

VII. Implementation

The following chart lists specific goals from the Development Framework for the Florida Avenue Market Study Area. It also includes recommendations on how to achieve these goals, as well as who is responsible for tasks, the process and provides a general timetable for implementation.

By following these implementation strategies, the negative perceptions of the Florida Avenue Market can be effectively addressed and redeveloped into a unique, safe and vibrant area of the city that seamlessly integrates into the surrounding urban fabric. The strategies will compliment the future developments outlined in the *NoMa*, *Northeast Gateway Revitalization Strategy*, and *New York Avenue Corridor* studies and balance the objectives of the many stakeholders in the current market and in its future development.

The full participation of all stakeholders, especially property and business owners, in the implementation of the Small Area Plan is critical to achieving the overall vision for a vibrant mixed use community with a wholesale market function. As development projects evolve, every effort should be made to consider how incremental development affects the physical character of the entire site, current business operations, and the quality of life of the surrounding communities. Ensuring a collaborative and transparent process during the next stage of development project planning and implementation will be critical to the future success of the market area and its physical and economic incorporation into the broader urban fabric of the District.

Implementation continued...

GOAL

RECOMMENDATIONS

Support development within the market area that includes a mix of land uses (including office, retail, residential, open space, and market uses) and provides amenities for multiple stakeholders	1. Develop Florida Avenue Market zoning and finalize zoning tools as identified in the plan.
	2. Ensure that the vision and recommendations for land use, zoning, urban design, and transportation are being met with each increment of new development; encourage broad stakeholder participation through the PUD and other zoning processes.
	3. Encourage Florida Avenue Market developers to utilize the Deaf Space Design principles developed by Gallaudet University in their developments so that new development is accessible to all.
	4. Work with Gallaudet University on its campus plan to address development and placemaking opportunities along the east side of 6th Street.
	5. Encourage the retention of existing retail food uses and clustering of new food related activities, such as cooking schools, test kitchens, and hospitality job training, within the market area.

Implementation continued...

IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM, INITIATIVE, ACTIVITY	TIMEFRAME/PROJECTED COMPLETION
OP	Development Review	Short Term
OP	Site Review and PUD Process	Ongoing
DDOT	Partnership with Gallaudet	Ongoing
OP	Partnership with Gallaudet	Mid Term
OP, WDCEP, DMPED		Ongoing

Short Term –
Actions initiated up to 2 years after
plan adoption
Mid Term –
Action initiated between 3-5 years
after plan adoption
Long Term –
Actions initiated 5 years after plan
adoption
Ongoing –
Actions are continuous after plan
adoption

Implementation continued...

GOAL

RECOMMENDATIONS

Provide reliable and integrated multi-modal travel options; focus on pedestrian and bike access and safety.	1. Through new development, implement streetscape and transportation recommendations, including reopening 3rd Street to create an urban street grid.
	2. Improve pedestrian safety along Florida Avenue from 6th Street to the Metro Station by implementing underpass design improvements, reviewing sidewalk conditions, reviewing crosswalk signalization, and monitoring vehicle speeds.
	3. Support linkages to the Metropolitan Branch Trail for cyclist with bikeways throughout the development area.
	4. Work with private sector to install a Smartbike location in this area.
	5. Conduct an interim study on FAMS operations that will address pedestrian and vehicle conflicts, overall management of the site, cleanliness and ways to promote a more inviting environment.
	6. Conduct a detailed transportation study to assess circulation, access, and connectivity; develop recommendations for infrastructure and streetscape enhancements that respond to the public realm and transportation recommendations in this plan.

Implementation continued...

IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM, INITIATIVE, ACTIVITY	TIMEFRAME/PROJECTED COMPLETION
DDOT, Private Sector	Site Review and PUD Process	Ongoing
DDOT	Traffic Study	Short to Mid Term
DDOT		Long Term
DDOT, OP/ANC, Private Sector	Smartbike/DDOT	Long Term
DDOT/OP/ANC/Private Sector	Interim Operations Study	Short term
DDOT	Transportation Study	Mid Term

Short Term –
Actions initiated up to 2 years after
plan adoption
Mid Term –
Action initiated between 3-5 years
after plan adoption
Long Term –
Actions initiated 5 years after plan
adoption
Ongoing –
Actions are continuous after plan
adoption

Implementation continued...

GOAL

RECOMMENDATIONS

Create green spaces for public and recreational uses, such as as a farmers market.	1. Through the PUD process, encourage applicants to create pubically accesible and well designed open space as a public benefit within proposed new development. Open space can be defined broadly, but prefered locations are identified in the Illustrative Plans.
	2. Explore opportunities for outdoor farmers market both in the short term and mid term as development occurs.
	3. Integrate new open spaces within the FAMS into the greenspace and recreation system that serves the broader NoMa, Near Northeast, Ivy City, and Trinidad communities to ensure efficiency in programming, access, and promotion.
Promote Sustainable Design Principles for the entire area.	1. Encourage excellence in sustainable design both in individual buildings and site systems within the development area. Encourage LEED certification for new construction through the PUD process.
	2. Require Low Impact Development (LID) best practices in all streetscape design.

Implementation continued...

**IMPLEMENTATION STRATEGY/
PARTNERSHIPS** **PROGRAM, INITIATIVE, ACTIVITY** **TIMEFRAME/PROJECTED
COMPLETION**

OP Site Review and PUD Process Mid to Long Term

OP Short Term

DPR,OP, Community, Private Sector Mid Term

DDOE, Private Sector, WASA, OP Site Review and PUD Process Ongoing

DDOT Ongoing

Short Term –
Actions initiated up to 2 years after
plan adoption
Mid Term –
Action initiated between 3-5 years
after plan adoption
Long Term –
Actions initiated 5 years after plan
adoption
Ongoing –
Actions are continuous after plan
adoption

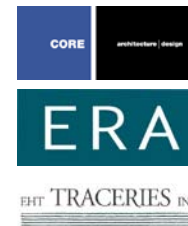
Consultant Team

CORE architecture + design

Dale A. Stewart, AIA
Principle

Cassandra Cullison,
AIA, LEED AP
Project Manager

Ryan L. Misner, AIA



Economic Research Associates (ERA)

Tom Moriarity
Vice President, Principal-in-Charge

Mac Nichols
Principal & Project Manager

Patricia Folan
Senior Associate

Christine Graziano
Associate

Abubakari Zuberi
Senior Analyst

EHT Traciers, Inc.

