE.I.6 has been added to address this recommendation.
176	Historic Preservation	Committee of 100 (Letter - 12/4/2015)	<u>Introduction</u> We compliment NCPC on its use of eye-catching color photography to engage readers of this Element. We suggest that instead of identifying only two—the Thomas O'Neill Building on page 7 and the view of St. Elizabeths Campus on page 8—all of them be identified. Page 3, first column, third paragraph, line 7: "1983" should be changed to 1893.	Thank you for your comment. The element has been updated and includes captions to address this recommendation. The narrative has been updated to reflect the correct date.
177	Historic Preservation	Committee of 100 (Letter - 12/4/2015)	<u>Historic Preservation Planning</u> Page 1 of the draft mentions the contributing nature of the 1910 Height of Buildings Act to historic preservation in the District of Columbia. Therefore, we believe that the final sentence on page 3, third paragraph, should be modified to demonstrate the importance of the 1910 Height of Buildings Act as a planning tool that has helped create the physical and iconic horizontal appearance of the nation's capital and its historic neighborhoods. We suggest the following modification, in italics, to that sentence: NCPC continues to be a leader in the advocacy of coordinated urban and regional planning that accommodates the changing needs of the federal government while preserving the significant historic buildings and places and the iconic horizontal image that make the nation's capital uniquely symbolic.	The narrative has been revised to address this recommendation.
178	Historic Preservation	Committee of 100 (Letter - 12/4/2015)	<u>The Historic Plan of Washington, DC</u> We note that page 1 introduces the notion of The Plan of the City of Washington that includes the 1791 L'Enfant Plan and the 1901 McMillan Plan. The use of the word "includes" suggests that there are other plans too that come under this new title, but we did not see any specific mention of them under this new heading or elsewhere in this draft Element. Then on page 4, the word "Historic" has been added as part of this aggregation of the L'Enfant and McMillan Plans. The two plans are over 100 years apart, and while we understand that an implied rationale for introducing this new name may be based on the McMillan Plan's extension of L'Enfant's original work, we think it's going to be confusing to readers. For history's sake the two plans should not be aggregated as one. We support the policy statements related to the importance of streets and avenues in the District of Columbia. We suggest that this is a place where the 1910 Height of Buildings Act should be acknowledged as an integral part of preservation planning, as a tool for maintaining the historic city-wide horizontal character of the nation's capital, and for helping to ensure the reciprocal viewsheds that L'Enfant created with his plan.	The narrative has been revised to address this recommendation. Please refer to the Urban Design Element for greater discussion on the preservation and enhancement of Washington's defining horizontal character, established by the 1910 Height of Buildings Act.

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179	Historic Preservation	Committee of 100 (Letter - 12/4/2015)	<p><u>Design Review</u> We support the 1910 Height of Buildings Act as an essential element contributing to excellence in urban design as expressed in the new Urban Design Element. Given the fact, however, that the 1791 L'Enfant Plan, in its entirety, is listed on the National Register of Historic Places, we suggest that more should be said in this Element about the importance and efficacy of working the two elements—Historic Preservation and Urban Design—together in all situations where historic preservation is concerned.</p> <p>Among the present and future historic preservation challenges facing federal agencies enumerated on page 9, there is mention of the importance of maintaining visibility of the geographic ridge of the topographic bowl in which the core of the city of Washington is located. We suggest that because Section D is focused on historic preservation as part of design review for specific federal properties and/or open spaces, there is a risk that this major geographic feature may get lost. We believe the importance of the topographic bowl to the nation's capital should be strengthened by mentioning it and maintenance of sightlines to and from in Section E (page 11) where the focus is on the capital's historic image.</p>	Thank you for your comment. The narrative has been revised in this Element to state that policies related to design review work in concert with those established in the Urban Design Element, which addresses the importance of the natural setting of the topographic bowl.
180	Historic Preservation	GSA, NCR OPDQ (Attached document - 12/7/2015)	<p>Page 6, SECTION B: Policies Related to the Identification of Historic Properties</p> <p>Comment: GSA appreciates the recognition of the importance of evaluating and allowing for the preservation of Modern-era resources. Internal and external development pressures and the push to reopen the L'Enfant street grid are sometimes at odds with preservation of these resources, however, specifically those related to urban renewal or the highway system. GSA looks forward to working with NCPC and other stakeholders in resolving how to address these competing pressures.</p>	Thank you for your comment. NCPC staff looks forward to working with GSA on resolving these competing pressures.
