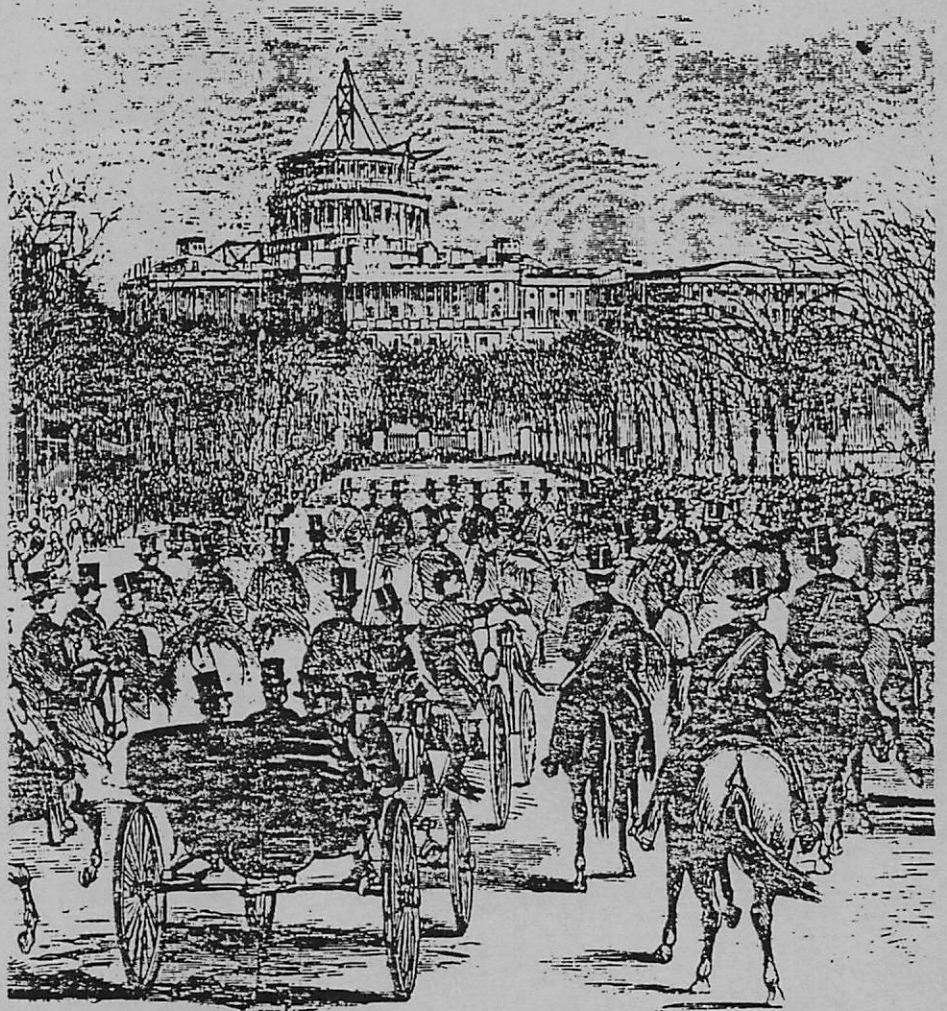

AMENDMENTS TO THE PENNSYLVANIA AVENUE PLAN



DECEMBER 1984

AMENDMENTS TO THE PENNSYLVANIA AVENUE PLAN

In the course of implementing The Pennsylvania Avenue Plan - 1974 ("The Plan"), the Board of Directors of the Pennsylvania Avenue Development Corporation from time to time amends The Plan as may become appropriate.

The majority of these amendments affect Chapter Two, which describes the development plan. Chapter Two is reprinted here, as amended through June 1983. In addition, Chapters Three and Five have been amended to delete reference to an interim business relocation facility in the Lansburgh's building.

The Introduction and Chapters One, Four, and Six of The Plan have not been amended.

CHAPTER TWO: THE PENNSYLVANIA AVENUE PLAN - 1974 (As amended through December 1984)

I. GOALS AND OBJECTIVES

The plan is intended to provide for the development of Pennsylvania Avenue as a vital part of downtown Washington, as the symbolic ceremonial way between the Capitol and the White House and as a link between the governmental city and the private city.

For many years the northern edge of the Avenue has been deteriorating. Once a lively center of activity for residents and visitors alike, it has declined in importance and today is a drab and depressing place. Since the construction of the Federal Triangle in the 1920's and 1930's the Avenue has become a barrier between the downtown and the Mall. This pronounced separation of functions, coupled with neglect by both

public and private interests, has made the Avenue one of the shabbiest and least interesting of the world's main thoroughfares. Any attempt to reverse this decline will require a significant effort by both public and private sectors, with the government leading the way in order to demonstrate its commitment to private developers.

The following objectives formed the basis for planning the Pennsylvania Avenue area:

- Reinforcing the Avenue's unique role as the physical and symbolic link between the White House and The Capitol. The Avenue must serve not just as a backdrop for parades, but should become the "main street of the nation".
- Making the Avenue function as a bridge, not as a barrier, between the monumental Federal core to the south and the city's downtown to the north. The functional segregation of the north and south sides must be minimized by making it easier for people to cross from one side to the other and by giving them a reason to do so.
- Transforming the Avenue into an attractive and pleasant place for residents and visitors alike. The physical setting must accommodate the varied needs of all the people who use it--offering comfortable places to stroll, rest, sit and talk, eat and shop.
- Providing a mixture of commercial and cultural activities along the Avenue that will attract a wide variety of people and stimulate street life. Interesting and diverse social and cultural activities can be every bit as important as the physical environment in attracting people to the area.
- Bringing people back to live along the Avenue. Around-the-clock residents will help both to keep the area alive after the workday is over and also to support a greater variety of commercial activities.
- Introducing, on currently under-utilized land, new buildings, representative of the best contemporary architectural and planning concepts. New buildings, however, must complement and enhance the existing urban fabric.
- Maintaining a sense of historic continuity and evolution by preserving buildings representative of different eras and styles. This tangible evidence of the Avenue's development and change in use and scale will provide a link with the past that is too often lacking in large scale, post-war redevelopment plans.
- Bringing new economic life--jobs, shopping and business opportunities--to the Avenue while reinforcing existing activity both on the Avenue and in the adjacent downtown area.
- Reducing hardships to existing businesses by staging development carefully and by providing effective relocation benefits. Although significant redevelopment is accompanied inevitably by some

dislocation, every effort must be made to assure that existing businesses have an opportunity to participate in redevelopment along the Avenue.

- Insuring that minority businesses and workers have an opportunity to share in the benefits that will occur as a result of redevelopment. It is essential, in a city with the highest percentage minority population of any major urban center in the United States, that the Corporation assess the impact of the plan on minority interests throughout the development period and take positive measures to assure full minority participation in activities and benefits that result from plan implementation.
- Enhancing the city's tax base through more intensive use of land in this prime location.
- Structuring an overall development program that can be implemented in a timely fashion consistent with overall market demand in the area.

Many of these objectives have been addressed directly in the proposed development plan. Others, however, depend more upon the way in which the project is executed. This is true of two particularly important objectives--providing the liveliest possible mixture of business and cultural activities, and assuring full participation of minority interests in development programs.

Recognizing that interesting activities are as important as the physical environment along the Avenue, the Corporation will continue to study the kinds of activities that are needed along the Avenue and will undertake a positive program to bring these activities to the Avenue as development proceeds. The Corporation will also continue to provide the fullest possible information on its activities to the public and will establish appropriate procedures for involving citizens and area businessmen in discussions of detailed elements of the plan as they are being developed.

Minority businesses and workers must be able to share in the benefits of the plan as it is implemented. To this end, the Corporation will take positive measures to assure full minority participation. The Corporation will work closely with Federal and District agencies and concerned private organizations, as well as comply with applicable equal opportunity laws and regulations. On its own projects, the Corporation will adhere to policies of minority hiring and will encourage the participation by minority contractors in construction work. For projects that are to be undertaken by private developers, the Corporation will urge minority entrepreneurs to propose and assume projects. Non-minority developers will be encouraged to utilize minority firms and workers in the construction of their projects.

Fortunately, planning for the Avenue occurs at a time when other substantial improvements are underway both in downtown Washington and within the Federal enclave. Major METRO lines are under construction within the downtown and some segments should be completed by the 1976

Bicentennial. Plans have been developed to convert portions of F and G Streets, the retail core of the city, into pedestrian malls. Several urban renewal sites around major subway stops have been assembled by the D.C. Redevelopment Land Agency and offered for development. Construction is underway on the National Visitor Center at Union Station. Major new government offices are scheduled to open this year, including the F.B.I. and U.S. Department of Labor buildings.

In addition to this activity in the downtown core, substantial improvements are being made in the area south of the Avenue. One new museum, the Hirshhorn Museum of Art, has already opened, and another, the National Air and Space Museum, is scheduled to be open by the Bicentennial. Two other museums are also under way, the National Gallery East Building and the National Sculpture Garden. New trees and landscaping are being added to the Mall, and a large reflecting pool has been built at the foot of the Capitol. The National Endowment for the Arts has proposed restoring the Old Post Office Building within the Federal Triangle and using it as a unique cultural center providing space for the Endowment's headquarters, local cultural activities, restaurants and shops. Finally, the District of Columbia government would like to erect a new building along Pennsylvania Avenue on a plot of land now used as a parking lot, adjacent to the existing District Building.

Taken all together, these changes herald a revitalization of downtown Washington and the development of the Mall area as the nation's greatest museum complex. Redevelopment of the Avenue should reinforce these changes and play a pivotal role in transforming the core of the city into a dynamic center of economic, social and cultural, as well as government activity.

II. GENERAL DESCRIPTION OF DEVELOPMENT PLAN

The land uses proposed in the plan include both uses currently found along the Avenue and new uses that are intended to make the area a center of around-the-clock activity (see Land Use Plan). The Avenue itself would be enhanced both by special landscaping and lighting and by providing a continuous frontage of retail activity along its north side. Office and hotel uses would dominate in the western portion of the development area, consistent with its location near the business and banking heart of the City.

The eastern portion would be the location of a new residential community. Although this area has been predominantly commercial for many years, a major change in land use is considered essential for several reasons. First, there is a demonstrably strong market for housing downtown. Second, a residential component would have numerous economic and socially beneficial effects on the overall viability of the development area. In town residents are customers for shops, services, restaurants, and cultural activities. Their presence both during the day and night helps establish a certain ambience and safety that attracts other users. Because many residents will walk to work and use transit, they will impose less of a burden on the city's transportation system than would other users. In summary, a residential population is a critical component of a vital downtown. (Amended October 20, 1982).

These basic land uses would be provided through a combination of new development along with rehabilitation and retention of existing structures. All designated landmark structures would be retained and, if necessary, rehabilitated (see Landmarks Identification Drawing). Many of the other older structures that have architectural merit but are of less than landmark quality would be retained. (Amended October 20, 1982). In addition, many existing buildings that have useful economic lives would remain. The plan, in summary, provides for a combination of the new and the old, rather than a total rebuilding of the Avenue (see Illustrative Site Plan).

Following is a brief description of the major uses and the way in which they would be developed along the Avenue.

A. Residential

Residential development in the project area would be concentrated in the area east of the FBI Building. This area today is a mixture of vacant lots, a few high rise office buildings erected during the 1960's and leased to the government, and a large number of low-scale commercial buildings erected during the 19th and early 20th Centuries. This stretch of the Avenue was once the City's commercial center, but it has long since been eclipsed by the retail concentration along F and G Streets.

The Corporation's initial proposal for the housing project was to provide a unique and model in-town living environment. The Corporation believed that successful residential development would require the creation of a substantial and unique community that would attract people long accustomed to thinking of downtown Washington as a place to work and shop, not as a place to live. In order to achieve this objective, the plan proposed a special "superblock" configuration of high density residential and mixed uses, presenting a downtown city scale on the perimeter and an intimate, townhouse scale on the interior.

In 1981, the Corporation reexamined its proposals for residential development in light of substantial changes in economic, market, and funding conditions. Evolving attitudes about urban design, downtown redevelopment, and historic preservation were also considered. Under the Corporation's new proposal for housing development, the importance of establishing a comfortable living environment and a residential presence on the Avenue is no less important. However, the sense of a special in-town community would not be established by a unique new architectural form, but by retaining much of the historic character and visual richness of the area.

The primary focus of housing development would still be on the 8-block area bounded by 6th and 9th Streets, Pennsylvania Avenue and E Streets, with the major concentration between 7th and 9th Streets. A number of existing buildings would be retained in the area, with new residential and office buildings as infill construction. The inclusion of a mix of residential and office use is expected to ensure the economic viability of residential development.