Laura Hughes
Principle

Catherine Miliaras
Historic Preservation Consultant

Paul Singh
Preservation Planner

VIII. Acknowledgements

Office of Planning

Harriet Tregoning
Director, Office of Planning

Rosalynn Hughey
Deputy Director, Citywide and
Neighborhood Planning

Geraldine Gardner
Associate Director,
Neighborhood Planning

Deborah Crain
Neighborhood Planning
Coordinator - Ward 5

Melissa Bird
Neighborhood Planning
Coordinator - Ward 6

Jeff Davis
Neighborhood Planning
Former Coordinator - Ward 6

Joel Lawson
Associate Director,
Development Review

Matthew Jesick
Development Review

David Maloney
Associate Director,
Historic Preservation

Chris Shaheen
Revitalization Program Manager

Ed Estes
Urban Planner

Advisory Committee

Harry Thomas, Jr.
Councilmember Ward 5

Anita Bonds
ANC 5C, Chairman

George Boyd
Mt. Olive Heights Association

Alexander Chi

Joseph Fengler
ANC 6A

Paul Kelly
Gallaudet University

Wilhelmina Lawson
Trinidad Concerned Citizens for Reform

Raphael Marshall
6A01

Arvie Parks
Ivy City/Trinidad Citizens Association

Paul Pascal
Florida Avenue Market Merchants
Association

Daniel Pernell, III
Near Northeast Citizens

Anne Phelps
6C04

William Shelton
ANC 5B, Chairman

James Simmons, III
New Town Development Partners,
LLC

Timothy Thomas
ANC 5A, Chairman

Fred Weiner
Gallaudet University

Karen Wirt
ANC 6C, Chairman

Appendix A

History of the Union Terminal Market
See Volume II



Appendix B

Florida Avenue Market Phase 2 IMPLAN Market Impacts Report
See Volume II



Appendix C: The Public Process

The Public Process, Supporting Diagrams, and Community Comments

The Office of Planning, agency partners, and the consultant team worked intensely with the FAMS stakeholders and adjacent communities during a two year planning process to develop the vision and recommendations reflected in the current plan. The following appendix provides additional detail on the public meetings and community feedback from that process.

Public Meeting #1 - 24 April 2007

On April 24, 2007, the first public meeting concerning the Florida Avenue Market Site took place. The presentation was given by representatives of the Office of Planning and its consultants, CORE architecture + design, EHT Traceries Inc., and Economic Research Associates (ERA). The meeting was held in Foster Auditorium, on the campus of Gallaudet University, directly adjacent to the site. In order to allow the maximum number of community participants, the same presentation was given at 3:30 in the afternoon and again at 6:00 p.m. It was also presented in English and translated in ASL, Chinese, and Korean. As pointed out to the public by Harriet Tregoning, Director of the Office of Planning, the purpose of this meeting was to present the consultants findings on the Market as it currently exists and to better understand what the local communities thought this area could become.

The first public meeting presentation consisted of four main parts:

- 1.) *The historic aspects of the site:* this included its early origins of being located on the National Mall, the building chronology spanning from 1929 to post 1959, and the analysis of the original 2 story Union Market Terminal buildings designed by E. L. Bullock, Jr. The explanation of the Bullock designed buildings included their architectural significance and key or distinctive historic features. This portion of the presentation concluded with an assessment of the existing conditions of the structures and the historic elements that can help to give the Florida Avenue Market a distinct sense of place.

Union Terminal Market Buildings, 1949



fig. c.01 (source: Wymer Collection, Evening Star, Historical Society of Washington D.C., 1949)

Public Meeting #1 continued...

2.) *An architecture and urban analysis of the site:* this included the Florida Avenue Market's relation to the original L'Enfant Plan for the city, current property ownerships, current uses of the site, current zoning and zoning by right limits, current conditions of wayfinding/signage, pedestrian safety, & site access limitations. It ended with the current P.U.D.s on or near the site that are in the development pipeline and will affect other developments on the Florida Avenue Market site.

3.) *An economic analysis of the Market's functions and impact on the regional economy:* based on several physical and market assumptions over a 15-20 year analysis period, projections were presented from both economic development and real estate development perspectives. The uses of Light Industrial/Public Market, Residential, Retail, and Offices were all evaluated for the site. This was done with regards to overall current uses, trends in households and income data, and supply characteristics. These uses were also evaluated against competitive developments with similar uses planned or proposed in the nearby area.

4.) *Public question and answer:* at the conclusion of the presentation portion, the public was allowed ask questions and provide feedback on their thoughts of what this area could become.

Flex/Industrial Space in DC vs. NoVa

3 rd Qtr 2006	District of Columbia		Northern Virginia	
	Flex	Industrial	Flex	Industrial
No. of Bldgs.	20	102	431	574
GLA	1,397,834	5,061,705	24,658,574	33,638,805
Vacancy	52.7%	8.0%	12.5%	6.2%
Average NNN Rent	\$16.02	\$10.61	\$13.41	\$8.90
YTD Absorption	38,876	56,737	589,090	448,850
Under Construction	0	0	406,205	1,330,603
% UC Leased	--	--	5.3%	43.9%

fig. c.02

Public Meeting #2 - 14 May 2007

The second public meeting was held on May 14, 2007, again on the campus of neighboring Gallaudet University. Unlike the first public meeting, which was a presentation with community feedback, this meeting was an interactive public workshop. It was again held at two separate times in order to accommodate the maximum number of community participants.

For the purpose of the workshop, the site was divided into 5 different zones, as can be seen in figure c.06-1 to the right. Zones 1 and 2 were created because of their frontage to Florida and New York Avenues, respectively. Zone 4 was established by the existing “central core” created by the Union Market Terminal buildings. Zones 3 and 5 filled the remainder of the site.

A station was set up for each of the zones in order to obtain community feedback on two items: land use and maximum building height. Community feedback on traffic and general site issues/problems were also obtained.

