OFFICE OF ZONING

Urban Design Framework for The Near Southeast

DRAFT

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ZONING COMMISSION
District of Columbia
Case 03-06
Exhibit 5

Prepared for:
District of Columbia Office of Planning
Anthony A. Williams, Mayor

AN AWI TARGET AREA PLAN
WASHINGTON DC

ANACOSTIA WATERFRONT INITIATIVE

ZONING COMMISSION
District of Columbia
CASE NO.03-06
EXHIBIT NO.5A1

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ANTHONY A. WILLIAMS
MAYOR

Dear Friend of the Near Southeast,

The Near Southeast is one of Washington's oldest neighborhoods with settlements predating the creation of the Nation's Capital. Today, it is experiencing one of the largest transformations of any waterfront neighborhood in the entire country. It is a unique community where people live, work and play on the waterfront of the Anacostia River.

In May of 2000 the District of Columbia Office of Planning and the U.S. General Services Administration held an extraordinary public workshop. Over a period of 3 days more than 200 residents and business owners came together with representatives from the Navy, the District of Columbia Housing Authority, the National Park Service and other government agencies to create a common vision for the future of the Near Southeast.

Foremost in this discussion has been the challenge of introducing new development that benefits the existing community and creates a new waterfront neighborhood. Residents were especially interested in ways to provide housing and overcome the barriers that separate the existing community from the Anacostia River and surrounding neighborhoods. Ultimately, the planning process produced a vision that integrates affordable and market rate housing with commercial uses and new public parks which together work to recover the Anacostia waterfront as an essential amenity for everyone to enjoy.

This vision is beginning to be implemented. Over $3 billion of both public and private investments are being made in this neighborhood over a five-year timeframe. The construction cranes are visible and additional commitments are being made. Not only has the Navy Yard been completely revitalized, but new housing and shops are planned in order to create a sustainable neighborhood.

I want to express my heartfelt thanks to all public and private stakeholders who have worked so hard to create this vision, including the acknowledgement of the unique collaboration of District and Federal agencies. Your participation and enthusiasm in this planning process has been unprecedented. This document is not the end of a process - it is the beginning. Our collaboration must continue so that the aspirations of this vision become our shared reality.

Sincerely,

Anthony A. Williams



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A Vision For the Near Southeast

Washington's Near Southeast is an emerging waterfront neighborhood at the doorstep to the U.S. Capitol. It is a dense mixed-use neighborhood, which creates unprecedented public access to the Anacostia River and provides new development opportunities for mixed-income housing, offices, retail uses and cultural destinations. A network of streets, parks and esplanades help to create a model transit-oriented neighborhood and re-establish the settlement of historic Carrollsburg on the Anacostia River. The revitalization effort is sustained by a unique partnership between the Federal and District governments, which seeks to promote citizen engagement and private sector investment.

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1. Introduction

The Opportunity

The Near Southeast is at an important moment in its history. For the majority of the last century, this area that sits along the banks of the Anacostia River and on the doorstep to the US Capitol has been dominated by large industrial and government uses. In the last decade, however, the expansion of the office market, the redevelopment of the Washington Navy Yard, the increased demand for housing in the District and the Mayor's focus on the Anacostia River have led to significant public and private investments in infrastructure and urban development in the Near Southeast. As recent public and private investments reach nearly two billion dollars in the Near Southeast, the neighborhood is on the verge of a major transformation.

However, investment alone cannot transform what has long been an isolated and disconnected place into a dense, mixed-use, waterfront neighborhood. In order for the Near Southeast to undergo significant and lasting positive change, this period of dynamic activity must be guided by a comprehensive vision. The District of Columbia has the opportunity to harness the incredible momentum in the Near Southeast and provide the necessary direction that will ensure that the area reaches its potential in becoming one of the city's most integrated waterfront neighborhoods.

This report gives the District and Near Southeast stakeholders a comprehensive framework to guide the transformation. The principles that underlie the Urban Design Framework were created to inform the myriad of decisions that will be required of the District in the years to come as the Near Southeast continues to develop. These principles are the building blocks of the vision for the Near Southeast, which includes the cohesive development of mixed-income housing, offices, retail uses and cultural destinations, and a network of streets, parks, trails, and esplanades that will help to create a pedestrian-friendly and transit-oriented neighborhood and reestablish historic Carrollsburg.

Background

The period of substantial change and heightened public and private investment in the Near Southeast began in the 1990s. Over the last five years, the Navy Yard increased on-site employment to 10,800 persons and private developers have constructed multiple new office buildings on M Street to house businesses related to the Navy Yard. The District recently secured federal HOPE VI funds to contribute to the planning and construction of the Capper-Carrollsburg residential development north of M Street, which will add mixed-income housing to the Near Southeast for the first time in over 50 years. In 2002, the GSA began the bidding process for private redevelopment of the 55-acre Southeast Federal Center (SEFC). The Office of Planning recently rezoned Buzzards Point, allowing commercial and residential uses in this underutilized industrial area for the first time since the 19th Century.

District of Columbia Office of Planning

The DC Office of Planning (DCOP) has been selected as the coordinating agency of the Anacostia Waterfront Initiative planning process, which includes over 15 federal and local agencies. Significant stakeholder agencies in the Carrollsburg target area include the US Navy, the US General Services Administration, the DC Housing Authority, the DC Water and Sewer Authority and the DC Department of Transportation. The planning process in the Near Southeast includes both the coordination of agency actions and the District's preparation for a number of significant zoning revisions. In this capacity, the Office of Planning has been able to mediate between citizen stakeholders, federal actions and private development projects in an effort to recapture the Anacostia waterfront as a central element in our City.



FIGURE 1.1
Location map



FIGURE 1.2
Aerial View of the Near Southeast

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Near Southeast Planning Principles

1. **Extend Existing Streets to the River**
   Introduce unobstructed public access to the waterfront by extending the existing street grid network and the associated view corridors to the Anacostia River. Create neighborhood connections to Capitol Hill and the Southwest in order to overcome the physical and psychological barriers of the elevated highway and South Capitol Street.

2. **Transform M Street into a Vibrant Mixed-Use Corridor**
   Create a true urban boulevard at the center of a dense neighborhood by encouraging a mix of uses including residential, introducing ground floor retail, creating an attractive streetscape and promoting public transit ridership and pedestrian and bicycle circulation.

3. **Dramatically Increase Housing Opportunities**
   Introduce a higher density of housing in order to develop a vibrant mixed-use waterfront neighborhood that provides a variety of housing opportunities and promotes diversity of income levels, in the pursuit of a strong, balanced, family-oriented community.

4. **Introduce a Mixture of Uses at the Waterfront**
   Establish a mix of uses along the waterfront, avoiding isolated stretches and providing places of interest to the general public. Include active uses that take advantage of the extraordinary public resource of the Anacostia River.

5. **Create a Great Waterfront Park at SEFC**
   Create a significant water-oriented public open space at the Anacostia River waterfront that serves as an attraction for residents, employees and visitors to the Near Southeast neighborhood and the Nation's Capital.

6. **Create an Interconnected System of Parks and Trails**
   Create linkages within the neighborhood, to the waterfront and to surrounding communities by introducing trails, parks, greenways and pedestrian-scaled streets. Ensure continuous public access along the Anacostia River by building the Anacostia Riverwalk and Trail system.

7. **Build on the Unique History of the Carrollsburg Neighborhood**
   Create a neighborhood identity which celebrates the unique history of the Near Southeast. Seek to integrate cultural resources into new developments, and explore all opportunities to restore connections to the history of the Anacostia River.



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FIGURE 1.3
View of Proposed Waterfront Park

Early on, key principles were agreed upon to build on and guide the extraordinary momentum in the Near Southeast. These principles take advantage of the opportunity created by the public and private sector initiatives currently underway in the Near Southeast, including the Southeast Federal Center redevelopment, the Capper-Carrollsburg Hope VI residential project, the Maritime Plaza development, the proposed development at the Florida Rock Site, and many others. The purpose of the urban design principles is to capture the energy of individual development efforts, linking them through a system of broader goals that fosters the creation of a vibrant, diverse, mixed-use and mixed-income waterfront neighborhood.

Building on and providing direction for these opportunities for positive change, the planning principles outline the key factors that will allow the Near Southeast to reconnect to the river, grow as a vibrant mixed-use area, substantially increase mixed-income housing opportunities, enhance and create great public spaces, connect Near Southeast neighborhoods with pedestrian-friendly streets and trails, and celebrate the unique history of the Carrollsburg neighborhood.

Together, these principles form the backbone of the Near Southeast Urban Design Framework.

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Urban Design Framework

The Near Southeast Urban Design Framework proposes a comprehensive vision for the area bounded by the Anacostia River, South Capitol Street and the I-395 corridor. The intention of the Urban Design Framework is to provide a guiding vision for the initiatives by the public and private sectors in the Southeast so that when woven together through public policy and targeted actions they produce a vibrant new waterfront neighborhood.

Responding to a new set of challenges and opportunities, the Framework proposes a rebuilding of the historic Carrollsburg neighborhood. The Framework creates new and improved elements of the public realm like the extension of New Jersey Avenue, the Canal Blocks Park, the revitalization of M Street, and the Virginia Avenue Greenway. It identifies the opportunities to frame and support these spaces and places with new buildings, uses and activities. As the Framework recommendations are implemented, a vital new neighborhood on the waterfront will come into being, creating a great public amenity for new and existing residents and employees, but also playing a key role in the larger objective of re-connecting the District to the Anacostia River.

The Near Southeast Urban Design Framework reflects the process that steered its creation-a process that included inter-agency coordination, community involvement, and private sector interaction. It creates a unified framework that comprehensively links and coordinates specific private projects with phased investments in the public realm. This shift from individual projects to the making of a vibrant neighborhood addresses the systems that overlay the area at a larger scale, such as the network of trails, parks, pedestrian oriented streets and transportation facilities.

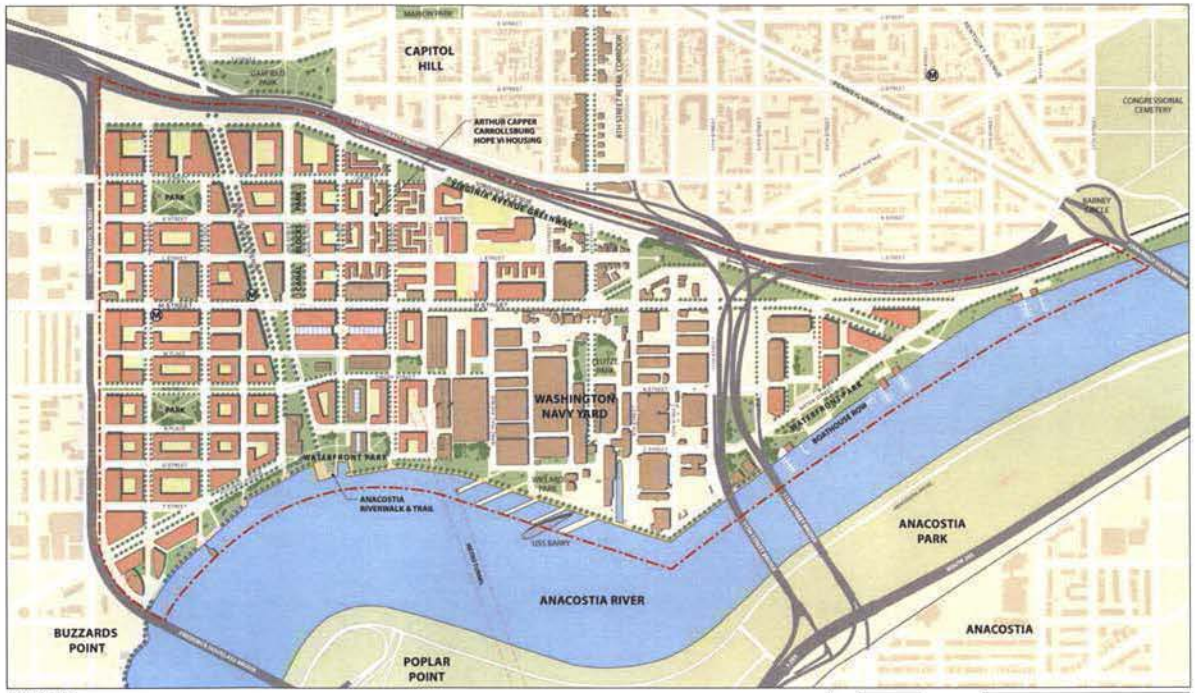


FIGURE 1.4
Illustrative Framework



FIGURE 1.5
View east from WASA to Navy Yard and USS Barry



FIGURE 1.6
Aerial view from Poplar Point

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Illustrative Framework Plan

- Study Area Boundary
- Existing Building
- Proposed Building
- Public Open Space
- Semi-Public Open Space
- Waterfront Riverwalk

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The AWI Framework

For too long, the Anacostia River and its surrounding neighborhoods have been neglected:

- The river's water quality is severely polluted;
- Obsolete transportation infrastructure isolates neighborhoods from the river and separates them from waterfront parklands;
- Waterfront open space is underutilized and suffers from severe disinvesment;
- Neighborhoods along the river are some of the poorest and most underserved in the city.

On March 22, 2000, Mayor Anthony Williams brought together twenty federal and District agencies who own land or have jurisdiction along the Anacostia River to sign the Anacostia Waterfront Initiative (AWI) Memorandum of Understanding (MOU). The AWI MOU creates a partnership to transform the Anacostia River from the city's forgotten river to a gem that could rival any urban waterfront in the United States or the world.

The vision of the AWI is of a clean and vibrant waterfront with parks, recreation uses and urban waterfront settings - places for people to meet, relax, encounter nature and experience the heritage of the waterfront neighborhoods. The AWI also seeks to ensure that the social and economic benefits derived from a revitalized waterfront are shared by those neighborhoods and people living along the Anacostia River for whom the river has been distant, out of reach and unusable.

To support the efforts of the AWI, the DC Office of Planning (OP) established a steering committee of the MOU agencies, an advisory group of community leaders and a collaborative team of consultants. Working with the District and federal partner agencies, the AWI Team has produced a Draft Framework Plan to guide the revitalization effort. This Framework Plan identifies five critical themes to guide the creation of a great waterfront along the Anacostia River.

These five themes are:

1. A Clean and Active River
The AWI charts the course for environmental healing and the rejuvenation of water-dependent activities on the Anacostia River. Pollution must be mitigated, run-off controlled, streams and wetlands restored and water activities promoted.

2. Eliminating Barriers and Gaining Access
The AWI reconsiders the design of transportation infrastructure in order to gain access to waterfront lands and better serve waterfront neighborhoods. The community must be able to get to the waterfront on beautiful streets and bridges that become gateways to the river's parks and amenities.

3. A Great Urban Riverfront Park System
The AWI creates a system of interconnected and continuous waterfront parks that will be linked by the Anacostia Riverwalk and Trail. The new park system will rival the great waterfront parks of the world and provide open space for adjoining neighborhoods, the city and the nation.

4. Cultural Destinations of Distinct Character
The AWI enhances and protects the distinct character of regional destinations along the waterfront. This will help create a vibrant waterfront that celebrates the cultural heritage of the river's neighborhoods, the city and the nation.

5. Building Strong Waterfront Neighborhoods
The AWI promotes sustainable economic development and re-connects the city to the river through new neighborhoods and the waterfront park system by creating opportunities to live, work and play along the river.