Projected Housing Program*
(based on 1980 market forecast)

	<u>Estimated Unit Mix (Sales)</u>	<u>Estimated Unit Mix Rental</u>	<u>Estimated Number of Units</u>	<u>Size (net sf)</u>	<u>Monthly Rent*</u>	<u>Sales Price*</u>
Eff.	50-55%	40-45%	480-660	450-550	\$.75-.80/sf	\$120/sf
1 bed.	35-40%	45-50%	420-600	575-750	\$.75-.80/sf	\$120/sf
2 bed.	10%	10%	120	800-900	\$.75-.80/sf	\$120/sf
Total	100%	100%	1200			

*Prices reflect December 1980 dollars. (Chart amended October 20, 1982)

The Corporation's estimate of a feasible housing program, based on economic assumptions developed in 1980, is that an estimated 1200 residential units could be provided, comprising approximately 1 million square feet of residential use. Increases in the number of units beyond this amount would probably require intervention with prevailing market forces or assistance beyond the Corporation's anticipated resources. The Corporation will encourage developers to provide additional residential units.

Most of the units are expected to be small (efficiencies and one bedrooms), geared toward projected market demand. Market forecasts indicate that most units would be for sale, although rental units could also be provided depending on market conditions at the time of individual project completion. Prices would reflect current costs for private, high-density residential development at close-in locations. In order to provide an opportunity for lower income households to live within the development area, however, the Corporation will encourage developers to seek Federal and District of Columbia subsidy funds if such assistance is available. The Corporation will consult with the District of Columbia government on the administration of any such low and moderate income units. (Amended October 20, 1982).

B. Office

Most of the land within the Corporation's development area is zoned for high-density office development. When the plan was originally prepared in 1974, the Corporation's economic development consultants were confident that new office construction could be attracted to the area despite a lack of activity for several years. In 1981, various factors still contribute to the continuation of this potential. First, there are fewer and fewer sites available for office construction in the "new

downtown" area centered around Connecticut Avenue, and the high cost of the remaining sites reflects this scarcity. Second, in response to community opposition to office development encroaching on established residential neighborhoods, new zoning was adopted to restrict office expansion in these areas. The intended and actual effect of the new zoning has been to direct office development into the "old downtown", of which the development area is a part. Third, the Pennsylvania Avenue area offers a number of advantages. It is well served by public transit--both bus and METRO. Major public investment has already occurred in the area, most importantly the F.B.I. Building. Finally, improvements resulting from implementation of the Pennsylvania Avenue Plan will result in a major upgrading of the appearance of the Avenue, reinforcing its importance as a center of activity for the City.

The area west of the F.B.I. Building was identified as the most likely location for the majority of new private office development to occur. Up to 3.2 million square feet of new office space could be provided over a 12- to 15-year period. The configuration of the office area provides a maximum amount of prestigious space on a relandscaped Pennsylvania Avenue. Developers would be allowed to build the full amount of space permitted under the existing zoning, and at the same time would be given considerable flexibility in the design and massing of their buildings. The Corporation and its market consultants are confident that, with the implementation of the plan, this space will become in every way competitive with the prestige office center around Connecticut Avenue and K Street.

Additional office space would also be provided in the area east of the F.B.I. Building. Since preparation of the 1974 Plan, the Corporation has undertaken a reassessment of market conditions affecting this area. This study, conducted in 1980-81 and confirmed in 1982, indicates that additional quality office space can be developed east of the F.B.I. Building due to substantial changes in office markets and renewed development interest in the "old downtown" area. The largest concentration of new office space would occur in two locations. Approximately 1.5 million square feet could be developed in conjunction with proposed residential development. Another 500,000 square feet might be developed on the block fronting on Pennsylvania Avenue between John Marshall Park and 6th Streets. (Amended October 20, 1982).

C. Retail

Shopping facilities in the area would be designed to serve residents, visitors and office workers in a way that would strengthen retail activity where it is presently weak, without competing with the nearby downtown retail space on F and G Streets. This is to be done by consolidating and concentrating retail space at several "nodes" in the project area. For example, expanded specialty retailing in conjunction with arts-oriented or recreation-oriented space would be provided on F Street between 8th and 9th Streets, strengthening the main downtown shopping street in this area. A concentration of shops oriented towards tourists, office workers and residents would be designed as

part of mixed residential and commercial development at Pennsylvania Avenue and 7th Street. This retail center would be adjacent to the METRO station at Market Square, and a special entrance could be provided, leading directly into the shopping area.

Ground floor retail space would be developed in other locations throughout the area as supported by market conditions and planning considerations. In addition to the Pennsylvania Avenue frontage, retail space would be provided along E Street and along the north-south streets leading into downtown, especially 7th Street, which has long been a center of commercial activity. These retail establishments will help to assure continued vitality in the area, while enhancing the city's main retail core by drawing a steady stream of office workers and visitors north onto F and G Streets. The liveliest possible mixture of commercial uses will be encouraged, including restaurants, theaters, night clubs, art galleries, boutiques and specialty shops that naturally attract large numbers of users and stimulate street life.

A total of up to 850,000 square feet of new retail space could be accommodated under the development plan. It would be located generally on the ground floor of buildings throughout the Pennsylvania Avenue development area, with major retail nodes at a few selected locations.

Every effort will be made to minimize the impact of development upon existing retail activity by providing a special relocation assistance program, described in Chapter 5, that goes well beyond the requirements of the present law. This program is intended to keep as many existing businesses as possible in the area while permitting new development to take place. (Amended October 20, 1982, incorporating Amendment of January 23, 1980).

D. Hotel

The plan provides for retention of the Washington and Harrington Hotels, and the rehabilitation of the Willard Hotel. New hotels could also be located on the Avenue at Western Plaza and between John Marshall Park and 7th Street. The Corporation's market analysis indicates, however, that the demand for additional hotel rooms in the development area is limited. Altogether between 1000 and 1500 rooms could be added to the present hotel inventory in the development area. (Amended October 20, 1982). The rehabilitation of the Willard is urged for two reasons, even though it is likely to require governmental assistance to be feasible. First, it is a landmark building and second, hotel activity in this key location will help tremendously in the revitalization of the Avenue.

E. Public Spaces

The Avenue would be completely relandscaped and specially illuminated to establish its identity as the main street of the nation. Unified and distinctive paving surfaces, plant materials and lighting fixtures could be used to give the Avenue the visual cohesion it now lacks and

to reinforce its unique location and function as the physical link between the White House and the Capitol. Sidewalks would be transformed into broad, tree-lined esplanades, giving pedestrians an inviting place to stroll. The canopy of trees will provide a natural setting for shops and restaurants, especially sidewalk cafes. Larger public open spaces would be developed at important locations along the Avenue, most notably at Market Square, Western Plaza and Pershing Park. (Amended August 27, 1976).

The original width L'Enfant assigned to the Avenue was 160 feet, of which 80 feet was to be devoted to roadway, leaving 40 feet on either side for sidewalks. The Avenue is still 160 feet wide. However, a total of 107.5 feet is devoted to roadway and a total of 52.5 feet is given to sidewalks. The 25-foot sidewalk on the south side leaves room for only a single row of trees. The 27.5 foot sidewalk on the north side is only sporadically landscaped. The wide expanse of roadway, along with the absence of pleasant sidewalk areas, contributes to the low volume of pedestrian activity along the Avenue.

Since the south side of the Avenue is lined with government offices, major pedestrian activity will naturally occur on the north side, which will be lined with shops and restaurants that attract large volumes of tourists, residents and workers. Making the north side a magnet for pedestrians will also help to draw people into the main downtown shopping core, especially tourists, who rarely venture away from the government precinct to the south. For this reason, a wider, more inviting pedestrian area would be provided on the north side.

Because of the heavy volumes of traffic that now use Pennsylvania Avenue, the roadway itself cannot be reduced significantly, at least for the foreseeable future. Thus, if substantial additional pedestrian areas are to be provided, it will be necessary to alter somewhat the original 160 foot width of the Avenue. Under the plan, the sidewalk of the Avenue's north side would be widened by 50 feet in areas where new construction would occur. The sidewalk would not be widened where existing buildings with historic and architectural value are to be preserved. The additional sidewalk space will provide room for a triple row of trees along much of the Avenue's north side. The south sidewalk of the Avenue would be widened by trimming up to 7.5 feet from the roadway and similarly landscaped, although there would only be room for a double row of trees.

The treatment of the Avenue roadway is intended to make its broad expanse less of a physical and visual barrier than it is today. Two 11-foot outside lanes would be paved in different material than the inner lanes, and, if traffic conditions permit, reserved for exclusive bicycle and bus use. The different material would give the roadway a narrower feeling. In order to identify pedestrian crossing areas clearly, the special paving would also be used at intersections.

Lighting along the Avenue would achieve several important objectives. The street itself would be lit by a continuous row of bright fixtures, reinforcing the vista between the White House and the Capitol. Indivi-

dual buildings, monuments, fountains and major landscaped areas would be specially lit to make them stand out from their surroundings. Finally, pedestrian areas would be lit to a greater intensity than the street, enhancing pedestrian safety and thereby increasing night-time activity along the Avenue.

The overall effect of the landscaping and lighting proposals would be to give the Avenue a very special quality. Its double swath of green, brilliantly illuminated at night, would be not only a grand and dignified setting for ceremonial occasions, but also a lively center of activity for the people of the city and the nation to use, admire and enjoy.

F. Side Street Improvements

In order to integrate and continue the public improvements planned for Pennsylvania Avenue with the rest of the development area, the side street sidewalks north of the Avenue would be improved. Side street sidewalks would be upgraded with special unit paving materials and trees. Design guidelines would be developed for street furniture and lighting. This special treatment would supplement the improvements made on the Avenue and enhance the function of the Avenue as a bridge between the Federal Triangle and the city's downtown. (Amended June 18, 1980). Certain "special streets" would also be designated where a more distinctive landscape treatment would be recommended. (Amended October 20, 1982).

III. BLOCK-BY-BLOCK DESCRIPTION OF DEVELOPMENT PLAN

Each block presented different economic, marketing, urban design, and historic preservation issues that had to be resolved in determining the overall land use and site development plan. Although significant tracts of vacant or underutilized land are to be found within the development area, it is for the most part covered with buildings of varying sizes, styles, and conditions. There are a number of buildings that were accommodated within the development scheme, either because of their established historic or architectural merit or because of their economic value. Some blocks contain 19th and early 20th century buildings that are not landmarks, but have considerable architectural interest.

From the historic preservation perspective, the development area lacks the qualities of cohesive style and scale that are usually found in an historic district. Even so, there are numerous buildings that are fine examples of a large variety of architectural styles and building types. The larger historic structures west of the F.B.I. Building still exist in a compatible context, and can be successfully incorporated into a development scheme. However, the smaller-scale structures in the western section of the development area have lost so much of their original setting that preservation of these buildings would not be appropriate. In some of these cases, the Corporation has provided for salvage and reuse of the building facade in order to help achieve an important urban design objective related to the eastern portion of the

development area. These facades will be used to help fill some of the gaps that occur within the traditional streetscape in the eastern area, thereby strengthening the continuity between new and old.

In 1981, the Corporation completed an inventory of all structures within the eastern portion of the development area. This inventory, together with an evaluation of economic, marketing, and preservation considerations, resulted in the identification of numerous buildings and two mini historic districts to be incorporated into the development scheme. The two mini historic districts are located along the 7th Street and 8th Street corridors. Each contains a concentration of buildings that merit retention due to their contribution to the streetscape. This contribution can be maintained whether the buildings are rehabilitated individually or as part of larger development parcels.

The buildings identified in the evaluation process have been divided into four groups of preservation treatment. These groups are as follows:

- Group 1: Buildings to be retained and rehabilitated in place according to the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings." These standards permit minor changes to the existing structures. The majority of buildings in this group are large-scale commercial buildings.
- Group 2: Buildings which shall be retained in place. Alterations and additions would be permitted so long as the impact would be compatible with the building's architectural value or contribution to the streetscape. An increase or decrease in the total bulk of the building would be permissible, but the impact of any such increase would be minimized through the use of setbacks and sensitive massing.
- Group 3: Buildings which are recommended to be retained in place. Alterations and additions would be permitted so long as the alterations or additions respect the building's architectural value or contribution to the streetscape. An increase in the total bulk of the building would be permissible.
- Group 4: Facades which shall be retained in place. Although these buildings cannot be retained for planning, economic, or structural reasons, retention of their facades would contribute significantly to the streetscape and minimize loss of urban fabric.

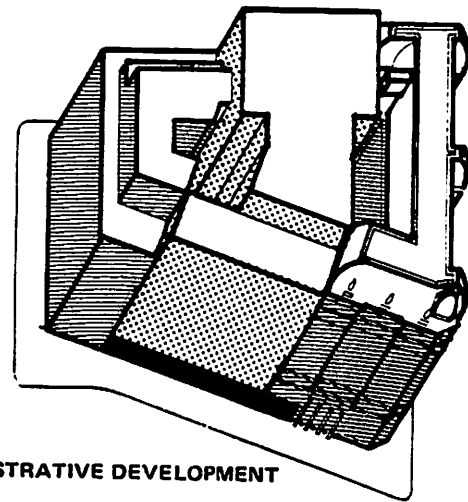
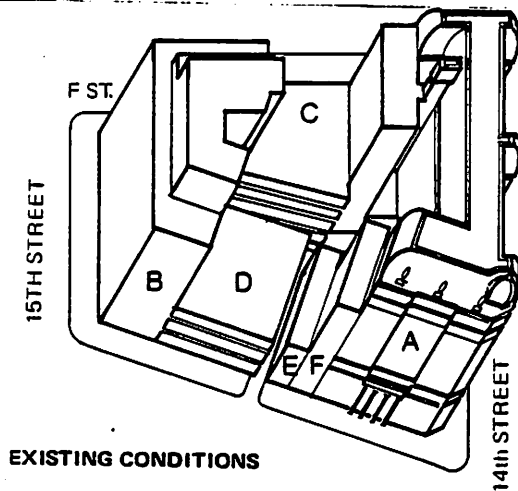
Special development controls have been established covering unique conditions in each block, whether to meet requirements of the landscaping plan, to achieve specific urban design objectives, or to assure compatible development adjacent to existing structures within each block. In addition, general controls have been established covering various architectural and planning considerations uniformly applicable throughout the development area.