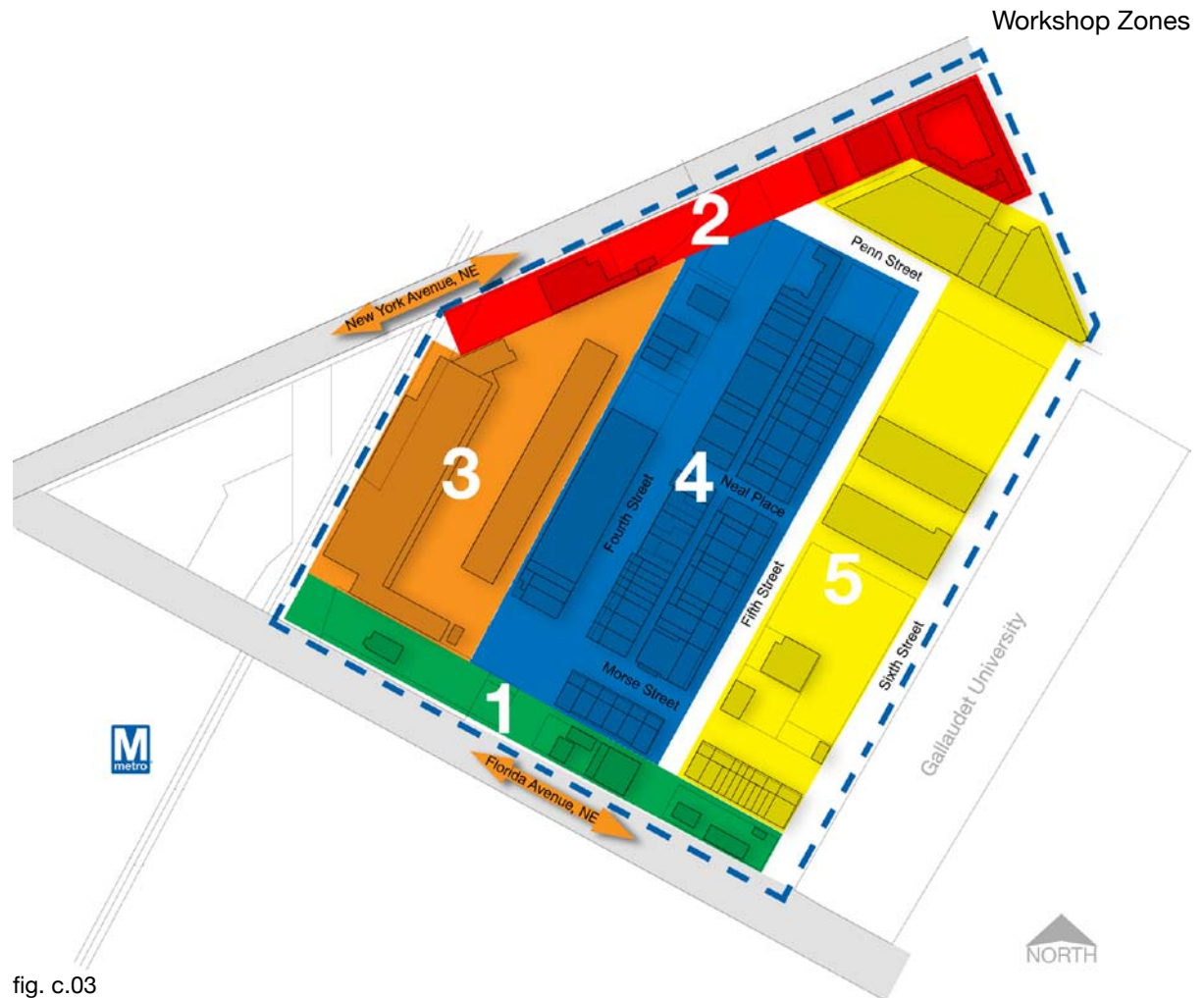


fig. c.03

Public Meeting #2 continued...

Participants were asked to first decide which land uses were most appropriate in each of the 5 zones. Their choices were Industrial/Wholesale, Farmer's Market, Multi-Family Residential, Retail/Restaurant, Office, Institutional, Civic, Cultural, Green/Public Space, and Mixed-Use/Other.

Each participant was given 5 "dot" stickers for each zone and were to place their dots in the column of the land uses they thought were most appropriate for that zone of the site. They were also encouraged to leave comments regarding the zone or the land uses.

Secondly, participants were asked to decide what was the maximum building height appropriate for each zone. Similar to the land use exercise, each participant was given *one* "dot" sticker for each zone and were to place it in the column of the maximum building height they thought was most appropriate for that zone. Their height choices were 40'-0," 50'-0," 65'-0," and 90'-0." Comments were again also encouraged.

The third, and very important piece of community feedback that was gathered at this meeting, was regarding traffic, walkability, and connectivity. Several large maps of the entire site were placed

in the workshop room(s). Participants were asked to write directly on the maps where they thought major issues currently existed in moving through the site, either by vehicle or by walking.

The last portion of the community participation was to fill out a short survey prepared by ERA. The contents of the survey were to help gauge where the workshop participants were from, how often they currently use the market and for what items, and the participants' priorities of use and historic preservation of the site.

Land Use board from Community Workshop on May 14, 2007














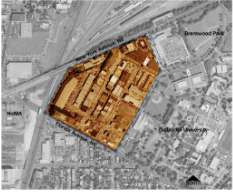


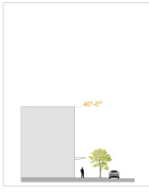
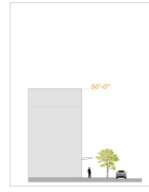
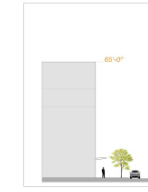
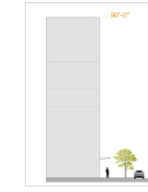
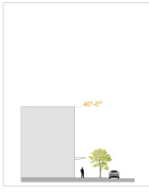
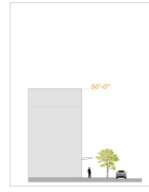
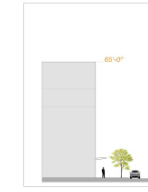
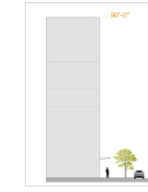
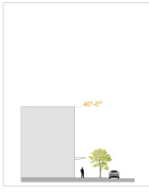
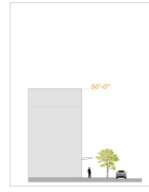
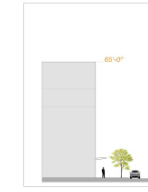
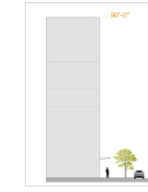
FLORIDA AVENUE MARKET STUDY					LAND USE					
What are the appropriate land uses for this zone?										
<p>ZONE 1 Florida Avenue</p>   <p>Comments:</p> <p>14 May 2007</p> <p>Prepared for the District of Columbia Office of Planning</p> <p>  </p>	 <p>Industrial / Wholesale</p>	 <p>Farmer's Market</p>	 <p>Multi-Family Residential</p>	 <p>Retail / Restaurant</p>	 <p>Office</p>	 <p>Institutional</p>	 <p>Civic</p>	 <p>Cultural</p>	 <p>Green / Public Space</p>	 <p>Mixed Use / Other</p>

