

Height Master Plan for Washington, DC

PHASE 1

COMPILED PUBLIC COMMENTS

SUBMITTED AT PHASE ONE PUBLIC MEETINGS
AND VIA THE PROJECT'S ONLINE PUBLIC COMMENT PORTAL



Staff did their best to transcribe all handwritten comments. Originals are available upon request at the offices of the National Capital Planning Commission.

MONDAY, MAY 13, 2013 | PETWORTH LIBRARY

WORKBOOK COMMENTS

J. | Petworth, DC

Principle 1: The Capitol, Washington Monument, Lincoln Memorial, and White House should remain prominent. Street level views are most important to me. Height can be increased along 16th Street, NW, Pennsylvania Avenue, North Capitol Street, New York Avenue, and Florida Avenue in a way that the White House and Capitol building, the Washington Monument, and many more historically significant buildings would remain prominent as viewed from the street.

Principle 2: Taller buildings can certainly coexist with our skyline. A horizontal skyline means “squat”.

Principle 3: Building heights should relate to L’Enfant streets and public space.

What else should we be concerned about?

The overall Height Act should be varied according to location with DC. NoMa, Mt. Vernon Triangle, and Capitol Riverfront neighborhoods should all get the nod for increased height.

Sandi | Petworth, DC

General: I believe it is a great idea for DC to have a voice regarding building height restrictions. Spain is a great model for DC to emulate -- build taller buildings outside of viewpoints of historic landmarks and districts. It needs to be made clear to reiterate that this is just a study, and it doesn’t mean the city will be filled with 80-story buildings in the near future. Residents, specifically African Americans and minority groups, are fearful of what will become of our neighborhoods because we already see and feel the effects of current development. Taller buildings can coexist with our skyline but it shouldn’t affect the L’Enfant streets, or other historic buildings and landmarks.

What else should we be concerned about?

Support affordable housing for native Washingtonians (minorities). Maximize advantage of natural sunlight. Create jobs.

Matt | Truxton Circle, DC

General: Horizontal skyline should be preserved to serve as backdrop for monuments.

Heights could go up to 200 feet as long as buildings in an area are of a consistent in height. People mostly object to unevenness (Cairo, V Street Pop-Up, Tour Montparnasse). Some protrusions are OK as long as architecturally interesting (1301 K Street is nice to spot among other buildings, but is just too plain). Taller buildings are already happening whether we like it or not (Rosslyn). This is a chance to bring benefits to the District and locate centrally (I.e.: Union Station) for more efficient transportation.

Jamie | Silver Spring, MD

General: I think that the Heights in the L’Enfant plan should stay the same or only slightly higher. I think areas outside of L’Enfant should be higher around Metro and transit centers to allow for dense transit oriented development.

Joseph | Petworth, DC

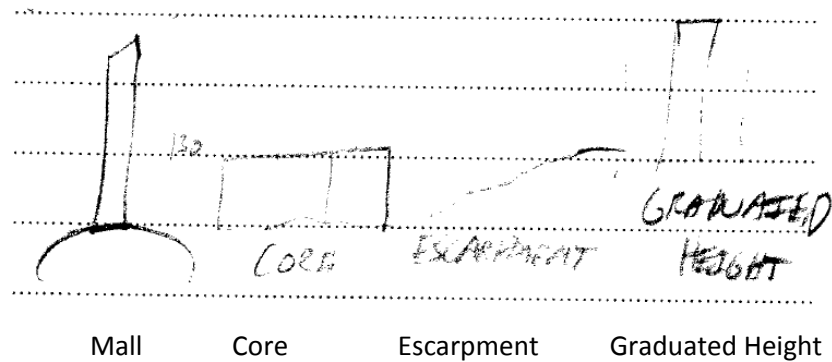
General: New York’s skyline, while attractive, tends to create a darker and colder community in the afternoons. DC is a vibrant welcoming city and I am concerned the city will lose this quality if there is a concentration of taller buildings along major corridors. Taller buildings will NOT lead to more affordable housing.

Michael | Chinatown, DC

Principle 1: Washington Monument and Capitol. NO; Private buildings may define the skyline (Rosslyn already does).

Principle 2: Yes; if well designed and placed in clumps it could be a plus to the skyline, district, and federal interests. Horizontal skyline means less focus in individual buildings with focus on monuments and parks.

Principle 3: Consider across the board increases in L'Enfant to keep horizontality (around 100 feet). Allow pockets outside the District core in graduate in height.



What else should we be concerned about? “New Mall” areas (i.e.: South Capitol Street) for placement of future monuments. Give the District the option (not obligation) to increase building height.

Ashley / Park View, DC

General: People have to be able to afford living in the city. Increased supply equals decreased cost.

What else should we be concerned about?

Why did you pick international cities as basis of comparison? Atlanta, a southern city, might have made a better example. Better case studies in terms of population/industry mix.

Carole / U Street, DC

General: Raising height limits: Positives – Fits sustainability plan; helpful if tied to affordable housing.

Dangers – Disturbs light, trees, street maintenance due to litter that accompanies density. Tourism has benefited from current unique skyline, which is low.

Anne / Truxton Circle, DC

Principle 1: Most of the “views” people talk about you can only see from a car in the middle of the street. Building taller buildings on the sides of the street would not obstruct our “Grand Avenues”.

Principle 3: Some neighborhoods are nice -- they are less dense, but downtown in business districts taller buildings make sense. I know a lot of people think the opinions of “new residents” do not count --but I have been in DC since 2005, and I am not going away. I vote, I pay taxes, one day my kids will go to school here. My opinion counts! Most Americans couldn't pick-out DC on a map. Trust me, the “horizontal skyline” means nothing to them. Why give so much weight to the feelings of tourists besides “Congress said so”?

What else should we be concerned about? I am not concerned about the federal government. I am a federal employee. True feds will be just fine. Let's worry about affordability and the welfare of the people who live here.

What is Washington's postcard image today and in the future?

Why is horizontality a core principle? Nobody seems to know what it means.

Ibtihail / NoMa/Riggs Park, DC

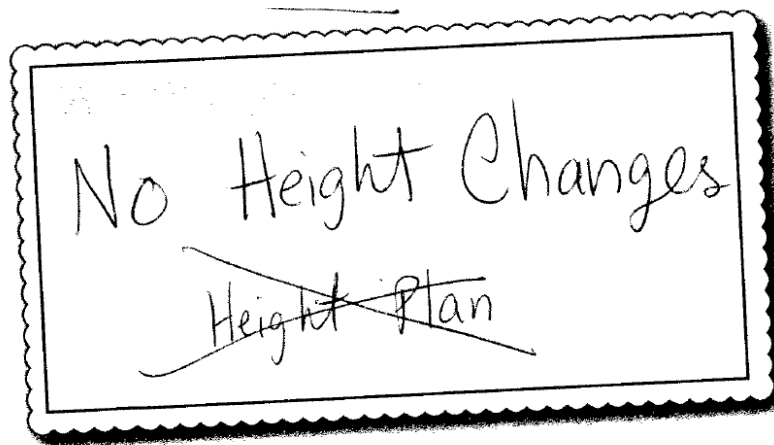
Station 2: Philadelphia is horrible. Leave DC the way it is! There's been enough change over the last 5 years. The historic monuments, neighborhoods, residents are most important image now and for the future. All of our historical monuments are prominent. The views of the National Monuments, The US Capitol, Lincoln Memorial, Jefferson, and the DC skyline. Sunlight and Vitamin D is very important. Private buildings should NEVER become prominent landmarks – EVER! Newer buildings cannot coexist with our historical skyline due to the grand architecture. Build in the outskirts.

New buildings heights will block views from Children's Hospital. Increased height will change design of our great capitol building, and shadow the Smithsonian museums. Security is a concern. More buildings will lead to overpopulation. EMS and police will be overburdened.

What else should we be concerned about?

These new buildings will not offer affordable housing. Metro already is overcapacity and crowded. Height will change symbolism of our city in a bad way. Tourists will not see as much as they could (and they bring lots of \$\$\$ to our city).

What is Washington's postcard image today and in the future:



Leon / Chevy Chase, DC

General: Taller buildings would in my opinion impact all of the items listed. I feel the current building heights are secure for DC's skyline. Washington DC is the capital of the free world. That being said, we should be ourselves and learn from other growing vertical metropolitan cities. I don't feel that the buildings could be set far enough back to protect our beautiful skyline. Zoning already allows for taller structures.

Zillah / Petworth, DC

Principle 1, 2, 3: All monuments (including Frederick Douglas Home), and high points of the city -- should not be blocked (including Cardozo High School view). Building can coexist with a lot of study. The city's open space should remain open.

What else should we be concerned about?

I am concerned about the tall buildings blocking the sunlight with green areas being spoiled around the city.

Kedrick / Petworth, DC

General: The L'Enfant Plan and everything within it should be preserved. Private building should be a part of the skyline as long as they don't compete with historic landmarks.

Casey / Shaw, DC

General: The principles set a tone of mitigating the negatives of a taller DC. No info is provided on the potential upside. Seems like an opportunity to frame a positive view of any changes. The principles seem sound but exclude concepts of accommodating new growth, maintaining affordability, etc.

The skyline is referenced several times but most important part of DC's current form is inviting pedestrian realm and historic building stock. My biggest concern is the razing of old building stock to go taller and loss of pedestrian environment. Combine new height limit with form-based codes? Increased historic preservation? DC's skyline + street frontage = competitive advantage

What else should we be concerned about?

If height allowed outside L'Enfant's core city, is there a risk of creating another downtown and the historic core withering (again)?

None / Petworth, DC

General: Toronto is a good case study city

Preserve all of the prominent buildings/landmarks on The Mall:

- National Cathedral to Basilica
- View of Silver Spring
- Need to provide more rooftop terraces in multifamily buildings
- Neighborhoods with tall development

Principle 1: AFRH – preserve golf course other considerations

- Office market risk
 - Retail market risk
 - Housing market risk
-

Adam / Truxton Circle, DC

General: Protect the most important views + cluster tall bldgs. near transit outside those viewsheds

Today's postcard: very small number of civic structures

Future postcard: more diverse skyline with clusters of height in River East + north of Fla Ave.

Principle 1: Capitol, Old Post, Wash Mon, Nat'l Cathedral, Basilica @ CUA

Civic structures are important as this is the nat'l capitol, but far more happens here than govt. Private buildings in the skyline show that real people live + work in DC.

Principle 2: Of course! As the model cities show, views + sections of a skyline can easily coexist with taller, more classic modern bldgs. Horizontal is not at all important to me.