Following is a description of existing conditions and proposed development on each block. For simplicity, blocks have been identified by their official city square numbers, which are shown on the square identification map. (Amended October 20, 1982).

SQUARE 187

This block is occupied entirely by the U.S. Treasury Building, a monumental Greek revival style structure that was erected between 1836 and 1869 and has been designated a National Historic Landmark. No changes would be made to the building itself under the development plan. However, the south terrace of the U.S. Treasury Building is proposed to be expanded and relandscaped; the Sherman Monument grounds would be relandscaped; the sidewalk areas of the east side of East Executive Drive and the west side of 15th Street, N.W. extending northward to a line drawn along the south face of the U.S. Treasury Building would be landscaped; the south side of E Street, N.W. between 15th Street, N.W., and East Executive Drive would be subject to minor public works activity and limited landscaping; and Alexander Hamilton Place would be closed. This entire area would become a convenient waiting place for tourists visiting the White House and adjacent points of interest. (Amended May 24, 1979).

SQUARE 225



Illustrative Development Key:

	Hotel		Retail
	Office		Residential

These indications apply to all illustrative development diagrams in this Chapter.

SQUARE 225

Existing Conditions: More than two-thirds of this block is occupied by two hotel buildings, the Willard (A) and the Washington (B), and the remainder is taken up by two parking structures (C and D) and the now vacant buildings of the Occidental Restaurant (E and F). The eleven-story Willard Hotel, an excellent example of the French-inspired eclectic beaux-arts style, was the City's first skyscraper when it was opened in 1901. For many years the hotel was a traditional stopping place for diplomats and statesmen, but it was closed in 1968 and has been vacant since. Six years of minimal maintenance have left the building badly deteriorated. The Willard is listed on the National Register of Historic Places and is a Category II landmark.¹

¹ The Joint Committee on Landmarks has established three categories of landmarks: Category I, including landmarks of great importance that contribute significantly to the national cultural heritage or that of the District of Columbia and its environs, and which must be preserved; Category II, including landmarks of importance that contribute significantly to the cultural heritage or visual beauty and interest of the District of Columbia and its environs, and which should be preserved or restored, if possible, and Category III, including landmarks of value that contribute to the cultural heritage or visual beauty and interest of the District of Columbia and its environs, and which would be preserved, or restored, if practicable.

The Washington Hotel, a nine-story building of Italian Renaissance-inspired design erected in 1917, is a Category III landmark. Unlike the Willard, the Washington continues to be a successful hotel, with more than 300 rooms and a penthouse terrace restaurant that has a spectacular view of the Treasury Building, Ellipse and Mall.

The two buildings adjacent to the Willard Hotel formerly housed the Occidental Restaurant, which in its day was a famous establishment catering to government officials and dignitaries. The eastern eight-story section adjacent to the Willard was built in 1903 and has some architectural merit. The western two-story section was built in 1914. These buildings are currently vacant and require major improvements.

Proposed Development: Under the plan, hotels would be the dominant use on this key block, which is located at the western terminus of the Avenue. Retail and office uses would also be permitted. The Washington Hotel would remain, and its original exterior decoration ("sgraffito") would be refurbished, although there may be changes to its configuration in the interior of the block as a result of adjacent new development. (Amended December 12, 1984). The Willard Hotel would be preserved, preferably as a hotel, but office or residential use would also be acceptable. A specific request would be made for Federal funds in order to assure its preservation. The area between the two hotels would be developed for office, retail and related parking, along with facilities for conference activities generated by the two hotels.

New development would be permitted between the two hotels, extending from the building line on Pennsylvania Avenue to the building line on F Street. The Pennsylvania Avenue sidewalk would be treated as part of a coordinated landscaping plan with Square 226. The Avenue roadway between 14th and 15th Streets would be narrowed to accommodate three or four lanes of one-way traffic westbound.

New development between the two hotels could extend to the full height of the Willard Hotel. (Amended June 15, 1978). Once development is complete, it is estimated that the block would contain at least 675 hotel rooms, approximately 60,000 square feet of new retail space and 200,000 square feet of new office space.

In the event that the Willard Hotel cannot be retained, the Corporation will propose an alternate development plan for the entire block. Under this alternate plan all existing structures would be cleared and a new office and retail complex would be erected conforming to the new setback building line and to the height and bulk regulations for new construction elsewhere along the Avenue west of the F.B.I. Building.

SQUARE 226

Existing Conditions: This block is now an informal, landscaped park.

Proposed Development: Under the plan this block, which has been dedicated by Congress as a memorial to General John L. Pershing, would be used as a public open space. The landscaping treatment would be coordinated with the treatment of the narrowed Pennsylvania Avenue right-of-way between 14th and 15th Streets. (Amended August 27, 1976). In addition, special attention will be given to assure that the landscaping design defines the western edge of the adjacent public square, called "Western Plaza."

As requested by the Secretary of the Interior, the Corporation will continue to study the possibility of erecting a building on this block, which L'Enfant had intended to be used for building purposes, rather than public open space. Any development that occurs would be required to conform to the Federal Triangle building criteria for height and setback.

WESTERN PLAZA

Existing Conditions: This "plaza" is bounded by 13th, 14th and E Streets and crossed diagonally by Pennsylvania Avenue and the connecting link of E Street. The L'Enfant plan showed a rectangular plaza in this general location, and Ellicott, in his revision of the plan, specifically placed the "plaza" between 13th and 14th Streets. The "plaza" space has been designated a Category I landmark place, as an important element of the original plan for the City. Today this space bears little resemblance to a "plaza" either functionally or visually. More than two thirds of its interior space is consumed by roadways and the remaining space is taken by two small parks (one with a statue of General Pulaski and the other with a statue of Alexander Shepherd) and several smaller reservations that function as traffic islands.

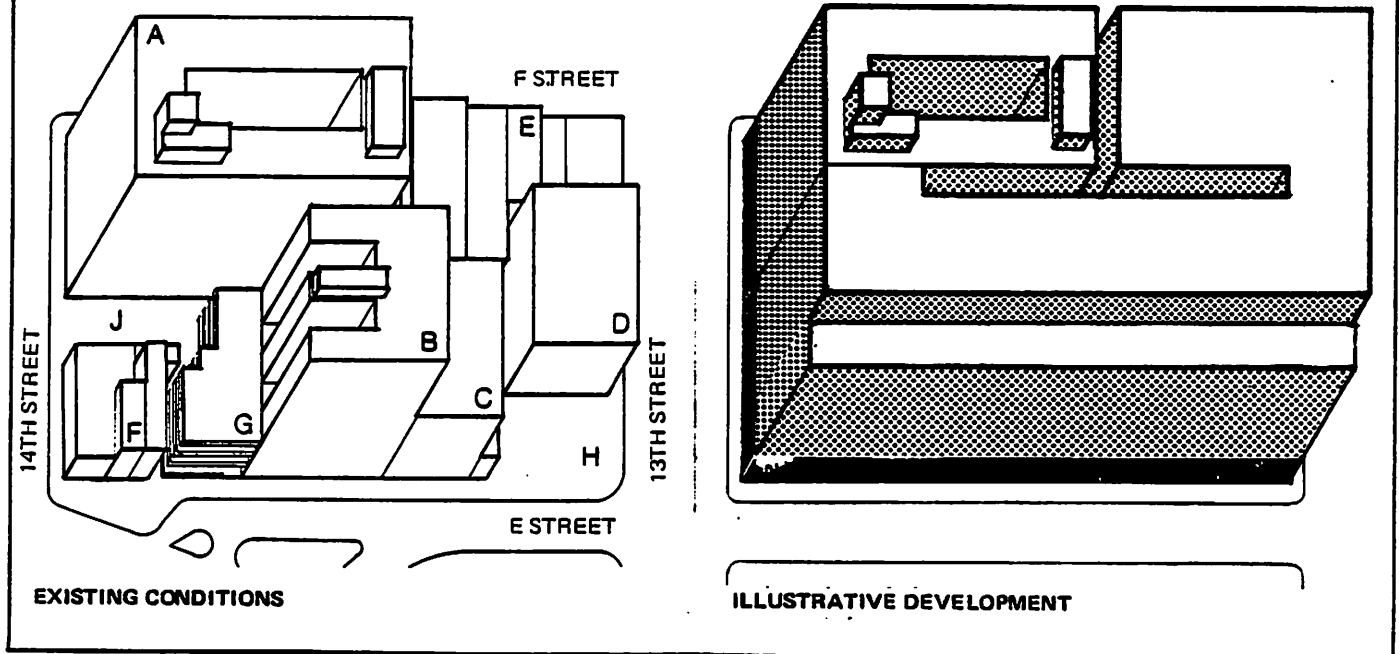
Proposed Development: Under the plan, landscaping and circulation improvements would help to make the "plaza" (to be called "Western Plaza") function more effectively as a public open space and to provide an improved setting for the District building and its proposed sister building. (The District government has recommended that a new city office building be erected on the vacant land just east of the existing District Building. Although this land is outside of the Pennsylvania Avenue development area boundaries, the Corporation has officially endorsed the proposal. The new building would be aligned with the existing District Building).

The rectangular plaza proposed by L'Enfant and Ellicott would be fully restored. The statue of Count Casimir Pulaski would be retained in the plaza. The Shepherd statue would be moved to a new location in front of the proposed new District Building. The E Street roadways north and south of the plaza would be improved. Roadways through the plaza would be eliminated allowing for a unified landscape treatment to enhance the setting of District government buildings and the theater and

entertainment uses on Square 254 to the north. Traffic now using Pennsylvania Avenue west of 13th Street would use E Street's south roadway. Traffic on E Street westbound from 13th Street would continue on E Street to 14th Street and then on the narrowed Pennsylvania Avenue roadway to 15th Street. (Amended August 27, 1976).

In conjunction with any landscape design or new development on Square 226, the south sidewalk area of E Street, N.W., between 14th Street and 15th Street, N.W., adjoining the U.S. Commerce Department Building will be relandscaped. (Added May 24, 1979).

SQUARE 254



SQUARE 254

Existing Conditions: This block now contains a wide variety of building types and land uses, including shops, restaurants, theaters, office buildings and parking facilities. There are few structures of landmark quality in this square. However, some of the buildings are in sound condition and fill their allowable zoning envelopes.

The three dominant buildings on the block are the National Press (A), Munsey (B) and National Theater (C) Buildings, all of which were erected during the first half of the 20th century. The 13-story National Press Building at 14th and F Streets is occupied by newspaper and publication offices and the National Press Club. The 12-story Munsey Building is a well-defined, early 20th century commercial building presently occupied by government and private tenants. The adjacent 7-story National Theater Building is of a compatible style and houses the National Theater in its lower floors and offices in its upper floors. All of these buildings are in generally sound condition, but are somewhat outdated by competitive standards.

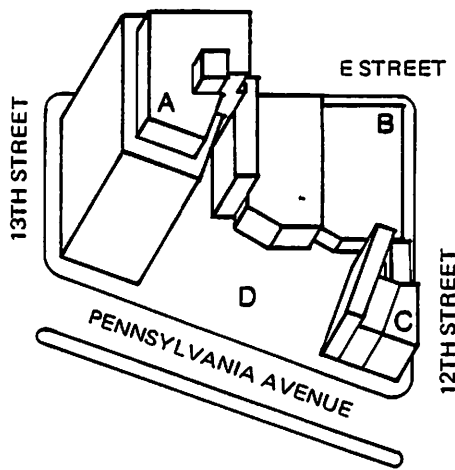
In addition to the National Theater, the block contains the Loew's Palace Theater (D), which is operated as a movie house but has facilities for stage shows. There are several commercial structures at the corner of F and 13th Streets (E), which are occupied by stores and a restaurant. These two- to four-story structures were erected in the first half of the 20th century. Of particular note is the arch of the former Fox Theater at 1326 F Street, which was built in 1927 and is a fine architectural entrance treatment of what was once the largest and grandest theater in Washington. The theater, however, was converted to retail and office space in 1962 as part of the National Press Building renovation.

The corner of 14th Street and Pennsylvania Avenue contains a number of low-scale commercial structures of varying eras and styles that house Bassin's restaurant (F). The late 19th century, Italianate style Bassin's building at 1347 E Street has some architectural interest. The remainder of the block includes a four-story parking structure (G) adjacent to the Munsey Building and two vacant lots (H) and (J) that are now used for surface parking.