fig. c.04

FLORIDA AVENUE MARKET STUDY		BUILDING HEIGHT												
<p>ZONE 1 Florida Avenue</p>   <p>Comments:</p> <p>14 May 2007</p> <p>Prepared for the District of Columbia Office of Planning</p> <p>  </p>	<p>What is the appropriate maximum building height for this zone?</p> <table border="1"> <thead> <tr> <th>maximum building height of</th> <th>40'-0"</th> <th>50'-0"</th> <th>65'-0"</th> <th>90'-0"</th> </tr> </thead> <tbody> <tr> <td>  </td> <td>  </td> <td>  </td> <td>  </td> </tr> </tbody> </table>					maximum building height of	40'-0"	50'-0"	65'-0"	90'-0"				
maximum building height of	40'-0"	50'-0"	65'-0"	90'-0"										
														

Building Height board from Community Workshop on May 14, 2007

fig. c.05

FLORIDA AVENUE MARKET STUDY

TRAFFIC, WALKABILITY & CONNECTIVITY

Traffic, Walkability, & Connectivity board from Community Workshop on May 14, 2007

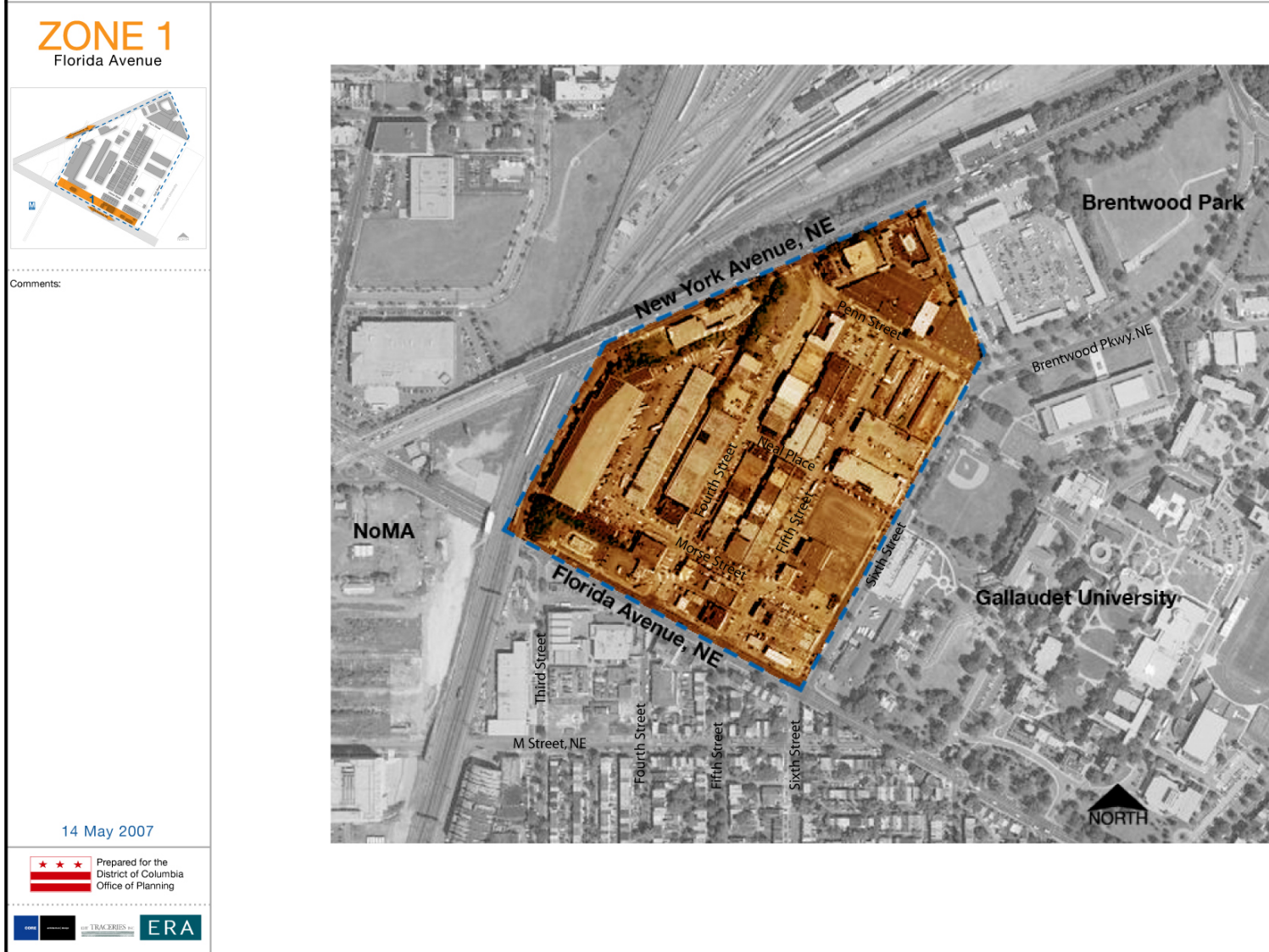


fig. c.06



Community Workshop Results

In each zone, the community workshop yielded some interesting preferences and concerns among the participants. The results of the dot exercise for land use categories are shown in the bar graphs (figure c.11-1 through figure c.13-2). Each graph represents a different zone. With the exception of Zone 4, the Central Core, each zone seemed to have an overwhelming preference of use.