181	Historic Preservation	Arlington County (Email - 12/7/2015)	<p>This is a very helpful discussion of the <i>Secretary of the Interior's Standards for Rehabilitation</i> under Section D. Consider adding the <i>Standards for Preservation under Section C</i>.</p> <p>Images from Old Town Alexandria (Cameron Street) and Prince George's County (Riversdale Mansion) are included, but none from Arlington. Consider deleting these images, as they are somewhat confusing, or add pictures from Arlington National Cemetery and the Netherlands Carillion. This could lend to a brief discussion of historic preservation issues as an extension of the Monumental Core of the City goes into Arlington County with Federal Facilities at Arlington National Cemetery, the Pentagon, and the Air Force Memorial, as well as the George Washington Memorial Parkway.</p>	Thank you for your comment. The narrative has been revised to address these recommendations. The captions have been replaced with images that work better with the narrative.
182	Historic Preservation	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Amend HP.D.3 to "Protect the settings, including viewsheds, green spaces, significant populations of trees and other vegetation , of historic properties, as integral parts of the property's historic character."	The policy has been revised to address the recommendation.
183	Historic Preservation	WMATA (Email Letter 12/7/15)	<p>Within Section A, ensure that any restoration, protection, or reinforcement of the historic street plan of Washington, public squares, circles, and parks is balanced with the operational needs of the streets themselves, especially for bus operations and reliability and bicycle/pedestrian safety.</p> <p>Additionally, while not explicitly identified, we want to ensure that any focus on the historical preservation elements of the WMATA system and stations is balanced with WMATA's ongoing operational needs and improvements to meet current demand and future growth.</p>	Thank you for your comment. Ensuring the restoration, protection, or reinforcement of the historic street plan of Washington and historic preservation of the WMATA system and stations should be balanced with the current operational needs of the streets, current demand, and future growth.
184	Historic Preservation	Fairfax County (Email 12/7/15)	Staff commends the National Capital Planning Commission for its comprehensive review and broad-based recommendations on the Historic Preservation element. Of particular interest to Fairfax County is recommendation HP.C.11 on page 8 of this element; the federal government should protect and preserve in place, the extant boundary stones that mark the original survey of the District of Columbia. There are seven DC boundary stones located in and/or adjacent to Fairfax County. They were listed in the Fairfax County Inventory of Historic Sites in 1970 and in the National Register in 1991. Thanks to the efforts of the Daughters of the American Revolution (DAR) beginning in 1915, the stones were recovered and preserved. A century later, the stones are unfortunately in poor condition. Protection and preservation of the stones by the federal government, perhaps in concert with the DAR, would help to ensure the survival of these nationally significant objects.	Thank you for your comment.
185	Historic Preservation	NPS (Matrix 12/9/15)	<p>Pg. 8, HP.C.7</p> <p>Suggest strengthening this recommendation to require that the new steward of the disposed historic property be required to ensure preservation of the property within NHPA.</p>	Policy HP.C.7 has been revised into two separate policies. Policy HP.C.7 as been revised to address the maintenance of historic properties. New policy HP.C.13 states the federal government should identify appropriate historic preservation protections prior to the disposal of historic properties.
186	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Introduction</u> The Introduction provides a good summary orientation to this Element. However, we suggest a sharper description of the scope of this Element. While the Introduction acknowledges the range of reasons that people come to Washington, the text and policies throughout the Element are addressed almost exclusively to the needs and expectations of tourists. We suggest some rewording to indicate that "local visitors", both residents of Washington D.C. and of the surrounding National Capital Region, are a significant source of visitors.</p> <p>We also recommended that visitor statistics be expanded and clarified to provide an overall picture of who comes to Washington and why. Of the 17.4 million domestic and 1.6 million foreign visitors (2013 statistics), approximately how many attended for what purpose? The Element overlooks an important segment of visitors to the Mall: District residents who use these spaces for active recreation, concerts, cultural activities and other purposes. This group—for whom the Mall is truly a "front yard"—merits identification as a discrete visitor group. In addition, few policies speak to the visitor experience of individual business travelers, people attending conventions and meetings, or people participating in special events on the Mall, including festivals and protests.</p> <p>We are pleased to see the listing of visitor attractions, both federal and non-federal, beyond the Monumental Core in Washington, D.C. and the surrounding region.</p>	The narrative has been revised to include local visitors and uses of the National Mall.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
187	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Statement of Overall Goal</u> The somewhat ambiguous scope of this Element is reflected in its overall goal: To provide a positive and memorable experience for all visitors to the National Capital Region 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.</p> <p>While the goal is addressed to “all” visitors, it seems to have in mind tourist families and groups coming to visit the National Mall and Monumental Core. This approach has two drawbacks. First, it minimizes non-tourist visitors, especially those who come to Washington to petition their government, whether through marches and demonstrations, Supreme Court vigils or visits to Congress. These visitors seek access to the institutions of American democracy, not the showcasing of those institutions. Second, the goal gives short shrift to the numerous policies aimed at offering visitors a beyond-the-Mall experience and inviting them to visit the District as well as the nation’s capital. We suggest additional work for an overall goal that is clearer and more inclusive, and which incorporates facilities and landscapes as well as “activities”.</p> <p>We are pleased to see the emphasis on linkages between the National Mall and the Federal Triangle and Downtown to the north and Southwest and the Southwest Waterfront to the south. We are also glad to see discussion of improving activities along Pennsylvania Avenue and the strengthening of linkages west from the White House area to the Kennedy Center.</p>	The narrative has been revised to include local visitors.