Principle 3: No relation to any of those items need affect the heights of bldgs. Near transit outside the L'Enfant City.

What else should we be concerned about? Economics! The Height Act severely limits supply + drives office + residential rents up, pricing more + more out of the city + restricting access to the Capital. As the democratic bastion of the world, allowing the majority of families who want to live here to be systematically excluded borders on a national embarrassment.

Shayan / Columbia Heights, DC

Most important views: Views along The Mall, Union Station to the Capital, Tidal Basin to Monument and Capitol

I don't think it is important to have only civic buildings define DC. Other building such as Rosslyn already show up in the civic skyline.

Taller buildings can coexist with civic buildings. It is important to preserve the Mall and surrounding areas. But having taller buildings in the distance should work fine.

Historic neighborhoods should be preserved. Places such as Capitol Hill should remain horizontal.

I don't think it should be considered a bad thing to have large commercial buildings. Companies and successful business are part of America.

What else should we be concerned about?

Rising rents and housing costs are pricing out many people. Increasing supply would help.

A meeting exercise invited attendees, using sticky notes, to write their comments and affix them to a poster listing broad categories that strategic changes to the Height Act could affect (both positively and negatively). The following is a compilation of those contributions listed by broad categories.

STATION EXERCISE: HOW DOES BUILDING HEIGHT PLAY INTO THESE ISSUES?

Sustainability

- Plants and people need more sunshine, less shade.
- Because very tall residential buildings cannot be well served by metro, which is at capacity, vehicle parking will be necessary—the ability to provide enough underground parking for very tall residential buildings at a reasonable price is unlikely—therefore surrounding residential communities will suffer from congestion, auto pollution and over parking.

Affordability

- Taller buildings will be more expensive—thus less affordable for businesses and residents. Transportation—DC is limited by the current metro system which is operating at its max at most times—no further capacity—taller buildings will exacerbate this problem.
- More expensive units provide tax revenue to support low income units. Cities need money to provide services.
- Higher buildings have potential to increase affordability through filtering (individual new buildings will be expensive but will relieve pressure elsewhere)

Transportation

- Taller buildings have potential for making transportation more efficient by concentrating population at transit nodes.
- Build high at Metro sites. Arlington did it. We have half the Metro stations in the system and have no smart use.

Symbolism

- You can see the fireworks from anywhere in the city! Don't mess up the skyline!
- Example: tall buildings could diminish the White House if built along 16th St.
- Diversity of architecture
- Living cities have jobs, life on the street, residents downtown, and recognizable signature. From Virginia, our sight right now is of a pancake stack with a pencil in the middle.

Housing Options

- Removing restrictions will by definition increase options.

STATION EXERCISE CONTINUED: HOW DOES BUILDING HEIGHT PLAY INTO THESE ISSUES?

Walkability

- Walkability is not about how high the building goes—it is about what goes on at ground level, first 2-3 levels where people live.
- Walkable streets + pedestrian scale = DC's character and competitive advantage

Security

- The more people, the more people on the street, the more people/eyes on the street, the safer the street
- Very tall buildings could be targets for terrorists.

Infrastructure

- Developers have a purpose but shouldn't be allowed to go forth unconstrained. Use developers to help pay for new/improved infrastructure. Pay to play? More \$ to buy more height

Economic Vitality

- Stagnate and die.
- A 60-story tower provides/houses 10,000 jobs daily, 17,000 construction jobs, earnings of \$600M at year in direct and indirect salary, taxes of \$45M for real estate and income taxes to pay for parks, schools, and infrastructure.

Density

- Increased height → increased density = ugly city views, increased commuter time/gridlock, increased crime, increased service needs, increased taxes, lower quality of life. Increased height + density = increased income for developers and realtors.
- Increased height = greater density. Our density is only about ¼ of Paris'. Density = smart growth, walkability, places to congregate, less crime (eyes on the street), fewer services required of people in high rises. Diversification of tax base—income taxes on the wealthy and real estate taxes, pay to schools and city services.

General/Other

- Surrounding neighborhoods profit/benefit from more people, stronger retail because more customers, entertainment options, food and beverage choices.

SATURDAY, MAY 18, 2013 | MLK MEMORIAL LIBRARY

GENERAL SESSION QUESTION & COMMENTS

While the May 18 meeting was not recorded or transcribed, the audience asked the following questions to the project planners during the opening session.

- Given that NCPC and DC are stressing the horizontality of the city, why are we doing the study?
- Did Congressman Issa's request come with money or was it an unfunded mandate?
- What District does Congressman Issa come from? What type of area is Issa's district (how dense)?
- Have you looked at how building heights affect neighboring jurisdictions? Are you coordinating with neighboring jurisdictions?
- Who is the Commission (who do NCPC's Commissioners represent)?
- In what ways will the results of the study become public? Will it be in the Federal Register?
- DC used to be about vistas into nature. But now the neighboring jurisdictions are building above the tree lines... So, I think the study should take into account that as they get taller, the horizontality of the skyline becomes less important.
- If the Height Act isn't broken, why change it?
- You should dig out the Rosslyn (building heights) lawsuit. There's a lot of information there. Arlington isn't following the resultant MOA ...it prohibits signs from facing the Mall.
- Higher buildings aren't necessary. If the goal is density, it can be accomplished in other ways.
- Residents, particularly low-density residential neighborhoods like in Ward 3 are opposed to higher buildings in the residential areas. Therefore the easiest way to accommodate more density is to loosen the Height Act. So we should focus on changing the Height Act.
- Isn't the Office of Planning under the Deputy Mayor for Economic Development? And isn't GSA selling public buildings? Therefore the study should look into how this privatization movement might impact the Height Study: E.g. if buildings in the Monumental Core are going to become private, what are we protecting?
- What are the height implications of the L'Enfant Plan?
- The study should look at the implications of high rise federal buildings near the Washington Monument.
- If you recommend higher buildings are you going to be looking at issues of form and quality?

WORKBOOK COMMENTS

Dan Miller | SW Waterfront, DC

General: Height limits should be significantly weakened. It drives-up rents, both residential and commercial. It contributes to a boring skyline. It prevents interesting architecture. I am in favor of a general loosening across the board. At a minimum the act should be relaxed beyond the L'Enfant core (i.e.: Petworth, Tenley, Anacostia, Navy Yard). This is a no-brainer. Chicago, NY, and SF, all show that private buildings can be part of a great skyline. No need to exclude them here in DC.

Mary Fraker | Capitol Hill, DC

General: I suggest investigating the possibility of a "Tysons Corner-like" redevelopment (both in terms of height + density) on the eastern edge of the Anacostia River. It would keep the additional height and density out of the L'Enfant City and it would also shorten commutes for those living in the eastern exurbs.

None | None

Case Studies: Edinburgh, Amsterdam, Prague, and Dublin. These cities are not included in the case studies, but each should be. They are especially important as cities that care about their form -- but are not capitals of the free world.

Stephen Crim | Logan Circle, DC

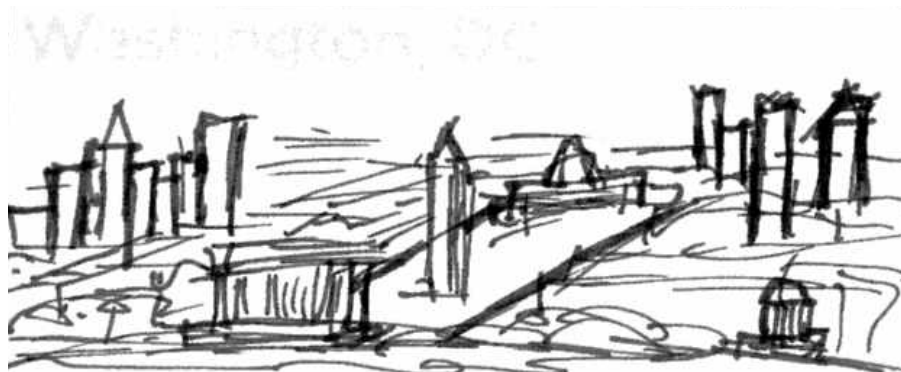
Principle 1: Allowing cities to enliven; cities are not museums. Of the 3 principles, #1 and #3 are important to me. Washington Monument, Capitol, Lincoln, Jefferson memorials are each very important views. White House. Private buildings should be allowed to become landmarks.

Taller buildings can coexist because they make skylines interesting. Also, why must everything "coexist" in a harmonious way? Juxtaposition and contrast can be beautiful.

"Horizontal Skyline" means "boring" to me.

I don't yet have strong opinions about the questions w/ Principle #3, but I do like the design of tall buildings along parks and open space. Like along 5th Avenue/Central Park West in NYC. Height really only affects the "other considerations" if you expand the conversation to density. If we include density, then height can be positive for affordability, sustainability, housing options, economic vitality, and so on. Also, density outside of the DC central business district could help with the transportation congestion that comes with peak-direction commutes. Of course, density does not instantly translate to affordability, and we should not make exaggerated claims that removing the height act will improve affordability; in fact, removing the height act might affect these issues negatively.

What is Washington's postcard image today and in the future:



Michael Aiello | Eckington/NoMa, DC

General: Extra height often means empty streets. Look at Charlotte, Atlanta, and downtown LA.

The “bowl” mentioned; with taller buildings outside the L’Enfant City; is already here naturally: except the entire city is the bowl and reinforced by the surrounding jurisdictions pop-up, (Rosslyn, Bethesda, Silver Spring, etc.).

Rosslyn helps define our horizontal city, let them do what they want.

We would love to see how this could work. Initially, this make sense like one-off reviews of buildings, which makes the approval process less predictable.

Should prominent landmarks become private buildings in Washington’s skyline? yes, Old Post Office

Should a regional study include Arlington, Bethesda, Silver Spring, etc.? I happen to like knowing where flat DC ends and MD/VA begins.

Let Virginia and Maryland build-up. It sharpens the distribution and beauty of our horizontal city

What is Washington’s postcard image today and in the future?

Taller buildings mean nice views and high prices. NYC/SF have tall buildings and are pretty darn expensive.

What else should we consider?

Expand study to region. Perhaps just inside the beltway. Any urban area (Arlington, Bethesda, Silver Spring, etc.)

None / None

General: You need to be aware that any mention of changing permissible heights potentially freezes development in the areas most likely to see changes (on edges of the city). No landowner will see if they think they will be missing a windfall.

Create early statements to confirm expectations about what likely impact will be in density (as opposed to height)?