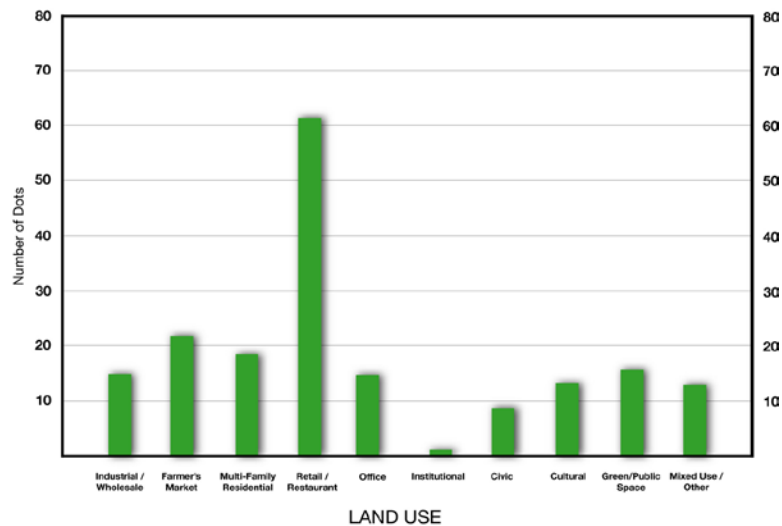


fig. c.07

Zone 1- Florida Avenue

Top Preference of Use: Retail and Restaurant

Community Comments or Concerns for this Zone:

- Pedestrian safety along Florida Avenue
- Providing a more pedestrian friendly look to the streetscape/buildings
- A better linkage between the metro, the market, and Gallaudet University



Workshop Results continued...

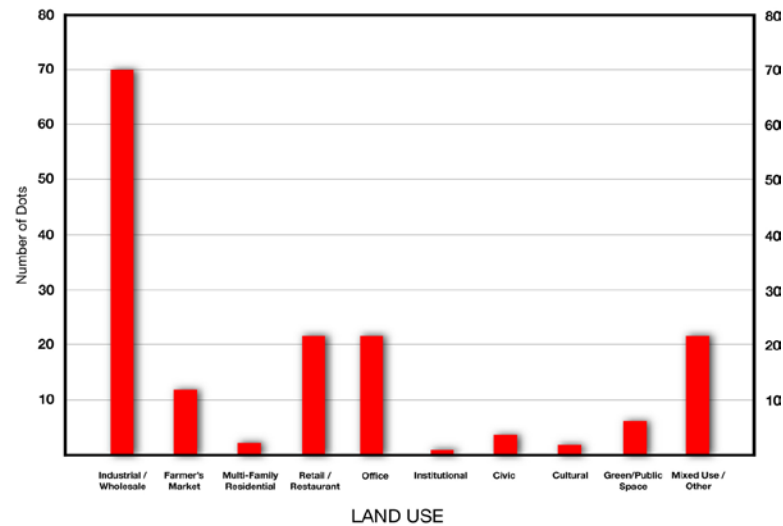


fig. c.08

Zone 2 - New York Avenue

Top Preference of Use: Industrial/Wholesale

Community Comments or Concerns for this Zone:

- Traffic congestion at New York Avenue and Penn Street
- Limited site access

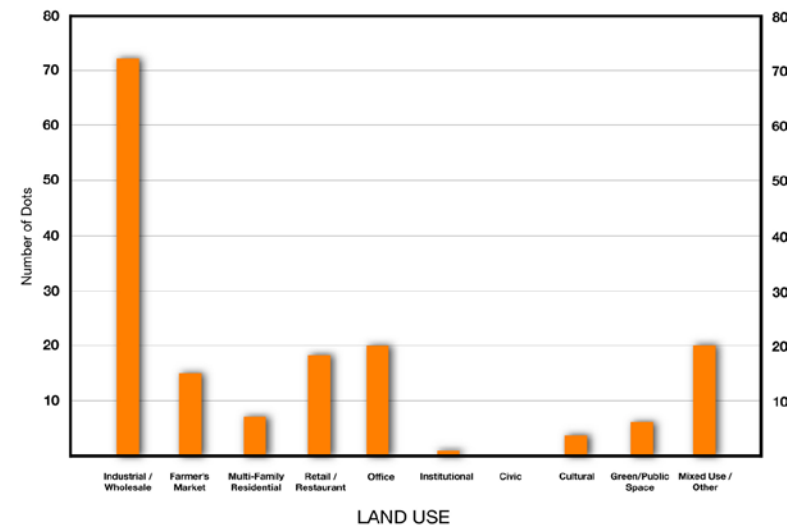


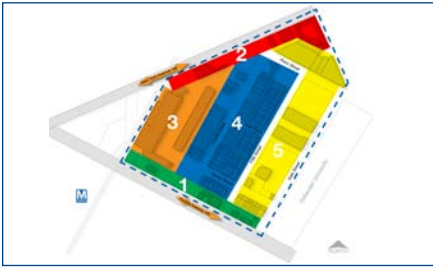
fig. c.09

Zone 3- West Morse Street

Top Preference of Use: Industrial/Wholesale

Community Comments or Concerns for this Zone:

- Traffic control and direction
- Conflicting traffic patterns that now exists between car, truck, and pedestrian traffic
- Parking and loading conflicts



Workshop Results continued...