188	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Federal Policy Framework</u> We applaud the inclusion of the Federal Policy Framework section that collects in one place the major planning and policy documents that implement major aspects of the visitor experience. We suggest a cross reference here to Section D, Policies Related to Commemorative Works, which contains a helpful description of additional statutes and policies and a list of the federal agencies responsible for executing them.</p> <p>This section gives a nod to the impact of the security apparatus on the quality of the visitor experience, observing that federal buildings and installations must be kept reasonably safe while remaining accessible and aesthetically pleasing. NCPC’s National Capital Urban Design and Security Plan (2002), a key plan through which NCPC addresses perimeter security issues, provides exhaustive, granular guidance on striking the appropriate balance between reasonable security and the integrity of Washington’s historic streetscapes and vistas. Visitors routinely encounter security beyond negotiating perimeter bollards, including metal detectors, bag searches and limited points of access to major Mall gatherings such as the Fourth of July concert. The National Capital Urban Design and Security Plan Objectives and Policies (2005) encourages use of intelligence gathering, surveillance and screening, among other measures.</p> <p>We accordingly urge NCPC to adopt a policy to conduct periodic assessments of visitors’ responses to security measures, asking among other things whether the measures result in long delays, are viewed as unduly intrusive and most important, whether the measures are seen as necessary. Feedback on this inescapable aspect of a visitor’s experience can help federal agencies determine whether the balance between access and safety requires adjusting.</p>	Thank you for your comment. Additional research is required prior to considering a new policy requiring periodic assessments of visitors' responses to security measures.
189	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Visitor Transportation Modes</u> The discussion of visitor transportation modes is useful in indicating the importance of public transit and other alternative modes of transportation. The development of transportation alternatives to passenger cars in order to reduce congestion is a goal of the federal and District governments for residents and visitors. This emphasis is an appropriate focus of transportation planning for visitors to the National Mall, the Monumental Core and some outlying sites that are adequately served by Metrorail and circulator buses. It is less appropriate when determining how to move visitors from the Monumental Core to other attractions through the city and region. Many of the attractions are neither on Metrorail lines nor on major, reliable bus routes. We suggest distinguishing Monumental Core policies from citywide and regional policies. It would be useful to be clearer about the visitor transportation issues that still need attention.</p> <p>We support proposed policies VC.A.1 and VC.A.2, which collectively urge greater use of public transportation, tour buses, biking and walking for visits to principal attractions. Effective implementation of these policies requires that visitors have ready access to information on how to use transit systems and how to plan a visit that relies on public transit to reach attractions. This underscores the need for effective visitor information centers (which we discuss under Visitor Amenities and Information Services).</p> <p>We question the feasibility of VC.A.3, which encourages public transit, bicycles and organized tours to access regional attractions. Some of the outlying attractions, including the National Arboretum, Kenilworth Aquatic Gardens and the Lincoln Cottage, are not easily accessible for public transportation and are out-of-distance for most walkers and bikers. Also, many of the outlying attractions do not enjoy the widespread appeal that would support commercial tour buses. We suggest omitting VC.A.3. Promoting public and sustainable transportation is a laudable goal, as is encouraging visitors to see what lies beyond the Monumental Core. When these goals are mutually exclusive, they should not be pursued in tandem.</p>	Thank you for your comment. Multiple policies in Section A: Policies Related to Visitor Transportation Modes can apply both within the Monumental Core and citywide and region-wide areas. The policies are not written in a manner to fit into different categories as recommended.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
190	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Visitor Amenities and Information Services</u> The availability of online information and the ubiquity of smart phones enable visitors to plan their own trips to a great extent. However, 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, C100 believes a major visitor center on or adjacent to the National Mall is needed. For example, space in the renovated Smithsonian Arts & Industries Building might be a good location. Policy VC.B.4 suggests exploring the feasibility of creating such a visitors center.</p> <p>Visitors on and around the Mall frequently need such basic information as where to find the nearest Metro station. We think the SAM service operated by the Downtown Business Improvement District (BID) provides a model that if adapted to the Mall and Monumental Core could help disseminate information in a user-friendly fashion. SAMs (Safety/Hospitality and Maintenance BID staff) are available to provide directions, information and assistance to pedestrians. We recommend that NCPC consider whether and how this kind of service can be provided, especially during the height of the visitor season.</p> <p>Five of the eleven polices in this section – VC.B.1 - VC.B.2, VC.B.4 - VC.B.5 and VC.B.7 all deal in some way with the dissemination of visitor information at central information centers, kiosks and other places frequented by visitors. For ease of reference, we suggest grouping them together on the list and editing them to reduce redundancies.</p>	Thank you for your comment. As identified in the Action Plan, the visitor center sites project will consider different alternatives to provide visitor's information including location for new visitors centers, smaller information kiosks, and digital opportunities.