FIGURE 1.7
AWI MOU Boundary Map

AWI Principles	On Near Southeast
Clean and Active River	• Extension of Riverwalk along the Anacostia • Best practices storm-water run-off and green building guidelines • Increase in green park space throughout site • New seawall bulkhead improvements • Improved "Boathouse Row"
Eliminating Barriers and Gaining Access	• Pedestrian-friendly green corridors extending to river along New Jersey and Virginia Avenues • Fine-grained pedestrian street approaches throughout area to connect neighborhoods north of M Street to Anacostia River • Light rail "Starter Line" along M Street • Long term reconstruction of the highway infrastructure
Great Riverfront Park System	• Extension of Riverwalk along the Anacostia • Generous public park at the existing site of the Water and Sewer Authority and 4th Street along SEFC • Public park at southwest corner of Navy Yard • Public park gateway upstream of the Navy Yard by Maritime Plaza • New park on Canal Blocks site and recreational space at the Marine Barracks, adding to the neighborhood open space network
Cultural Destinations and Places of Distinct Character	• Restored historic purnp-house at New Jersey Ave. and waterfront • Grand Anacostia Park gateway at termination of Virginia Avenue • Large public park in SEFC site
Building Strong Waterfront Neighborhoods	• Significant increase of mixed-income residential density throughout entire project area • Increase in community-friendly retail to support residential and growing office communities in Near Southeast

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Historic Evolution of the Near Southeast

Historic Carrollsburg Neighborhood

When Major Pierre Charles L'Enfant first surveyed the nation's future capital city for George Washington, a number of waterfront settlements already existed. One of these was Carrollsburg, located in what was to become the Near Southeast quadrant of the new city. The Carrollsburg neighborhood has always been defined by its valuable shoreline along the Anacostia River, which is home to the nation's oldest continuously operating naval base, the Washington Navy Yard.

Washington Navy Yard

In 1799, the site for the Washington Navy Yard was approved by George Washington. The chosen location, two miles above the confluence of the Anacostia and the Potomac Rivers, was optimal for shielding the Navy's defenses from enemy ships. By the early 1800s, the Navy Yard had become one of the city's largest employers, spurring a heavy concentration of commercial and residential development in the surrounding area, including the construction of the Marine Barracks and the development of Uniontown across the river in present-day Anacostia, one of Washington's first suburbs. The surge of development accompanying the year-round employment created at the Navy Yard formed the neighborhood that is known as Historic Anacostia. Development continued through the Civil War, when wartime prosperity and a booming population brought new investors in industry and expanded worker housing to the Southeast.

Urban Renewal

In the mid-1900s, as jobs became less plentiful at the Washington Navy Yard, working families in the Near Southeast moved into older, cheaper housing. As urban renewal altered the face of the Southwest in the 1960s, displaced lower-income families moved to the Near Southeast, occupying older housing and public low-income housing. Many of the neighborhood's middle class families moved to the suburbs, and the economic mix of Near Southeast residents tipped from middle class to low-income.

Rebirth of Near Southeast

Over the last 10 years, the Washington Navy Yard has grown substantially, and investment in Navy-related development in the Near Southeast has grown simultaneously. Private funds committed to development in the Near Southeast between 1990 and today total over one billion dollars, and though the majority of private development to date has been commercial, substantial HOPE VI funding is contributing to a reemergence of a residential neighborhood in the Near Southeast.



FIGURE 1.8
L'Enfant Plan as Modified by Ellicot, 1792



FIGURE 1.10
Historic Photo of Arthur Capper Neighborhood



FIGURE 1.11
Historic Photo at 409 I Street



FIGURE 1.9
DuBois Map of Washington, 1892

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Key Historical Framework Issues

Future development in the Near Southeast should preserve and complement the important historical structures and properties that provide reminders of the area's rich history, including many buildings in the Washington Navy Yard and Southeast Federal Center, the 8th Street historic district, the L'Enfant reservations, and the Washington, D.C. pumping station.

As a key employment-base since the 1800s, the Washington Navy Yard has played a major historical role in the development of the Near Southeast. Recent reinvestment in the Navy Yard has spurred hundreds of millions of dollars in investment in Navy-related office development. After the decline of middle-class residential neighborhoods in the Near Southeast in the mid-1900s, the only housing existing in the Near Southeast for the recent decades has been low-income. Plans for mixed-use development on the Southeast Federal Center site and throughout the Capper-Carrollsburg neighborhood should preserve the existing low-income housing and add thousands of units of additional housing, re-creating a series of residential neighborhoods in the Near Southeast.

Recapturing the Near Southeast Waterfront for Public Use

During the past five years, the Anacostia River has been the focus of increased District and Federal attention and funding, which has resulted in a gradual increase in public access to the waterfront in the Near Southeast. Reinvestment in the Washington Navy Yard has included continuous public access between the Navy Yard and the river, along the Anacostia Riverwalk waterfront trail.



FIGURE 1.12
Aerial view of Near Southeast looking west, c.1947



FIGURE 1.13
Aerial view of Near Southeast looking east, c.1960



FIGURE 1.14
View of waterfront edge at Washington Navy Yard, c.1900



FIGURE 1.15
View west towards Southeast Federal Center, c.1977

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Public Process

May 2000 Workshop: Understanding the Issues
The Near Southeast Urban Design Framework has its origins in a three day workshop convened in May 2000 by the District of Columbia and the U.S General Services Administration (GSA) to examine the area's future. Led by a team of design professionals assembled by the Congress for New Urbanism (CNU), over 200 residents participating concluded that the Near Southeast neighborhood should include a variety of uses which must be coordinated to take advantage of access to the District's most underutilized natural resource, the Anacostia River. The workshop participants recognized the potential for the Near Southeast to become a waterfront neighborhood with a rich mix of residential, public and commercial uses, and with a distinct sense of place related to its special waterfront location.

Key neighborhood concerns emerged quickly at the workshop. It was important for existing residents to establish that improvements to the area would not occur at their expense, and that their homes would not be displaced. Residents were concerned as to how the new development would affect the character of the existing neighborhood. Their concerns included the incorporation of historic structures into new developments, integration of the Southeast and the larger Capitol Hill community - in particular across the barrier created by the freeway, and the future of the waterfront. Access to and along the waterfront was also a fundamental issue, and the public discussed at length how different options for providing access and the size and character of proposed public spaces could best fit the needs of the community. The community participants also expressed great interest in improving the river's water quality and enhancing the natural environment.

In the course of the three-day public workshop, the challenges presented by these concerns ultimately shaped a vision that included a mixed-use waterfront neighborhood at the Southeast Federal Center, integrated with the improvement of existing housing in what later became the HOPE VI initiative, along with strong links along the river, M Street, and across the Southeast freeway.

Congress for the New Urbanism Report
In October 2000 the Congress for the New Urbanism (CNU) issued a report on the Near Southeast Neighborhood and Waterfront summarizing the findings of the May 2000 Workshop. The report was prepared for the District of Columbia Office of Planning and the U.S General Services Administration, for use as a foundation for re-envisioning the Near Southeast. The report described a vision that included creating a mixed-use neighborhood and extending the fabric of the L'Enfant street grid to the river, linking back to the Capitol and Capitol Hill. It proposed a long-range approach to the transformation of I-395 and the eventual re-establishment of Virginia Avenue, thus improving access to adjoining neighborhoods and to the waterfront. The report also proposed a number of implementation strategies and priority actions for achieving the desired mix of residential, retail, and office development in the Near Southeast.

Moving Forward: The Anacostia Waterfront Initiative (AWI)
The following year, in May of 2001, another community workshop was convened in the Near Southeast, a target area in the Mayor's Anacostia Waterfront Initiative. This workshop built on the CNU report from the previous year, and further developed the vision of a mixed-use waterfront neighborhood in the Near Southeast that developed into a shared set of principles for the area's future. These principles informed the planning efforts that followed, demonstrating the great value of a collaborative process between public agencies and the community.

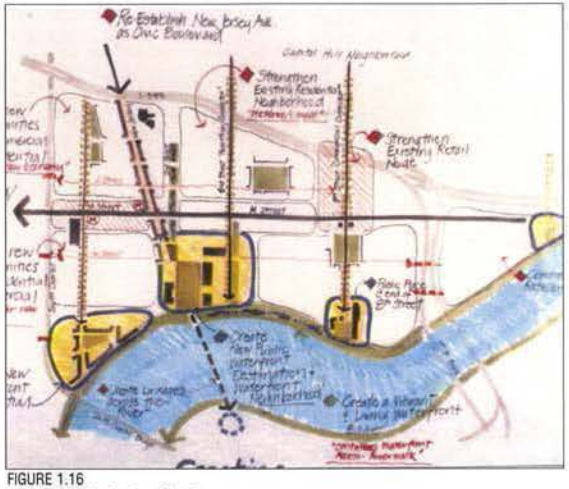


FIGURE 1.16
2000 CNU Workshop Sketch

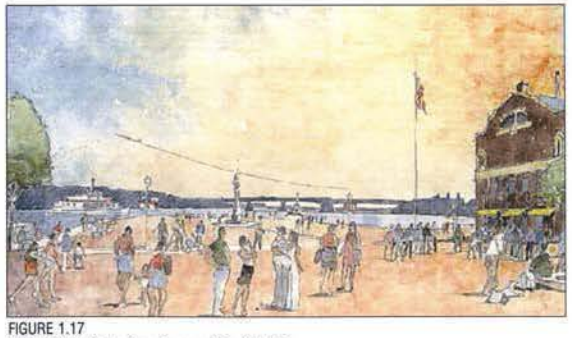


FIGURE 1.17
2000 CNU Workshop Perspective Sketch

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2. Existing Conditions

Urban Context

The Near Southeast neighborhood is one of several waterfront communities that form the context for the Anacostia Waterfront Initiative. Occupying a key stretch of the west riverfront, the Near Southeast represents the most upriver point at which the streets and built urban fabric of the city come directly down to the riverbank. From this point, the river transitions into a more naturalized form, with parks and green areas forming a buffer to upland neighborhoods.

Due to the sharp bend in the river at this point, the Near Southeast is also surprisingly close to the US Capitol and the Capitol Hill neighborhood. Although New Jersey Avenue leads directly to the Capitol from the waterfront, the elevated Southeast Freeway and industrial landscape create formidable psychological barriers.

A separate and parallel planning initiative to transform the South Capitol Street Corridor seeks to overcome this significant barrier between the Near Southeast and Southwest neighborhoods. This area currently consists of limited-access traffic infrastructure connecting the Frederick Douglass Bridge with the freeway, creating a largely uncrossable rift in the cityscape.

The principal artery of the Near Southeast is M Street, which runs east-west and links the area to the nearby Southwest neighborhood, and to historic Anacostia via the 11th Street Bridges, forming a dramatic river-to-river connection between the Anacostia River and the Washington Channel in Southwest. Proposed gateway parks and public open spaces will celebrate the points where M Street reaches the water at either end.

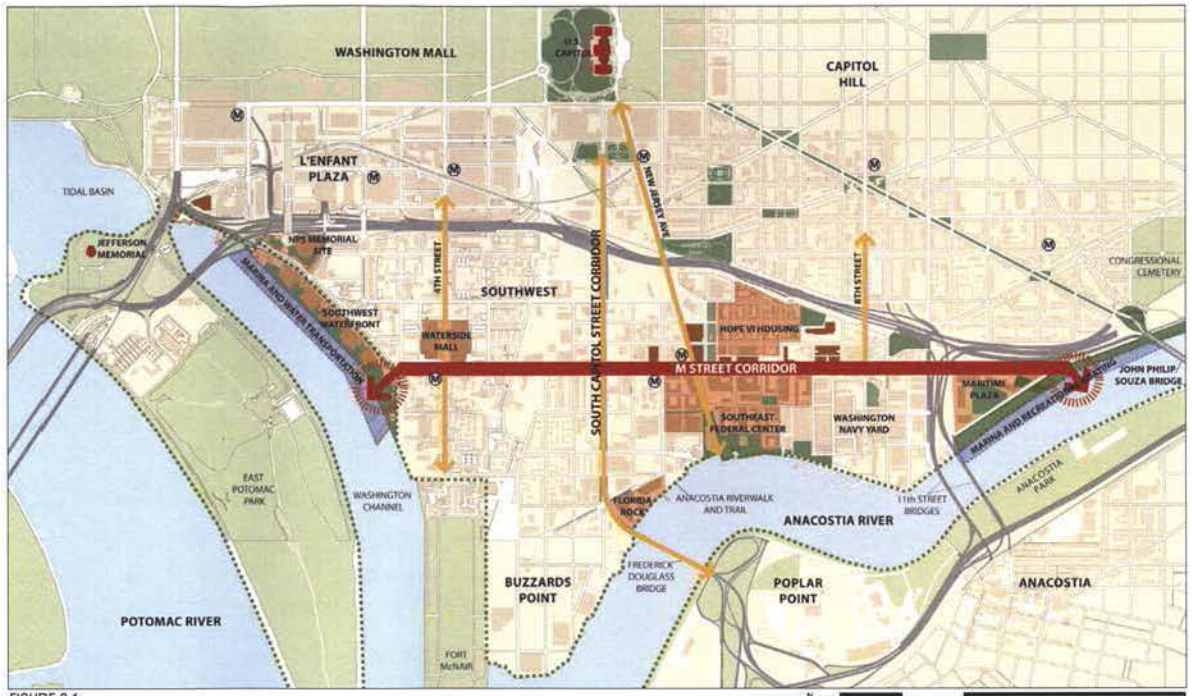


FIGURE 2.1
Urban Context Plan



FIGURE 2.2
Waterfront View



FIGURE 2.3
View of M street



FIGURE 2.4
View of New Jersey Avenue to US Capitol

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Planning Issues

The Near Southeast Urban Design Framework includes the area bounded by the Anacostia River, South Capitol Street, and the I-395 (Southeast Freeway) corridor, extending east to Barney Circle and the 11th Street Bridge. This area comprises approximately 0.54 square miles, or 346 acres, and includes approximately 65 city blocks (or "squares" of the L'Enfant plan).

The Study Area slopes gradually from Capitol Hill to the Anacostia River. The strong presence of M Street divides the Near Southeast into north and south portions of distinctly different characters. North of M Street, a neighborhood dominated by the Arthur Capper and Carrollsburg public housing projects occupies the traditional small-scale L'Enfant street grid. South of M Street, the Washington Navy Yard and former weapons manufacturing facilities have traditionally occupied the waterfront, limiting access and use of the river as an amenity for the residential areas to the north.

The I-395 Freeway and South Capitol Street create barriers between the Near Southeast and the surrounding neighborhoods, causing a historical pattern of isolation and disinvestment in the area. There is currently very little public open space in the project area, and access to the waterfront is extremely limited.

Key Framework Issues

- Overcome barriers created by South Capitol Street, the ramps of the 11th Street Bridge, and I-395;
- Provide public waterfront access;
- Improve public spaces and street corridors to provide better connections between existing and future land uses in the Near Southeast and the waterfront;
- Eliminate or minimize real and perceived barriers created by different "precincts," such as the SEFC, public housing, Navy Yard, and industrial areas.
- Introduce stormwater best practices that will improve water quality in the Anacostia River;
- Ensure that office growth on M Street is matched with the growth of mixed-use development and public amenities.