Sarah Gutschow | Columbia Heights, DC

General: I like the horizontality of DC, it makes the city very unique compared to almost every other city.

What is Washington’s postcard image today and in the future?

Similar to now, but with just more landmarks in NE, SE, and SW.

Fredrick Harwood | Shaw, DC

General: A city’s livability and walkability has nothing to do with height. It has everything to do with what is going on at street-level. The setbacks, the open space, the interesting storefront windows, and plazas, retail choices, eyes watching the street. A city’s livability depends on street-level -- our street-level life on K, I, and L streets is sad. No setbacks, just "Kleenex" and bread boxes. Imagination limited by height limits.

The new Marriott, the "Kleenex" boxes at the old convention center site, built-out the property lines. A waste of space and opportunity.

Eleanor Kelly Budio | Georgetown, DC

General: How will buildings height restrictions and/or changes to the DC Height Act impact historic districts and historic national landmarks?

Hilary Malson | Shepherd Park, DC

General: Thanks for hosting the meeting! This is very much a home rule issue and while I do believe Congress should have a say in the monumental core, the city via DCOP should direct height laws. I fully support that relaxing to the federal height of building act.

Washington's horizontality is unique and an essential aspect to the sense of livability in the city. The character is immediately palpable - out of town guests always notice it favorably.

Density and horizontality can coexist creatively (visit Paris). Let's do this thing!

The prominence of civic structures is a great. I love our English, cathedral-town look that this resembles - but does not need to be restricted to civic structures. The spire of Georgetown University is an example of this, and it could be joined by a few other similarly iconic private structures in the future. Private buildings can take on community significance.

What else should we consider? My only concern is the perception that raising the height limit will make DC more affordable. That's a Band-Aid resolution, not a solution -- it will hold off rising housing prices for a period of time. Not sure how to solve this problem of affordability, but it must be done.

Richard Busch | Dupont Circle, DC

General: We are the capital of the US; we do not have to look like every other city. Indeed, our 1791 plan is the basis of our unique look.

The horizontal nature of the L'Enfant City and the topographic bowl, at least on the DC side must be preserved.

The economic study is critically important because of the notion that increased height will provide opportunity for more affordable housing. It will be important for OP to demonstrate how this is true.

John A. Williams | Foggy Bottom, DC

General: Include the National Cathedral in protected areas. Best to exclude all of NW DC from any change.

1. Consider clusters of tall buildings in Anacostia and in Northeast -- east of Minnesota and South Dakota Avenues.
2. Who is behind proposed change?

Avoid succumbing to pressures from developers and the latest fads in the planning profession.

Sophia Liao | Columbia Heights, DC

General: It is great that there are these public meetings and forums to get the public involved. However, I would suggest outreach efforts that can have an even greater impact by making information available beyond the digital. Flyers and ANC outreach might be ideas to reach other district residents.

Federal point of view vs. District point of view > important point to differentiate between the process and objectives where they overlap and don't.

Relate effects of height to outlook/goals/needs of city. Principles of urban design balanced by the need of the city (goals/topics set independent height as different way to look at the issues).

What else should we consider? If heights do change in DC zoning, a phasing process that allows assessment and studies would be interesting to look at.

John M / Cardozo, DC

General: I believe that there is an overemphasis on aesthetic concerns and an under-emphasis on the more important ways that the issue intersects with local economic development and housing affordability. As DC grows - 1,100 people per month -- we can either make room or standby as housing costs get pent-up. In the last decade, DC has become a market (like SF and NYC) where increased housing demand leads to higher prices rather than increased supply. The worst crucial issue is an area's affordability is whether it can expand supply. One note I wince when defenders of height limits laud it for "spreading development around". That is synonymous with expanding the footprint of needlessly expensive areas, rather than preserving zones of affordability. The economic and housing consequences of height are much more important than the aesthetics concerns of the type of people who show up to these meetings.

Beth Curcell / Hill East, DC

General: The Anacostia Waterfront Initiative (AWI) is a major planning document similar to the comp plan and entailed many public meetings and work by OP. This important plan appears to have been completely ignored as a guiding principle. For example, high rise buildings in London are cited as a possible guide to changes in the Height Act. The AWI Plan needs to be incorporated as a planning principle.

Now high-rise residential buildings may or may not offer lower rents, depending on construction costs, quality, and/or government subsidy.

What else should we consider? Anacostia Waterfront Initiative Plan.

Clark Larson, AICP / Dupont Circle, DC

General: I understand the importance of the federal skyline on viewsheds, photos, movies, etc. Yet, I am more interested in how increased height limits can respond to the street level experience in the city. That is how I experience the city directly.

What else should we consider? Greater local economic development in surrounding neighborhoods with Height limits. Differential in federal height limit and existing building heights (existing potential).

Matt Kroneberger / Columbia Heights, DC

General: Nobody wants Rosslyn. Many of your case study cities have huge issues with not just affordable housing for low/middle income residents, but housing for all. As this city increases its urban population, it must capture the base as opposed to exporting it to Virginia or Maryland.

London's view plan seeks to preserve views to civic landmarks such as St. Paul's Cathedral. This approach applies to Washington, preserving views to the US Capitol or the Washington Monument). The San Francisco model analyzes affordability, taller (good), but also exports a tax base to the burbs as housing (re-imagine height /density).

What else should we consider? TOD has its opportunities here, yet developers are concentrating (naturally) their efforts in VA, MD for housing at Metro.

Ellen McCarthy / Chevy Chase, DC

General: I think it is great idea to provide a relatively small amount of extra height without increased density in Downtown DC. Encourage stepping back, but keeping the street-wall.

A meeting exercise invited attendees, using sticky notes, to write their comments and affix them to a poster listing broad categories that strategic changes to the Height Act could affect (both positively and negatively). The following is a compilation of those contributions listed by broad categories.

STATION EXERCISE: HOW DOES BUILDING HEIGHT PLAY INTO THESE ISSUES?

Livability

- I live in Rosslyn but work in DC and Rosslyn is a ghost town after 6pm, despite the very high daytime office population encased in skyscrapers.

Sustainability

- Height could affect weather. But green architecture could help to solve or find great solutions—green roofs, regulation with building height

Visitor Experience

- What will be approved design and height of the old post office building?

Affordability

- (in response to another post) This guy is wrong about affordability. We need more supply to decrease prices.
- So far, it seems that the new tall “condo” buildings are primarily luxury/expensive—whether actual condos or high-end rentals. Building more of these—and taller—will not necessarily translate to significantly more affordable housing. I realize there is an affordable housing requirement for new construction, but developers generally do the minimum—and also are known to request waivers from those requirements.
- NYC has tall buildings... pretty darn expensive. (Same goes for SF)
- And yet even luxury buildings tend to decrease the level of housing prices by increasing supply.

Transportation

- Reasonable height limit increases should be focused around Metrorail station areas.

Symbolism

- The principles of baroque design that L’Enfant followed emphasize focal points featuring important and distinctive large buildings with the interstices filled by ordinary buildings of roughly uniform height. This is what we have now and it gives Washington a distinctive skyline second only to New York. Remember: if it ain’t broke, don’t fix it!

Housing Options

- Increasing Height Act limits threatens row house neighborhoods outside historic districts, particularly in combination with the already-existing inclusionary zoning rules.

STATION EXERCISE CONTINUED: HOW DOES BUILDING HEIGHT PLAY INTO THESE ISSUES?

Walkability

- Walkability and pedestrian scale has nothing to do with height—it has to do with what goes on at ground level—plazas, fountains, retail, entertainment venues, people watching, amount of foot traffic, places to sit.
- High buildings and walkability definitely do not go hand-in-hand because most cities that have embraced skyscrapers also embraced super-blocks, pedestrian bridges, etc.
- Away from the core/Columbia Heights, city isn't very walkable—Ward 5, 7th St NW, single family homes—suburbs not city

Federal Presence

- The study appears focused on federal issues -- meaning that it relates to big-picture ideas. How and why would the federal position differ from the city's (local) perspective? Perhaps that is to ask ourselves how we want our city to be seen nationally and internationally—what do we want our capital to say to the world about our priorities and ideas?

Economic Vitality

- I believe it is important to support economic development in neighborhoods beyond the existing downtown area. Allowing substantial increases in height limits in the monumental core could reduce the ability for under-developed neighborhoods to be reinvested in.
- What about economics? It's important to address how height limits, which restrict supply, make the city less affordable in the long-term. Aesthetic arguments should also address how an aesthetic opinion changes affordability of office and residential space.

Density

- The medium density of DC is great for a full urban streetscape. Have you been to downtown Atlanta/LA/Charlotte lately? Dead zones.
- Can you increase the density of the city without losing the horizontal nature of the city?

General/Other

- What are the plans for historic districts?

TUESDAY, JUNE 4, 2013 | NATIONAL CAPITAL PLANNING COMMISSION

WORKBOOK COMMENTS

Lindsey Dehenzel | U St./Shaw, DC

General: It is important to retain a historical core, but mixing in contemporary tall buildings to our skyline will only enrich our city. Right now, DC is comparable to Rome: all considered historic, shunning anything new and contemporary to be introduced to the city. But if we can shift our thought to one akin to Barcelona: a mixture of old and new, tall and low, historic and contemporary. The news that are important to me are driving on 395 from VA to DC and driving down 16th street toward DC. Taller buildings can coexist with our “skyline” with proper studies of key views in min. One of my other favorite views is driving down Rhode Island and seeing the taller buildings of Rosslyn in the backdrop.

Janet Quigley | Capitol Hill, DC

General: The Height Act helps, not hinders, the city’s success. Our uniqueness is our strength. Preserve our character and keep the Height Act city wide.

What else should we consider?

Neighborhoods. Tourism. Viewsheds for all. Historic preservation.

Liz | Columbia Heights, DC

Case Studies: Greater density is essential for all sustainability and housing affordability, and will help support a more extensive public transit network. Raising the height limit isn’t the only way to accommodate and support great density, but it would help. I’d like to see more tall buildings in residential and mixed-used areas, especially around metro stops (and eventually streetcar lines). The height limit can make it hard for apartment buildings to achieve economies of scale. My seven story condo buildings can’t afford an all-day front desk attendant, but we probably could if we were a twelve-story buildings. A mix of housing options—detached homes, row houses, small apartment buildings, large apartment buildings—should be the goal.

Christopher Brown | U St./Shaw, DC

General: If used as a device to reign in developers’ profit driven motives and acknowledge the cultural/tourism value of contemporary architecture, I think this study is valuable...otherwise I’m not sure it’s worth exploring. Shifting the focus of the city to non-federal buildings only has value if the city renews their interest in architecture as a significant cultural asset, not limiting the city’s assets to ONLY federal buildings.