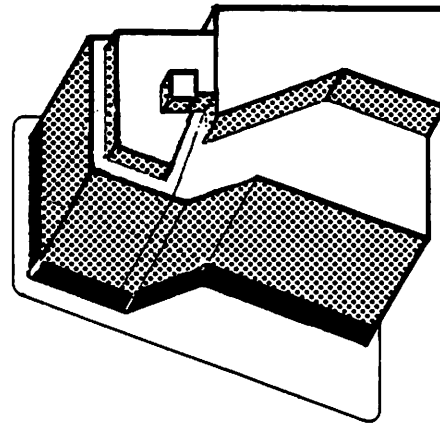
Proposed Development: Under the plan, office and retail uses would dominate on this block, and a special emphasis would be placed on maintaining and increasing theatrical and entertainment establishments. With the exception of two key underdeveloped parcels located at the corners of 14th Street and Pennsylvania Avenue and 13th and E Streets, the plan does not anticipate immediate redevelopment. The National Press Building, the Munsey, National Theater and Loew's Theater Buildings could remain as long as their owners chose not to redevelop them. The remainder of the block would be redeveloped for office uses with ground floor retail space. New buildings would be constructed in accordance with a plan providing for an overall approach to servicing, parking and interior pedestrian circulation.

There are no designated landmark buildings on the block. However, it does contain several structures with architectural merit. The Fox Theater arch, which has been incorporated into the National Press Building, would remain. The facade of the Bassin's restaurant building at 1347 Pennsylvania Avenue would be studied for possible relocation. Development would be permitted along the existing E Street (building) line. For a distance of 50 feet back of the existing E Street right-of-way, construction would be limited to a height of 135 feet measured at the right-of-way line. Construction north of this line would be limited to a height of 160 feet, also measured from the E Street right-of-way line. (Amended June 23, 1977). Once development is complete, the block would contain an estimated 1,250,000 square feet of new office space and 100,000 square feet of new retail space.

SQUARE 291



EXISTING CONDITIONS



ILLUSTRATIVE DEVELOPMENT

SQUARE 291

Existing Conditions: This block contains a mixture of low-density retail and parking uses at the eastern end, a major office building at the western end and vacant land in between. The major structure on the block is the Pennsylvania Building (A), a 13-story office building with a drugstore and a restaurant on the ground floor and three levels of underground parking. The building, which was erected in 1953, is an undistinguished example of the ribbon fenestration pattern that was popular for commercial buildings of the 1950's. It is in sound condition and has considerable economic life.

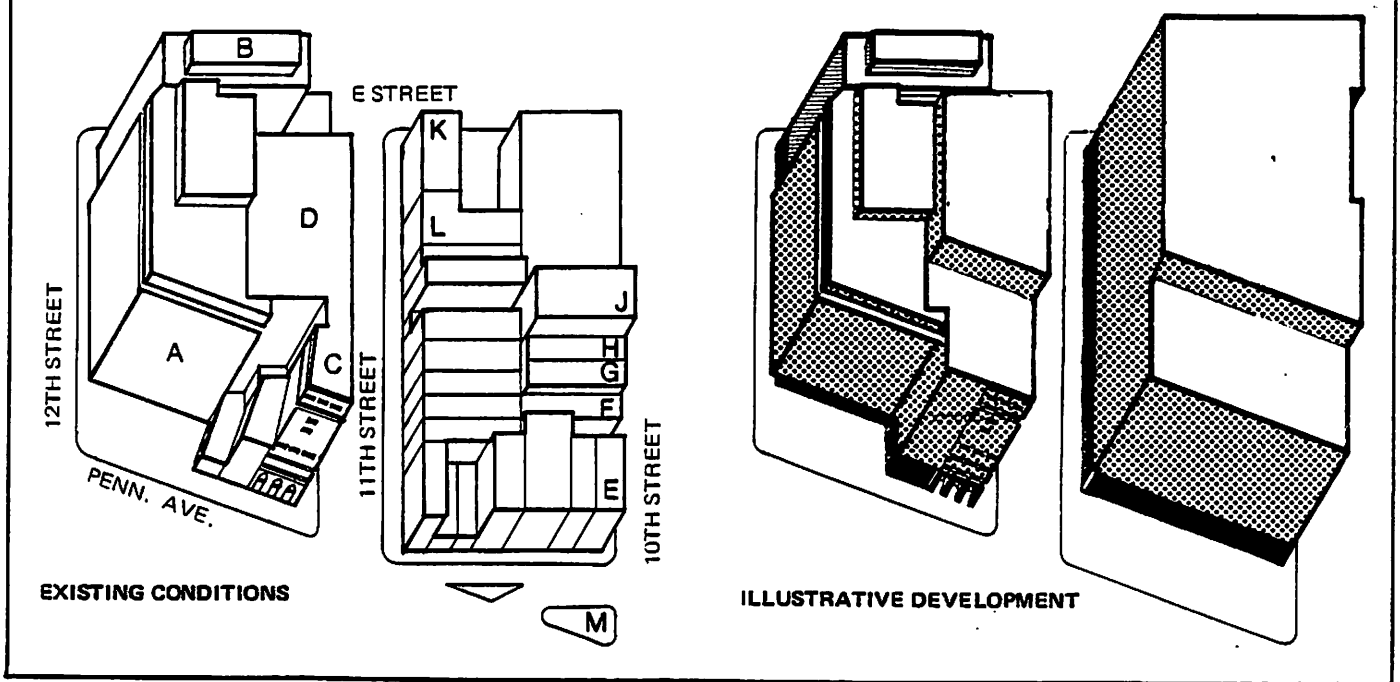
The frontage along 12th Street contains a pair of late 19th century, four-story structures that are used as service buildings. The corner of 12th and E Streets is occupied by a two-story structure used as a combination garage and service station (B). The central portion of the block along Pennsylvania Avenue is now vacant and used for parking (D). The eastern portion of the Pennsylvania Avenue frontage is occupied by three low-scale late 19th century buildings, whose lower floors are occupied by stores and lunchrooms and upper floors are generally vacant (C). The corner building, with its turret and distinctive fenestration, is the most architecturally interesting of these structures.

Proposed Development: Under the plan this block would be substantially redeveloped for office uses with ground floor retail space. The Pennsylvania Building could retain its present configuration as long as is practicable.

There are no designated landmark buildings on this block, but three late 19th century buildings at 12th Street and Pennsylvania Avenue have some architectural interest. These structures would have to be removed in order to accommodate new development, but their facades would be considered for possible facade relocation.

Development would be limited to a maximum gross floor area computed by multiplying the buildable area of the square by a factor of 11. Most development along Pennsylvania Avenue would be required to conform to a building setback line established 50 feet behind the present building line. Development could extend beyond this building setback line to the present Pennsylvania Avenue building line for a distance on the existing building line of approximately 95 feet from the intersection with the Thirteenth Street building line. Where development extends beyond the building setback line, pedestrian passages will be provided to adequately connect the setback along Pennsylvania Avenue with the sidewalk of Thirteenth Street. Development on the entire square would also conform to a building setback above a height of 135 feet measured from the Pennsylvania Avenue curb line. The portion of any development above 135 feet and fronting on Thirteenth Street would have to be set back not less than 100 feet from the Thirteenth Street building line. The portion of any development above 135 feet and fronting on Pennsylvania Avenue would have to be set back not less than 50 feet from the edge of the development. Development on the remainder of the square would be limited to a height of 160 feet above the Pennsylvania Avenue curb inclusive of all permanent roof structures. When development of the square is complete, it is estimated that the square would contain approximately 550,000 square feet of new office space and 50,000 square feet of new retail space. (Amended February 15, 1979 and replacing amendments of June 15, 1978 and October 25, 1978).

SQUARES 322 & 348



SQUARES 322 AND 348

(These blocks are discussed together since they would be developed under a coordinated plan.)

Existing Conditions (Square 322): Much of this block is occupied by nine- to twelve-story structures with office and hotel uses. These larger buildings essentially fill the available zoning envelope. The Presidential Building (A), located at 12th Street and Pennsylvania Avenue, is the only substantial new private structure that has been built on the Avenue in recent years. It is an 11-story office building that conforms to the basic design criteria of the Pennsylvania Avenue plan. The structure is set back 50 feet, consistent with the proposed new building line, and the sidewalk in front has been planted with a triple row of trees. The upper floors of the building are presently occupied by D.C. government offices; the ground floor contains a bank, restaurants and stores, and there are three levels of underground parking. The E Street frontage is occupied by the 300-room Harrington Hotel (B), which provides moderately price accommodations and has special arrangements for organized tourist groups. The Hotel encompasses a 6-story structure fronting on 11th Street and a 12-story addition fronting on 12th Street. The most architecturally interesting structure on the block is the Old Evening Star Building (C), an 11-story structure with a superb classical style marble facade that was erected in 1898. The main portion of the building, located at the corner of Pennsylvania Avenue and 11th Street, is a Category III landmark. An annex (D) was built along 11th Street in the first part of the 20th century. This portion of the building is not a designated landmark. Both structures are in good condition and are currently used as office space. There are two small buildings along Pennsylvania

Avenue between the Evening Star and the Presidential Buildings. Both of these buildings are in deteriorated condition and neither has significant architectural or economic value.

Existing Conditions (Square 348): This block contains small retail establishments and restaurants that occupy numerous small buildings typical of 19th and early 20th century development of downtown Washington. Most of these buildings are one to four stories high and generally fill less than half of the available zoning envelope. Many are deteriorated and vacant above the ground floor.

There are no designated landmark buildings on the block. However, there are a number of structures, particularly along 10th and 11th Streets that have some architectural merit. Noteworthy structures along 10th Street include: (1) the low-scale mid-19th century commercial building at 10th and D Streets (E); (2) the three-story structure at 412 10th Street (F), whose facade and dormers give evidence of 1830's residential architecture, although the building was modernized for commercial use in the early 20th century; (3) the adjacent four-story Greek revival style townhouse building at 414 10th Street (G); and (4) the four-story early 20th century, classical revival building at 416 10th Street (H). Next to this low-scale grouping is the eight-story U.S. Storage Company at 418 10th Street (J), which was built in 1909 and is a forceful expression of utilitarian architecture, with enormous entrance doors, strongly detailed windows and an iron-bracketed canopy.

Noteworthy buildings along 11th Street include: (1) the three-story, turn of the century structure at 431 11th Street with intricate brick detailing (K), and (2) the adjacent three-story, early 20th century structure with rusticated neo-classical stone detailing at 425 11th Street (L). The remaining frontage along 11th Street contains typical 19th century commercial structures that have little architectural distinction. With the exception of the corner building mentioned above, the E and D Street frontages of this block are lined with low-scale structures that have little architectural merit. The small triangular plot between D Street and Pennsylvania Avenue is occupied by a statue of Benjamin Franklin (M).

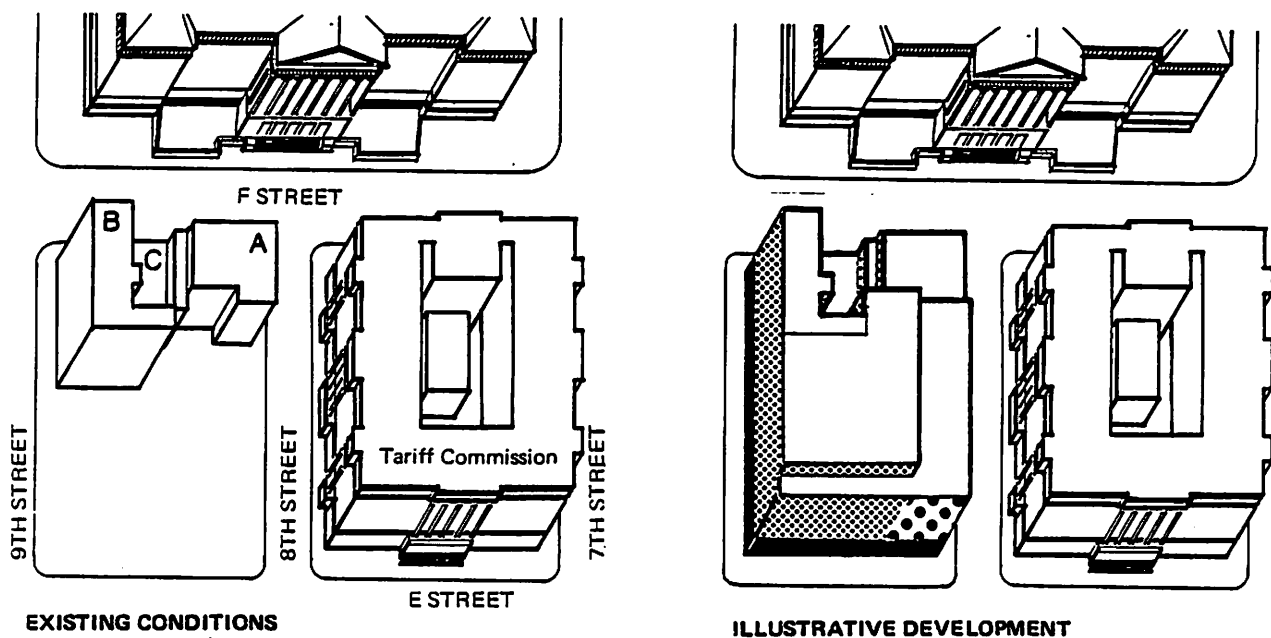
Proposed Development: Under the plan these two blocks would contain a mixture of hotel and office uses with ground floor retail space. The plan would provide both for the retention of sound and architecturally significant existing buildings and for new development on currently underutilized land. (Amended April 2, 1980). Buildings that would remain on Square 322 include the Presidential Building, the Harrington Hotel and the Evening Star Building. An addition would be erected adjacent to the Evening Star structure along Pennsylvania Avenue in order to fill out its western side, which is now an exposed party wall, and consideration would be given to retaining the Evening Star Annex on 11th Street. Although major redevelopment is expected on Square 348, consideration would be given to retaining the facades of several of the more architecturally significant buildings. The most important of these structures are the United States Storage Company building at 418 10th Street, the building at 431 11th Street, and the Greek revival style structure at 414 10th Street.