191	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Visitor Services and Special Events</u> We believe it would be useful to note again here the need for linkages between the Monumental Core and adjacent areas. This is especially important in view of the revitalization of much of the central area of the city and plans to revitalize other areas such as the Southwest Ecodistrict, as proposed by NCPC.</p> <p>This section addresses the federal government's role, in coordination with the District of Columbia, in supporting special programs, festivals, parades, concerts, arts presentations and similar events. These kinds of events are attended by residents as well as visitors, a point that the Element should recognize.</p> <p>Festivals and concerts held on the National Mall can rise to conflicts between the goals of opening up "America's front lawn" to the citizens who own it and protecting the Mall from overuse. The National Book Festival moved from the Mall to the Convention Center and the Smithsonian Folk Life Festival shrank its footprint to accommodate new NPS turf preservation rules. However, we think the access issue is important enough to be mentioned in the Element as a value to be protected.</p>	The narrative has been revised to address strengthening linkages between the monumental core and adjacent areas. In addition, the narrative has been revised in this Element to include local visitors including residents.
192	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	<p><u>Commemorative Works</u> C100 believes the discussion and policies related to Commemorative Works are sound. The Element does an excellent job of explaining the governing authorities and implementing procedures for approving and siting commemorative works. In light of experiences with some memorials, it may be useful to indicate more strongly the issues that NCPC and the Commission of Fine Arts are dealing with for commemorative works.</p> <p>We suggest a new title for the section "District Residents Who Served." Although the section has a photograph of the District's World War Memorial, the section really is about the trend in commemorative art away from individual "great man" statues and toward work that is more inclusive. The section also recognizes a related trend away from war and military subjects toward a broad range of social and cultural issues. A better title might be, "Evolving Trends in Commemorative Art." One such trend is art as a temporary installation rather than a permanent fixture. The Element mentions the traveling AIDS quilt as an example.</p>	The narrative has been revised to address the recommendations. The paragraphs in this section have been rearranged for clarity purposes.
193	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	VC.D.5 seeks to "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." We suggest deleting the qualifying phrase "where possible" from this policy, because we cannot imagine a circumstance in which either a memorial, its neighborhood or visitors to the memorial would be well served by creating a jarring impact between the memorial and its environs. Opinions may vary regarding the design and location of a particular work, but we cannot believe a work will be installed for which no colorable case can be made.	The policy has been revised to address this recommendation.
194	Visitors & Commemoration	Committee of 100 (Letter - 12/4/2015)	In summary, C100 recognizes that providing a special experience for visitors, both local and from throughout the United States and the world, is one of the most important and challenging aspects of planning for the future development of Washington, D.C. This has important economic implications for the city and region but, even more important, is key to how visitors view our city and our country. The overview and policies outlined in this Element provide a base, but clearly continuing efforts are needed to meet this challenge.	Thank you for your comment.
195	Visitors & Commemoration	Arlington County (Email - 12/7/2015)	Section B: Policies Related to Visitor Amenities and Information Service – One visitor service mode to consider would be a Mobile Visitors Center. Despite the challenges listed with transportation and parking in Section A, we have found our Mobile Visitors Center to be a success. Among the first of its kind when it was launched in 2010, Arlington's current Mobile Visitors Center cost \$50,000, compared to an annual cost of \$78,000 to lease a Pentagon Row storefront location that Arlington County closed in 2010, and has served up to 40% more visitors-per-staff-hour than the previous storefront location.	Thank you for the information regarding Mobile Visitors Centers. The narrative has been revised to include mobile visitors center. This information will inform the visitor center sites project (as identified in the Action Plan) when considering the different alternatives with which to provide visitor's information.