What else should we consider?

I actually think the scope should be significantly reduced to focus the discussion more effectively. Presently, every issue relevant in greater Washington, DC is being brought into the fold of this discussion (affordability, environment, economic development, etc.).

What is Washington's postcard image today and in the future?



Gary Malasky / Wesley Heights, DC

General: The height limit gives the city a human scale. It also has had a great benefit in forcing investment outside the core.

The proposal that seems interesting is a modest increase in height but not the number of stories. This would allow for a more varied roof line and some taller floors.

Should private buildings become skyline landmarks? Yes, if any are worthy. The Empire State Building is a prominent NY landmark. If there were a shorter building of equal architectural significance, a private building could become a skyline landmark.

To the extent greater height results in greater density, it should be in metro served areas.

Timothy Dowdy / Adams Morgan, DC

General: Federal interest and local interests can be synthesized; the two are not mutually exclusive. "Local" DC needs an opportunity to grow, evolve, increase economic and urban vitality, and remain competitive, if at least from a sustainability standpoint. Increased building heights can strengthen all these elements at the "local" level. A strong city is in the best interests of the "federal" city, as this is the home and context for our government/democratic symbol. Taller buildings can "frame" desired views/corridors—taller buildings can actually increase the definition of these elements from a street-level experience! If the city is not afforded/allowed to increase height as a means to achieve its goals (growth and economics, sustainability, transit, sense of place) these benefits will go elsewhere where conditions are more hospitable.

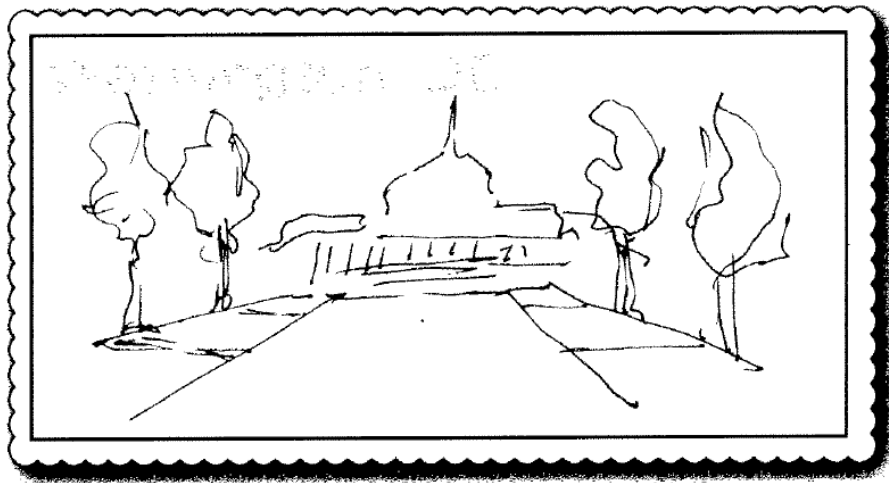
What else should we consider?

PS—just because building heights increase, doesn't automatically mean "big scary NYC." Even a moderate increase cap (+5, +6 stories) could have/precipitate amazing and appropriately-scaled effects! Don't be afraid!!

None / None

General: Part of the beauty of being in the US federal city is that civic structure/monuments do define the skyline and make DC distinctive. However, diversity in architectural style helps further define neighborhoods (e.g. Baltimore)—beautiful—eclectic architecture in good condition and bad. Also public spaces in DC should never be overshadowed.

What is Washington's postcard image today and in the future?



GENERAL SESSION QUESTION & COMMENTS

The following summarizes questions asked at the June 4 public meeting.

Q: Is the committee looking at height requirements from a safety standpoint (e.g. fire systems?)

A: This is part of the deliberations the *city* would make as part of the zoning. However, not a federal issue.

Q: Should Arlington County should be included in a height limit study?

A: This was debated a few decades ago, and coordination with and recommendations regarding Arlington County is not part of the scope of this study

Q: NoMa radically redeveloped recently with a serious lack of park space—is this driven by federal height limits?

A: No; 20% of land in DC is parks and open space, more than most other cities. But would more height lead to more funding for infrastructure in the city (stormwater, transit, parks)? Yes.

Increasing heights will not necessarily better the architecture. Also, commercial areas are only one building wide on the avenues, and flanked by residential homes. Increasing height limits, even in only commercial areas, distinctly impacts the residential areas right next to them. As for affordability, taller buildings do not make real estate more affordable (e.g. NYC)

We need to consider non-economic values we would be affecting by changing building heights. Manhattan: taller buildings end up bringing more people onto the sidewalk at a frenetic pace trying to get things done and is unpleasant. We need to maintain the lower pace and quality of our streets, which makes it walkable and inviting to tourists.

The idea that federal government has any say in local affairs is odd; L'Enfant or federal buildings would not be affected by heights in Dupont or NoMa or other areas.

Q: What are the needs? We need to address this questions first: housing, commercial space, etc.

A: Entirely possibly that even if Congress allows higher limits, the city may not act for as long as 50 years or so. East end, West end, NoMa, Capitol Riverfront would not have been developed if higher buildings were allowed in the center of the city, which spread development out into other neighborhoods which has been very good for the city. Also, the point of the study is to address at what level the federal government should care.

DC is a classic example of Jane Jacobs. Only highest uses can remain in core, and innovative uses kind of get pushed out. I am concerned about intra-city sprawl; people want to be in central places.

Q: Has DC ever considered suing the federal government?

A: No.

- Q: Don't understand why federal interests have to be mutually exclusive to interests of the city and residents. Why can't heights be used to enhance the L'Enfant city while allowing it to grow sustainably and remain competitive? Increased heights could be a real boon and draw for this place and solve a lot of issues simultaneously.
- A: Our study does not discount the idea of shared interests. Also, the economic feasibility analysis does include an economic projection of challenges/benefits to the city itself.
-

- Q: Why, as a national city, has this not become a national debate?
- A: In essence, that's the condition we have right now—in studying heights, maybe it's time to allow the city to have a little more say around its local affairs—at what point does that local say begin to interfere with the federal interest? Things like the Mall are not just a national landmark but also a central point of the city that people deal with daily—these issues are not mutually exclusive, need to deal with all aspects.
-

- Q: Congressman Issa signed this letter by himself; is this a personal letter or a committee letter?
- A: It was a letter from the Committee.
-

- Q: When will the public be able to see some of the modeling results?
- A: During the Phase 2 meetings in late July/early August.
-

- Q: An increase in height allows an increase in density, infrastructure, traffic, etc. and undergirding that whole analysis is major budgeting considerations. E.g. Waterfront BID for example is nice, but community is worried about density and traffic. Also, we have the 130 height limit now, and we're not using it. What is the justification for reconsidering if we aren't even maxed out?
- A: These are issues dealt with in the District's planning process after federal interest has been considered. A lot of people agree that we have a lot of nice single-family neighborhoods that are low rise and will never reach 130 ft. No need to wait until we build the city out to 130, because that's not a city that we would want to live in. Rather, ask at what point building heights in the city affect the federal interest. Also, a conversation about height inevitably leads to conversation about density, which is not necessarily always valid. And once again, what is the federal interests in density, affordability, and economics?
-

- Q: What types of effects would increasing the height have on property values, especially in regards to real estate speculation? Unleash a new wave of property bubbles?
- A: We don't know. This will be answered in Phase 2.
-

- Q: Darrell Issa might leave position as Chairman after next year. Do we think things can actually be done between now and next year?
- A: We are intent on getting things to Congress by this fall. It might be that we give a very narrow answer as opposed to a broad one, but we feel urgency because of that timeframe.
-

- Q: Hypothetically, if we go through this process and give an answer, when at the local level will heights be established?
- A: Probably ten years before any zoning changes if we do decide to anything in the short term. The Comprehensive Plan has to be updated first, following any Congressional action.
-

Q: We've become one of the greenest cities in the country. In the next 20 years, we may become one of the big renewable energy cities. Is this taken into account?

A: One of the things we would look to if we were to allow additional height would be solar rights. However, that's part of the local progress, not part of what we're presenting to Congress. Also, there is archaic language in the Height Act, and it doesn't mention things like photovoltaic volts, etc. and could definitely be updated.

Q: In conceptualizing federal interest, views has been mentioned a lot. However, federal interest also includes buildings and real estate (for example, FBI building moving out of city for lack of space). Is the question of federal office space and federal needs of land use in the district part of the consideration?

A: Federal government is actually shrinking its footprint: flexible schedules, etc.

Q: Population of city has been going down and now is only recently rising again. Why do we think it will expand much beyond current capacity to absorb?

A: Based on current population and job growth projections, we will have serious capacity issues in the future. The question is should we continue to grow and will the current height limit continue to serve our needs into the future? We will need more to provide diversity in offices and other kinds of space; this is part of what will be studied in economic analysis.

Q: How are you defining sustainability and the federal interest? National Park Service, arboretum, viewsheds to Capitol—is that a federal interest? How much of a federal interest is stormwater infrastructure?

A: DC is #1 or #2 in sustainability now, but we want to hear from you what you think the scope should be re: sustainability, parks, etc.

Q: Studies tend to study things that are quantifiable, but a lot of quality of life issues are a factor here. How will walkability, open space, green space etc. be factored in here?

A: Some of that is a local concern, although some is certainly a federal concern.

Both positives and negatives to the Height Act; encourage discussion to move forward on grounds of interactions of tall buildings with streetview and street-level experience.

We've done a lot on K Street, downtown Washington, other places. Having the height limit has allowed us to grow sensibly—it gives us a good rational to make changes and to make them sensibly, but not to overbuild, not to increase density greatly, and not compromise green image.

We have 3 principles here, but Chairman Issa's letter goes far beyond those principles. For example, Congress seems to be asking us to look at compatibility to local areas. Why only look at aesthetics when concerns of the people come far beyond that? WMATA is a tri-state authority—that is a federal interest, and doesn't seem to be addressed.

We should first do modeling on how we got to where we are today. Might be interesting to look at how technology has impacted the development of DC, transportation, etc.

- Q: What did we learn from the case study of Paris? Are the high-rise clusters of Paris comparable to Rosslyn?
- A: Haven't really drawn conclusions, more analyzing the approach. Almost every major city has asked itself these questions: What should our height be? What should our skyline be?
-

Height has everything to do with infrastructure, which historically in DC has been paid for by Congress and used as a way of holding back and not helping the city. City is disenfranchised because it does not have the ability to make decisions about its own destiny. Maybe there needs to be funding in this study to really comprehensively answer all the questions necessary.