(Amended October 25, 1978 replacing amendment of June 15, 1978). Development would be required to conform to the new building line along Pennsylvania Avenue. The Old Evening Star Building, however, would remain in its existing position with its ground floor opened, if possible, to the sidewalk as a pedestrian arcade, and the proposed addition could extend to the existing Avenue building line. (Amended April 2, 1980 and December 12, 1984). For a distance of up to 50 feet behind the new Avenue building line, construction would be restricted to the height established by a horizontal plane measured 135 feet above the Pennsylvania Avenue curb. (Amended June 15, 1978). The height of buildings on Squares 322 and 348 would be limited to 160 feet, measured from Pennsylvania Avenue, inclusive of all permanent roof structures, except stairway penthouses, atrium sky lights, cornices and architectural embellishments which may project to an extreme height of 168 feet. (Amended October 25, 1978). Once development is complete, the blocks would contain approximately 300 hotel rooms, some 1,000,000 square feet of new office space, and 85,000 square feet of new retail space. (Amended April 2, 1980).

SQUARES 378 AND 379

These blocks are occupied by the new F.B.I. Building, which has been built in conformance with the new Pennsylvania Avenue building line. The structure is now planned to be used solely for F.B.I. offices. However, the Corporation will encourage the F.B.I. to permit retail businesses along the Pennsylvania Avenue frontage so that there can be continuous retail activity along the Avenue instead of a one-block hiatus at this critical location. Ground level shops and restaurants would do much to alleviate the building's monumental appearance, while providing services for large numbers of tourists who will visit the building, as well as for F.B.I. employees and the general population.

SQUARES 406 & 430



SQUARE 406

Existing Conditions: This block is now vacant and used for surface parking, with the exception of the commercial buildings fronting on F Street, which are Category III landmarks and listed on the National Register of Historic Places. Although the buildings have varied styles and heights, they were all erected at about the same time and have a harmonious appearance that complements the scale and ambience of the adjacent National Portrait Gallery and Tariff Commission buildings. Unfortunately, the structures are generally in a deteriorated condition. The ground floors are used for shops and have been modernized during the 20th century, obscuring much of the original detailing. The upper floors are mostly vacant or used for studio space.

The most architecturally interesting of the structures is the LeDroit Building (A), which was erected in 1875. This four-story Italianate structure was designed for both retail and office uses and has a bi-level store front, which provides for shops both on the ground and first floor levels. The six-story Atlas Building (B) was erected in 1892 and has a narrow two-bay facade on F Street and a 12-bay facade on 9th Street. The building has semicircular arches on the lower two floors that have been partially obliterated by later shop fronts. In between the LeDroit and Atlas Buildings are three two- to three-story structures (C) with intricately detailed facades that were erected in the 1870's and 80's. The building at 818 F Street is completely covered with modern porcelain facing, but the original cast iron and masonry facade remains intact behind it.

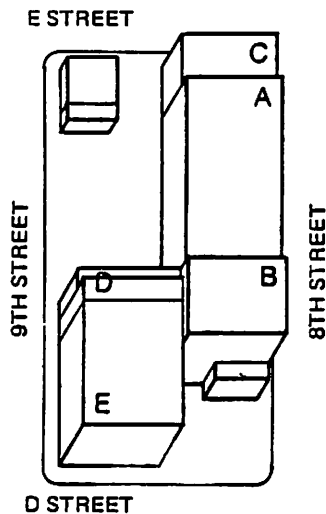
Proposed Development: Under the plan this block would be redeveloped for retail uses, with other complementary uses permitted which contribute to the strengthening of F Street as a major retail corridor. In addition to retail uses, development could also include such other uses as theater, cabaret, and similar entertainment facilities, activity generating educational and recreational facilities, and residences and offices which are restricted to the upper floors of the development. (Amended January 23, 1980). The facades of the landmark structures along the 800 block of F Street would be retained and incorporated into the new development. Both the F Street right-of-way in front of the National Portrait Gallery and the 8th Street right-of-way between E and F Streets are to be closed to normal vehicular traffic and converted to pedestrian malls as part of the Redevelopment Land Agency's "Streets for People" program.

(Amended June 15, 1978). Building heights would be restricted to assure compatibility with landmark structures. Along 9th Street construction would be limited to a horizontal plane established by the height of the Atlas Building, which is about 75 feet. This height would continue for all areas not fronting on F Street, 8th Street or E Street. Along F Street and for a distance of 30 feet back from F Street, construction would be limited to the heights of the landmark facades. Along 8th Street and for a distance 60 feet back from 8th Street construction would be limited to a horizontal plane established by the height of the Tariff Commission Building. The Tariff Commission height would also be maintained along E Street and for a distance 30 feet back from E Street. After redevelopment, it is estimated that the block would contain a total of 300,000 square feet, consisting of retail and one or more of the other specified uses. (Amended January 23, 1980).

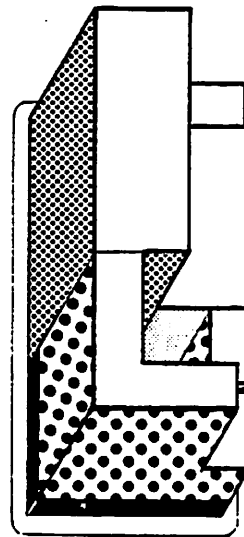
SQUARE 430

This block is occupied by the Tariff Commission building, formerly the General Post Office. This important Greek revival style structure was erected in two sections between 1839 and 1844 and 1855 and 1866. It is a National Historic Landmark and no major changes are proposed to this building under the development plan. However, the Corporation would encourage the Federal government to remove the temporary structures in the courtyard and to use the building for functions that would be attractive to the shoppers and tourists in the area.

SQUARE 407



EXISTING CONDITIONS



ILLUSTRATIVE DEVELOPMENT

SQUARE 407

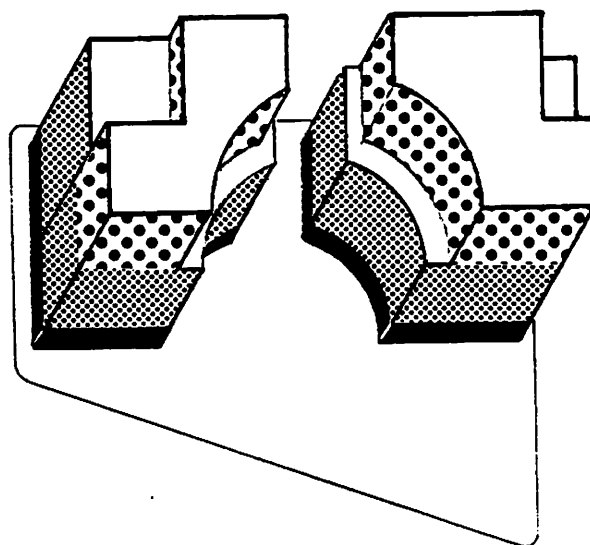
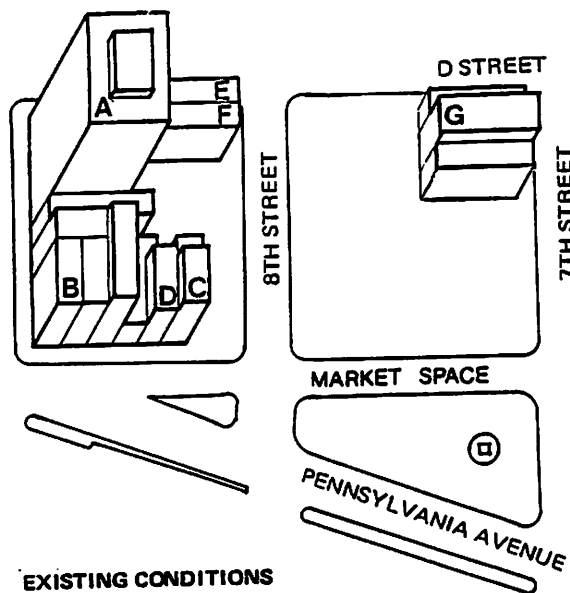
Existing Conditions: (Amended October 20, 1982). This block contains several low-scale buildings, parking structures and a number of vacant lots that are used for surface parking. The largest building on the block is the Potomac Electric Power Company's transformer substation (A), which is housed in a four-story building along 8th Street. Adjacent to the substation is an early 20th century six-story brick commercial building (B). The other major building on the block is a three-story structure at 800 E Street (C), an early 20th century building currently occupied by Herman's Sporting Goods, one of the larger businesses in the area. There are two small 19th century commercial buildings at 415 and 417 9th Street (D). The remainder of the block is taken up by a parking structure (E) and vacant land.

Proposed Development: (Amended October 20, 1982). Under the plan this block would be developed for a mixture of residential, office, and retail uses. Development could provide for either vertical or horizontal separation of uses, but residential units would be concentrated primarily along 8th Street, and office uses would be located primarily along 9th Street. Although most development would be new construction, some of the existing buildings on this block would remain. Each of these buildings has been entered into one of the groups of preservation treatment (described on p. 8): Group 2 -- 410 8th Street (B); Group 3 -- 800 E Street (C). Because of the great expense involved in relocating the PEPCO substation, it would probably remain and be incorporated into the surrounding building complex. If the building remains, its facade would be replaced so that its appearance is compatible with the special character proposed for 8th Street.

Eighth Street, which is a Category II landmark because of its importance in the L'Enfant Plan, provides reciprocal views of the Portrait Gallery and the Archives Building. The stretch of 8th Street adjacent to Square 407 would serve as a major pedestrian connection between these two buildings. The street would be landscaped as a "special street" under the Corporation's Side Street Improvements Plan, although vehicular traffic would also be allowed. New development along 8th Street would reinforce the pedestrian orientation of the street by including cafes, galleries, and neighborhood retail uses along ground level frontages.

New buildings would be permitted to rise to the height allowed by D.C. Zoning, but lower heights would be required along 8th Street relating to the porticos of the Portrait Gallery and Archives Building. Once development is complete, the block would contain an estimated 275 residential units totaling approximately 225,000 sq.ft., 30,000 sq.ft. of new retail space, and 280,000 sq.ft. of new office space. The Corporation will encourage developers to provide additional residential units. If development of this block occurs in conjunction with adjacent blocks, then residential or office uses proposed for this location may be transferred to other blocks, provided that the total program of uses for the combined development equals the total program for the individual blocks as planned.

SQUARES 408 & 432



SQUARE 408

Existing Conditions: (Amended October 20, 1982). This block, like others in the area, is considerably underutilized. About a third of the land is vacant and used for surface parking. Except for a modern 10-story office structure at the corner of 9th and D Streets, known as the Federal Triangle Building (A), most of the buildings are low-scale and in poor condition. A number of these structures, however, have some architectural interest, especially those fronting on Market Space, including: (1) the Perry Building at 821 Market Space (B), a four-story commercial structure erected in 1860 with an addition in 1902; (2) the four-story building at 809 Market Space (C), which was erected in 1886 and has especially fine cast iron detailing, and (3) the three-story building at 811 Market Space (D), which was built around 1890 and has distinctive brick and terra-cotta designs on its facade. The only other building along Market Space is a low-scale modern structure occupied by a savings and loan association. There are several buildings of architectural note elsewhere on the block, including the three-story, early 20th century commercial structure at 800 D Street (E), and the adjacent red brick, four-story Greek revival style townhouse at 320 8th Street dating from before 1850 (F).

Proposed Development: (Amended October 20, 1982). Under the plan this block would be developed for a mixture of office, residential, and retail uses. It is assumed that the Federal Triangle Building would remain for economic reasons, although it could be replaced or incorporated in new construction. The remaining buildings on the square would be replaced by new development. (Amended June 15, 1983).