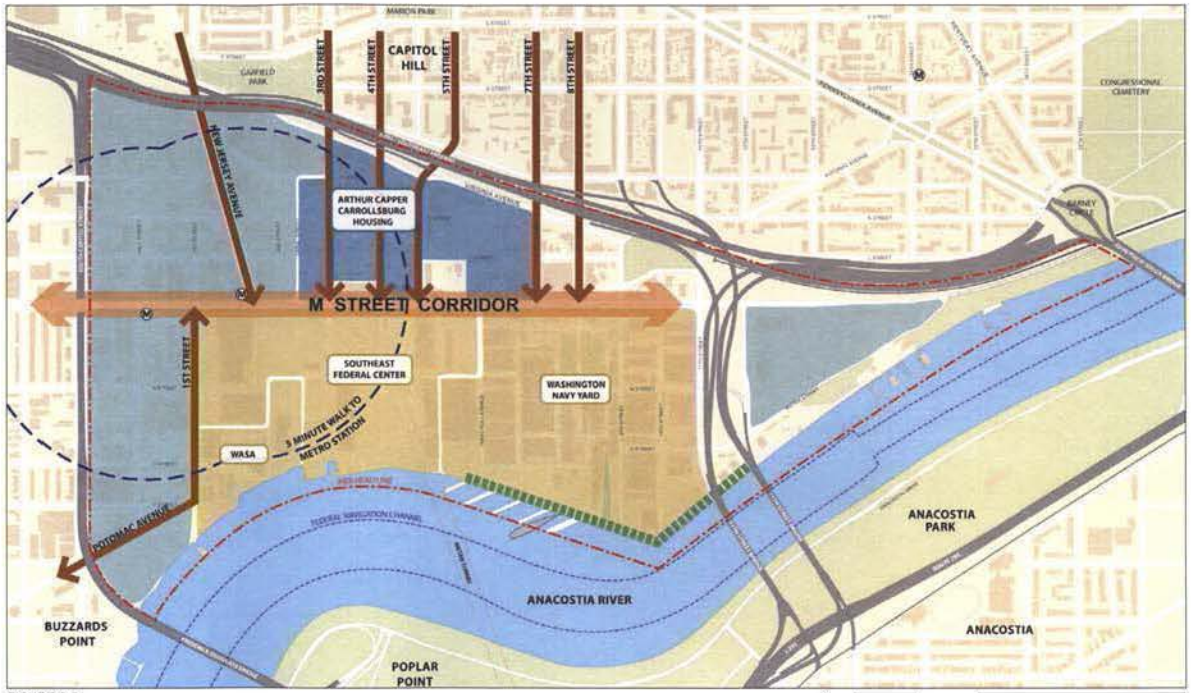


FIGURE 2.5
Planning Issues



FIGURE 2.6
Carrollsburg Housing



FIGURE 2.7
View of M Street

LEGEND
Planning Issues

- Study Area Boundary
- Existing Public Open space
- Industrial or Underutilized Land
- Areas with Restricted Public Access
- Existing Public Housing
- Major North-South Street
- Existing Waterfront Riverwalk

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Existing Land Ownership

The public sector is currently the principal landowner in the Near Southeast Study Area. Federal land ownership accounts for 40% of the total acreage, while District of Columbia ownership accounts for 6%. Public streets and rights-of-way comprise an additional 32% of the total land area. Federal landowners include the U.S. Navy, the U.S. General Services Administration, the U.S. Marine Corps, the Architect of the Capitol, and the National Park Service. District of Columbia government agencies include the D.C. Housing Authority, the Washington Area Sewer Authority, D.C. Parks and Recreation, the Washington Metropolitan Area Transit Authority, and D.C. Public Schools. Mixed private ownership accounts for the balance of the Study Area, representing only 18% of the total land area.

Nearly all of the 1,850 residents of the Near Southeast live in D.C. Housing Authority public housing. The only other residents are U.S. Marines that room at the Marine Barracks and U.S. Navy officers who live on the Washington Navy Yard. Individual home-owners do not account for any of the privately owned land, which is dominated by mixed industrial and commercial office developments.

Ownership and use patterns will continue to change as the General Services Administration proceeds with the disposition of the 55-acre Southeast Federal Center site for the development of a mixed-use neighborhood, and as the Capper-Carrollsburg HOPE VI mixed-income housing project is completed.

Key Framework Issues

- Break down large, contiguously owned properties into individual development parcels in scale with the traditional urban street grid;
- Establish mixed-use development throughout the project area, both north and south of M Street;
- Support the growth of a Near Southeast residential community by providing for the development and ownership of residences in the project area.

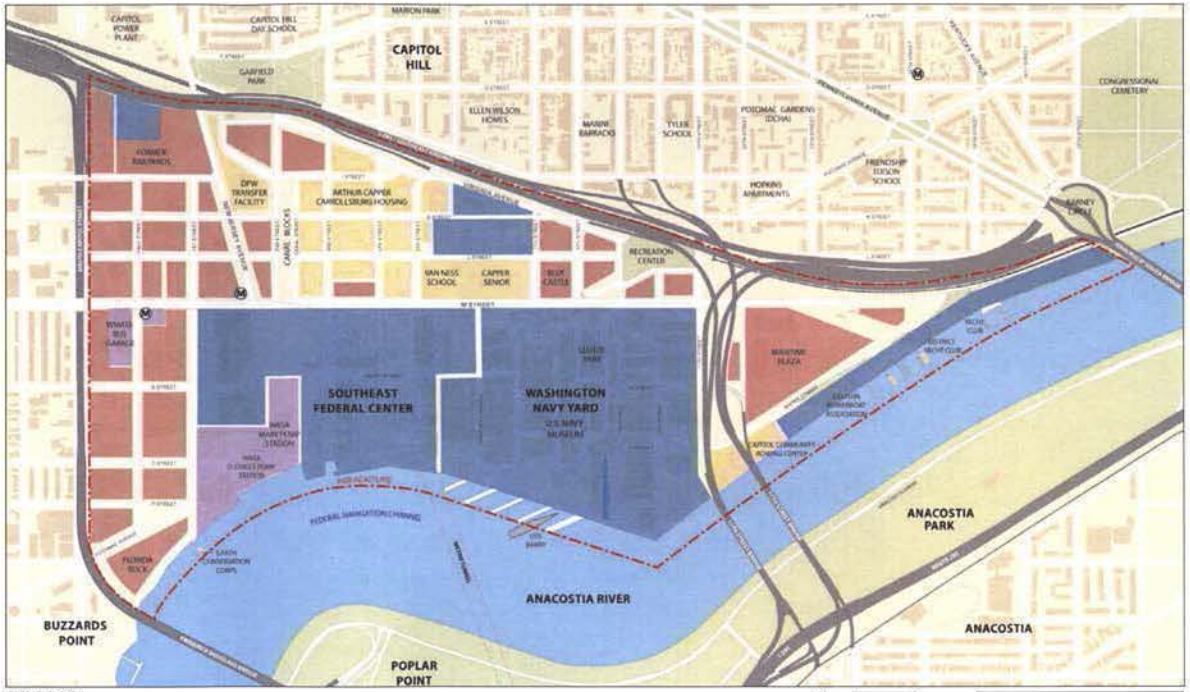
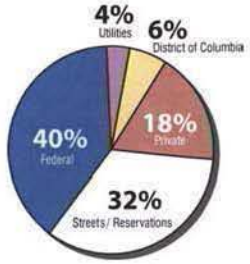
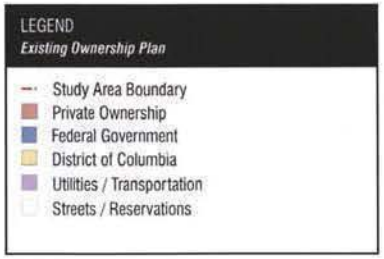


FIGURE 2.8
Existing Ownership Plan





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Existing Land Use

The area south of M Street is dominated by large government properties, including the Southeast Federal Center, the Washington Navy Yard, and the Washington Area Sewer Authority. Land north of M Street is primarily occupied by public housing, the District of Columbia, and the U.S. Marine Barracks.

Privately owned land in the Near Southeast has historically been underutilized, occupied by light-industrial uses and transient uses such as night clubs. More recently, commercial office development has increased with several new buildings planned or under construction. The recent relocation of 5,000 employees into the Washington Navy Yard has created a new market for commercial office space, ancillary retail, improved infrastructure and open space to serve these employees and adjacent Navy-related office uses. This has spurred the private development of new office buildings at 300 M Street, 80 M Street, and Maritime Plaza east of the 11th Street Bridge, adding some 800,000 square feet. The impending relocation of the U.S. Department of Transportation to the Near Southeast will add about 1.7 million additional square feet of office space.

The rapidly-developing office corridor along M Street is abutted by a residential area to the north. During the past 50 years, residential use in the Near Southeast has been confined to a small area north of M Street and east of the Canal Block reservations. The planned Capper-Carrollsburg HOPE VI development will add over 700 mixed-income residential units to the area.

Key Framework Issues

- Significantly increase residential use in the Near Southeast, particularly in the SEFC, South Capitol Gateway, Canal Blocks, and Capper/Carrollsburg areas;
- Encourage office development on South Capitol Street and support a mix of office, retail, and residential uses along the M Street Corridor and in the Canal Blocks area;
- Increase retail space along M Street and at the waterfront;
- Reduce the amount of underutilized land occupied by surface parking and industrial uses;
- Increase land dedicated to public open space.

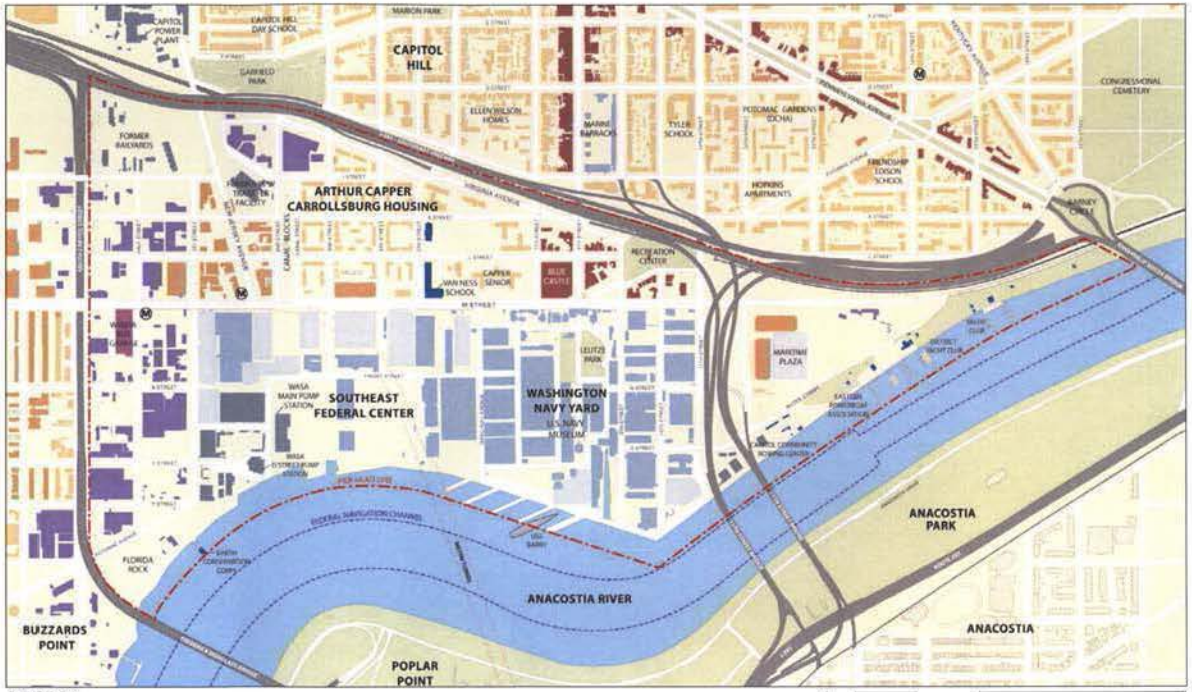


FIGURE 2.9
Existing Land Use Plan



FIGURE 2.10
Washington Navy Yard



FIGURE 2.11
New Office Development on M Street

LEGEND
Existing Land Use Plan

- Retail
- Commerical
- Residential
- Manufacturing
- Institutional /Community
- Federal
- Utilities
- Transport
- Parking
- Open Space

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Existing Zoning

A large portion of the Near Southeast Study Area is controlled by the Federal Government and therefore not subject to District of Columbia zoning categories and restrictions. As a result of the Southeast Federal Center Public-Private Redevelopment Act, the 55-acre SEFC site will revert to private land ownership and will thus be subject to zoning following the transfer of the land from federal ownership. The remaining areas of the Near Southeast include a variety of zoning categories including Residential, Commercial and Manufacturing.

The Capitol Gateway Overlay District adopted in 2002 establishes mixed-use development on the Near Southeast waterfront, with specific FAR incentives for the inclusion of residential uses in this area. The Overlay District defines areas of increasing allowable height and density moving north from the river to M Street.

The Capitol South TDR (Transfer of Development Rights) Receiving Zone permits the transfer of floor area to the designated zone from the Downtown Design District. The permitted increases raise the allowable Floor Area Ratio (FAR) from 6.5 to a maximum of 10. Height increases are also permitted to accommodate the potential added floor area. This zoning change greatly increases the potential capacity of the area for new construction.

Key Framework Issues

- Fully adopt the Capitol Gateway overlay zone in order to allow residential development as well as achieve waterfront setbacks and active ground floor uses on M Street;
- Coordinate the significant Planned Urban Development cases in the neighborhood, including the Capper-Carrollsburg HOPE VI and the US Department of Transportation headquarters;
- Coordinate a new overlay zone for the balance of the Southeast Federal Center in order to achieve the objectives of the Southeast Federal Center Public-Private Redevelopment Act in accordance with neighborhood planning objectives;
- Review all remaining zoning with regard to land use, density and design controls as they pertain to the overall neighborhood development objectives for the Near Southeast.

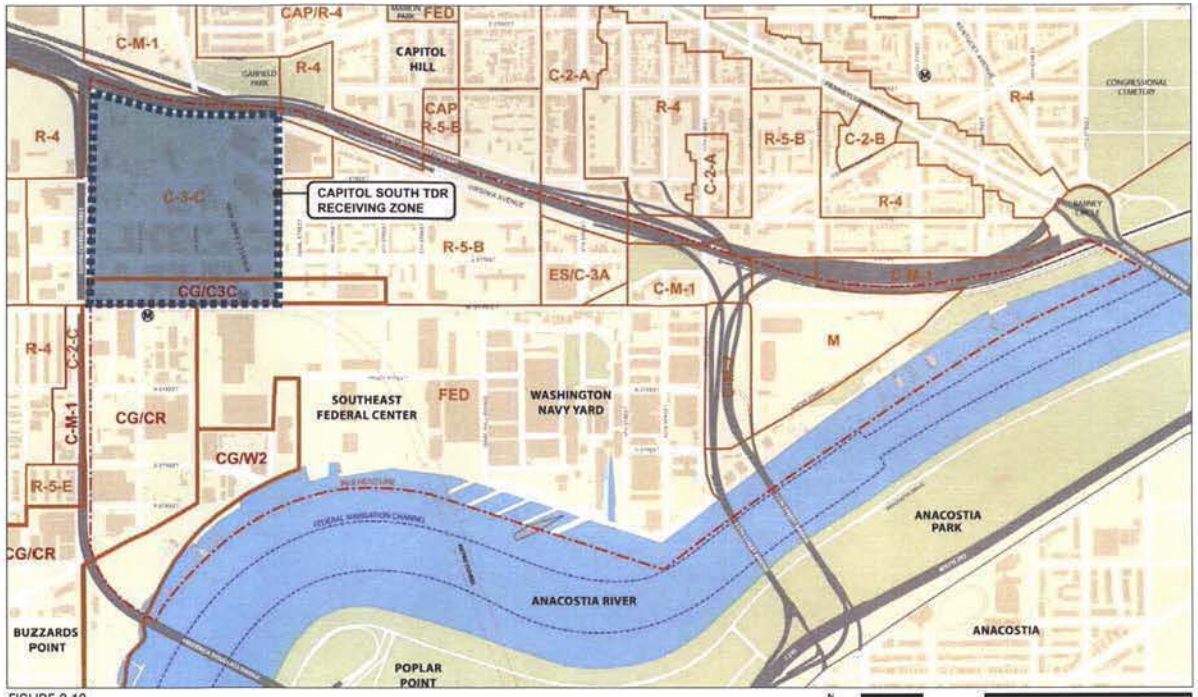


FIGURE 2.12
Existing Zoning Plan

LEGEND
Key To Zoning Districts

R-4
Use: single-family residential, churches, public schools
Max. Lot Occupancy: 60%
Min Lot Area: 1,800 sf
Max. Ht: 3 Stories, 40'-0"