THURSDAY, JUNE 6, 2013 | SAVOY ELEMENTARY SCHOOL

WORKBOOK COMMENTS

K. Baker | Anacostia, VA

General: I'm glad Dc is considering the height limit. DC needs to come up to the 21st century regarding taller buildings in DC. It is important to our economy. Thanks for carefully reviewing this. It is important that our city is vibrant and buildings included. The Federal Triangle, White House, Capitol Hill, and Tidal Basin views should be prominent and are important to me! Yes, other types of buildings should become landmarks. Yes, taller buildings can coexist with skylines. All things that currently exist should be taken into consideration. I personally like the location of taller buildings outside of major viewsheds idea.

What else should we consider?

Green space should be maintained (parks and walking spaces).

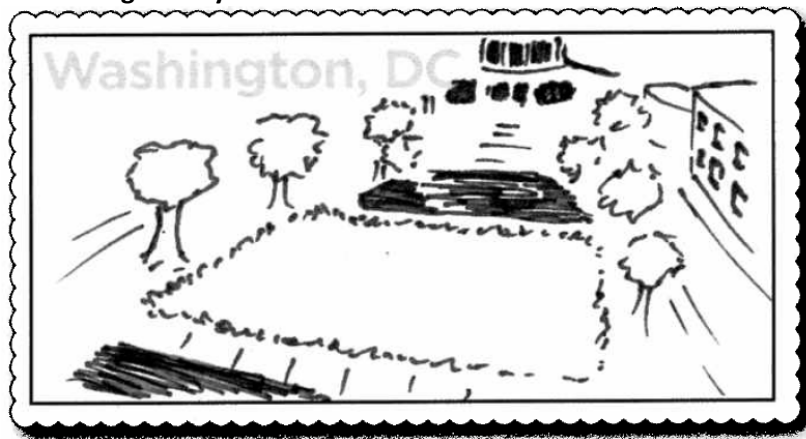
Shelley Ross-Larson | Georgetown, DC

General: Please keep height limit as it is throughout DC.

Emily Allen | Capitol Hill, DC

General: I have only been living in Washington for a year but I already love it more than Paris—the only other city I have lived in. Urban space across the pond was always cluttered and overwhelming whereas DC's parks and wide avenues command my attention in a much more positive way. I think this is in part due to the style of architecture—white clean slates—that gives way to the natural beauty of the city.

What is Washington's postcard image today and in the future?



Molly Hahn | Stronghold, DC

General: I come from the NYC area and I find DC so much more welcoming and manageable. The city is inviting and homey while still being exciting. There is so much to do. Yet I do not feel like I am trapped in buildings. I want Dc to stay inviting. I feel la lot of pride in this city and its traditions even though I just moved here and I feel all Americans do because it is our nation's capital. It should stay this way.

What else should we consider?

Monuments should stand out not get overshadowed by a major business building.

Vincent G. Carter | DC

General: Viewsheds are important and should be maintained to currently identified landmarks. Greed, as in increased property taxes, should not drive building heights. I support studying the question of building height. NCPC's role should

be closely and carefully considered. NCPC can be too restrictive and dictatorial, yet it can contribute to great views of certain monuments.

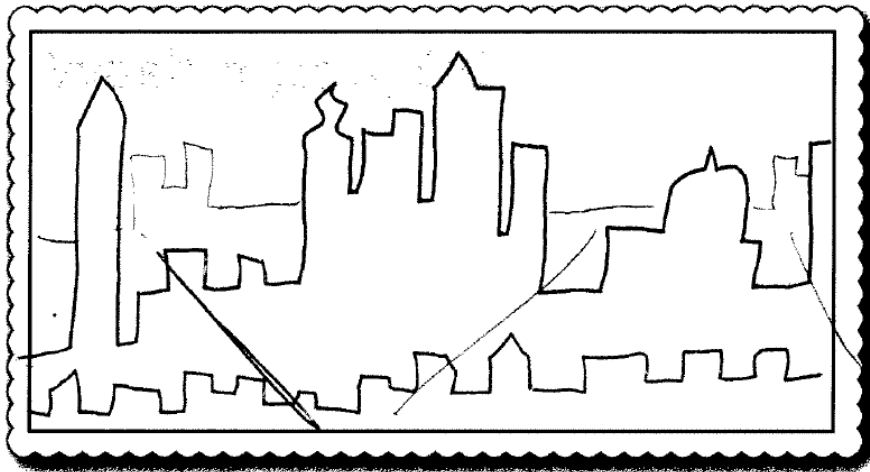
What else should we consider?

How successful or not current high density areas, e.g. NoMa, have been when occupancy and tax revenue are evaluated.

Dan Guilbeault | Truxton Circle, DC

General: I like London's model where important iconic buildings' viewsheds are protected with taller clusters farther out. Density should be clustered around Metro with affordable housing minimums built in.

What is Washington's postcard image today and in the future?



Peter Kauffman | Dupont, DC

General: I honestly don't know what to think. I guess it's a good thing you're studying!

My question—if we raise the height limit by a small amount, will it really trigger any redevelopment? Will we have to wait for current 10-12 story buildings to get old and torn down before changes are made in downtown? Conversely, if we add a lot of heights will that encourage more full-block structures? I think it's really neat to be in downtown with variety in each blockface, with several different facades in each block, and I'd hope that doesn't change things.

What else should we consider?

I'd hope that renewed investment in downtown could fund infrastructure improvements (especially to transit—I'd love to see a separated blue/orange and green-yellow line tunnel).

John Heermans | Kalorama, DC

General: I would like to see the height limit act removed or amended to allow higher buildings. There are a lot of urban design options that could still preserve iconic/historic buildings. Viewsheds, design options, topography can all be used and let the city evolve to maximize its transit/density benefits.

Paul Thistle | Takoma, DC

General: I am a new resident to Washington, DC, so my understanding of the city is novice at best. However, my perception as an outsider is that DC's identity is constantly changing. Yes, many people have been born and raised in DC,

but a large amount of people are transient, and that affects its identity. However, the issue of identity is not high on my list of priorities. As an educator, I think it is important to raise various issues and to encourage people to use their democratic voice. I believe other issues should be considered before the topic of the height act.

What else should we consider?

Removing the Height Act is not a bad idea. Before doing so, we need to consider all positive and negative reactions which it looks like is the case.

Brenda Lee Richardson | Congress Heights

General: Who does the height changes impact? Is ward 8 being considered as one of the pre-designated areas to study? The existing viewsheds from ward 8 are beautiful. Don't want to see that changed. Taller buildings should co-exist in the downtown area only. I am more concerned about protecting and maintaining the neighborhood parks, historic buildings, and communities that we currently enjoy.

Affordability and housing options are often symbolic of gentrification. Economic vitality is fine as long as it includes all the people.

What else should we consider?

Sustainability means keep it clean and green. Don't want to see any height changes at all.



A. Lyon | Hillside, DC

General: I would like to keep the current Height Acct. I want to keep the view of downtown—Capitol, monuments, etc.—from east of the river. I want to keep DC unique, apart from the rest of the world cities.

Payton Chung | Ward 6, DC

General: I value views across the city to the key monuments; these should always define the character of the city and the national capital. A horizontal skyline is a democratic one—all are equal under the law. It encourages the city to fill the blocks of urban fabric. That said, skyscrapers can provide visual interest outside the core, and great scope exists to adjust existing limits up—particularly in key corridors, and to prime views.

Mary Buckley | Ward 8, DC

General: Building heights cause congestion in more people, less space; more people with dogs—nobody complies with the “pooper scooper” laws—generates more garbage and poor livability; more stress with people living atop one another. DC will become another New York City and can’t see the stars!

Annemarie Gray | Mt. Pleasant, DC

General: It is important to remember that height does not equal density, necessarily, and height does not equal good architecture, necessarily. Any approach must be nuanced and must be varied and clustered around particular nodes and corridors. I think the height act should be amended to allow for taller buildings, but the city zoning process must address creative and strategic ways to add height (e.g. auctioning air rights for transportation and affordable housing funding; trading rights for variation in designs of adjacent buildings). But ultimately this should be a DC government issue, not federal. Congress should give DC the right to make that decision.

GENERAL SESSION QUESTION & COMMENTS

The following summarizes questions asked at the June 6 public meeting.

- Q: My question is with regards to the height is with regard to how it will affect the clean air act, because even though we don't honor it, we have the best air quality not like places like Denver. Can you imagine if ever a car stopped in a high traffic area, and those buildings which gather debris, when you put all that into consideration and peoples health who is not up to par—have they done the study how a larger building will affect air quality?
- A: That's not something we are specifically planning to study but there are places with taller buildings than DC and have managed to have decent air quality; it's not so much the height of the buildings but the type of pollutions. Our biggest sources are particulates, with more people who will be driving how will that affect transportation, and we will study that.
-

- Q: One of the things I would like to talk about is how it will affect the DC Zoning Act
- A: I think we will be answering it a lot of different times tonight, because the Height Act dictates the maximum. If the federal height act were to change, DC zoning will not change until we look at the Comprehensive Plan. Nothing may change for a while, because we want development.
-

- Q: I am concerned about the height act, how high are we speaking of for buildings? Are we talking about the Chrysler building? Twin Towers?
- A: We have certain landmarks that are important buildings in the District, like the Washington Monument and the Capitol. We are talking about 1 story maybe 5 stories, and that is because we have that aspect of our city that we like, human scale. According to this principle, we could potentially see 180 feet, but because of the federal height act 130 is our limit.
-

- Q: The vista I am very happy about, this kind of worries me and I can understand that because of changes in demographics, are we talking about an increase in population, and then what kind of infrastructure is needed to support that? Do you base your decision on projected population numbers?
- A: We are talking about 3-4 year process for a comprehensive plan review; we think we already have the capacity for future growth at 800K so these changes are for the future, but at some time in the future we will need to review it. The comp plan only lists Capitol riverfront, NoMa, downtown, those are high density; we are not going into a residential area and make it high density.
-

I have two observations, considering affordability, thinking that will permit more affordable residences and that for me is not true and I don't buy it because of NYC example. Second, we would be affected, can it coexist with our skyline? I don't see how that is possible.