New development on this block would form one quadrant of a symmetrical building configuration on the north side of Market Square Park, with new development on Square 432 forming a balancing quadrant. Development on these squares would be set back a distance of 20 feet north of the existing building line, with a semicircular recess approximately 240 feet in diameter centered on the 8th Street axis. The 8th Street vista would remain open through this semicircle, but the street itself would be closed south of D Street and incorporated into Market Square Park. In order to form a symmetrical frame for the Park, the design of the buildings on Squares 408 and 432 would be coordinated in terms of massing, materials, cornice lines, and other design elements. The buildings on Square 408 would contain retail space on the ground floor frontages around Market Square Park with cafes, restaurants, and activity-generating shops encouraged. Market Square Park would be used for public activities including exhibitions, entertainment, recreation, open air markets, and restaurants. (Amended June 15, 1983).

New buildings would be allowed to rise to the height permitted by D.C. Zoning. Along 8th Street, however, lower heights would be established to relate to the porticos of the Archives Building and Portrait Gallery. New development could also incorporate existing facades that must be moved from other locations within the development area. Once development is complete, the block would contain an estimated 100 residential units totaling approximately 85,000 sq.ft., 20,000 sq.ft. of new retail space, and 95,000 sq.ft. of new office space. The Corporation will encourage developers to provide additional residential units. If development of this block occurs in conjunction with adjacent blocks, then residential or office uses proposed for this location may be transferred to other blocks, provided the total program of uses for the combined development equals the total program for the individual blocks as planned.

SQUARE 432

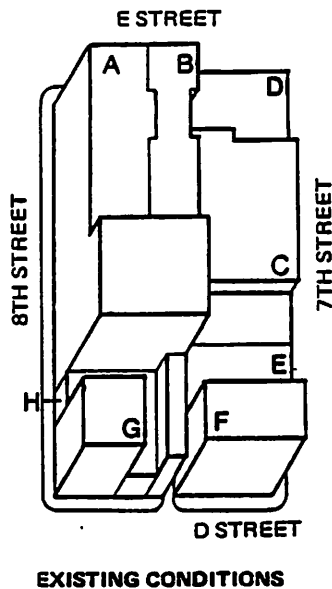
Existing Conditions: (Amended October 20, 1982). This block is largely occupied by the site of the former Kann's Department Store, which the Corporation has developed as a temporary park. The northeastern corner of the block contains three- and four-story buildings (G) that have little architectural interest. A branch bank occupies one building, but the others are vacant. The small triangular reservation between Market Space and Pennsylvania Avenue contains an equestrian statue of General Winfield Scott Hancock.

Proposed Development: (Amended October 20, 1982). Under the plan none of the existing buildings would remain on this block, which would be developed for office, residential, and retail uses. Special emphasis would be placed on establishing a retail center that would serve office workers, visitors, and residents of the surrounding area. Multiple levels of retail use would be encouraged, with cafes, restaurants, and other activity-generating shops located along the Market Square frontage, and with neighborhood service establishments oriented to the side streets. Ground floor frontages along 7th Street would be occupied by retail, arts-related, or entertainment uses. If feasible, a direct underground connection to the Metro station would also be provided.

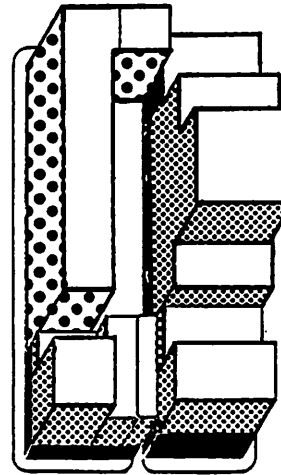
New development on this block would form one quadrant of a symmetrical building configuration on the north side of Market Square Park, with new development on Square 408 forming a balancing quadrant. Development on these squares would be set back a distance of 20 feet north of the existing building line, with a semicircular recess approximately 240 feet in diameter centered on the 8th Street axis. The 8th Street vista would remain open through this semicircle, but the street itself would be closed south of D Street and incorporated into Market Square Park. In order to form a symmetrical frame for the Park, the design of the buildings on Squares 408 and 432 would be coordinated in terms of massing, cornice lines, and other design elements. (Amended June 15, 1983).

New construction would be allowed to rise to the height permitted by D.C. Zoning. However, lower heights would be required along portions of the 7th Street frontage to help maintain the scale of the historic streetscape, and along 8th Street to relate to the porticos of the Portrait Gallery and Archives Building. (Amended June 15, 1983). Once development is complete, the square would contain an estimated 125 residential units totaling approximately 105,000 sq.ft., up to 200,000 sq.ft. of office space, and 50,000 sq.ft. of retail space. The Corporation will encourage developers to provide additional residential units. If development of this block occurs in conjunction with adjacent blocks, then residential or office uses proposed for this location may be transferred to other blocks, provided the total program of uses for the combined development equals the total program for the individual blocks as planned.

SQUARE 431



EXISTING CONDITIONS



ILLUSTRATIVE DEVELOPMENT

SQUARE 431

Existing Conditions: (Amended October 20, 1982). This block is occupied by the Lansburgh's Department Store buildings and a number of smaller buildings that house a variety of offices, retail outlets, community-related visual and performing arts uses, and commercial art galleries. The Lansburgh's complex is composed of several architectural units. The most distinctive of these is the six-story, turn of the century building on the southeastern corner of 8th and E Streets (A), with an ornamental terra-cotta facade and decorative cornice. Next to it on E Street (B) is the Busch Building, the oldest building of the group, which has a Romanesque brick facade dating from about 1890. Another major building in the Lansburgh's complex fronts on 7th Street (C). This building's limestone facade is one of the few examples of the "moderne" style in the development area. Adjacent to the Lansburgh's building at the corner of 7th and E Streets is a two-story Kresge store with unusual terra-cotta ornament (D).

The southern portion of the block is occupied by a number of buildings all dating from the turn of the century. The most architecturally interesting are the three-story building with a terra-cotta facade at 406 7th Street (E) the six-story brick building with semicircular arches at 7th and D Streets (F), and the similar five-story structure at 8th and D Streets (G). Adjacent to this building is a two-story brick building on 8th Street, used by PEPCO (H).

Proposed Development: (Amended October 20, 1982). Under the plan this block would be developed for a mixture of residential, office, arts, and retail uses. Development could provide for either vertical or horizontal separation of uses, but residential units would be concentrated primarily along 8th Street, and office uses would be

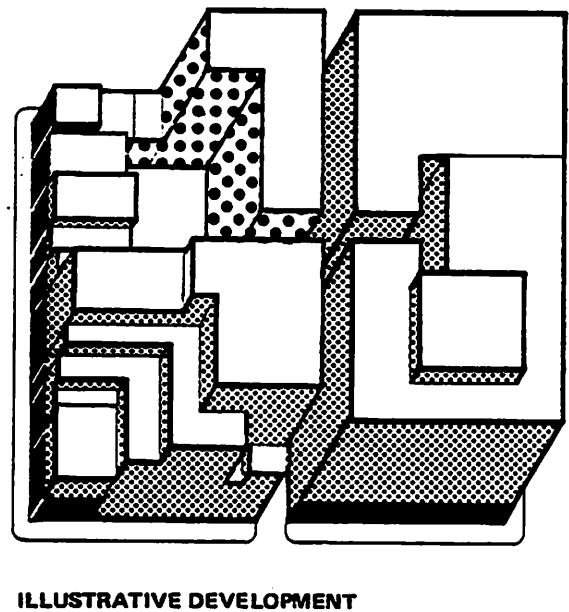
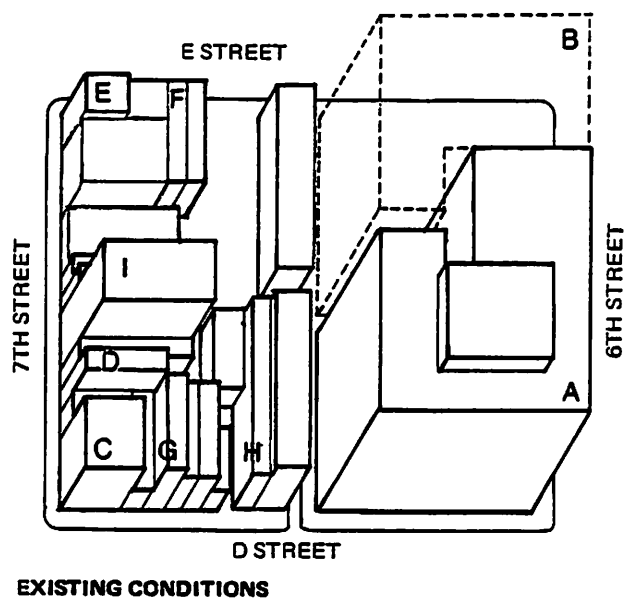
located primarily along 7th Street. Most of the existing buildings would remain and be rehabilitated or incorporated in new construction. Each of these buildings has been entered into one of the groups of preservation treatment (described on p. 8); Group 1 -- 400 7th Street (F), 715-717 D Street (G); Group 2 -- 707 D Street (Union Hardware), 406 7th Street (E), 434 7th Street (Kresge's) (D), 405 8th Street (H), and Lansburgh's (terra cotta (A) and Busch Building (B) portions only).

The 7th Street frontage of this block is located at the heart of one of the mini historic districts in the eastern end of the development area. New construction along 7th Street would reflect the visual character and varied scale of the existing buildings. It could also incorporate facades moved from other locations within the development area. Ground floor frontages along 7th Street would be occupied by retail, arts-related, or entertainment uses.

Along 8th Street, as on Square 407, new development would reinforce the pedestrian character of the street by including uses such as cafes, galleries, and neighborhood retail along ground level frontages. Although vehicular traffic would be allowed, Eighth Street would be treated as a "special street" under the Corporation's Side Street Improvement Plan, with improvements designed to enhance the residential environment.

New construction would be allowed to rise to the height permitted by D.C. Zoning. Along the 7th Street frontage, however, lower heights would be established to help maintain the scale of the historic streetscape. Once development is complete, the block would contain an estimated 225 residential units totaling approximately 185,000 sq.ft., 20,000 sq.ft. of new retail space, 50,000 sq.ft. of community arts space, and 100,000 sq.ft. of new office space. The Corporation will encourage developers to provide additional residential units, and similarly, the Corporation will encourage the various community arts organizations to work with developers and to seek public and private funding sources to enable expansion of the arts facilities on the block. If development on this block occurs in conjunction with adjacent blocks, then office uses proposed for this location may be transferred to other blocks, provided the total program of uses for the combined development equals the total program for the individual blocks as planned.

SQUARE 457



SQUARE 457

Existing Conditions: (Amended October 20, 1982). This block is functionally divided into two parts -- an eastern section, occupied by two major office buildings, and a western section, occupied by numerous older commercial structures typical of 7th Street's evolution as a commercial center. The eastern section contains the ten-story Patrick Henry Building (A), a major office structure occupied largely by leased government offices, and the Bicentennial Building (B).

Most of the buildings in the western section are three- or four-story structures dating from the latter part of the 19th century. They are now occupied by small- and medium-sized retail businesses on the ground floor, and are generally vacant on the upper floors. Several of the most notable buildings on 7th Street were in an extremely deteriorated condition and have been dismantled under the Corporation's sponsorship. Their facades will be re-erected in their original locations on a new supporting structure. The most architecturally significant of these is the facade of the three-unit Germond Crandell Building, which was constructed in 1887 at 401-407 7th Street (C). The strong ornamental features and rhythmic fenestration pattern of this facade make it one of the finest expressions of late 19th century commercial architecture on 7th Street. Another intricately detailed and arcade masonry facade has been salvaged from the four-story structure erected about 1883 at 415 7th Street (D).

Although the other late 19th century structures on this block are not as striking, there are a number of architecturally interesting older buildings, particularly those at 443 7th Street (E), 626 E Street (F),

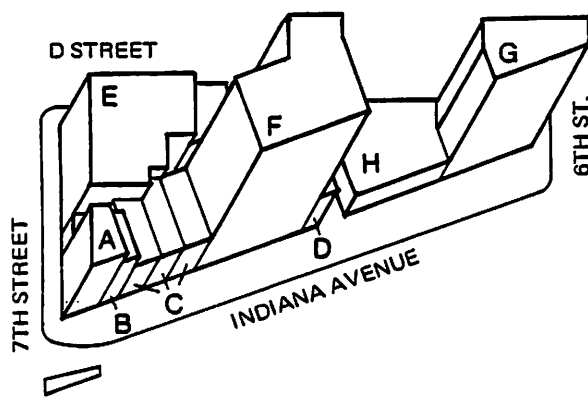
635-641 D Street (G) and 629 D Street (H). The western portion of the block also contains several interesting 20th century structures, the most significant of which is the seven story Mayer Building (I).

Proposed Development: (Amended October 20, 1983). Under the plan this block would be developed with a mixture of office, retail and residential uses. It is expected that for economic reasons the two major office structures on the eastern portion of the block would remain as is. The western portion would be redeveloped for office and residential uses, with retail uses on the ground floor.