W-2
Use: residential,commercial, light industrial
Max. Lot Occupancy: 75% (residential)
FAR: 4.0
Max. Ht: 60'-0

C-M-1
Use: low bulk commercial, light manufacturing
Max. Lot Occupancy: 60% (residential)
FAR: 3.0
Max. Ht: 3 stories, 40'-0"

M
Use: general industrial
FAR: 6.0
Max. Ht: 90'-0"

C-2-B
Use: office, retail, housing, mixed-use
Max. Lot Occupancy: 80% (residential
FAR: 3.5(residential) 1.5 (other uses)
Max. Ht: 65'-

R-5-B
Use: single-family dwellings, flats, apartment buildings
Max. Lot Occupancy: 60%
FAR: 1.8
Max. Ht: 50'-0"

CR
Use: residential, commercial, light industrial
Max. Lot Occupancy: 75% (residential)
FAR: 6.0(residential) 3.0 (other uses)
Max. Ht: 90'-0"

C-M-2
Use: medium bulk, light commercial
Max. FAR: 4
Max. Ht: 90'-0"

C-2-A
Use: office, retail, residential
Max. Lot Occupancy: 60% (residential)
FAR: 2.5(residential) 1.5 (other uses)
Max. Ht: 50'-0"

C-3-C
Use: office, retail, housing, mixed-use
Max. Lot Occupancy: 100%
FAR: 6.5
Max. Ht: 90'-0"

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Social and Market Character

Existing Social Character

According to the 2000 Census, 1,853 people currently live in the Near Southeast, in a total of 859 households. The existing residential population is 97% African-American with a median family income of $8,089, and is concentrated in an area of public housing just north of M Street. 60% of the families living in the Near Southeast have lived in the same home for at least five years, a larger proportion than in most urban areas. The nearby Capitol Hill townhomes that replaced the abandoned Ellen Wilson public housing project were financed by a HOPE VI grant, and have successfully integrated into the Capitol Hill neighborhood without requiring ongoing subsidy from the government. The Near Southeast has been without a diverse, mixed-income residential community for decades. As a result, community involvement in current and future planning processes in the Near Southeast must develop as the residential community expands.

Currently, approximately 16,500 people are employed in the Near Southeast-most of whom work at the Navy Yard. There are few retail opportunities for office workers or residents, and no cultural or entertainment centers to keep office workers in the neighborhood in the evening or enrich the residential neighborhoods.

Existing Market

Numerous large developments and public projects are underway along M Street, including the redevelopment of the Southeast Federal Center, Waterside Mall, and the Southwest Waterfront. The market for commercial office space in the Near Southeast is strong, and developers have responded with investments in over 10 million square feet of new and planned commercial space.

The District is experiencing a high demand for housing that continues to outstrip supply. The diverse residential market, which includes young professionals and government workers as well as empty nesters and retirees, is particularly attracted to waterfront and downtown locations. There is a great opportunity to combine the rapid commercial development in the Southeast with mixed-use residential development.

Key Framework Issues

- Increase residential density and expand residential neighborhoods;
- Diversify residential income mix and diversity of housing types without displacing any existing residents;
- Support development of amenities that will help to create a series of integrated neighborhoods for people who work and live in the Near Southeast. Such amenities might include parks, retail opportunities, food services, and cultural or entertainment facilities;
- Support the growth of community and local development corporations that can guide the rapid changes occurring in the Near Southeast.



FIGURE 2.13
Community meeting in 2001

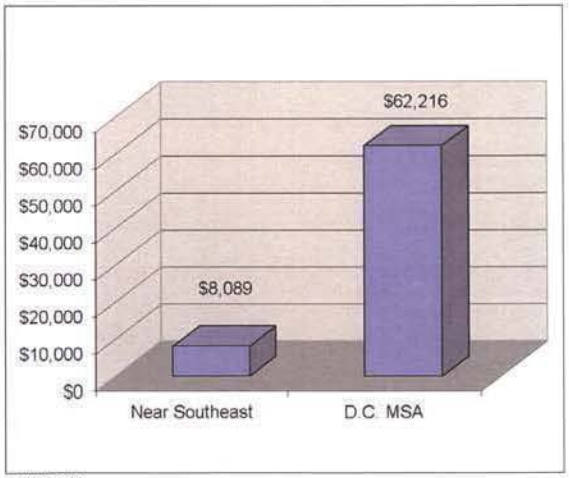


FIGURE 2.14
Median Household Income: Near Southeast compared to District of Columbia

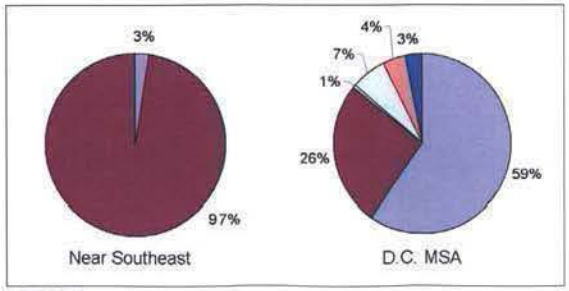


FIGURE 2.15
Population Race: Near Southeast compared to District of Columbia

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Historic L'Enfant Street and Reservation Plan

The famous L'Enfant plan for Washington, combining a standardized grid pattern with diagonal avenues leading to public buildings, continues to define development patterns today. The L'Enfant plan is itself a designated historic landmark, protected by a special review process for alterations. The strength of the original design, along with continued enforcement of its prescriptions, is responsible for the powerful and unified urban design still found throughout the city.

In the Near Southeast, many elements of the L'Enfant plan still exist, despite having suffered great damage by the construction of the Southeast Freeway in the 1960's in the alignment of Virginia Avenue. The freeway effectively cut off a large area of the grid from the adjacent area of Capitol Hill. A tiny segment of Virginia Avenue, intended as a grand boulevard to the river, continues to exist as an unbuilt right-of-way just east of the 11th Street bridge ramps. To the west, New Jersey Avenue provides the strongest remaining connection from the Near Southeast to the US Capitol.

L'Enfant's original grid allowed space for the Washington Navy Yard and an adjoining inlet of the Anacostia River which has since been filled; these areas account for the lack of street connections from M Street to the waterfront today. The partial route of a historic canal, no longer extant, is reflected in a series of reservations running north-south and known today as the "Canal Blocks". An additional reservation was provided as the site for the original Eastern Market. This space has now been slightly reconfigured, and will be occupied by publically accessible playing fields associated with the proposed US Marine Barracks development.

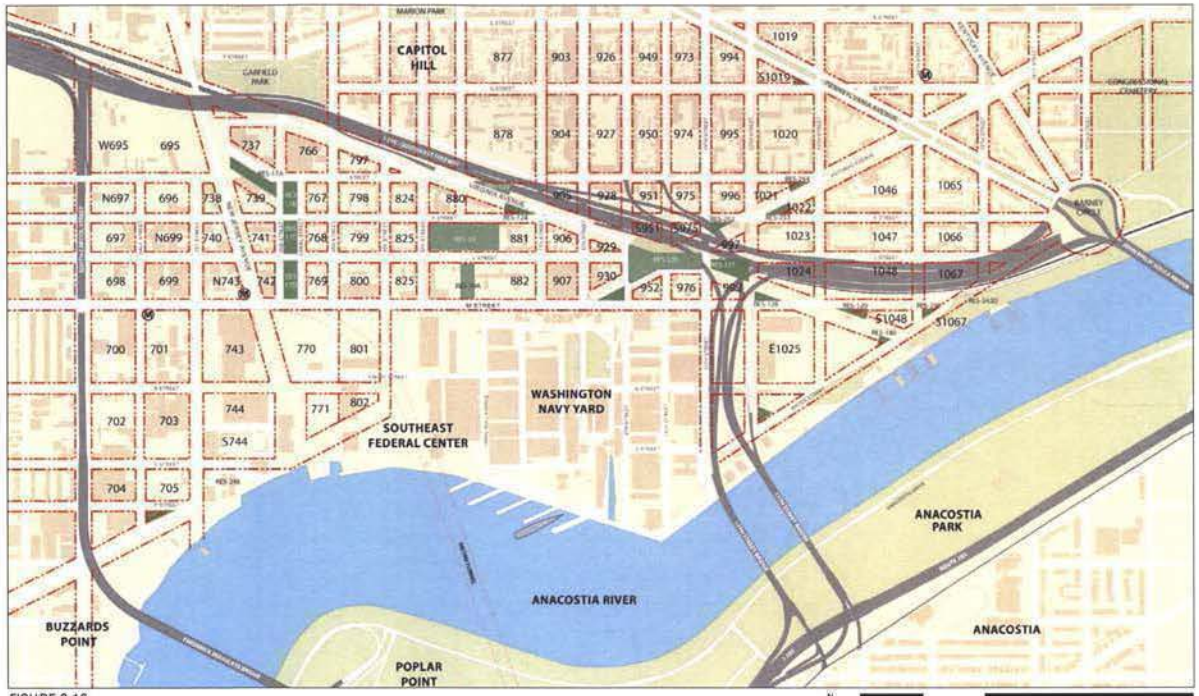


FIGURE 2.16
Historic L'Enfant Street and Reservation Plan

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Historic Resources

There are a number of notable structures and properties in the Near Southeast that once typified the entire area. While not all of these properties are currently designated as historic landmarks, all are important elements of the social and structural history of the area.

National Register Historic Districts/Landmarks :
L'Enfant Plan (streets and reservations)
A Capitol Hill Historic District
B Washington Navy Yard Historic District

Districts Eligible for National Register listing:
C Washington Navy Yard Annex (Southeast Federal Center)
D Washington Navy Yard Historic District extension

Properties Eligible for National Register or DC listing:
1 D.C. Pumping Station - 3rd & N Streets, SE
2 St. Vincent de Paul Church - Unit block of M Street, SE
3 St. Vincent de Paul Church Rectory - 14 M Street, SE
4 Metrobus Garage - 23-33 M Street, SE
5 DC Garage - 100 O Street, SE

Properties Meriting Consideration for Rehabilitation:
6 St. Paul African Union Church (1924) - 900 4th Street, SE
7 Row Houses, 1000 block of 3rd Street, SE, east side
8 Row Houses, 900 block of 5th Street, SE, west side
9 Row Houses (1885),1020,1022& 1024 1st Street
10 W.A. Richards House, 21 N Street SE, (1878) and othe rowhouses (1870s-1880s),13-19 and 36-38 N Street
11 Lank Woodworking Company (1895-1928), 10011013 1st Street, SE and 59 K Street, SE
12 J.E. Hurley Machine & Boiler Works, 1001-1019 HalfStreet, SE

Archaeological Resources (Determined Eligible or Potential):
- Southeast Federal Center (extensive archaeological sites);
- Anacostia shoreline sites;
- Foundations/Structural remnants: N and Half Streets, SE;
- Raised Areas - 1st and I Sts, SE (sw corner), and K and Half Sts, SE (se corner).

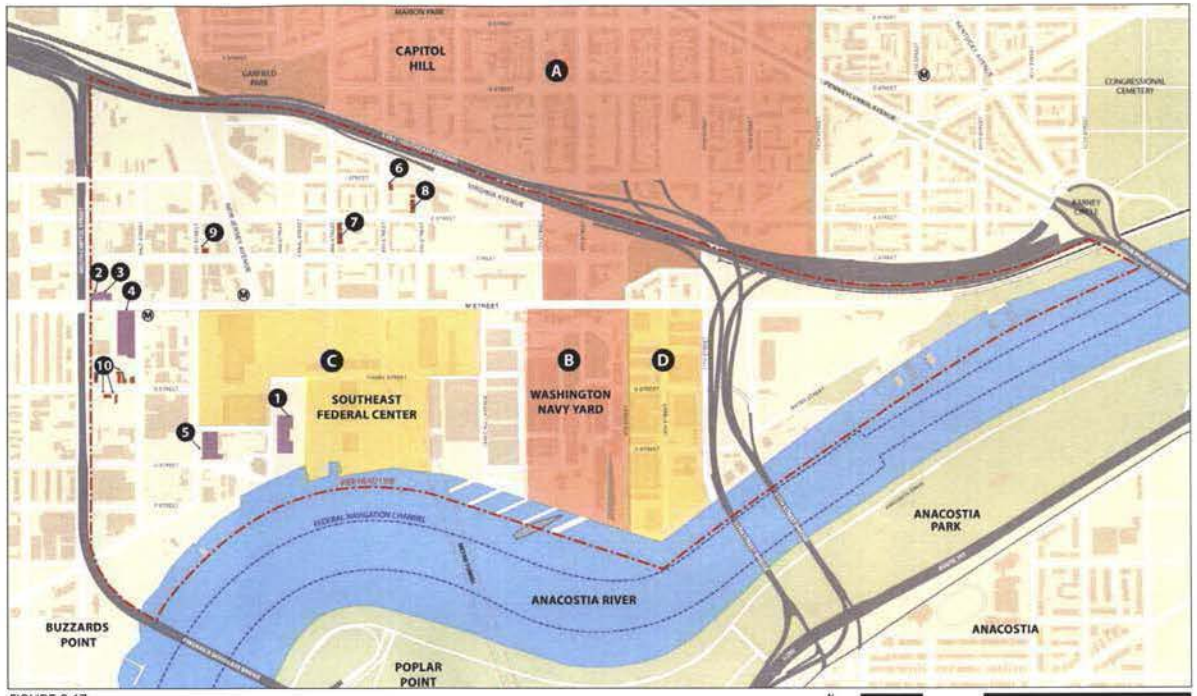


FIGURE 2.17
Historic Resources Plan



FIGURE 2.18
"Blue Castle" is an historic trolley barn



FIGURE 2.19
Latrobe Gate at Navy Yard is of national significance

LEGEND
Historic Resources Plan
- National Register Historic Districts
- Districts Eligible for National Register Listing
- Properties Eligible for National Register or DC Listing
- Properties Meriting Consideration for Rehabilitation
- Study Area Boundary

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3. Neighborhood Sub-Areas

The building blocks of the Near Southeast are a series of smaller neighborhoods of distinct character, land use or physical definition. These discreet areas are not currently well-connected to one another, and the creation of linkages between isolated precincts is a core principle of the Urban Design Framework. By establishing greater mixed-use character in various sub-areas, an overlapping identity will emerge for the Near Southeast as a whole. An integrated system of public parks, trails, and open spaces, an extension of streets to the river, and a transformed M Street will be key to tying the various areas together to form a vital, urban neighborhood.

South Capitol Gateway

The South Capitol Gateway sub-area is currently defined by the north-south express road between the Frederick Douglass Bridge and the US Capitol Building and its surrounding industrial uses. This limited-access roadway splits the Near Southeast from the neighboring Southwest community and moves traffic rapidly through the area. Historically, this 18-block area has been defined by private industrial uses, but recent development along M Street and proposed development at the Florida Rock Site include new commercial and mixed use projects.

The primary goals that should guide future development in the South Capitol Gateway sub-area are:

- Strengthen key east-west street connections to the Southwest on I Street, M Street, N Street and P Street;
- Transform South Capitol Street into a grand urban boulevard;
- Encourage mixed-use development, including housing and ground-floor retail, through zoning regulations.