- Q: My question is about the zoning laws, each ward has its own zoning laws?
- A: Zoning is citywide
-

- Q: Safety aspect...what is the safety aspect with regard what if it catches on fire, have we looked at those factors?
- A: DC has one of the most up to date building codes, but were saying lets go up 2-3 stories, for people thinking they can add to existing buildings, building engineers will need to look at that.

- Q: I live up on the Hill, but I envy my friends view, up on Stanton Rd. My concern would be if you pass this act for higher buildings, are there restrictions for the proximity to the Capitol?
- A: We are taking very special care to model it and from that we will begin to understand the impact on the viewsheds, when you're at the Capitol or on the streets. That is an NCPC item that we are paying a lot of attention to.

COMMENTS SUBMITTED VIA ONLINE COMMENT PORTAL

The Height Master Plan website includes an online public comment portal, providing the public the opportunity to submit comments and attach related media (documents, pictures, etc.). All submissions are published within 24-hours for public viewing and will be included as part of the study's public record.

The following is a compilation of submissions received to date.

The online public comment portal is located at:

<http://www.ncpc.gov/heightstudy/comments.php>

Lindsley Williams, Washington, DC (June 07, 2013)

Mike: As you and your colleagues move forward on the Height Act study, I'd ask:

- Can NCPC/OP produce a diagram of widths of rights of way?
 - If so, can that "width" be associated with every property shape that it abuts, thereby allowing a determination and visualization of what the Height Act would allow (from the most permissive frontage)? If so, then a diagram of Height Act can be produced and even overlaid with limitations that zoning now imposes, often less but sometimes more (see below) that is "lost" to the greater restriction of the Act of 1910.
 - At the same time, where rights of way are less than 90 feet, the Act limits building heights to the width of the right of way. What rights of way are less than 90 feet? Maybe this should be in increasingly restrictive decrements: 90-80, 70s, 60s, 50s, 40s, under 40?
- Where In DC is the Height Act's limit more restrictive than that allowed in Zoning (classic example being where height limit is stated as the same, but parapets height is counted in Height Act but not in zoning (up to 4 feet)? What about differences in the point from which "height" is measured?
- Should there be a relief provision from Height Act limitations as a kind of variance?
- In what areas of the District is Height Act the sole limitation (many receiving zones, perhaps elsewhere)?

Going beyond these, the question of right of way widths is one that also informs where visualizations should occur. Remarks noted that this would include such icons as Pennsylvania Avenue. I would look for this along all rights of way that are 110 feet or more, these being where Height Act allows (if commercial) 130. I would particularly think that visualizations along K Street from Mt. Vernon square to Rock creek (148') would be important, as well as other 160' rights of way such as Maryland and nearly all of Virginia Avenue (both of which feature railroad tracks, often elevated, in portions of the r.o.w. at this time). Widths can be unsettled where multiple rights of way abut, as they do where freeway slices thru the area with flanking service lanes or sections of older L'Enfant streets; South Capitol where the interstate ramps exist is another that is particularly wide, wider than it is from about I Street south to the bridge. Finally, other than L'Enfant plaza and the SW Urban renewal plan, are there other areas where there is a "special" measuring point? Returning to visualizations, I would think some should be along particularly narrow rights of way as well, of which there are many in Adams Morgan and pockets of other often historic locations around the District.

Gary McNeil, Washington, DC (June 05, 2013)

Thank you for the opportunity to participate. Although I have tremendous respect for both Harriet Tregoning's office and NCPC, I found the format of the meeting somewhat puzzling and frustrating. As I understood our task, it was to think about the link between the federal interest in DC and the height limit, and how changing or maintaining the height limit might impact the federal interest, favorably or unfavorably.

But this very abstract concept was communicated somewhat clumsily by the speakers who introduced the meeting, and also the various boards around the room seemed to raise a different question, something like "how would we like the city to change?" As a first step in the process, I would have found a different meeting more useful--a brainstorming session or a focus group around the question "what is the federal interest in DC?" To me, the answer is not all obvious, and I found it impossible to think usefully about the height limit without better understanding the federal interest. Also, I think it would be a very intriguing idea to having the residents of DC speak to congress about their ideas of what the federal interest in DC might be. I understand process comments are not what you're looking for at this point. Good luck!

Jacinda L. Collins, PE, LEED Green Associate, Washington, DC (June 05, 2013)

Good morning NCPD, I was not able to make my comments through the online portal; so please find below my comments from the event last night.

Station 2: What approach might we follow? Of the case studies exhibited, London is the best model. This approach would provide many developing areas of the city the chance to create something unique, while still protecting the prominence of the National Mall. Station 3: Principle 1 - What landmarks and monuments should be prominent? The Washington Monument and the Capitol Building should become the benchmarks for potential sightlines as they are currently the only prominent structures under the current height restrictions. With many of the buildings around the National Mall all being built to the same height, there are few views available of these two structures currently. Is it important for civic structures to define Washington's future skyline? If polled, you will find that the DC's skyline consists of the Washington Monument, Capitol Building, and the Lincoln Memorial. The horizontal DC skyline has already hindered the views of most notable civic structures. Thus, the current height restrictions have already diminished the participation in a general DC skyline. Should private buildings become prominent landmarks in Washington's skyline? Regardless of height, private buildings have become landmarks. Private developers can easily create unique critically acclaimed taller buildings that can become the next generation of DC landmarks.

Principle 2- Can new taller buildings coexist with our skyline? As I mentioned the current horizontal skyline only allows 2 structures to ultimately define DC's skyline. The addition of taller buildings with proper zoning and sightlines can create a more dynamic DC skyline. What does a "horizontal skyline" mean to you? As a fan of architecture and a traveler I will say that the current horizontal skyline of DC is not appealing. If every other building on the street was a historic structure with varying forms of architecture, then the horizontal skyline may not be that bad. However, the current DC height restrictions have created near identical boxes that make me feel that DC architects and planners are forced to adhere to limited model of conformity. This makes the non-National Mall portions of DC feel devoid of an identity. And if parts of the city cannot find an identity, then it will become very hard to bring people to work or live in other areas. As an outsider coming into the city, I will say that DC's neighbor Arlington is doing a great job in creating multiple prominent areas within the city that are attracting businesses and residents. Principle 4 How should building heights relate to: Major parks and natural features? To me, parks and public spaces are more defined by their landscaping, accessibility, and features rather than the structures around them. Well placed and thought-out trees and artwork will make you forget that there is a 20 story building across the street. Other Considerations No one will deny that some height restrictions will remain in place for those high-security areas.

Traffic is a problem that all densely populated cities. Rush hour and event traffic in DC could benefit from other programs such as timing street lights for cars, more Metro stops, and other DC/VA/MD mass transportation projects. Regardless of building height, the city will have to be the champion for low income housing and work with the private sector to push this initiative forward. Many federal agencies have already moved and are planning to move to Virginia and Maryland. The FBI is the latest high profile agency that will leave DC in the near future. The agencies are not moving to skyscrapers; however they are moving to dynamic structures that make their employees feel better about coming to work. The new generation of federal buildings in Virginia and Maryland are green, have unique architecture, and have higher floor to ceiling heights that appeal to open workspaces and flexible floor plans. Tourism can only be enhanced with the addition of zones of taller buildings. Foremost there would be opportunities for more hotel rooms which would help drive down DC hotel costs, thus making vacations, conventions, sporting events, and concerts more appealing.

Matthew Steenhoek, Washington, DC (June 03, 2013)

(Twitter) @NCPDgov @OPinDC at 103 yrs old I'd say its about time for DCHoBA to grow up and start taking some responsibility for its actions! #heightdc

Manuel Casas, Washington, DC (May 30, 2013)

I'm pro height rise building. It would make the city look more attractive, and a city of the 21 century. DC height rise restriction makes the city look antique and boring.

Sarah Gutschow, Washington, DC (May 21, 2013)

It was nice meeting at the DC Height Master Plan public meeting. It was great to learn more about the National Capital Planning Commission's and the D.C. Office of Planning's joint effort to study the impacts of the D.C. Height Law. I also enjoyed how interactive the meeting was and having the chance to offer some input as a long-time D.C. resident and an Urban Planner. As I mentioned yesterday, at the Bloustein School of Planning and Public Policy at Rutgers University I wrote a term paper on the D.C. Height Act for my Planning Law class. That paper is attached. (attachment submitted)

Eli Glazier, Los Angeles, CA (May 21, 2013)

(Twitter) Focus on context-appropriate building height guidelines to improve housing affordability while maintaining District character.

Frederic Harwood, Washington, DC (Shaw) (May 21, 2013)

(From Attachment) The District of Columbia's commercial real estate is more expensive per square foot than Manhattan's financial district. The area's traffic is the worst in the country, with ever-expanding sprawl adding to the nation's longest commuting times. Only 11% of the metropolitan area's 5.7 million residents live in the District of Columbia, among the lowest percentage in the US and well behind New York City's 43%, Los Angeles' 30%, and Chicago's 28%. We rank well below... (attachment submitted)

Frederic Harwood, Washington, DC (Shaw) (May 21, 2013)

This article identifies the impact of building high in terms of construction expenditures, construction jobs, construction salaries, and, once the building is finished, annual operating cash flow, employment, and salaries/earnings. In addition there are tax implications for the city and state for both the construction and the year to year operations. Finally, any building has an impact on the existing commercial and residential real estate market, and that is discussed as well.

The article ends with a discussion of Berlin and Paris, and the implications for Washington, DC. In going through the data, I note one slight correction. On page 6, the last paragraph beginning "More recently,..." the second line should read "2008, has generated \$2.028B in total construction expenditures, including \$1.26B in Philadelphia, resulting in 17,293 construction-related jobs...etc." just a small change.

I hope the partners find these analyses helpful. I have enjoyed working on them, and it is something I really believe in. (attachment)

Dan Maceda, 475 K St NW DC (May 19, 2013)

No changes to the height limit until we build out NOMA, near Southeast, and Mt Vernon Triangle. If the height limit is raised we will have fewer but taller buildings and the continuation of surface parking lots.

P. P. Campbell, Jr., Washington, DC (May 17, 2013)

As to terms and provisions, I would also like to see how seemingly similar provisions of the Height Act and the present Zoning and other development codes can trip up expectations of developers and residents alike. For example, the height of a parapet counts under Height Act and doesn't (if four feet or less) in zoning. What are allowed roof structures under both? Etc. This is a question the Senate's sitting representative to NCPC asked when the Height Act study was introduced earlier this year; it's worth addressing in the present endeavors.