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196	Visitors & Commemoration	Arlington County (Email - 12/7/2015)	Section C: Policies Related to Visitor Programs and Special Events – We would encourage the federal government to continue working with local and national event coordinators to allow events on the National Mall and other National Park Service property. In particular, the Marine Corps Marathon boosts Arlington’s economy and serves as an example of how event planners can work closely with the federal government to put on smoothly-run, impressive events that include federal property.	Thank you for your comment.
197	Visitors & Commemoration	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Referencing 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,” Casey Trees provides a number of no-cost educational programs, meetings, and events year-round and welcomes visitors to attend these events to learn more about preserving tree canopy as an iconic feature of the nation’s capital.	Thank you for your comment.
198	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.1-4, Introduction Consider including language about locating national monuments or memorials in neighborhoods where there is a connection of local significance (i.e. African American Civil War Memorial and U Street). Recommend including an acknowledgement that recent trends include privately funded new attractions - like the Newseum, Spy Museum, and Museum of the Bible – and recent memorials dedicated by the District like Carter G. Woodson and Chuck Brown Consider including the coordination of local and federal agencies to co-locate related museums and memorials such as the NPS Carter G. Woodson House and the District’s Carter G. Woodson Memorial.	The narrative has been revised to address the recommendation.
199	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.6, VC.A.4 The policy recommends that “Major new attractions should provide parking for an average day demand”. Encourage an emphasis on transit alternatives.	Policy VC.A.4 has been revised to address the recommendation.
200	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.7, Section B Consider adding a recommendation about how museums and memorials can provide multiple benefits in addition to commemoration. The design of these sites can include sculptures that encourage play, rest rooms, or food services that activate adjacent public spaces.	The narrative has been revised to address the recommendation.
201	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.8, Second paragraph The language states that approximately 184,000 people work in downtown Washington using numbers from the Downtown BID 2014 Annual Report. Encourage verifying the area that this number is specific to. It is unclear if that number of people is specific to the area included within the Downtown BID or if it includes all parts of the city considered “downtown” (i.e. Golden Triangle BID, NoMa, etc.).	The narrative has been revised for clarity purposes and to address the recommendation.
202	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.9-13, General Consider emphasizing locating memorials in neighborhoods where there is a connection to what is being commemorated and how commemorative works can provide additional benefits and amenities to neighborhoods. Also encourage emphasizing placemaking as part of the location and design.	The narrative in this Element has been revised to address the recommendation.
203	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	General Consider mentioning the Smithsonian Institution Master Plan for its potential impact on the physical character and public realm of the District’s monumental core and beyond.	The Smithsonian Institution South Mall Campus Master Plan has been referenced.

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204	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.3 Would be helpful to add a map to highlight key monuments or areas referenced in the narrative.	Thank you for your comment. Photos have been revised to match references to the narrative.
205	Visitors & Commemoration	DCOP (Email Letter 12/7/15)	p.6, Map The bicycle map is not very legible. Consider increasing its size or simplification of details.	Thank you for your comment. The photo has been replaced.
206	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 3, Paragraph 3 Replace C&O Canal National Park with "Chesapeake & Ohio Canal National Historic Park".	The narrative has been revised to address the recommendation.
207	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 3, Paragraph 3 Replace Frederick Douglass House with "Frederick Douglass National Historic Site".	The narrative has been revised to address the recommendation.
208	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 3, Paragraph 3 Replace Kenilworth Aquatic Gardens with "Kenilworth Park & Aquatic Gardens".	The narrative has been revised to address the recommendation.
209	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 3, Paragraph 5 Replace U.S. Marine Corps Memorial with "U.S. Marine Corps War Memorial".	The narrative has been revised to address the recommendation.
210	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 5 Section should also mention tour buses given the number of such buses ferrying visitors to Washington and between various attractions.	The narrative has been revised to address the recommendation.
211	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 5, Paragraph 3, last 2 sentences Add a mention of the coming expansion of the Bikeshare system.	The narrative has been revised to address the recommendation.
212	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6, map Needs a title or caption to explain what is being shown	Thank you for your comment. The photo has been replaced.

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213	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6 Add reference to MWCOG Commuter bus study	The narrative has been revised to address the recommendation.