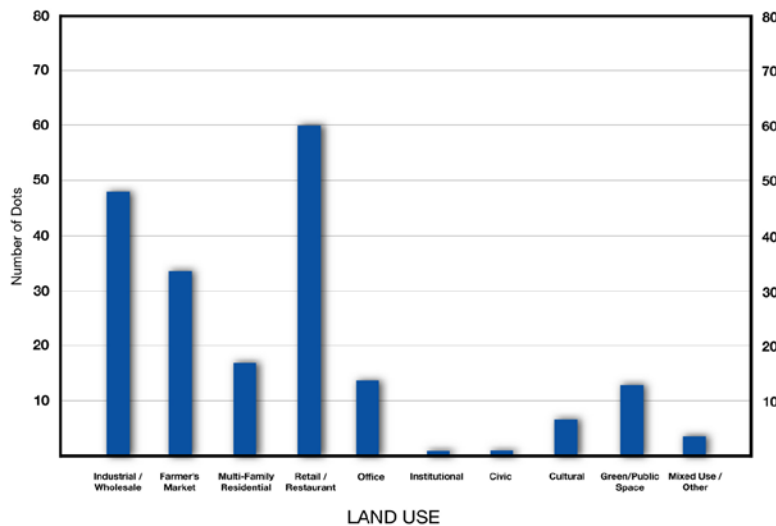


fig. c.10

Zone 4 - Central Core

Top Preference of Use: Retail and Restaurant & Industrial/Wholesale

Community Comments or Concerns for this Zone:

- A general desire to keep the historic feel and restore it to its original use and characteristics
- Improve conditions of the buildings and the streetscape
- The need for traffic control and signage
- Create a destination that will activate the historic core

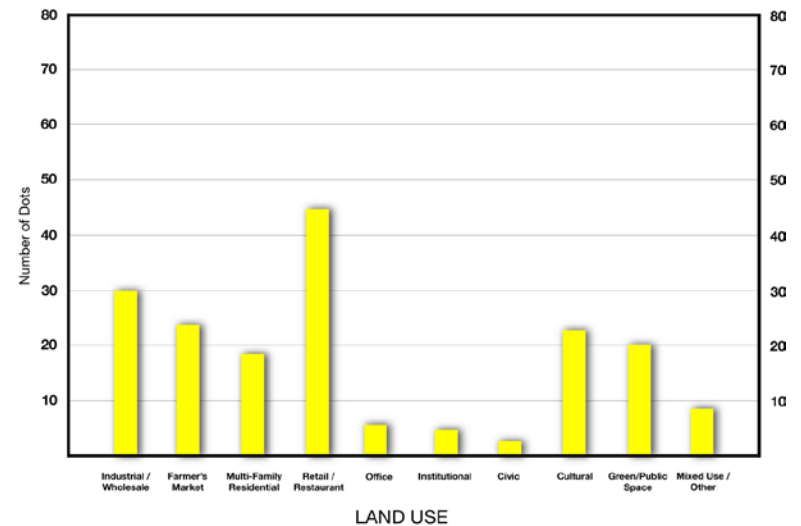


fig. c.11

Zone 5 - Sixth Street

Top Preference of Use: Retail and Restaurant

Community Comments or Concerns for this Zone:

- Control traffic speeds and flow along Sixth Street
- Conflicts with parking creates dangerous pedestrian pathways
- Enhance connection with Gallaudet University

Appendix C
Workshop Results
continued...

Compiled community comments from Traffic, Walkability, & Connectivity Board from Community Workshop on May 14, 2007. These comments were presented at the May 30, 2007 Community Meeting.

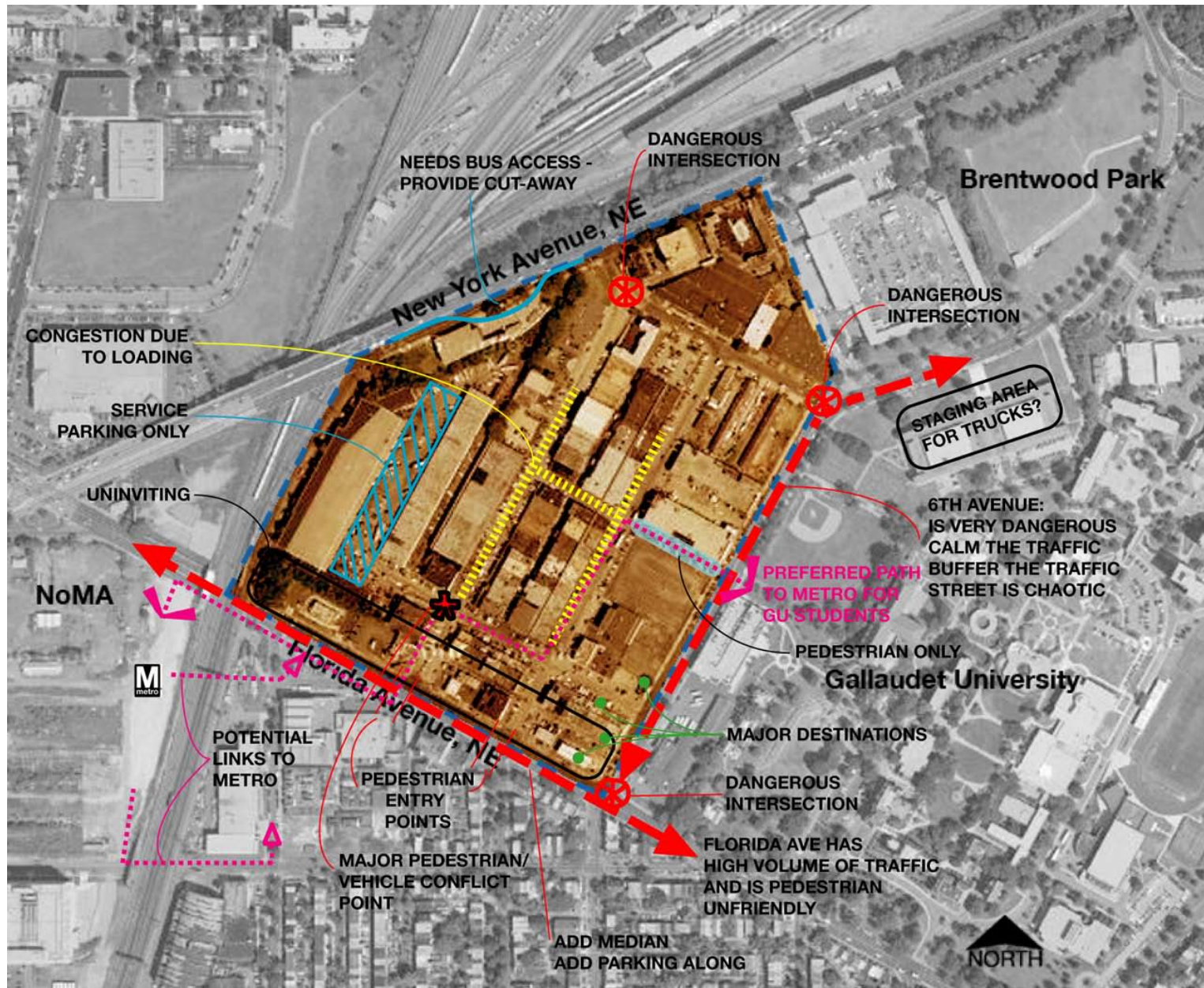


fig. c.12

Workshop Results continued...