P. P. Campbell, Jr., Washington, DC (May 17, 2013)

The vast preponderance of regulations have rules that are more or less clear and, importantly, a relief valve. In zoning and building codes, there is a process to seek a "variance" of some kind from a body (BZA) or ranking official ("code official"). For the Height Act, there is none.

What if — at least outside the L'Enfant area an authority were created to allow variances from the Act, be it otherwise left as is or as modified. This would be in keeping with the functions of the Zoning Commission (created 10 years after the Height Act) as it is now constituted, with hefty Federal representation and input. Height Act variance cases could be heard by the ZC (as it does with campus plans, and there could be a mandatory referral of any Height Act variance to not only NCPC (as with Foreign Missions) but also the Commission on Fine Arts (at least where it has jurisdiction).

P. P. Campbell, Jr., Washington, DC (May 17, 2013)

The record should reveal insights from Federal capitals, including Ottawa, Canberra, and Brasilia; and major cities in the U.S. (Chicago, Denver, Houston, Baltimore and Philadelphia); and beyond (Shanghai, the "Houston of Heights" -- no restrictions, total central control, no citizen input, no ANCs, no City Council that is not within Party control, etc.) In effect, a summary not only of "Practices" but analysis and conclusions against the core principles to lay-out potential "Best Practices to Support the Core Principles." It is important to review the context in which the Height Act of 1910 was adopted, shortly after elevators were common -- and when most aerial views would have been from natural promontories or hot air balloon.

The threat to which the 1910 Act responded was unchecked verticality that would, over time, block the views of (and from) significant federal places: Congress, Washington Monument, etc. The Act imposed a 130 ft limit, less where streets were narrower. The Act did not contemplate setbacks (other than roof structures) for allowing tiers of additional height -- something taller buildings in would come to utilize (notably the Empire State building). Tiered height can allow views that are meaningful and respectful that would not be the same if there were an extensive visual barrier brought about by flanking buildings of essentially the same height from one to another and occupying most of all of their parcel.

The Lewis plan of the 1950's introduced not only the concept of bulk (reflected as floor area ratio, among other things.) The Lewis Plan also articulated "Federal Interest" whose thoughts remain timely. For one, Lewis noted the value of the Commission on Fine Arts as a way in which to promote overall design of federal projects.

The Lewis plan proposed controls on density that were adopted and proposed taller buildings in various zones - limited to not unduly obstruct light from reaching the areas around them, with controls on something the plan called "angle of light obstruction." This part of the plan was rejected when most other parts were adopted. This lesson is more relevant to District as they consider respective amendments to the Comp Plan and zoning.

The study should make explicit the vast increase in human occupancy of roofs. Roofs were an attractive and economical place to toss utilities, and the views from rooftops of the past looking over American cities, including Washington, was filled with mechanical clutter. Now, such areas are limited in total area (percent), setbacks, and typically screened. But, increasingly roof amenities create and exploit value that was ignored in the past, particularly when blended with green features. Revisions to the 1910 Act, (as well as, eventually, the Comp Plan and zoning), should identify unintended barriers to such benefits.

The most ambitious part of the effort is the pace proposed -- delivering recommendations to Congress this Fall. (attachment submitted)

Thomas Taylor, Judiciary Square (May 16, 2013)

In order to remain competitive with adjacent jurisdictions, the District of Columbia should judiciously select portions of the District outside the historic L'Enfant plan to raise the height limitations. The high-rise buildings in Rosslyn negate any argument that higher limits would contribute to the degradation of the Federal presence in the center of the city. Outside the L'Enfant plan and historic districts are several nodes or corridors that would benefit from high rise structures. As a corridor example: all of the south side of New York Avenue from the Amtrak rail crossing to the Arboretum. As a node example, a new Metro Green Line infill station at St. Elizabeth's campus.

Kevin Waskelis, Washington, DC (May 14, 2013)

If you are against altering the limit then you are basically saying that it's ok that DC's rents are egregiously high and that the traffic is terrible. I'm sorry, no skyline or community character is worth such costs. It's unfair for people who have lived here longer to shut the door on newcomers who can barely afford the prices in DC and are sick of the traffic.

Lasse van Essen, U street, NW DC (May 14, 2013)

I support higher rise buildings especially near metro stops. Maybe it will bring down the cost of housing slightly, and it makes a lot of sense to create density near metro. P.S. I live in a single family row house - but not everyone can afford that or should want that.

Max Bergmann, Washington DC (May 14, 2013)

Get rid of the height limit and allow developers to build as tall as possible. We need more density and more housing.

Carol Casperson, Fairlawn neighborhood (Washington East) (May 13, 2013)

Residents East of the River are concerned about their view being blocked by buildings, bridges, etc. that are built between them and the downtown and mall areas.

Amber, Washington, DC (May 13, 2013)

Which problem will modifying/eliminating the height limit solve? It won't reduce the cost of housing. DC is a desirable area, and developers will continue to build expensive housing. It won't fix the boxy architecture either. It'll just make taller boxy buildings (this is a zoning/style problem, not a height problem). The proposed changes to the law are a solution in search of a problem.

Moogmar, Washington, DC (May 13, 2013)

One of my favorite things about Washington is the open skyline character. Not having a lot of tall buildings lets the city feel more open and less congested. The lower buildings also make it possible to see the monuments from different points in the city. Both of these aspects enhance the appeal of the city and people do notice.

Matt Sloan, Washington DC (U Street Corridor) (May 13, 2013)

The current height restrictions are terrible for our city. Additional height should be allowed on major arteries (Wisconsin Ave, 16th Street, Connecticut Ave, etc.) and specifically around metro stations. Further, any height restriction outside the immediate vicinity of the monuments makes no sense.

Mary Elizabeth Kenel, Washington, DC (Brookland/Michigan Park/Catholic University) (May 10, 2013)

I wish to ask that you hold the line on the present height limits. In the first place, the lower limits on height give DC a lovely skyline – and in the second place, the limits actually allow us citizens of Washington, Dc to see the sky! Already in my small neighborhood – near a Metrorail station in which there is much development going on – some of our iconic neighborhood views have been destroyed – obliterated by the proliferation of tall, ugly buildings. I know the value of being able to actually see the sky and enjoy a reasonable vista – I am from Manhattan – New York City – I love DC because it is not filled with skyscrapers and because one can actually see the horizon, at least from certain vantage points. In this highly automated culture, it is important to connect with Nature – the view of the sky – dawn, sunset – stars and moon – are a gift to us all – they help bring peace and healing to our often troubled minds and spirits. Bricks and concrete do not. Less height is a small step in the right direction.

Tony Varona, Chevy Chase, MD (May 10, 2013)

We should follow Paris's lead. L'Enfant used Paris as a principal inspiration in designing Washington, of course, so why not follow them in this endeavor as well, especially since (1) they've long had height restrictions similar to ours, and (2) they've recently (about three years ago) modified their own restrictions to allow for much higher rooflines in certain arrondissements. See here:

www.treehugger.com/sustainable-product-design/newly-freed-from-height-limits-paris-skyline-ready-to-rise.html

Jennifer Henderson, Washington, DC (May 09, 2013)

As a resident of DC I urge the study to recommend that the height limits remain in place. The lack of skyscrapers gives DC a distinctive feel which is beloved by the residents and remembered fondly by tourists. Removing these limits would change the characters of neighborhoods and put more stress on our transit systems.

Nancy C Wischnowski, Chevy Chase, DC (May 09, 2013)

The characteristic of DC as compared with most other cities that you can't tell the difference from one to the other is the lack of skyscraper buildings. This is noticeable when you fly into Reagan National Airport or when you are standing downtown in the middle of the city. This city is beautiful in its simplicity and is unique in the country. Please do not think of caving in to developers who are only interested in money and profit from change- nothing else!

Robert Crooks, Washington, DC (May 09, 2013)

My initial reaction to any proposal to relax DC's building height limits is that this would be a very bad idea which, sooner or later and regardless of any safeguards that may be included, will lead to the destruction of what is arguably a unique cityscape in the United States, for a city of comparable size. One only needs to look across the river to the urban disaster that is Rosslyn (or indeed, any other city in Virginia--a state which apparently eschews urban planning) to understand what the possibilities might be. Thoughtful commentators like Roger Lewis have recently argued in favor of some relaxation of the rules, clearly envisaging some strategic intensification of development around metro stops. But it is almost certain that high rise development, once allowed to get its foot in the door, in the longer term, will inexorably spread and progressively destroy what is unique about the city.

This is a city with a long history of corruption and incompetence. The more freedom city managers and elected representatives are given to influence the look and fabric of the city, the worse it will get.

Finally, one cannot help wondering what has prompted Congressman Issa, a man not entirely free from shadows of his own, to initiate these inquiries. I have carefully reviewed the background materials provided but can find no explanation. It would seem to me that, at the very least, Congressman Issa should explain himself. This is a man of limited experience as an elected representative who, as far as I am aware, has never served in state or local government

and has no apparent record of published opinion on matters related to city planning either in this city or in his constituency near San Diego. Nevertheless, he seems to have experienced some kind of conversion on the road to Damascus that has prompted him to launch ostensibly detailed and no doubt expensive inquiries into a question that has not been of any obvious contention in the 25 years I have been resident in this city and which, indeed, has served the city well for 200 years. I think the congressman, at the very least, owes everybody concerned a detailed explanation.

Jackie Young, Washington, DC Ward 5 (May 08, 2013)

I am opposed to increasing the height limits in DC. We are a beautiful city, and any proposal to increase height limits will be a detriment to our environment. This city caters to developers already. Green space is being taken over by apartment buildings. We don't need or want our air space and sky views also taken over.

Rick Rybeck, Washington, DC (May 08, 2013)

The height limit is an integral aspect of the District's ambience and its real estate market. There is substantial demand for living and working space in and around the District. The height limit constrains development. Thus, the price for office and residential space is higher than it otherwise would be because the height limit restricts the size of buildings.

At the same time, the height limit has reduced land values to the extent that a market exists for development in excess of what the height limit allows. In other words, there might be demand for office space to fill a 20-story office building near Metro Center. But no developer will pay a price for land near Metro Center based on the income from a 20-story office building because such a building is not permitted. Therefore, developers will only pay for land based on the income that could be derived from an office building allowed by current height law and zoning. (Demand for office or residential space that cannot be accommodated in the Downtown fuels land price increases and development in suburban areas such as Bethesda, Arlington and Tysons Corner.) If the District relaxed the height limit in any part of the District where the market demand for space exceeded the supply allowed under the existing height limit, two things would happen: 1. The price of land would increase because potential development (and therefore the potential income) for each piece of land would increase. (In fact, land prices might even rise in anticipation of this change.) Thus, this publicly-created land value could result in a tremendous windfall to private landowners – many of whom are very affluent and absentee. 2. Some properties would be redeveloped to take advantage of the new height limits and this would increase the supply of built space. This would tend to reduce rents but higher land values would also be factored into the rents. Therefore, it is unlikely that residential or commercial prices or rents would decline, unless a “value capture” strategy was pursued simultaneously to relaxing the height limit.