214	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6, 3rd sentence Add "and other areas of concern." to end of sentence that start "while tour buses...". Also suggest mentioning the impact of Tour buses on scenic areas and viewsheds.	The narrative has been revised to address the recommendation.
215	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6, VC.A.4 We have a concern about the providing "parking for an average day demand" for major new attractions. This could imply that the NPS should add parking to a facility like the Vietnam Veterans Memorial Center should it be built. This objective seems counter to parking ratios requirements and alternative means of transportation requirements that are suggested in other elements. Can the recommendation be altered to say more about addressing the transportation needs of visitors, so that we have flexibility to plan for visitors coming by alternative means (metro, bus, bicycle, etc.).	The policy has been revised to allow for the flexibility to plan for visitors arriving by alternate means.
216	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6, VC.A.5 Add commuter buses	The policy has been revised to address this recommendation.
217	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 6, VC.A.6 Add commuter buses	The policy has been revised to address this recommendation.
218	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 7, VC.B.3 I am not sure that the federal government could or should work to establish foreign currency exchange facilities near visitor centers. Maybe rephrase to have federal agencies work with banks or other appropriate entity to identify locations (perhaps already existing in the area) to exchange currency, so that visitors could be directed to appropriate facilities.	The policy has been revised to address this recommendation.
219	Visitors & Commemoration	NPS (Matrix 12/9/15)	Pg. 9, Paragraph 2 The agency's primary goal should be to comply with the Commemorative Works Act and this paragraph should say so. For the last sentence, which describes the three-fold goals, the lead-in should say something like "Within the confined of the CWA, the agency's goal is..." or "Using the CWA as a guide, the agency's goal is..." Not making these mentions implies that the NCPC and other agencies (presumably NPS) are in the business of dreaming up new memorials which are most categorically not.	The narrative has been revised to address the recommendation.
220	Action Plan Matrix	Committee of 100 (Letter - 12/4/2015)	C100 believes this "Action Plan Matrix" is a good way to complete the Federal Elements of the Comprehensive Plan for the National Capital because it gives a sense of how the background information and policies in the Plan will be carried forward and be implemented, both in the short-term (up to five years) and, where necessary, in the long-range (five to twenty years). The Action Plan Matrix groups Relevant Plan Elements under four topics: - Image of the National Capital Region - Operational Efficiency of the Federal Government - Transportation Mobility and Accessibility - Stewardship of Natural Resources This is a new way of looking at how the Federal Elements will be implemented. We believe it would be useful to have a brief introduction to the "Action Plan Matrix" so that readers can first understand what is being outlined. For clarity, we suggest that the seven headings at the top of page 1 be repeated at the top of each page. The first topic, "Image of the National Capital Region" seems somewhat broad and misleading. Almost all of the "Descriptions" deal with Washington, D.C., not the region. Something closer to what is being described, dealing with the "design framework", may be more appropriate. We believe it may be useful to add a fifth topic, dealing with "Understanding Washington, D.C." or something similar. The material in the Federal Elements of the Comprehensive Plan offer many opportunities for residents of the city and region to better understand the overall urban pattern, as well as to understand and explore specific neighborhoods and planning areas. NCPC already has a broad public outreach program and that outreach and education can be carried further, both by NCPC and by others.	Thank you for your comment. The Action Plan narrative has been revised to include an introduction and a brief description of the themes.