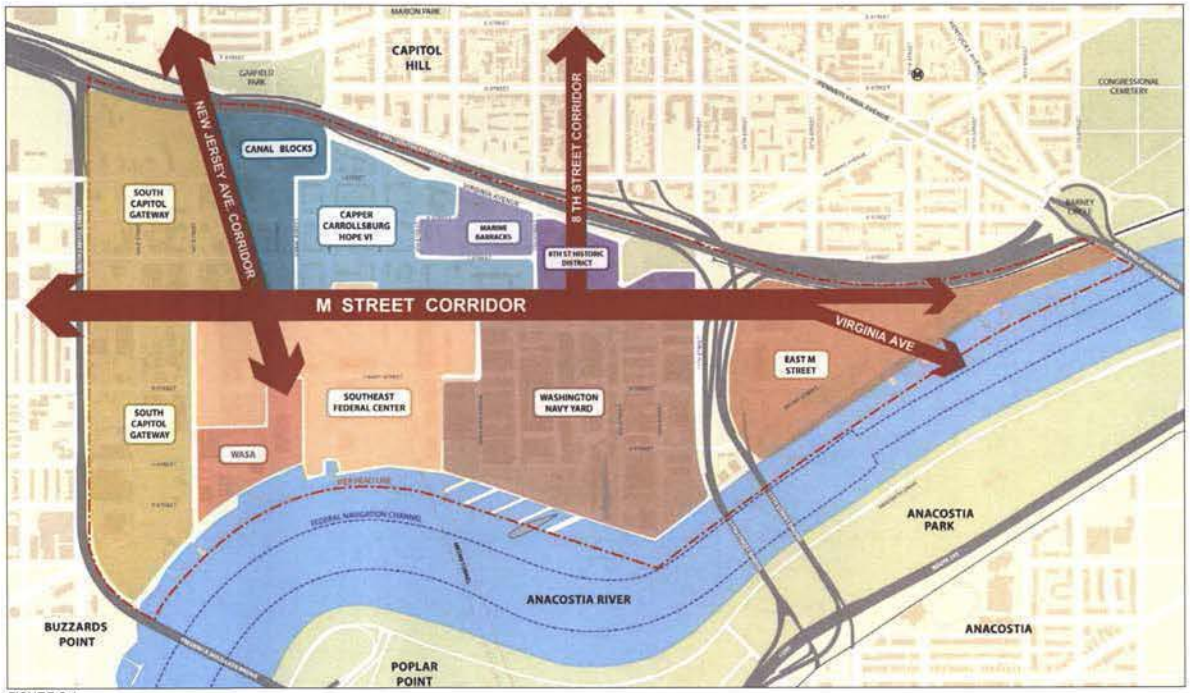


FIGURE 3.1
Neighborhood Sub-Areas



FIGURE 3.2
South Capitol Street



FIGURE 3.3
Canal Blocks



FIGURE 3.4
WASA

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Canal Blocks
This area is named for the historic Washington Canal, which provided a water-borne connection between the Anacostia River and the Potomac River via the National Mall. Three remnant blocks of land remain which once contained the historic canal along Second Street SE. The three blocks are federal reservations under District jurisdiction and are surrounded by significant development sites, including two financed building projects to the west and the Capper Carrollsburg HOPE VI site to the east. A former trash transfer station has been contributed to the HOPE VI redevelopment project by the District of Columbia. The Canal Blocks themselves are currently used for DCPS school bus parking.

The primary goals that should guide future development in Canal Blocks sub-area are:
- Create a neighborhood park on the historic Canal Blocks;
- Encourage mixed-use development around the blocks with an emphasis on active ground floor uses in future buildings;
- Provide open space connections between the new Canal Blocks Park with Garfield Park to the north and south to the waterfront.

WASA
Largely surrounded by the SEFC site and including a stretch of waterfront, the Washington Area Sewer Authority (WASA) property includes a significant historic pumping station. This beaux-arts style structure is located at the terminus of New Jersey Avenue at the river, creating a key landmark for the area. The remainder of the property includes additional WASA facilities and administrative space, currently under evaluation as part of a comprehensive planning process for modernization of the city sewer systems.

The primary goals that should guide future development in the WASA sub-area are:
- Introduce continuous waterfront access along the shoreline of the Near Southeast by building the Anacostia Riverwalk;
- Seek to relocate all non-site dependent uses, reintroduce new streets and prepare excess parcels for neighborhood housing redevelopment;
- Celebrate the historic character of the Main Pumping Station and creatively integrate the structure into the network of surrounding public open spaces.

Southeast Federal Center
Owned by the US General Services Administration (GSA), the Southeast Federal Center (SEFC) is a former weapons manufacturing facility adjacent to the Washington Navy Yard. The SEFC Public-Private Redevelopment Act, passed by Congress in 2000, allows the GSA to redevelop the site jointly with the private sector. Envisioned as a mixed-use development including housing, public parks and open space and improved waterfront access, a portion of the SEFC has also been selected as the site for a new 1.7 million square foot headquarters for the US Department of Transportation, currently in design.

The primary goals that should guide future development in the Southeast Federal Center sub-area are:
- Create a new high density mixed-use waterfront neighborhood with a destination waterfront park serving the local and regional community;
- Extend the L'Enfant street grid onto the SEFC site in a manner which promotes multi-modal access to the waterfront;
- Connect the SEFC site to the residential neighborhoods to the north through pedestrian-friendly waterfront access and retail activity along M Street and the waterfront;
- Integrate and preserve historic structures in the redevelopment of the site and seek creative solutions to their adaptive reuse.

Capper-Carrollsburg
This 20-acre area encompasses 13 city blocks of what is currently primarily public housing and a portion of the M Street corridor. With its one to four family unit residences and local high school, the Capper-Carrollsburg sub-area has a long history as a residential neighborhood, and is currently the only residential area in the Near Southeast. The Capper-Carrollsburg area includes the federally supported HOPE VI residential redevelopment, which combined with other planned mixed-use development will transform this area into a 1,500 unit mixed-income neighborhood of townhouses and apartment buildings. New public open spaces linking this area to adjacent neighborhoods include the proposed Canal Blocks Park and the US Marine Barracks playing fields (with a public access agreement). Along the M Street corridor, higher density residential development will complement existing and new commercial office buildings.

The primary goals that should guide future development in the Capper-Carrollsburg neighborhood sub-area are:
- Transform public housing to a mixed-income neighborhood with a 1:1 replacement for all public housing units;
- Extend the neighborhood scale and architectural character of Capitol Hill to the south side of the Southeast Freeway in order to create more neighborhood continuity on both sides of the freeway;
- Organize higher density apartment buildings along the Canal Blocks Park in order to take advantage of park views and open space;
- Create linkages between the Capper-Carrollsburg sub-area and Southeast Federal Center Park, Canal Blocks Park, the Virginia Avenue Greenway, and the Marine Barracks playing fields.



FIGURE 3.5
Southeast Federal Center



FIGURE 3.6
Capper-Carrollsburg HOPE VI Project Area



FIGURE 3.7
Marine Barracks Site

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Marine Barracks
The Marine Barracks sub-area includes the proposed US Marine housing facilities and open space, and abuts Virginia Avenue to the north and the Capper-Carrollsburg HOPE VI development to the south and west. Concurrent to the HOPE VI development, the federal government is adding 200 new residential units to the Marine Barracks facility and sizeable recreation space which will occupy the land area of a former L'Enfant reservation.

The primary goals that should guide future development in the Marine Barracks sub-area are:
- Create new recreational ballfields on the L'Enfant reservation land which can be jointly used by the Marines and the surrounding community, and are connected to the proposed green corridor along Virginia Avenue;
- Seek to sensitively address facility security challenges in a manner which is compatible with the residential character of Capitol Hill;
- By integrating architecture and streetscape design along Virginia Avenue, K Street, and L Street, connect the Capper-Carrollsburg neighborhood to Capitol Hill and the 8th Street historic district.

8th Street
Forming a southern extension of the Capitol Hill designated Historic District, the 8th Street sub-area includes the greatest remaining concentration of historic structures in the Near Southeast. This quality provides the area with a distinct architectural character, as well as a strong connection between Capitol Hill and the historic Washington Navy Yard. The strength of this linkage between the north and south is somewhat broken by the real and perceived barrier created by the highway overpass. A large and underutilized open space lies at the eastern end of the area.

The primary goals that should guide future development in the 8th Street sub-area are:
- Reinforce the neighborhood retail uses along 8th Street in order to enhance its vitality;
- Preserve the architectural character of this historic district;
- Seek creative alternatives to renovate and preserve the "Blue Castle" building at the corner of 8th and M Streets;
- Mitigate the barrier of the freeway overpass through infill projects and an enhanced green connection along Virginia Avenue.

Washington Navy Yard
The Washington Navy Yard is both a major historic asset and a key economic anchor for the Near Southeast and Washington DC. Accommodating 10,800 employees on 72 acres, the Navy Yard supports the nearby development of commercial office space along the M Street corridor and at Maritime Plaza, as well as the growing retail activity on 8th Street.

Established in 1799, the Navy Yard is one of the nation's oldest continuously operating military bases, and its historic structures and landscapes provide an important cultural attraction for the Nation's Capital. Recent work along the Navy Yard waterfront has created a publicly accessible Riverwalk and park. Access from the neighborhoods to the north is limited by security requirements which restrict the number of entry points, creating a barrier between upland neighborhoods and the waterfront.

The primary goals that should guide future development in the Washington Navy Yard sub-area are:
- Encourage appropriate public access to the Navy Yard given existing security requirements;
- Connect the Navy Yard to the residential neighborhoods to the north through pedestrian-friendly waterfront access, and to the M Street corridor through street-level retail and activity;
- Introduce continuous public access along the shoreline via the Riverwalk without impacting Navy Yard security requirements;
- Promote awareness of the Navy Yard as a city-wide and national historic treasure.

East M Street
This area has historically been dominated by industrial uses, such as the Washington Gas and Stewart Petroleum plants. Cut off from the rest of the Near Southeast to the west and the Capitol Hill district to the north by highway overpasses and rail connections, this sub-area has been physically and psychologically isolated. The former Washington Gas property is currently being redeveloped as Maritime Plaza, an office and hotel complex, while other uses in the area include a series of boathouses and clubs along the river. Maritime Plaza is partially complete, creating a new employment center affiliated with the Washington Navy Yard. The steep drop in elevation along Water Street provides new development in this focus area with expansive views of the Anacostia River.

The primary goals that should guide future development in the East M Street sub-area are:
- Introduce new uses which take advantage of beautiful river views and help to create public destinations and amenities;
- Energize the waterfront parklands with a series of active uses such as improved boat houses and rowing facilities which complement existing marinas;
- Recover a segment of Virginia Avenue as a public gateway to the Anacostia River.



FIGURE 3.8
8th Street



FIGURE 3.9
Washington Navy Yard



FIGURE 3.10
East M Street

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4. Urban Design Principles

Overview

Based on the accumulated knowledge of an extensive public process, and the recent history of planning in the area for the Anacostia Waterfront Initiative, a set of guiding principles has been developed which summarize the key objectives, challenges and opportunities for the Near Southeast. The Principles serve as a basis for the creation of the Urban Design Framework, and will be used to measure the appropriateness and success of current and future planning and development initiatives.

Seven Principles encompass the goals and objectives of the Near Southeast Framework Plan:

- Extend Existing Streets to the River
- Transform M Street into a Vibrant Mixed-Use Corridor
- Dramatically Increase Housing Opportunities
- Introduce a Mixture of Uses at the Waterfront
- Create a Great Waterfront Park at SEFC
- Create an Interconnected System of Parks and Trails
- Build on the Unique History of the Carrollsburg Neighborhood

The diagram to the right summarizes the Urban Design Principles, while the following pages focus on each one independently.

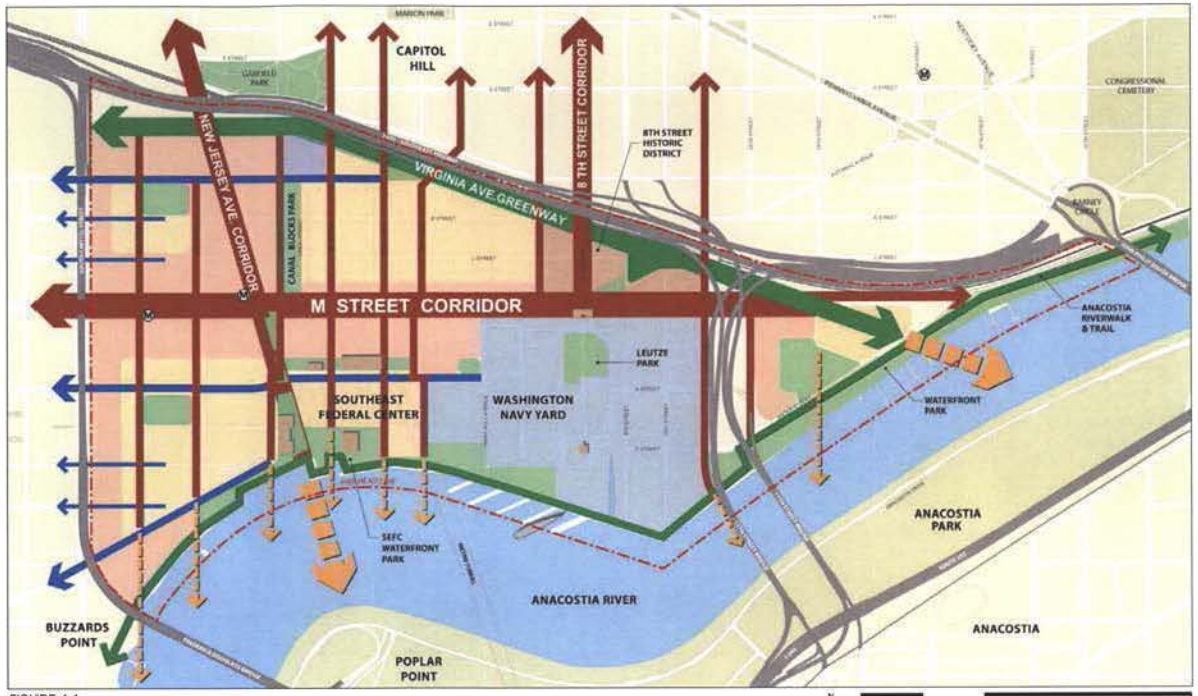


FIGURE 4.1
Urban Design Principles



FIGURE 4.2
Riverplace, Portland, OR



FIGURE 4.3
Pacific Place, Vancouver, Canada

LEGEND
Urban Design Principles

Greenway / Trail	Open Space
N-S Street	Residential
E-W Street	Commercial
View Corridor	Federal
Major View Corridor	Other

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Extend Existing Streets to the River

Goal:
Introduce unobstructed public access to the waterfront by extending the existing street grid network and the associated view corridors to the Anacostia River. Create neighborhood connections to Capitol Hill and the Southwest in order to overcome the physical and psychological barriers of the elevated highway and South Capitol Street.

Elements:

- *New Jersey Avenue* - this is the primary connection to the Anacostia waterfront from M Street and, ultimately, the US Capitol. Combining a street extension and an open space corridor, a physical and visual link is created between M Street and a new waterfront park. The historic DC Pumping Station building forms a landmark within this wide view corridor.

- *3rd and 4th Streets* - The extension of these north-south streets will establish for the first time unimpeded public access to the waterfront from the isolated Arthur Capper / Carrollsburg homes and the Capitol Hill neighborhood, a critical factor in the overall revitalization of the Near Southeast.

- *East M Street and Virginia Avenue* - currently unbuilt, Virginia Avenue east of 12th Street will be developed as a major visual and physical gateway to the waterfront from M Street, and from the northwest via a new greenway passing under the freeway ramps.