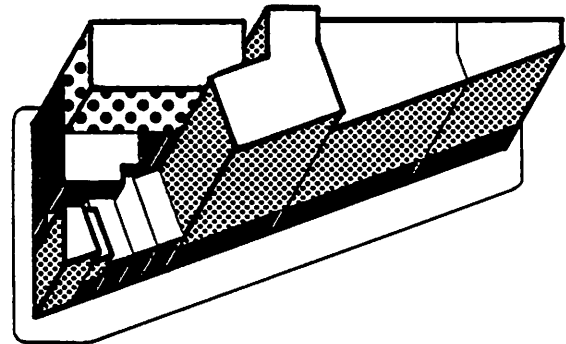
The 7th Street frontage of this block is located at the heart of one of the mini historic districts in the eastern end of the development area. Along 7th Street, development would be primarily infill construction, with most existing buildings or facades remaining. These buildings have been classified as follows for preservation treatment (see Introduction to Section III, above): Group 1--Mayer Building (I), 443 7th Street (E); Group 2--401-419 7th Street (Gallery Row), 425 7th Street, 427-29 7th Street, 625 D Street, and 629 D Street (H); and Group 4--624 and 626 E Street.

New buildings would be allowed to rise to the height permitted under D.C. Zoning. However, lower heights would be required along portions of the 7th Street frontage, and lower heights or setbacks would be required for new construction in conjunction with existing buildings or facades with architectural merit that are to be retained. New development could also incorporate existing facades that must be moved from other locations within the development area. After redevelopment the block would contain an estimated 250 residential units totaling approximately 205,000 square feet, 35,000 square feet of new retail space, and up to 225,000 square feet of new office space. The Corporation will encourage developers to provide additional residential units.

SQUARE 458



EXISTING CONDITIONS



ILLUSTRATIVE DEVELOPMENT

SQUARE 458

Existing Conditions: (Amended October 20, 1982). This triangular block forms the northern edge of the patte d'oie² configuration of streets that radiate from Market Square, including Indiana Avenue, C Street and Pennsylvania Avenue. This block contains a mixture of retail and office structures in a variety of scales and styles, ranging from two- to three-story buildings dating from the 1840's to modern high-rise office structures.

The Indiana Avenue frontage is lined with a number of architecturally significant buildings. The Firemen's Insurance Company Building, erected in 1882 at 7th Street and Indiana Avenue (A), is an excellent example of late 1880's commercial architecture. Although the dome of the building's octagonal tower has been removed, the five-story main portion of the building remains. Adjacent to this building is the National Union Insurance Company (B), which is contemporary in date and design to the Firemen's Insurance Company structure. Next to these two structures are three lower-scale buildings at 637-641 Indiana Avenue (C) that date from the 1840's. These buildings are typical of the early development of downtown Washington and are now occupied by small

² A patte d'oie is a goosefoot-shaped intersection of three streets arranged in acute angles of 20 to 25 degrees. Standing at the intersection, an observer can look down all three streets at once since all three will be within the normal range of vision--about 65 degrees.

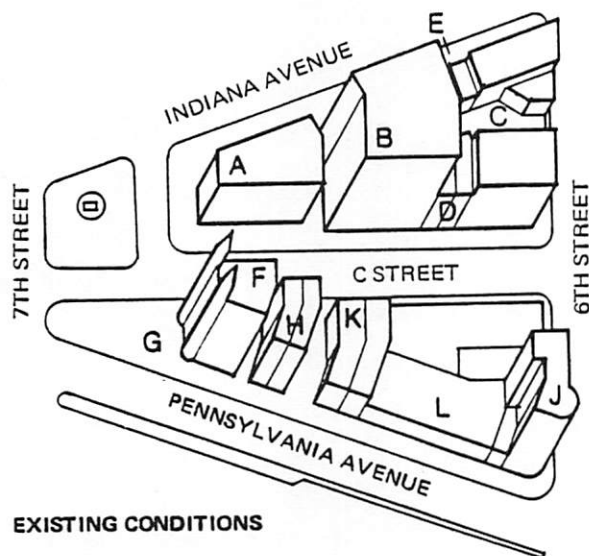
retail businesses. Of similar scale, but separated from these buildings by a modern office structure, is a three-story building at 625 Indiana Avenue that dates from the 1850's (D).

At the corner of 7th and D Streets (E) is the Hub Furniture store, one of the major retail businesses in the area. The remainder of the block is occupied by two undistinguished high-rise office buildings fronting on Indiana Avenue (F and G) that contrast sharply both in scale and style with their 19th century neighbors. In between these two buildings is a two-story garage (H).

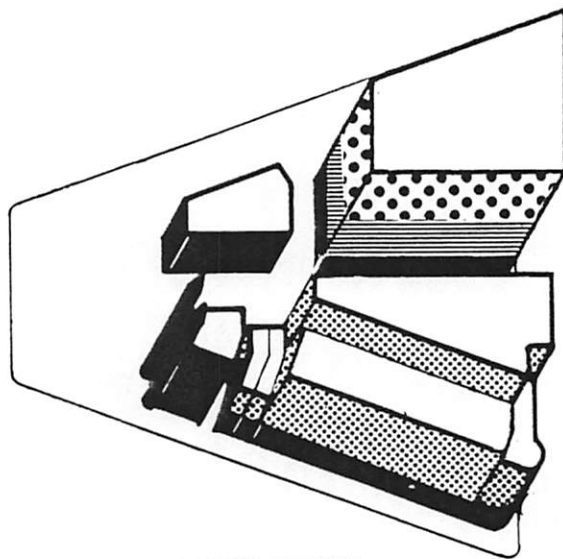
Proposed Development: (Amended October 20, 1982 incorporating amendment of March 31, 1982). Under the plan there would be only minor redevelopment in this block, which would contain retail, office, and residential uses. The insurance company buildings would remain, along with the three low-scale commercial buildings at 637, 639 and 641 Indiana Avenue. All of these buildings would be rehabilitated as Group 1 buildings (see page 8). Both of the office structures at the eastern end of the block could remain for economic reasons. The remainder of the block would be redeveloped for residential or office uses, with ground floor retail space.

(Amended June 15, 1978). Buildings would be restricted to a height of 130 feet measured from Indiana Avenue. However, lower heights would be required along portions of the 7th Street frontage and lower heights would be required for any new construction adjacent to existing buildings or facades that are being retained because of architectural merit. After redevelopment the block would contain an estimated 30,000 square feet of new retail space and up to 225,000 square feet of new office space. If feasible, an estimated 25 residential units totaling approximately 20,000 sq.ft. could also be provided. The Corporation will encourage developers to provide additional residential units.

SQUARES 459 & 460



EXISTING CONDITIONS



ILLUSTRATIVE DEVELOPMENT

SQUARES 459 and 460

(These blocks are discussed together because they would be developed under a coordinated plan.)

Existing Conditions (Square 459): This triangular block lies in the middle of the patte d'oie street configuration radiating from Market Square. It contains a variety of retail and office uses in low-scale buildings. The most architecturally significant structure is the National Bank of Washington branch building at 7th Street and Indiana Avenue (A), which was erected in 1890 and has been designated a Category II landmark. This well-maintained building fills its irregular lot and is one of the City's finest examples of "Richardsonian Romanesque" commercial design. A vacant lot separates the Bank from the Central Union Mission Building (B), a seven-story structure with 50 rooms for transients that was built in the 1920's and has no particular architectural merit.

The block contains several interesting 19th century structures that are not designated landmarks. Of particular note is the house at 308 6th Street (C), which appears to have been built around 1830 and is probably the oldest structure remaining in the development area. Several low-scale mid-19th century buildings are located along Indiana Avenue and C Street, housing restaurants and a few small shops and law offices. The lower floors of the buildings on D Street (D) have been converted to a fast food establishment with a plastic facade. However, several of the buildings, in particular those at 610 and 612 Indiana Avenue (E), have retained much of their original appearance. The remainder of the block is occupied by vacant land and a pair of four-story 20th century commercial buildings located on the corners of 6th Street. The island formed by the intersection of C Street, Indiana Avenue and 7th Street

is the site of the Grand Army of the Republic Memorial, which was erected in honor of Dr. Benjamin T. Stevenson, organizer of the Army.

The stretch of Indiana Avenue between Squares 458 and 459 has been designated a Category I landmark place because of its importance in the original plan for the City. L'Enfant had envisioned a major vista along the Avenue between the "Washington statue" and the site of the "Judiciary House." However, construction of the Federal Triangle eliminated all but a two-block segment of Indiana Avenue. The view south to the Washington Monument is blocked by the Justice Department and the view north exposes a corner, not the front of the Old City Hall.

Existing Conditions (Square 460): This triangular block forms the southern edge of the patte d'oie configuration radiating from Market Square. Although it contains several architecturally and historically significant buildings, most of the land is occupied by deteriorated low-scale structures that are either vacant or occupied only on the ground floor.

The most important building on the block is the Central National Bank, now occupied by the Apex Liquor store (F), a six-story brownstone structure erected in 1888 with two round turrets capped by conical roofs. This building has been designated a Category III landmark and is structurally sound, but will require a considerable amount of restoration work. Like the Firemen's Insurance Company and National Bank of Washington Branch, the building was designed to fit a pivotal irregular lot created by the convergence of the streets radiating from Market Square at 7th Street. The Temperance Fountain, erected around 1875, occupies the sidewalk in front of the building (G).

A vacant lot separates the Central National Bank Building from two mid-19th century four-story structures at 625 and 627 Pennsylvania Avenue (H). The upper floors of these buildings are vacant today, but they once housed the studios of famed Civil War photographer Matthew Brady. The ground floors are now occupied by a camera shop and a restaurant. The only other architecturally interesting structure on the block is the six-story Atlantic Coast Line Building (J) which was erected in 1880 at the corner of Pennsylvania Avenue and 6th Street. The building's circular bays echo the turrets of the Central National Bank Building. The remainder of the block contains a few low-scale 19th century buildings (K) occupied by restaurants, and a large, vacant one-story structure (L).

Proposed Development: Under the plan these two blocks would be developed with a combination of residential, office, hotel and retail uses. Shops would be located on the ground floor of the buildings, forming a small shopping plaza that would serve residents, office workers, and tourists. (Amended March 3, 1981). The National Bank of Washington branch, the Central National Bank building and the structures that once housed Matthew Brady's studio would be retained because of their historic and architectural merit. Consideration would also be given to retaining the Atlantic Coast Line Building at 6th Street and Pennsylvania Avenue. The remaining frontage along Pennsylvania Avenue

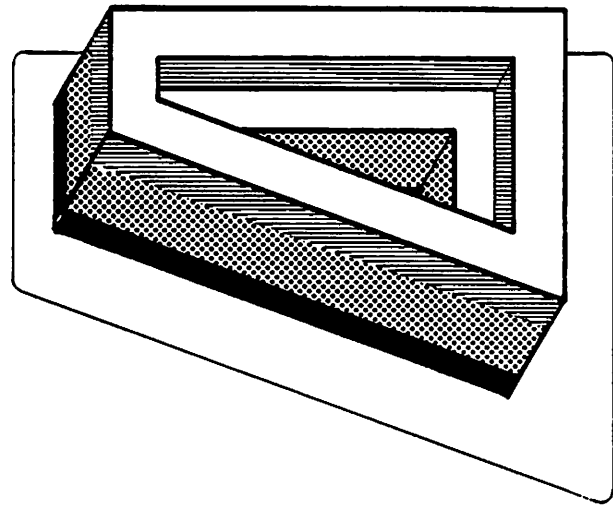
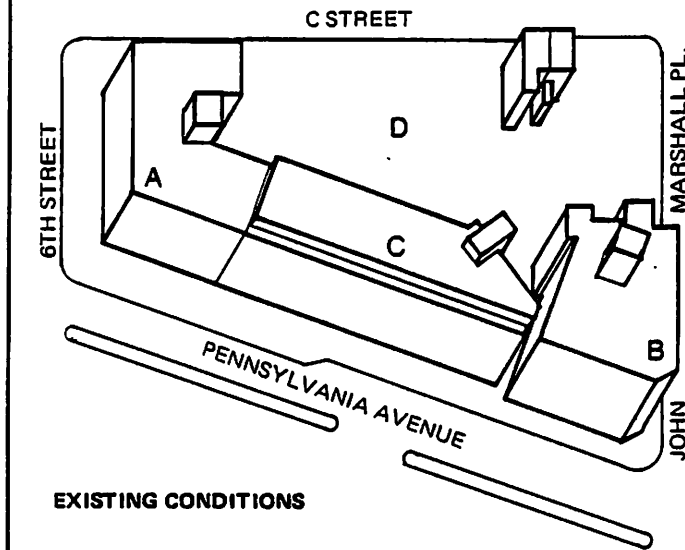
could be used as relocation space for architecturally significant facades that must be moved from other areas in order to provide for new development.

The shopping plaza would be located around the National Bank of Washington branch, which would be surrounded by small, well-defined pedestrian spaces. C Street would be closed and converted to pedestrian use. New building lines would be established parallel to the existing street lines on C Street to define the architectural features of the pivotal buildings at the corner of that street. The width of the former right-of-way would be kept between 7th Street and the east wall of the National Bank. Beyond that point, a landscaped pedestrian walkway would extend along the line of C Street up to 6th Street. It could be less than the current right-of-way width and could have limited vehicular access. Indiana Avenue could have a reduced number of traffic lanes. All or part of Indiana Avenue would be narrowed by 50 feet along its south side but the existing building line could be maintained above grade. (Amended July 20, 1982 replacing amendment of March 31, 1982).