A value capture strategy would entail reducing the property tax rate on building values while increasing the tax rate on land values. The lower rate on buildings would make them cheaper to build, improve and maintain. The higher tax rate on land values would return publicly-created land values to the public and help keep land prices down by reducing the speculative demand for land.

Eugene Abravanel, Washington, D.C. (April 23, 2013)

The height limitations for buildings in D.C. should be maintained and we should avoid elevating or making exceptions to those limitations. D.C. should strive to be a model of a livable, low density city with medium sized structures and attractive neighborhoods where the air is clean and where there is minimal adverse impact on the environment. Encouraging low density neighborhoods with well-maintained homes and where both pollution and CO2 emissions are held to a minimum is a goal we should strive to achieve. Tall buildings will not encourage fulfillment of such a goal and will not even prove to be in the interests of long-term economic success. Visitors from around the country and world will be eager to visit an attractive capital that has resisted the tall building fad that is choking many American (and foreign) cities. The citizens deserve and want more for their capital city.

Kristen, Washington, DC (May 02, 2013)

There is PLENTY of room for development and population growth in DC without raising the height limit. Compare density in Adams Morgan or U St/Columbia Heights with places like Historic Anacostia and Minnesota Ave. Look at the empty real estate in Brentwood, Edgewood, Brookland and Fort Totten. Midrise development near these and other stations east of North Capitol could accommodate tens of thousands of housing units.

With the limit in place, this city previously housed over 800,000 people - nearly 30% more people than live here now. And there is potential for more than that within existing building codes. Further, we're already about to see a glut of apartments coming on the market in the next year. Let's see what impact that has on housing affordability before we rush to become New York (which, in case you hadn't noticed, isn't exactly affordable). With the limit in place, this city previously housed over 800,000 people - nearly 30% more people than live here now. And there is potential for more than that within existing building codes. Further, we're already about to see a glut of apartments coming on the market in the next year. Let's see what impact that has on housing affordability before we rush to become New York (which, in case you hadn't noticed, isn't exactly affordable).

Veronica Raglin, Washington, D.C. (April 21, 2013)

Washington should not look like NYC or other city with skyscrapers. It should maintain its character with building below the height of the U.S. Capitol. Increasing the density and height of buildings only serves to increase social and economic impacts associated with more buildings and structures. Further, as the nation's corner stone of democracy, it was well planned to support clear thinking without added congestion and security issues to the nation's governance.

Patricia Duecy, McLean, VA (April 19, 2013)

I just wanted to compliment you on your site, "Height Master Plan for Washington, DC." It is well designed. But, most important, it has given space to very thoughtful and articulate discussion of the topic. I'm looking at you from the Virginia side of the Potomac, and I'm very proud of both your facilitation of this discussion and the content of the contributing public. Thank you.

Michelle J, Washington, DC (April 17, 2013)

I grew up here and chose to move back to DC because of the human scale of the buildings and the character of the city that is created by the long-lasting preservation of height and scale. Washington, DC is moving in the wrong direction with easing the height restrictions and over-developing this city beyond what the infrastructure and the human psyche can handle. I echo other's comments that if I wanted no sunlight, wind tunnels for sidewalks, and an impersonal feeling city, I would live somewhere else like New York City so I could feel stressed out every day like a New Yorker. I don't understand why people first move here because of the character and livability and then want to change it.

Michelle Green, Washington, DC (April 17, 2013)

It saddens me to think that our lovely city may one day look like New York City and we will not be able to see the sight of day. If someone likes the idea of sky scrapers he/she should consider moving elsewhere. Or stick to Arlington or Silver Spring. Look at Philadelphia and while once they had a lovely skyline but it was destroyed when sky scrapers started over shadowing their lovely historical buildings. I hope this never happens to our nation's capital which was so expertly planned and which visitors from around the world flock to enjoy because of its lovely buildings and monuments.

Brad Gudzin, Washington, DC (April 17, 2013)

"Relaxing" the height restriction seems unlikely to provide many of the benefits claimed. It is more important that we plan better for the land buildings occupy than it is to assume that height equals right (one can look to other cities to prove this is not the case). A thoughtful planning process should identify what we want DC to be in the future and determine whether it really is the case that we must fundamentally change our urban form to get there. Further, we must be clear in assessing economic, quality-of-life, and aesthetic motives behind such decisions.

Feval, Washington, DC (April 17, 2013)

There's nothing unique about a lack of skyscrapers. Small towns lack them too. But DC is a world-class city, and in order to compete with other world-class cities, or even compete with DC's own suburbs, it must allow building heights to rise.

John Bergin, Capitol Hill (April 12, 2013)

Washington is such a lovely city, I do not understand why we would want to change it for some canyons of concrete and glass. Once this has started here is no turning back.

Alice, Takoma, DC (April 11, 2013)

I'm glad to see this is being looked at. I feel strongly that height needs to be eased both for economic reasons and to enhance the architectural esthetic of the city. Our downtown buildings are boring boxes.

Jeffrey Levine, Washington, DC (March 19, 2013)

Very impressed with the quality and content of the English and German speakers at the Archives, creating a good international context from which Washington can move forward. Before the presentations, I felt Washington's beauty and uniqueness was due to its horizontal skyline. I now am more open to a sensitive exploration to varying heights.

Mike Jelen (March 19, 2013)

Low lying areas east of and below the Anacostia Ridge should be examined, especially around the Southern Ave Metro. Views from the western ridge of Rock Creek Park should be respected.

Adam Taylor, Washington, DC (March 13, 2013)

I strongly support significant relaxation of the height limit in all of Washington, DC, with a total repeal in strategic locations near Metro stations outside of the historic L'Enfant city.

The height limit combines with the city's wide thoroughfares to severely limit density and drives up prices for housing and commercial space, particularly downtown, where office rents are the highest in the country. Because we cannot change the street grid, and because it would be truly horrific to bulldoze the city's low-rise row house neighborhoods, increasing the height of buildings is one of the only tools available to allow for greater supply of residential and office space in the city's core and so reduce price pressure on local residents and businesses.

I understand the various interests involved with the possibility of changing the character of the historic center of the capital city, but allowing for a few extra stories in new developments downtown will do nothing to detract from - indeed, it would enhance - the experience of living in and visiting Washington. For these reasons, I believe residents can accept federal oversight of building height within the L'Enfant city. (Even if that federal oversight comes from Congress, where District residents remain unrepresented.) Outside of the historic core - below Florida Avenue and between Rock Creek Park and the Anacostia River - however, these concerns do not deserve the same precedence when weighed against the need to accommodate new residents and to provide needed and desired services and employment in a quickly growing city. In these areas, the federal height limit should be repealed in its entirety and District officials should

be free to adopt their own more tailored limits (e.g. via zoning rules, which already exist and which are currently being rewritten). At the very least, within specified distances of MetroRail stations, high-service bus routes and (in the future) streetcar routes, the federal height limit should be relaxed to the point that city officials can approve over-height buildings that meet particular needs or wants of the city, such as affordable housing, needed services such as grocery/retail in food desert areas, etc.

I appreciate the chance to provide my input to this important proceeding, and as a resident of the District of Columbia, I strongly encourage you to relax the height limit throughout the city and to consider outright repeal of the limit beyond the monumental core.

John Hines, Washington, DC (March 10, 2013)

I live in NW DC near Logan Circle. I would not be opposed to easing height restriction East of the Anacostia River. The "Anacostia" area has a lot of natural advantages--mainly spectacular views from many neighborhoods of the monumental core of DC. Imagine if developers could build taller buildings -- there would be some highly prized views which would enhance the value of development in that area.

Dan Miller (March 08, 2013)

The DC height limit harms the city, making it more expensive and less vibrant. And while it does preserve certain view sheds, it also deadens and destroys architecture in the nation's capital -- compare DC's skyline to the work of art that is Chicago's. Tall buildings are fully compatible with a beautiful city. The height limit should be repealed.

Alex Block, Washington, DC (March 07, 2013)

I very much look forward to this study. However, if the presumption from the start is that the height limits in the L'Enfant City should not be touched, I would argue that the study is not thorough enough. Currently, the L'Enfant city has all of the elements to accommodate more density. It is the location of most of our transit stations. It is the location of our most dense buildings right now. It is the area with the greatest market demand.

Dave Johnson (March 07, 2013)

Washington's character is unique because of the height limit. Please don't allow it to be changed.

Carmen Gilotte, Washington, DC (March 07, 2013)

This resident says NO! If I wanted to live in shady cold canyons surrounded by tall glass towers, I'd live in Chicago or NY. I live in DC because it's unlike any other city in the U.S. The character of this city is unique and is one of the things that brings people here. It is built on a more human scale. I've been here for 25 years and still love the park-like and open, bright design of this low-slung city.

SUBMITTED ESSAYS, DOCUMENTS, AND POSITION PAPERS

The following documents were provided by attendees of the public meetings or submitted via the public comment portal on the Height Act Master Plan website.

Contents (PDF attachments)

- Suggested edits to Height Master plan core principles
- Excerpt: Height of Buildings in Washington, DC – Conference Report
Congressional Record of May 21, 1910
- Excerpt: “The Federal Interest,” The Lewis Plan
By Harold Lewis, 1956
- Why Change the Building Height Act of 1910
By Ibtihaa Meleville, Submitted May 13, 2013
- The D.C. Height Limits: How the Restrictions Have Impacted Development in the Capital
By Sarah Dahlia Gutschow, December 3, 2009
- Effects of the 975 Foot Comcast Center on the Philadelphia Economy: Implications and Opportunities for Washington, DC
By Fredrick Harwood, Submitted May 13, 2013
- Wasted Space and Lost Opportunity: Washington’s Height Limits and the City’s Future
By Fredrick Harwood, Submitted May 13, 2013
- **NEW:** Revising the Height Act of 1910
Tenleytown Neighbors Association, September 17, 2012
- **NEW:** Statement of Janet Quigley
On behalf of the Capitol Hill Restoration Society, June 4, 2013
- **NEW:** Letter to Congressman Gowdy
Janet Quigley, July 18, 2012