- *I Street and N Street* - by extending these and other east-west streets, and eventually providing access across South Capitol Street, the Near Southeast will gain better internal connections and a stronger linkage to the Southwest.

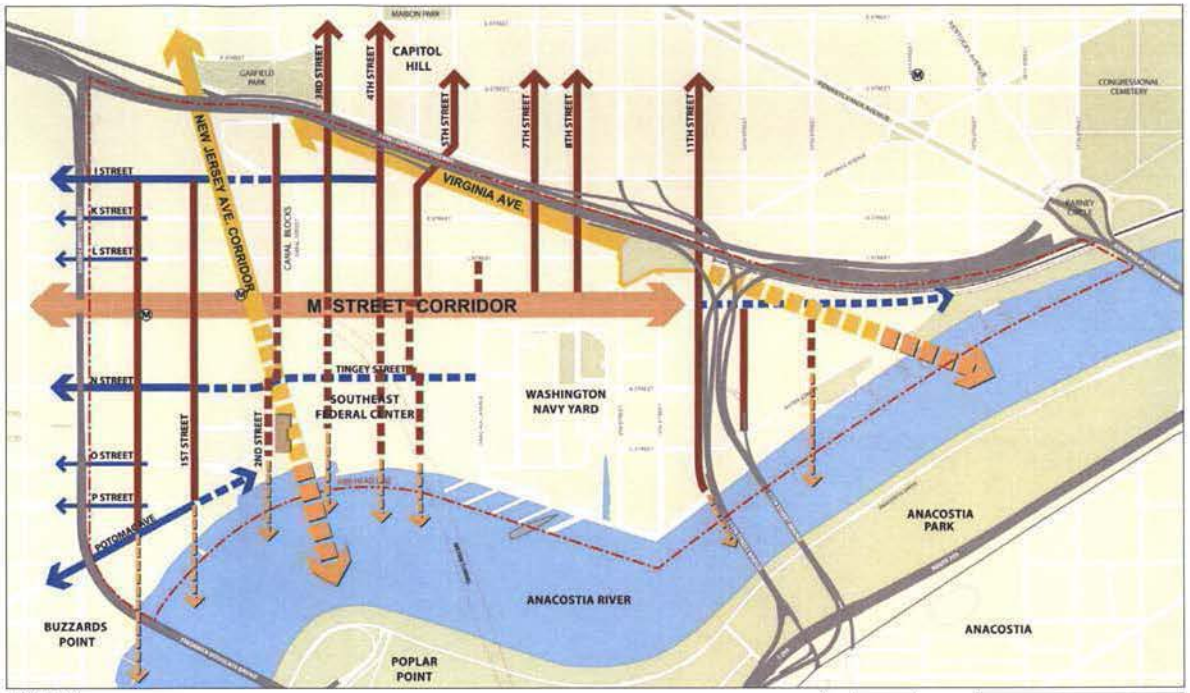


FIGURE 4.4
Principle: Extend Existing Streets to the River



FIGURE 4.5
View along Isaac Hull Avenue to Anacostia River



FIGURE 4.6
Fells Point, Baltimore, MD

LEGEND
Extend Existing Streets to the River

- Existing Corridor
- Proposed Extension to Corridor
- Existing North-South Street
- Proposed Extension to North-South Street
- Existing East-West Street
- Proposed Extension to East-West Street
- View Corridor

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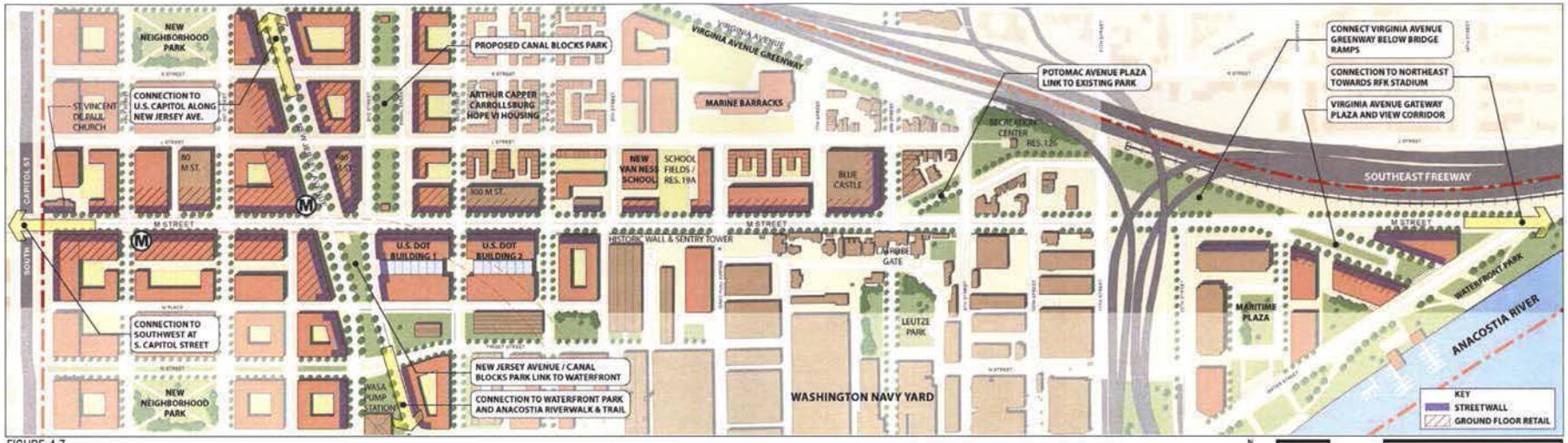


FIGURE 4.7
Principle: Transform M Street into a Vibrant Mixed-Use Corridor

Transform M Street into a Vibrant Mixed-Use Corridor

Goal:
Create a true urban boulevard at the center of a dense neighborhood by encouraging a mix of uses including residential, introducing ground floor retail, creating an attractive streetscape and promoting public transit ridership and pedestrian and bicycle circulation.

Elements:

- *Active Ground Floor Uses* - wherever possible, the public space of M Street should be enlivened with retail, cultural and other uses on the ground floor which generate pedestrian activity. Such uses will provide badly needed amenity for residents and employees, and will increase the vitality and security of the area. Blank or inactive "dead" facades should be avoided.

- *Pedestrian Streetscape* - M Street should be a comfortable and attractive walking environment. Recent streetscape improvements to M Street should be maintained and enhanced over time, and new developments should provide additional pedestrian improvements when appropriate.

- *Massing and Urban Design* - New buildings on M Street should form harmonious and compatible streetwalls framing the public space. Heights, build-to lines, setbacks, materials, glazing and other elements should be coordinated by urban design guidelines to establish a strong unified design for the M Street corridor.

- *Public Transit* - the Navy Yard Metro station is a key feature of the M Street Corridor. Metro entrances should be prominently and generously designed to increase their visibility, and incorporated into new developments if appropriate. A Light Rail line currently under study would also greatly improve transit access to the Near Southeast via M Street. Shuttle or bus services should also be considered to increase mobility within and to the area, using M Street as a spine.



FIGURE 4.8
Current View of M Street Looking West

DRAFT

Dramatically Increase Housing Opportunities

Goal:
Introduce a higher density of housing in order to develop a vibrant mixed-use waterfront neighborhood that provides a variety of housing opportunities and promotes diversity of income levels, in the pursuit of a strong, balanced, family-oriented community.

Elements:

- *Southeast Federal Center* - the largest single development in the Near Southeast provides an opportunity to create a dynamic and high-density residential area, including the conversion of historic industrial buildings, and oriented to dramatic river views.

- *Arthur Capper / Carrollsburg HOPE VI* - the transformation of public housing into a mixed-income, walkable, family oriented neighborhood of townhomes and apartments will restore the urban fabric of the area, while increasing the housing stock.

- *South Capitol Street Corridor* - north and south of M Street, new neighborhoods of medium to high density housing will enhance the South Capitol Street corridor. On the Anacostia waterfront, the Florida Rock site will include housing with spectacular views.

Together, these housing opportunities can provide over 4,000 new residential units, increasing the number of residents in the Near Southeast to over 9,000. Lower density residential areas will provide densities of 30-90 units per acre, while higher density residential neighborhoods can reach between 100-200 units per acre.

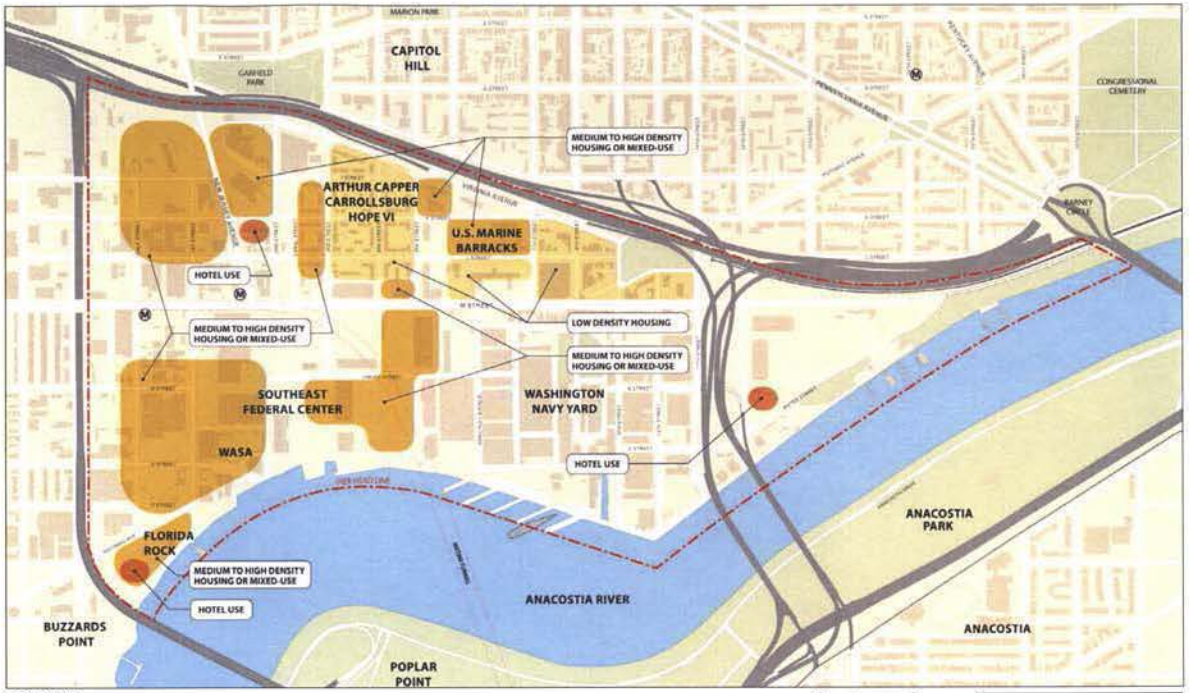


FIGURE 4.9
Principle: Dramatically Increase Housing Opportunities



FIGURE 4.10
Ellen Wilson Homes, Capitol Hill



FIGURE 4.11
Townhomes in Portland, OR



FIGURE 4.12
Residential Courtyard in Vancouver, Canada



FIGURE 4.13
Waterfront Housing at Battery Park City, NY

DRAFT

Introduce a Mixture of Uses at the Waterfront

Goal:
Establish a mix of uses along the waterfront, avoiding isolated stretches and providing places of interest to the general public. Include active uses that take advantage of the extraordinary public resource of the Anacostia River.

Elements:

- *Southeast Federal Center* - by integrating housing, office, retail, cultural, and other uses on a waterfront site, the SEFC will be the centerpiece of the new mixed-use Near Southeast.
- *Florida Rock Site* - a development including office, residential and a hotel will form a dynamic waterfront complex at the foot of South Capitol Street, serving as a model for development of the surrounding South Capitol Gateway area.
- *East M Street* - this dramatic waterfront site provides a unique opportunity to create a mixed-use neighborhood including office, civic/institutional, retail, hotel and other uses.

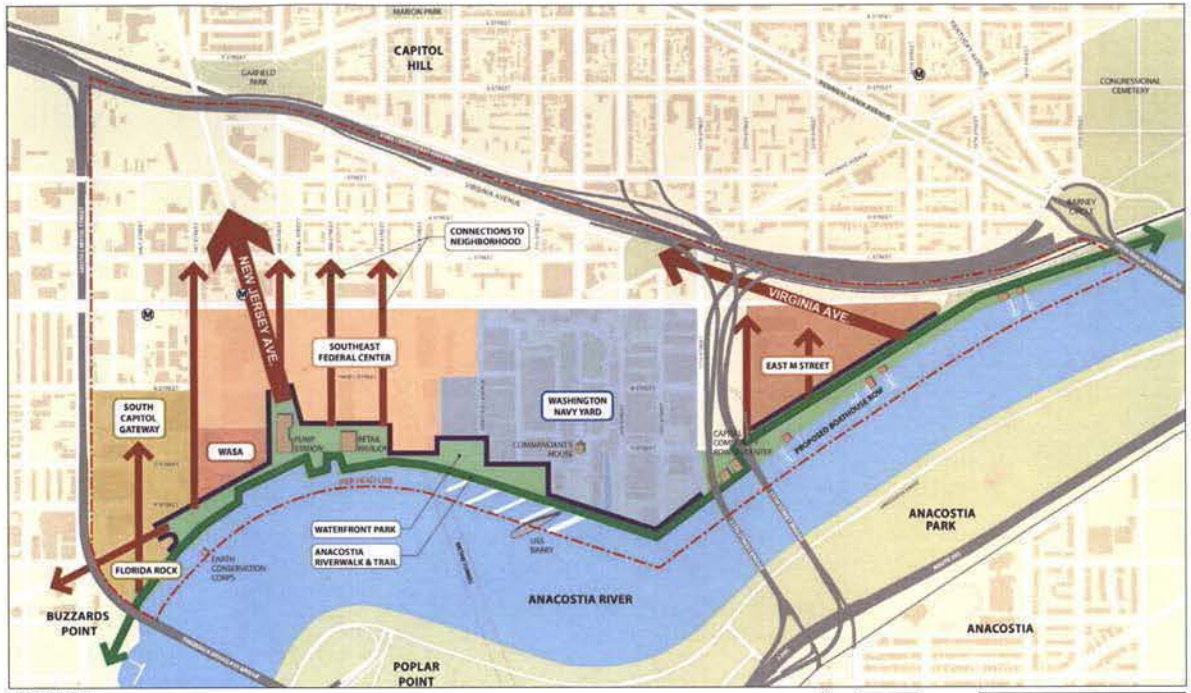


FIGURE 4.14
Principle: Introduce a Mixture of Uses at the Waterfront



FIGURE 4.15
Canary Wharf, London, England



FIGURE 4.16
Aker Brygge Development in Olso, Norway



FIGURE 4.17
Seine Riverfront Development in Paris, France



FIGURE 4.18
Mixed-Use Building in San Francisco, CA

DRAFT

Create a Great Waterfront Park at SEFC

Goal:
Create a significant water-oriented public open space at the Anacostia River waterfront that serves as an attraction for residents, employees and visitors to the Near Southeast neighborhood and the Nation's Capital.

Elements:

- *Public Access and Green Space* - A 5-acre open space at the SEFC will contribute to a combined park area of over 15 acres, including open spaces at the Navy Yard, WASA, and Florida Rock. The size of the park will allow for a variety of active and passive elements such as lawns, plazas, and gardens. The park will be a important amenity for residents, as well as a significant regional attraction.

- *Anacostia Riverwalk and Trail* - the Waterfront Park will form a central element in the continuous public trail system along the Anacostia River, building on the recent investment by the Navy Yard to improve the Riverwalk.