Low-scale buildings would surround the plaza. The northern edge would be defined by the insurance company buildings and adjacent 19th century structures along Indiana Avenue. The southern and eastern edges could be constructed with existing facades that must be moved from other locations within the development area. If this is not practicable, new construction of a similar scale could occur. The east side of the National Bank of Washington branch could also be linked to adjacent development by infill construction, possibly open at the base. The western edge of the plaza would be landscaped in a way that would demarcate Market Square. (Amended October 20, 1982).

(Amended June 15, 1978). New development would be restricted to the area east of a new north-south building line that would be established not less than 25 feet east of the National Bank of Washington branch. The existing Pennsylvania Avenue building line between the Central National Bank and Atlantic Coastline buildings would be retained. New construction between these buildings would be restricted to their approximate heights along the Avenue frontage, but could rise to 110 feet measured from the Avenue, so long as one or more setbacks would be provided to allow an appropriate transition to the maximum height. On Square 459 new construction could rise to 130 feet measured from Indiana Avenue. Once development is complete the two blocks would contain approximately 200 residential units and a mixture of new retail, hotel and office space totaling approximately 650,000 square feet above grade. (Amended July 20, 1982 replacing amendments of March 31, 1982 and March 3, 1981).

SQUARE 491



SQUARE 491

Existing Conditions: This block contains three sizeable buildings occupied by governmental and institutional uses, a substantial amount of vacant land and two small 19th century row houses that have no particular architectural merit. The western end of the block is occupied by the six-story District of Columbia Employment Security Building (A), which was erected in the early 1960's. The eastern end is occupied by an older six-story building (B), which is occupied by government offices, the District motor pool, and the USO. In between these buildings is another six-story structure (C) that is also used for District government offices. Most of the vacant land is used for official District government parking (D).

Proposed Development: Under the plan this block would remain as is for the immediate future, but ultimately it would be redeveloped for public or private uses when there is a viable proposal for the entire block. Potential uses on the block would be a new hotel, office space for a major institutional tenant, and ground floor retail space. Special care would be taken to relate the design of the block to John Marshall Place, which would be closed to vehicular traffic and developed as a pedestrian way extending from Old City Hall to the National Gallery of Art.

(Amended June 15, 1978). Development would be required to conform to the new building line along Pennsylvania Avenue and would be restricted to a height established by a horizontal plane 100 feet above the new line. Once development is complete, the block would contain up to 400 new hotel rooms, an estimated 100,000 square feet of new retail space and an estimated 525,000 square feet of new office space.

SQUARE S-533

This block is occupied by the U.S. District Court and would be unchanged under the development plan.

IV. VEHICULAR CIRCULATION PLAN

The proposed vehicular circulation plan was based on extensive study of existing traffic patterns and conditions, a review of previous planning efforts, and continued conferences with key public agencies. The plan assumes: (1) development and operation of the METRO system with the initial lines in service by about 1975, and the majority of the downtown lines in operation by 1978; (2) progressive restructuring of bus service by the Washington Metropolitan Area Transit Authority (WMATA); (3) extension of the Center Leg Expressway as far north as New York Avenue; (4) implementation of the D.C. Department of Transportation downtown street routing proposals.

Although vehicular traffic has increased substantially in the metropolitan area, traffic volumes in and around the Pennsylvania Avenue environs have not increased appreciably over the past decade, indicating that the roadway system serving downtown reached capacity some time ago. Therefore, traffic improvements short of major street widenings will only affect flow on a localized basis and not the number of vehicles entering or leaving the area. Since such widenings are neither possible nor desirable in an area like downtown that is already heavily impacted by traffic, the Pennsylvania Avenue circulation proposals are only designed to improve flow in the immediate environs of the project area (see Existing Traffic Volumes Map).

The street circulation proposals incorporate and build upon the street routings developed by the D.C. Department of Transportation in cooperation with other agencies, and include the conversion of portions of F, G and 8th Streets to pedestrian malls, as proposed in the Redevelopment Land Agency's "Streets for People" program. (Amended October 20, 1982). Some changes have been recommended in the Department of Transportation's Downtown Traffic Circulation Plan in order to restructure traffic flows and to improve development potentials in the area. The most significant differences between the proposed Pennsylvania Avenue circulation plan and the Downtown Circulation Plan are the conversion of 14th and 15th Streets to one-way operation. (Amended October 20, 1982). Earlier proposals for a series of tunnels linking the areas east and west of the White House and for an underpass at Constitution Avenue have been deleted from the proposed circulation plan.

The Pennsylvania Avenue circulation plan would be implemented in two stages. The first stage would involve surface street improvements and selected street closings. The second stage would involve redesigning the E Street-Pennsylvania Avenue intersection, developing one-way routings along 14th and 15th Streets, narrowing Pennsylvania Avenue between 14th and 15th Streets, and closing Pennsylvania between 13th and 14th Streets. The parade route on ceremonial occasions would proceed west along Pennsylvania Avenue to 13th Street where it would

continue along E Street south of Western Plaza to 15th Street and turn north. (Amended August 27, 1976). Following is a discussion of specific elements of the proposed circulation plan (see Existing Traffic Circulation Map and Proposed Traffic Circulation Plan).

One-Way Street Routing: One-way street routings have been implemented in downtown Washington over the past decade. The proposed circulation plan represents a continuation of this strategy by providing for one-way operations on 14th and 15th Streets between Thomas Circle and Jefferson Drive. This change will improve north-south flow, equalize the use of both streets, simplify traffic signal timing, and facilitate left turns. Transition points would be carefully channelized to maintain the continuity of north-south flow.

Specifically, 14th Street would be converted to one-way use north-bound for cars, while preserving two-way use for buses in exclusive lanes. Four north-bound lanes would be provided where street width is 70 feet or more. Fifteenth Street would be converted to one-way use southbound with a minimum of four lanes throughout and six lanes between New York and Constitution Avenues. Prior to the construction of the proposed Mall Tunnel, 15th Street could be realigned between Constitution Avenue and Jefferson Drive to permit a gradual transition of three southbound lanes into 14th Street. South of Jefferson Drive, 15th Street would remain two-way to provide access to and from Maine Avenue.

The tunneling of 14th Street under the Mall and Independence Avenue may be a necessary precursor to the development of one-way pairing for 14th and 15th Streets. However, if one of the proposed interim surface solutions to the routing of 15th Street across the Mall can be agreed upon, the implementation of the one-way system could precede the tunnel.

Mall Tunnel: The Pennsylvania Avenue circulation plan provides for tunneling 14th Street under the Mall and Independence Avenue, and for the closure of the streets on the Mall to traffic. This concept has been long endorsed by the D.C. Department of Transportation and by the National Park Service.

Fourteenth and Fifteenth Streets would be brought together in a four-lane tunnel-depressed section with shoulders, to the south of Constitution Avenue near Madison Drive. The road would be depressed under Independence Avenue and return to grade at E Street. It would have no impact on the Bureau of Engraving tunnel between C and D Streets Southwest. Surface roads south of Independence Avenue would be maintained, providing continued access to adjacent properties.

The west to south movement that currently takes place via Independence, 12th, C and 14th Streets would be transferred to the 14th Street service roads directly at Independence Avenue. C Street would allow right-turn access only. This treatment would allow a steady flow of traffic from the 14th Street bridges into the 14th and 15th Street one-way system at Constitution Avenue. Car and bus access into central Washington and the Pennsylvania Avenue area would be improved as a result.

Pennsylvania Avenue Design and Circulation: The Avenue would continue to serve the same basic traffic functions that are served today because there is no reasonable alternative route for the present traffic. Therefore, the plan proposes the following lane arrangements: three traffic lanes each way; left turns and pedestrian refuge within a median area, and curb lanes for buses, right turns and bicycles, if feasible. These functions can be provided within a 100- to 102.5-foot curb-to-curb width. Left turns could be gradually prohibited along Pennsylvania Avenue as minor streets are closed. However, it will be necessary to retain left turns at key locations, such as at 13th Street and at Constitution Avenue.

Proposed landscaping for the Avenue would enhance the appearance of the Avenue and reinforce the traffic functions. The landscaping plan recommends that left turn storage lanes, flush median islands and curb lanes be identified by different surface colors and textures. Treatment of signs, signal fixtures, street furniture and crosswalks would be consistent with good traffic engineering practices and with environmental design objectives.

E Street: The present 55-foot width of E Street would provide four moving traffic lanes plus a left-turn lane, and maintain the existing sidewalk widths. This would require a painted median rather than a physical median and prohibition of curb parking during busy traffic periods. Left turn lanes would be needed to facilitate circulation around the F and G Street Malls and to allow for progressive prohibition of left turns by cars along Pennsylvania Avenue.

Pennsylvania Avenue - E Street Connector: The traffic circulation plan proposes the simplification of the Avenue and E Street intersection in the Western Plaza area between 13th and 15th Streets. This proposal would improve traffic flow in the downtown area and pedestrian movement between the Federal Triangle to the south and the business district on the north. (Amended August 27, 1976). Traffic from 15th Street now moving east on either Pennsylvania Avenue or E Street would use a widened E Street south of Pershing Park (Square 226) and Western Plaza. At 13th Street this south leg of E Street would join Pennsylvania Avenue. Vehicles could continue east on the Avenue, turn north on to 13th Street (to continue east on E Street), or turn south on 13th Street from which access to the District Building is proposed. Traffic moving west on Pennsylvania Avenue could turn in either direction at 13th Street or continue westward along the E Street south roadway. Northbound turns from E Street also would be permitted at the 14th Street intersection. Approaching 13th Street, eastbound vehicles on E Street would continue on the one-way realigned E Street roadway between 13th and 14th Streets north of Western Plaza. There they would be permitted to turn north onto 14th Street or continue west along the narrowed Pennsylvania Avenue roadway. (Amended August 27, 1976).

The Corporation's traffic consultant has recommended that 13th Street should be extended south of the District Building to 14th Street. The 13th Street extension would assure adequate access both to the District Building and to the proposed annex to the east. In addition, it will provide access from the north to a potential Federal Triangle parking garage, and could provide a bus loop terminal, if required. Further

study will be given to this proposal as detailed plans are developed for the District Building and the "Grand Plaza" of the Federal Triangle.

Simplifying the Avenue and E Street intersection would require use of 13th Street south of the Avenue by both cars and buses. As a result, 13th Street should be improved to accommodate two-way traffic flow south of the Avenue. (Amended August 27, 1976).

Minor Street Closures: Certain minor streets in the development area would be closed, contingent on the following considerations. As a general principle, streets that have continuity should remain open, particularly if they cross the Mall. Closure of other streets must maintain essential services, allow effective bus use, simplify complex intersections, facilitate land consolidation for development, and not reroute diverted traffic to overload adjacent streets. Accordingly, the plan calls for the closure of Market Space from 7th to 9th Streets, 8th Street from D Street to Pennsylvania Avenue, C Street from 6th to 7th Streets, and John Marshall Place from C Street to Pennsylvania Avenue. (Amended October 20, 1982).

Bus Service: The proposed circulation plan is compatible with bus service requirements, providing flexibility for changes in routes and schedules and increased through routing of buses. The coordination of future bus routing with the new circulation system should not be difficult in view of anticipated future developments, including: (1) short range bus routing plans (1974-1975) that are designed to link routes (2) future routing plans that will be closely tied to outlying METRO stations. As a result, fewer routes will terminate in the Federal Triangle area. Terminals located along Pennsylvania Avenue (as at 12th Street) could be eliminated after completion of METRO construction. The terminals at 10th and 13th Streets, however, could be retained and coordinated with the proposed circulation system.

Off-Street Parking: The parking policy proposed as part of the vehicular circulation plan is intended to balance three important yet competing factors. First, the parking policy must be designed to maintain acceptable air quality levels and embody basic standards for Central Business District parking identified by the Environmental Protection Agency. Second, the policy must reflect and encourage the use of the new METRO system and improve mass transit by commuters. Third, the parking policy must provide sufficient parking to assure the viability of proposed development projects.

Weighing these factors, the following parking policy has been established to govern maximum parking allocations that would be permitted for various uses within the development area:

- . Hotel - One parking space for each four sleeping rooms or suites.
- . Public Assembly (i.e. arena, armory, theater, auditorium, community center, concert hall, convention center, etc.) - One space for each ten seats of occupancy capacity for the first 10,000 seats, plus one for each 20 seats above 10,000, provided that where seats are not fixed, each seven square feet of gross floor area useable for seating shall be considered one seat.

- . Retail, Trade and Service Establishments - 1 parking space for each 750 square feet of gross floor area, except that no off-street parking spaces shall be required for the first 2,000 square feet of gross area.
- . Residential - One parking space for each 1.2 dwelling units.
- . Offices - One parking space for 1,800 square feet of gross area.

This policy basically reflects off-street parking recommendations for particular land uses established in the D.C. Air Quality Regulations and is compatible with the disposition controls in the Downtown Urban Renewal plan. However, it is subject to revision upon completion of a comprehensive District of Columbia Parking Plan.