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#	Federal Element	Name	Comment	NCPC Staff Response to Comments
221	Action Plan Matrix	Committee of 100 (Letter - 12/4/2015)	<p>More specific comments are indicated below.</p> <p>Page 2, number 3: Clarify what is meant by “downtown”.</p> <p>Page 3, number 8: Clarify what is meant by “Study and analyze land use transition along East Capitol Street.”</p> <p>Page 4, number 9: Clarify that the private sector and civic groups will also be involved in the Pennsylvania Avenue Initiative. Include some reference to looking at improvements to the Federal Triangle complex along the south side of Pennsylvania Avenue.</p> <p>Page 5, number 12: Clarify the meaning of “Freeze the Footprint”.</p> <p>Page 8, number 17: In dealing with important matter of the CEA boundaries, add the private sector and civic groups as Action Partners.</p> <p>On page 9 under Transportation Mobility and Accessibility, add new sections dealing with public transit and with pedestrian movements. C100 is especially interested in seeing more attention on the “Washington Waterfront Walk”, the eleven mile walk/bicycle path from Georgetown to the National Arboretum, along the Potomac, Washington Channel, and Anacostia waterfronts. Many sections of the system exist or are under construction, especially along the Anacostia River, but achieving now missing connections for the entire system will be critical. We assume that this important plan/project will be addressed in the Parks and Open Space Element, to be completed in 2016, but some mention of it at this point would be useful.</p>	<p>Thank you for your comments. Number 9 of the Action Plan has been revised to include stakeholders and the Federal Triangle. Number 12 has been revised to study and evaluate policies that reduce the federal footprint. Additional discussion on reducing the federal footprint can be found in the Federal Workplace Element on pg. 5. Number 17 has been revised to add local business organizations to the Action Partners. In addition, the Transportation Mobility and Accessibility section of the Action Plan has been revised to include a narrative. Additional policies have been added in the Urban Design and Transportation Elements regarding accessibility to and from public transit. A callout box is also included in the Urban Design Element regarding Washington's Waterfronts. Connectivity and access to the region's waterfronts will be addressed in the Parks & Open Space Element update.</p>
222	Action Plan Matrix	GSA, NCR OPDQ (Attached document - 12/7/2015)	<p>#16 Project submission and review guidelines and TMP submission guidelines.</p> <p>Comment: GSA welcomes the introduction of online/electronic submission and we look forward to being an Action Partner to improve the project submission process.</p>	<p>Thank you for your comment. NCPC staff looks forward to working with GSA on the project submission and review guidelines and TMP submission guidelines. GSA has been added as an action partner.</p>
223	Action Plan Matrix	DCOP (Email Letter 12/7/15)	<p>This is a very helpful list. Let OP know of any role that we can play in terms of scope development. Also, it would be good to have the opportunity to discuss timing with OP planning efforts. The District works closely with NCPC, CFA and other planning oversight bodies and it may also be helpful to include all of the specific agency names in this section.</p>	<p>Thank you for your comment. NCPC staff looks forward to working the DC Office of Planning on future planning efforts. A list of agency names has been added to the Action Plan.</p>
224	Action Plan Matrix	NPS (Matrix 12/9/15)	<p>Pg. 9, Recommendation 18</p> <p>Add commuter buses to project and NPS as an action partner</p>	<p>The tour bus and commuter bus operations and parking management have been revised to include commuter bus. NPS has been added as an action partner.</p>
225	Action Plan Matrix	NPS (Matrix 12/9/15)	<p>Pg. 9, Recommendation 19</p> <p>Note: NPS is currently working on a paved trail plan</p>	<p>Thank you for your comment. NCPC staff appreciates the information and looks forward to using the NPS paved trail plan as supporting documentation.</p>
226	Action Plan Matrix	NPS (Matrix 12/9/15)	<p>Pg. 10, Recommendation 20</p> <p>Add NPS as an action partner</p>	<p>The Action Plan has been revised to add NPS as an action partner.</p>
227	Action Plan Matrix	NPS (Matrix 12/9/15)	<p>Pg. 11, Recommendation 23</p> <p>Remove (in progress) as the plan was completed in 2008.</p>	<p>The Action Plan has been revised to remove 'in progress' as recommended.</p>
228	General Comment	Jean Public (Email - 10/10/15)	<p>THE BUDGET FOR THIS AGENCY SHOULD BE CUT BY 50% IMMEDIATELY. ITS TIME THAT DOWNSIZING TAKES PLACE IN THE CORRUPT WSHINGTON DC AGENCIES. EVERYBODY IN AMERICA HAS HAD TO LIVE WITH LESS. MEN ARE MAKING LESS THIS YEAR THAN THEY DID IN 1972 IN PRIVATE INDUSTRY. ITS TIME THAT US GOVT DOWNSIZES. PARTICULARLY WHEN THEY CANT DO THINGS RIGHT. I JUST WENT TO YOUR ADVERTISED WEBSITE. IT DOESNT TAKE COMMENTS. YOU WRITE ON IT AND IT JUST SITS THERE AND NEVER TAKES THE COMMENTS. WHAT LOSERS YOU PEOPLE ARE. YOU CANT EVEN DO YOUR JOBS RIGHT. THIS COMMENT IS FOR THE PUBLIC RECORD. YOU NEED TO CUT THE SPENDING. CUT THE BUDGET BY 50%. WORK HARDER FOR LESS. JEAN PUBLEE JEANPUBLIC1@GMAIL.COM (LIKE VERYBODY ELSE IN AMERICA HAS HAD TO DO)</p>	<p>Thank you for your comment. No modifications were made to the element.</p>
229	General Comment	Mindy Mitchell (Email - 11/28/15)	<p>As I prepare comments and await the Parks and Open Space segment, concern grows that this very important segment will not be posted in time for me to prepare remarks. Can you provide any information about when this section will be available? The nature and quantity of parks and open space influences every other category.</p> <p>thank you</p>	<p>The Parks & Open Space Element will be updated in Fall 2016 after the completion of the Small Parks Management Study currently being conducted by NCPC and the National Park Service. The findings from the study will inform policy updates to the Parks & Open Space Element. The 2004 Parks & Open Space Element policies will remain in effect until this Element is updated.</p>

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230	General Comment	Committee of 100 (Letter - 12/4/2015)	In summary, the Committee of 100 on the Federal City applauds the tremendous amount of work that has been done by the NCPC staff and Commission members, and by cooperating agencies and organizations, to bring the updated Elements and related sections to this point. We appreciate the opportunity to make these final comments on the draft Federal Elements of the Comprehensive Plan for the National Capital. We look forward to seeing the draft of the eighth Element, Parks and Open Space, when that draft element is completed and made available for public review later in 2016.	Thank you for your comment. No modifications were made to the element.