- *Active Retail and Cultural Uses* - the waterfront park will be enlivened by a variety of public and private uses along its perimeter, such as shops, cultural and exhibit spaces, restaurants and cafes. These elements can be built into the ground floors of adjoining buildings, and the historic Lumber Storage Shed can be converted into a dramatic retail or cultural pavilion within the park.

- *Unique Historic Architecture* - the Lumber Storage Shed, DC Pumping Station, and other adjacent structures will provide the park with a strong connection to the history of the Near Southeast. Restoration or conversion of these buildings will create dramatic landmarks surrounded by green space.

Park Areas (approximate):

SEFC	5.0 Acres
Washington Navy Yard	3.0 Acres
Willard Park (Existing)	0.8 Acres
WASA	4.0 Acres
Florida Rock	2.5 Acres
Total:	**15.2 Acres**

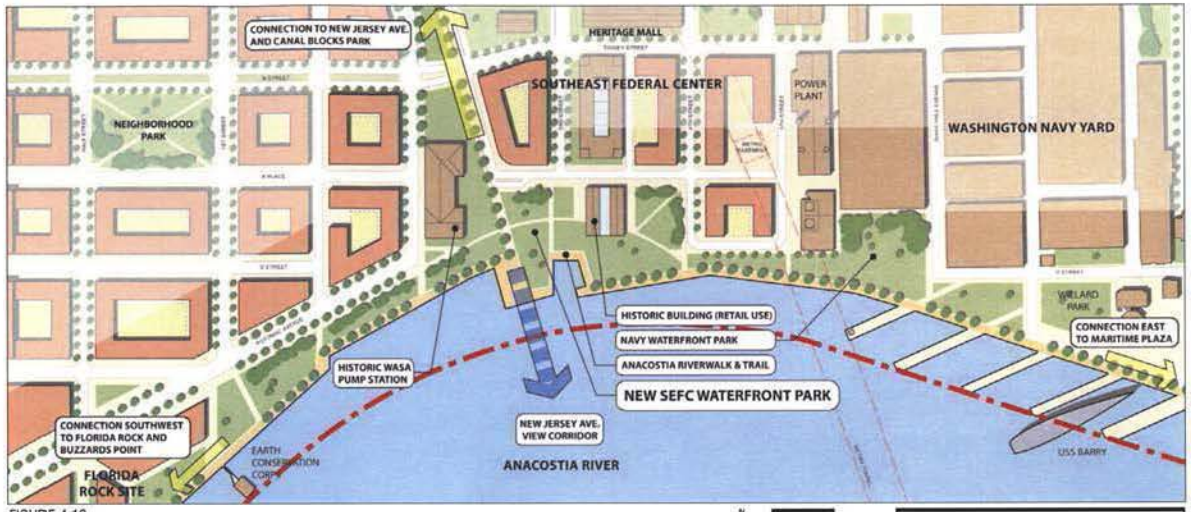


FIGURE 4.19
Principle: Create a Great Waterfront Park at SEFC



FIGURE 4.20
Chrissy Field in San Francisco, CA



FIGURE 4.21
Battery Park City in New York, NY

DRAFT

Create an Interconnected System of Parks and Trails

Goal:
Create linkages within the neighborhood, to the waterfront and to surrounding communities by introducing trails, parks, greenways and pedestrian-scaled streets. Ensure continuous public access along the Anacostia River by building the Anacostia Riverwalk and Trail system.

Elements:

- *Waterfront Parks at SEFC, Navy Yard and East M Street* - recent investments in waterfront green space at the Navy Yard will be complemented by the SEFC Waterfront Park, and a large waterfront park along Water Street extending to the Souza Bridge.

- *Canal Blocks Park* - in the route of the historic canal, three narrow blocks will become a public park forming the centerpiece of the surrounding residential and mixed-use community, and providing a key north-south link through the area.

- *Virginia Avenue Greenway* - in the right-of-way of Virginia Avenue, a new greenway and dedicated off-street trail forms a major connection between the neighborhood and the waterfront, Garfield Park and Capitol Hill. The Greenway will pass below the freeway ramps at 11th Street to reach the East M Street waterfront park.

- *Green Streets* - improvements to landscaping, tree canopy, and sidewalks will make many neighborhood streets more walkable, improving pedestrian access throughout the area and creating links between open spaces.

- *Trail System* - a series of trails will pass through the area, forming part of larger regional networks. The Anacostia Riverwalk and Trail, East Coast Greenway, and Virginia Avenue Greenway are major elements of this system.

Increase in Public Open Space
The proposed system of parks will create up to 60 acres of new public open space in the Near Southeast, an increase of over 300% from the current open space area of approximately 19 acres.

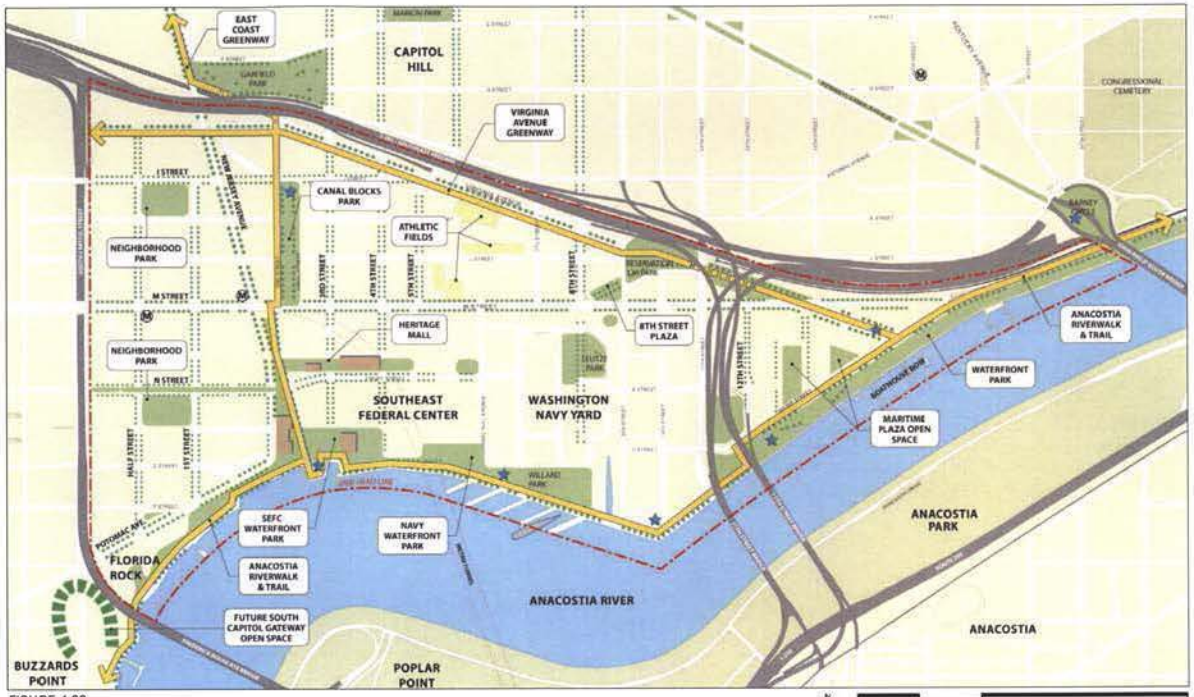


FIGURE 4.22
Principle: Create an Interconnected System of Parks and Trails

N 0 500' 1000' 1/2 mile



FIGURE 4.23
Bryant Park, New York, NY



FIGURE 4.24
Waterfront Trail in Portland, OR

LEGEND
Create an Interconnected System of Parks and Trails

- Street Blocks
- Open Space
- Semi-Public / Active Open Space
- Primary Trail Route
- NCPC Memorial Site

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Build on the Unique History of the Carrollsburg Neighborhood

Goal:
Create a neighborhood identity which celebrates the unique history of the Near Southeast. Seek to integrate cultural resources into new developments, and explore all opportunities to restore connections to the history of the Anacostia River.

Elements:

- *Historic Landmarks* - many distinctive structures are landmarks of the Near Southeast, providing a link to the past and the potential to be central elements of the new open space and street system.

- *Local Institutions* - the cultural and social history and stability of Near Southeast is maintained by local educational, cultural and religious institutions which provide essential civic anchors for the neighborhood as it undergoes dramatic growth.

- *The Washington Navy Yard* - the Navy Yard is part of the fundamental identity and history of the Near Southeast, and its largest single land use. It will continue to have a defining role in the future of the area.

- *Extraordinary Views* - a unique aspect of the neighborhood is its incredible waterfront exposure, providing dramatic views up and down-river which can be the focus of new developments and public parks.

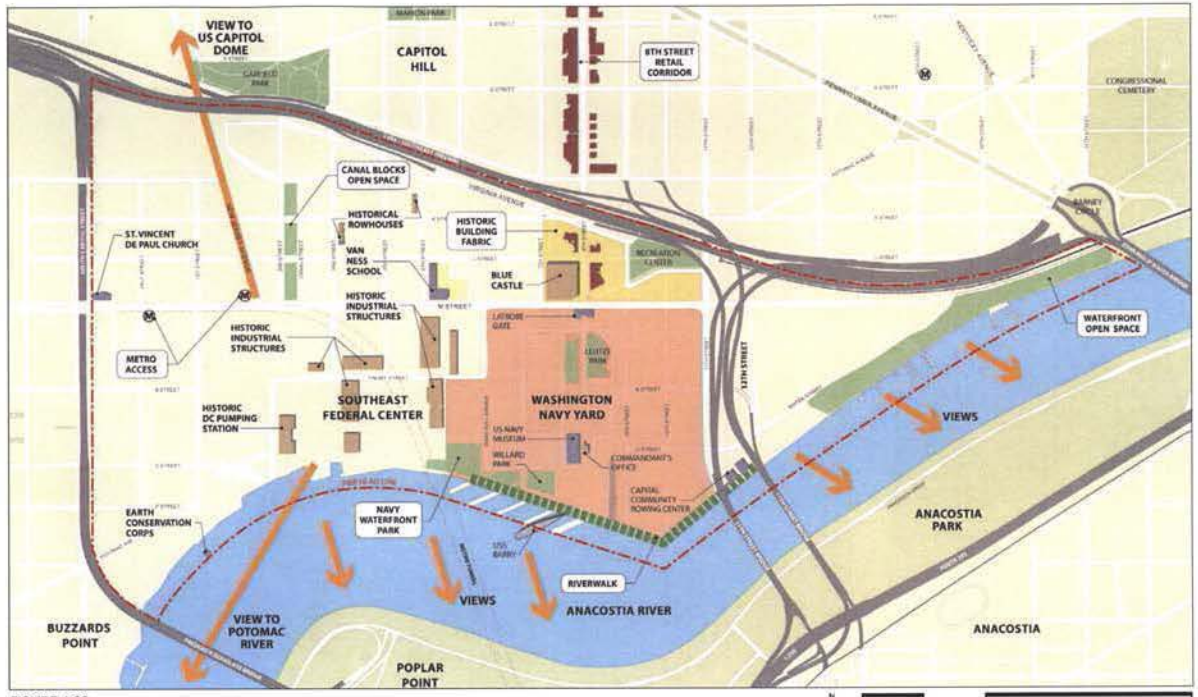


FIGURE 4.25
Principle: Build on the Unique History of the Carrollsburg Neighborhood



FIGURE 4.26
Historic WASA Pump Station



FIGURE 4.27
Latrobe Gate



FIGURE 4.28
Historic Electric Substation

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5. Urban Design Framework

Illustrative Framework

Based on the Urban Design Principles described in Chapter 4, the Illustrative Framework brings these concepts together in an overall vision for the development of the Near Southeast. Building on the extensive development currently planned or underway in the area, the Framework describes how these projects, as well as future public and private developments, can be integrated with each-other and with the surroundings. The Framework forms a unifying context of urban design and land use planning so that individual projects form part of a larger whole; new developments should use the Framework as a resource in understanding the emerging neighborhood context, and as a tool for planning and design.

Key aspects of the Urban Design Framework include:

- *Street and Block Plan* - a redesigned street network extends the L'Enfant grid to the waterfront and creates a structure for mixed-use development and public access on large former industrial sites such as the SEFC and East M Street areas.
- *Open Space Framework* - an integrated network of new and existing parks, plazas, greenways, trails, and green pedestrian-friendly streets provides better connectivity throughout the Near Southeast, and open space to support new uses and housing.
- *Trail System* - a set of trails and bike lanes provides accessibility for bicycles and pedestrians, and connects the Near Southeast to larger regional trail networks.
- *Land Use Framework* - a guide for the development of a diverse, mixed-use neighborhood incorporating greatly increased residential use, new office space, increased open space and retail space integrated in mixed-use areas.
- *Target Area Developments* - specific large-scale mixed-use developments that will have a major impact on the Near Southeast include the Southeast Federal Center, Washington Gas site, Florida Rock site, and the Canal Blocks area.

Each of these aspects is described in further detail in the following pages.

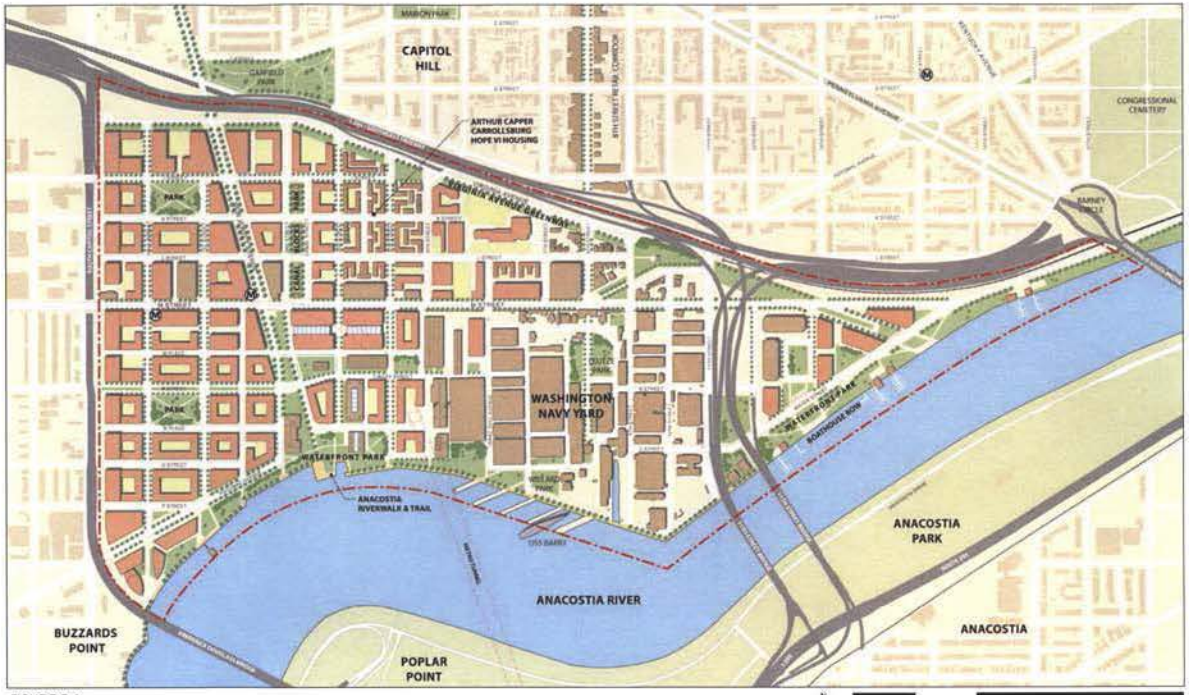


FIGURE 5.1
Illustrative Framework

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Street and Block Plan

A strong street and block system is essential to the creation of a new urban neighborhood in the Near Southeast. Streets are the principal element of the public realm, and should combine vehicular, bicycle, and pedestrian circulation with landscaping and active uses to create a strong, vital and safe neighborhood. Since nearly all of the Near Southeast is within a 10 minute walk to the waterfront, pedestrian-friendly streets are critical to making this walk comfortable and attractive.