There, were 39 survey respondents, a number far lower than those who actually participated in the workshop. However, of the respondents, the following data was drawn:

- High positive response/support for:
 - a. Retail food for off-site consumption (72%)
 - b. Retail food for on-site consumption (82%)
 - c. Wholesale food (72%)
- Limited support for industrial (10%)
- Of those who participated in the survey:
 - a. 59% were DC residents
 - b. 36% were from Maryland
 - c. 36% were from Ward 5
 - d. 13% were from Ward 6
- Almost 2/3 (62%) shop at the DC Farmer's Market
- 38% shop at other businesses at the Market site
- 31% shop weekly (or more)
- 26% shop monthly
- 23% shop every few months
- 69% purchase food to use at home
- 33% buy non-food items
- 26% were Market property owners
- 15% were business owners, representing over 200 employees (note: one business had 160 employees)
- Very high priority rankings for retention, re-use and renewal of historic buildings

Workshop Results continued...

The following are some of the comments, questions or concerns the public raised during the open forum of Public Meeting #1, held on Apr. 24, 2007:

- a. Whatever happens here, their needs to be public amenities for the surrounding neighborhoods.
- b. The surrounding public needs and has the right to be a part of the decisions about this.
- c. One wholesaler last year had a customer base of almost 3,300 customers, approximately 2000 from DC and 1300 from the surrounding area.
- d. Is this going to become an example of gentrification?
- e. How many understand what “Deaf Space” really is?
- f. Gallaudet University feels isolated.
- g. Deaf students would like a place that “looks deaf” similar to the way Chinatown looks Asian.
- h. Define the culture of the market.
- i. Provide greenspace.
- j. Give it a sense of identity.
- k. Make it walkable.
- l. There is currently a high level of anxiety among the merchants. This is a different group with different objectives than the owners.
- m. This has the potential to become a “great food market.”
- n. Provide youth education, recreation and opportunities on the site.
- o. Many comments concerning the need to have public involvement in this process.
- p. Many (non specific) comments both for and against the New Town proposal.
- q. This doesn’t need to be a piece-meal of buildings. Provide a cohesive plan. See the Atlantic Station project in Atlanta, Georgia. (It should be noted that Atlantic Station is about 4 times the size of the Florida Market site.)
- r. Is there really anything here worth keeping? It doesn’t look that historical.
- s. Concerns over parking at the site and traffic congestion in the city that already exists.
- t. There is no “old flavor.” “Families are raised in homes, not condominiums.” No more new looking condos and retail is needed.
- u. The Boston and Philly markets were given as examples of markets people liked.
- v. Randolph Street Market in Chicago was also given as an example.
- w. No Ruby Tuesdays. We don’t need another Bed Bath and Beyond.
- x. Are current owners going to be worked with or is this eminent domain?
- y. Think about the secondary effects of whatever happens here.
- z. Provide greenspace.
- aa. It can/should continue as is (a market) but needs to be revitalized and improved.
- bb. No façade only solutions. That is disrespectful to historical preservation.
- cc. People are unaware of what the market is currently.
- dd. It has a uniqueness to DC; there are no other markets like this in DC. Jessup, Maryland is the closest and only provides produce and fish.
- ee. Industrial and residential can’t exist in same location—noise factor.
- ff. Think about the cultural implications and being able to provide goods for African embassies.
- gg. What is going to be done with merchants during improvements?
- hh. Signage and wayfinding needs to be provided.
- ii. The market has its own character.

Public Meeting #3 - 30 May 2007

The third public meeting was held on May 30, 2007 at Foster Auditorium on the campus of neighboring Gallaudet University. It was again a public presentation, held twice in order to allow for the maximum number of community participants. As with the previous public meetings, translators were on hand for translation to ASL, Chinese, and Korean.

The purpose of this public meeting was to review with the public the previous two meetings, to present the results of the community workshop (as previously outlined in this report), and to present the first conceptual plan for the Florida Avenue Market Site.

The initial step in developing the conceptual plan was to develop a *Bubble Diagram* outlining the desired uses and where they are most appropriately located on the site. Based upon the community feedback, as well as the appropriate uses given the economic and real estate pressures, the uses determined to be located on the site were: Industrial/Wholesale Market, Wholesale Market/Artist Housing, Mixed Use (hotel and office), Retail/Restaurant, and Mixed Use (green space, institution, retail, housing, and office). Given the existing site conditions, location of some existing site uses, and other developments planned surrounding the site, the *Bubble Diagram*, figure c.19-1 shown to the left, was developed.

Conceptual Bubble Diagram



fig. c.13

Public Meeting #3 continued...

From the *Conceptual Bubble Diagram*, a *Conceptual Land Use Plan* (figure c.20-1) was developed. This plan locates the desired uses for site in more specific locations.

Overlaid on top of this were diagrams on how pedestrians would theoretically move through the site (figure c.20-2). This helped to inform where major zones of ground floor retail should be located (figure c.20-3).

Conceptual Plan:
Land Use



fig. c.14

Conceptual Plan:
Pedestrian Pathways



fig. c.15

Conceptual Plan:
Ground Floor Retail



fig. c.16

Public Meeting #3 continued...

With all of the various forms of retail and delivery/receiving functions located on the site, particular attention needed to be paid as to how vehicular traffic moves through the site and how below ground parking was accessed. Specific diagrams were developed for major truck traffic, major and minor traffic, and parking and loading locations (figures c.21-1, c.21-2, and c.21-3).

Conceptual Plan:
Major Truck Traffic



fig. c.17

Conceptual Plan:
Major and Minor Traffic



fig. c.18

Conceptual Plan:
Parking and Loading



fig. c.19

Public Meeting #3 continued...

Overlaying all of these factors led to the final version of the *Conceptual Plan* (figure c.20). This plan, which was presented to the public, not only combined many of the concerns of the public, but also worked to preserve many of the historic aspects of the original Union Market Terminal, and to create a plan that responded positively to the current and future trends of the real estate and economic markets within the city.