231	General Comment	Diana Hibbs (Email - 12/6/15)	I am a resident of Kingman Park and live next the the RFK site. I have attended 2 community meetings held by Events DC and I can tell you that the community views voiced at both meetings are 100 percent behind making RFK an open park and green space. The community does not want a new stadium. The community would like to see the RFK site made a part of the Federal Mall area. I have reviewed the National Capital Planning Commission's plan for the RFK site which was written in 2006 and those ideas are exactly what the communities surrounding the RFK site would like to see. Once again, we DO NOT want another stadium built. And furthermore, the land is extremely toxic which is an extreme concern for our community.	Thank you for your comment. No modifications were made to the element.
232	General Comment	Kristin Taddei, CaseyTrees (Email - 12/7/2015)	Casey Trees is a Washington DC-based nonprofit with a mission "to restore, enhance and protect the tree canopy of the nation's capital." To fulfill this mission, we plant trees; monitor the city's tree canopy; and work with elected officials, planners, and residents to prioritize the District's trees and to encourage tree planting on both public and private property. We are dedicated to helping the District meet its 40 percent tree canopy goal by 2032 – an achievable goal only if existing trees are protected and the District adopts policies that grow the city's urban forest. We commend the Federal Elements outlined in the Comprehensive Plan for the National Capital for recognizing the District's green spaces and trees as indispensable to the character and appeal of Washington, DC. Furthermore, the Plan acknowledges the fundamental role parks and open spaces like the National Mall serve as "gathering spaces for citizens to exercise their First Amendment rights," and the need to preserve and maintain these sites so future generations of visitors can assemble peacefully. The National Capital Planning Commission has the opportunity to promote smart growth in Washington, DC by strengthening the Federal Elements to incorporate sustainable design and adopting sensible tree management policy. Integrating these recommendations into the Plan will allow for larger tree canopy throughout the District and foster a more inviting and healthy city for residents and visitors. Note: Many of our recommended modifications are in bold.	Thank you for your comment. No modifications were made to the element.
233	General Comment	WMATA (Email Letter 12/7/15)	Metro appreciates NCPC's continued support of efforts to encourage transit use by federal employees; focus on multimodalism in design and planning; incorporate bicycle, pedestrian, and Americans with Disability Act (ADA) access; reduce and share parking at and around federal facilities; and focus the building of federal facilities around the region's transit system. Below are specific comments about the various elements of the plan.	Thank you for your comment. No modifications were made to the element.
234	General Comment	Corianne Setzer (Email Letter 12/7/15)	We look forward to reviewing the yet to be publicly released Parks and Open Space Draft of the Comprehensive Plan for the National Capital and hope that the RFK Stadium area will be included in the discussion. To this extent, we respectfully request a date range in which we can expect the separate RFK area study to commence (as mentioned Action Items UD.B.5.6-B.5.8.a(3) of the Draft Urban Design Elements).	Thank you for your comment. NCPC staff looks forward to your comments on the Parks & Open Space Element when it becomes available for public review. These Urban Design Element Action Items have been moved to the Action Plan as the 'Improve regional gateways and reinforce the preeminence of the monument core' project. This project will have a short-term implementation strategy, which are usually achievable within five years.
235	Parks and Open Space	WMATA (Email Letter 12/7/15)	This section was not available for review at this time. We may provide comments once this element is published. Metro appreciates the work undertaken to date and the opportunity to comment on the draft Comprehensive Plan. We look forward to continuing our partnership with NCPC.	Thank you for your comment. NCPC staff looks forward to WMATA's review of the Parks & Open Space Element once it becomes available for public review.