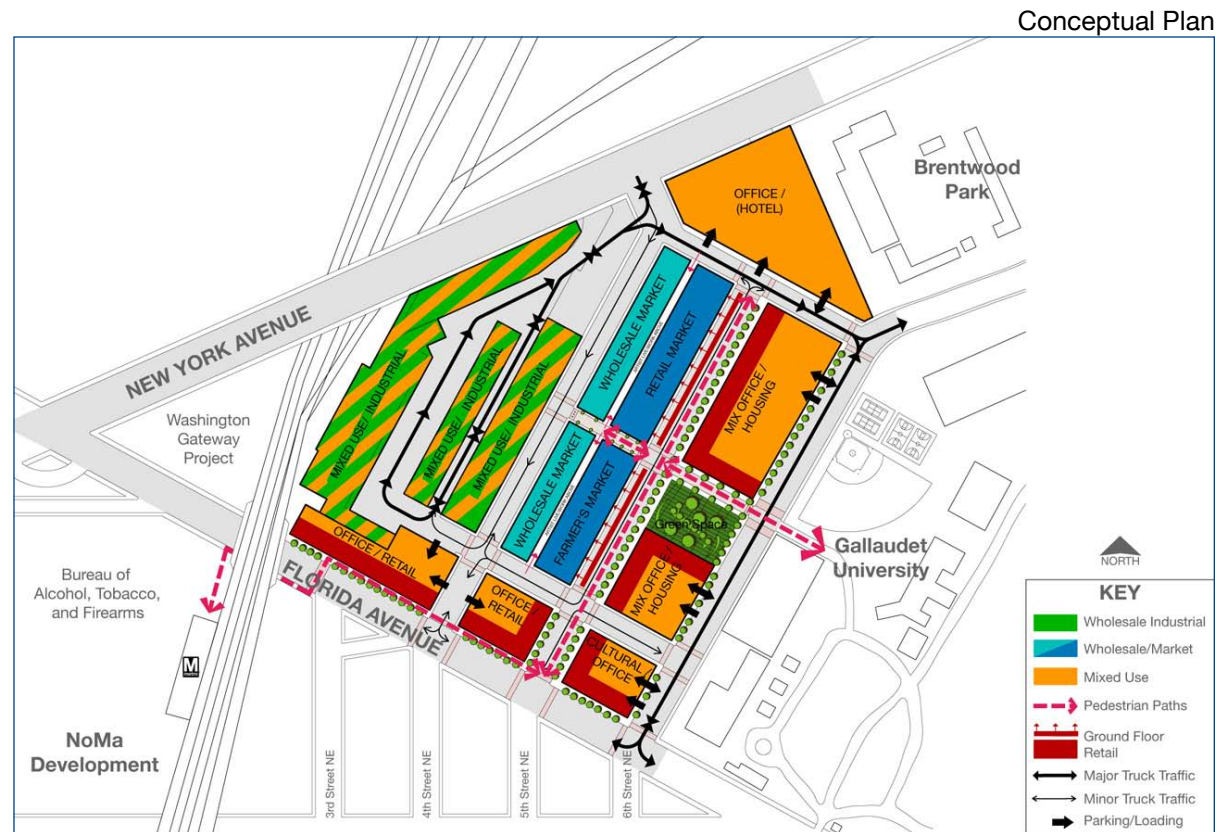


fig. c.20

Public Meeting #4 - 03 October 2007

The last public meeting of this portion of the Strategic Redevelopment Plan for the Florida Avenue Market was held on October 03, 2007. As with all of the previous meetings, the same meeting was held twice in order to allow for the maximum number of community participants. The afternoon meeting was held at the Market Lounge, a bar on the Florida Avenue Market site, and the evening meeting was held at McKinley Tech High School, a nearby DC public high school. The main objective of this meeting was to obtain additional community feedback on the previously presented *Conceptual Plan* and for the Office of Planning to present a set of guiding principles for further development of the Florida Avenue Market Site. These principles were handed out to the public at this meeting for their review. (They were also made available on the Office of Planning website.) At the public meeting, people were asked to respond specifically to each principle. The choices for response were a.) I support this principle; b.) I support this principle with caveats; and c.) I do NOT support this principle. Individuals were also encouraged to explain their answers.

The meeting concluded with open forum discussion on the pros/cons of the *Conceptual Plan* and of the guiding principles.



fig. c.21

List of Appendix C Figures

- c.01 Photo - *original Union Market Terminal building*
 - c.02 Flex/Industrial Space in DC vs. NoVa - *chart from ERA report presented at the 1st Public Meeting*
 - c.03 Workshop Zones - *diagram showing 5 different zones of study area used in public workshops*
 - c.04 Land Use - *land use preferences participation board used in public workshops*
 - c.05 Building Height - *building height preferences participation board used in public workshops*
 - c.06 Traffic, Walkability & Connectivity - *pedestrian concerns participation board used in public workshops*
 - c.07 Graph - *results of workshop for land use preferences for Zone 1*
 - c.08 Graph - *results of workshop for land use preferences for Zone 2*
 - c.09 Graph - *results of workshop for land use preferences for Zone 3*
 - c.10 Graph - *results of workshop for land use preferences for Zone 4*
 - c.11 Graph - *results of workshop for land use preferences for Zone 5*
 - c.12 Map - *compiled map of community comments regarding traffic, walkability, & connectivity*
 - c.13 Diagram - *conceptual bubble diagram of study area land uses*
 - c.14 Land Use - *conceptual plan of land uses for study area*
 - c.15 Pedestrian Pathways - *conceptual plan of pedestrian pathways for study area*
 - c.16 Ground Floor Retail - *conceptual plan of ground floor retail locations within the study area*
 - c.17 Major Truck Traffic - *conceptual plan for major truck traffic routes within the study area*
 - c.18 Major and Minor Traffic - *conceptual plan for major and minor traffic routes within the study area*
 - c.19 Parking and Loading - *conceptual plan for parking and loading locations within the study area*
 - c.20 Conceptual Plan - “final” *conceptual plan for the study area*
 - c.21 Photo - *photo of Washington Cash & Carry at the corner of 4th Street, NE and Neal Place, NE*
- note: all figures not otherwise credited are source: CORE, 2007-2009*