Although the L'Enfant street pattern exists in some parts of the Near Southeast, the areas south of M Street and east of 11th Street have historically been dominated by industrial uses and thus do not have a well-established street grid. To promote new mixed-use development in these areas, while ensuring public accessibility and connections to the waterfront and between neighborhoods, a series of new street patterns are created. The new streets are an extension of the surrounding grid, providing continuity of movement, view corridors to the river, and increased security and orientation.

Key elements of the Street and Block Plan include:

- *Southeast Federal Center* - the L'Enfant street grid and associated view corridors are extended to the waterfront through the SEFC site, including New Jersey Avenue, 3rd, 4th and 5th Streets. Connecting N Street with Tingey Street creates an east-west spine linking the SEFC to South Capitol Street and Southwest.
- *Potomac Avenue* - this L'Enfant diagonal is extended through the WASA site to connect the SEFC and waterfront park with the Florida Rock site and Buzzards Point to the west.
- *I Street* - a new connection between New Jersey Avenue and 2nd Street makes I Street an important east-west link, connecting Capitol Hill and the Canal Blocks with the South Capitol Street and Southwest areas.
- *East M Street* - the improvement of M Street will better connect this area to the rest of the Near Southeast, a rebuilt Water Street will provide waterfront park access, and a new segment of Virginia Avenue will terminate in a grand plaza overlooking the river.

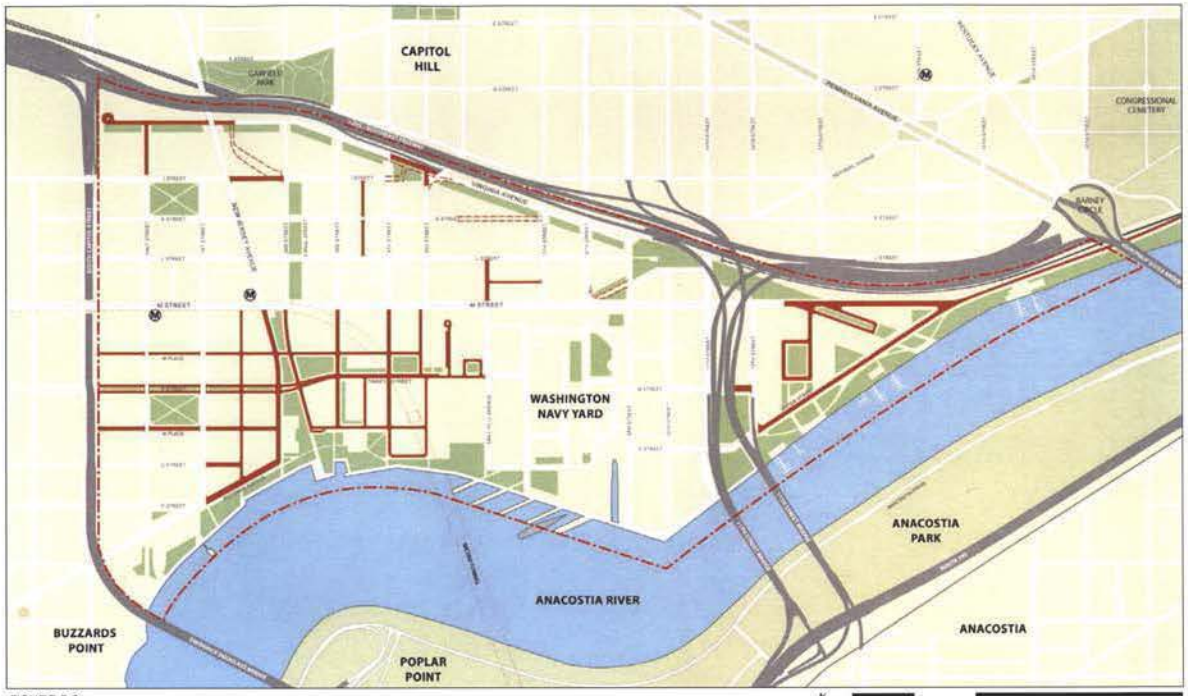


FIGURE 5.2
Street and Block Plan



FIGURE 5.3
M Street



FIGURE 5.4
Capper Carrollsburg

LEGEND
Street and Block Plan

- Existing Street
- Proposed Street
- De- Mapped Street

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Open Space Framework

New parks and open space are essential as the Near Southeast transitions from an industrial area to one supporting a large residential population and workforce. These spaces should provide a variety of open space types, from intimate neighborhood parks and playgrounds, to active and passive recreational areas, to waterfront destinations with active retail. All open spaces should be well connected by trails, greenways, and walkable neighborhood streets to each other and to surrounding neighborhoods such as Capitol Hill, Southwest and Buzzards Point.

Key elements of the Open Space Framework include:

- *Waterfront Parks at SEFC, Navy Yard and East M Street* - recent investments in waterfront green space at the Navy Yard will be complemented by the SEFC waterfront park, and a new, large waterfront park on a tract of publicly owned land along Water Street extending to the Souza Bridge.
- *Canal Blocks Park* - in the route of the historic canal, three narrow blocks will become a public park forming the centerpiece of the surrounding residential and mixed-use community, and providing a key north-south link through the area.
- *Virginia Avenue Greenway* - in the right-of-way of Virginia Avenue, a new greenway and dedicated off-street trail forms a major connection between the neighborhood and the waterfront, Garfield Park and Capitol Hill. The Greenway will pass below the freeway ramps at 11th Street to reach the East M Street waterfront park.
- *Marine Barracks Playing Fields* - these active playfields will provide a publicly accessible neighborhood amenity, connected to the Virginia Avenue Greenway.
- *Washington Gas and Florida Rock* - these large mixed-use developments will include significant public areas providing open space and public access to the waterfront from adjoining areas.
- *Neighborhood Parks* - new local parks in the South Capitol Street Gateway area will support the eventual development of residential and mixed-use space.
- *Green Streets* - improvements to landscaping, tree canopy, and sidewalks will make many neighborhood streets more walkable, improving pedestrian access throughout the area and creating links between open spaces.

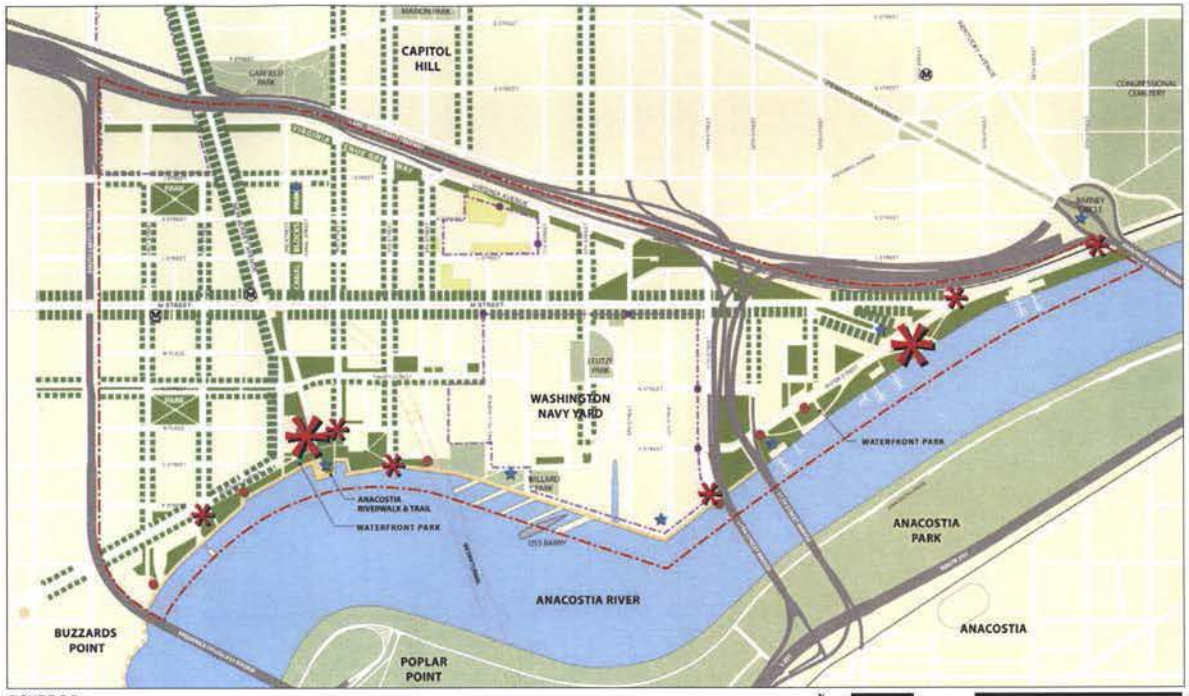


FIGURE 5.5
Open Space Framework



FIGURE 5.6
View West on Virginia Avenue / Proposed Greenway



FIGURE 5.7
Willard Park at the Navy Yard Waterfront

LEGEND
Open Space Framework

- Existing Open Space
- Proposed Open Space
- Proposed Semi-Public Open Spaces
- Street Corridor
- Major Waterfront Gateway
- Minor Waterfront Gateway
- NCPC Memorial Site
- Security Fence / Restricted Access

DRAFT

Trail System

A number of significant citywide and regional trail systems will pass through the Near Southeast. An integrated trail plan ties the area into these systems while creating better access within the Neighborhood. Trail facilities are related to the Open Space Framework, in order to provide connections between parks and open spaces. Trails will include a number of dedicated off-street bikeways, and will be supplemented by the addition of on-street bike lanes.

Key elements of the Trail System include:

- *Anacostia Riverwalk and Trail* - a central element of the Anacostia Waterfront Initiative, the Riverwalk will provide continuous waterfront access on both sides of the Anacostia, connect to existing neighborhoods and parks, and be varied in character to match its surroundings, such as urban or natural areas.
- *East Coast Greenway* - a 2,600 mile multi-modal trail network planned to link East Coast cities from Maine to Florida, the East Coast Greenway will pass through the Near Southeast, paralleling the Riverwalk to the SEFC Waterfront Park, and there turning inland to follow the Canal Blocks and New Jersey Avenue to the US Capitol and the National Mall.
- *Virginia Avenue Greenway* - utilizing the existing Virginia Avenue right-of-way, this greenway will provide an off-street trail linking the East M Street waterfront with the Capper-Carrollsburg HOPE VI housing, Capitol Hill to the north, and Garfield Park.
- *Potomac Heritage National Scenic Trail* - this trail system will connect the Chesapeake Bay and the Laurel Highlands of western Pennsylvania, in a corridor encompassing the Nation's capital and a variety of landscapes. The PHNSC is being used by Pennsylvania, Virginia, Maryland and the District of Columbia to develop and make connections among trails, historic sites and a range of recreational and educatonal opportunites. The Anacostia Riverwalk and Trail will extend the PHNST by connecting the recreational and cultural opportunities along the Anacostia River to the Potomac, the C&O Canal and the Mount Vernon Trail.
- *On-Street Bicycle Facilities* - new bike lanes on Near Southeast streets will allow multi-modal transportation throughout the neighborhood. These will include I, M, N and P streets running east-west, and South Capitol Street, New Jersey Avenue, 1st, 3rd,4th, 7th and 8th Streets running north-south.

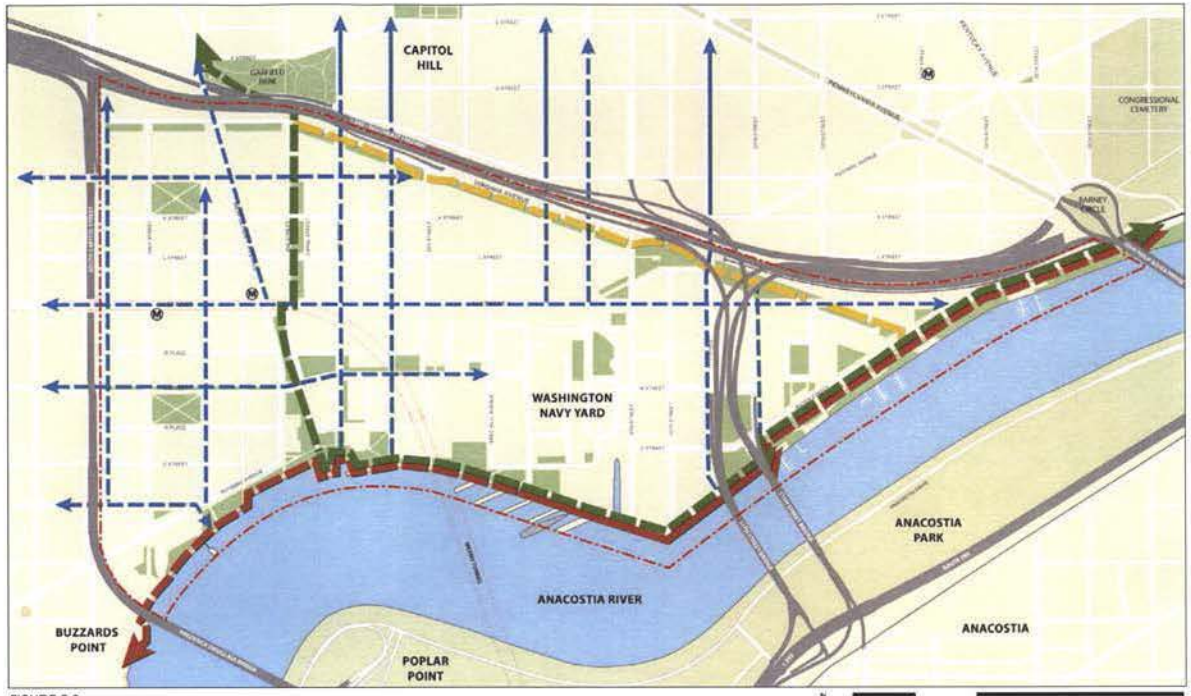


FIGURE 5.8
Trail System



FIGURE 5.9
RiverWalk at Navy Yard



FIGURE 5.10
Waterfront Promenade and Trail in Chicago, Illinois

LEGEND
Trail System Plan

Off-Street Route	On-Street Route
Virginia Ave. Greenway	Bike Lane (proposed)
East Coast Greenway	Bike Lane (completed)
Anacostia Riverwalk & Trail (proposed)	
Anacostia Riverwalk & Trail (completed)	

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Proposed Land Use

The proposed land use for the Near Southeast includes a significant increase in residential density, concentrated primarily in the SEFC, South Capitol, Canal Blocks, and Capper-Carrollsburg HOPE VI areas, with additional units in the East M Street and 8th Street areas. Office development, combined with street-level retail, will continue to be encouraged along the M Street Corridor, and in the East M Street, Canal Blocks, and South Capitol Gateway areas. The Framework calls for an overall increase in retail space, which will serve both the growing residential and office community in the neighborhood. As the neighborhood continues to grow, the percentage of land occupied by surface parking should diminish as public space acreage and private development increases.

Specific target goals include:

- Increase the amount of public open space in the Near Southeast by over 300%, for a total of 60 acres;
- New construction to provide over 4,000 additional residential units;
- Encourage the growth of up to 14 million additional square feet of office space;
- Support the development of up to 750,000 square feet of retail space.

As the Near Southeast continues to grow and uses diversify, building type and density patterns must reflect the goals laid out in the Urban Design Framework. Generous building set-backs and configurations that retain important view sheds will encourage pedestrian activity and retain a neighborhood feel in the Near Southeast. Building heights, uses and design should be varied and incorporated into the overall fabric of the developing neighborhood.

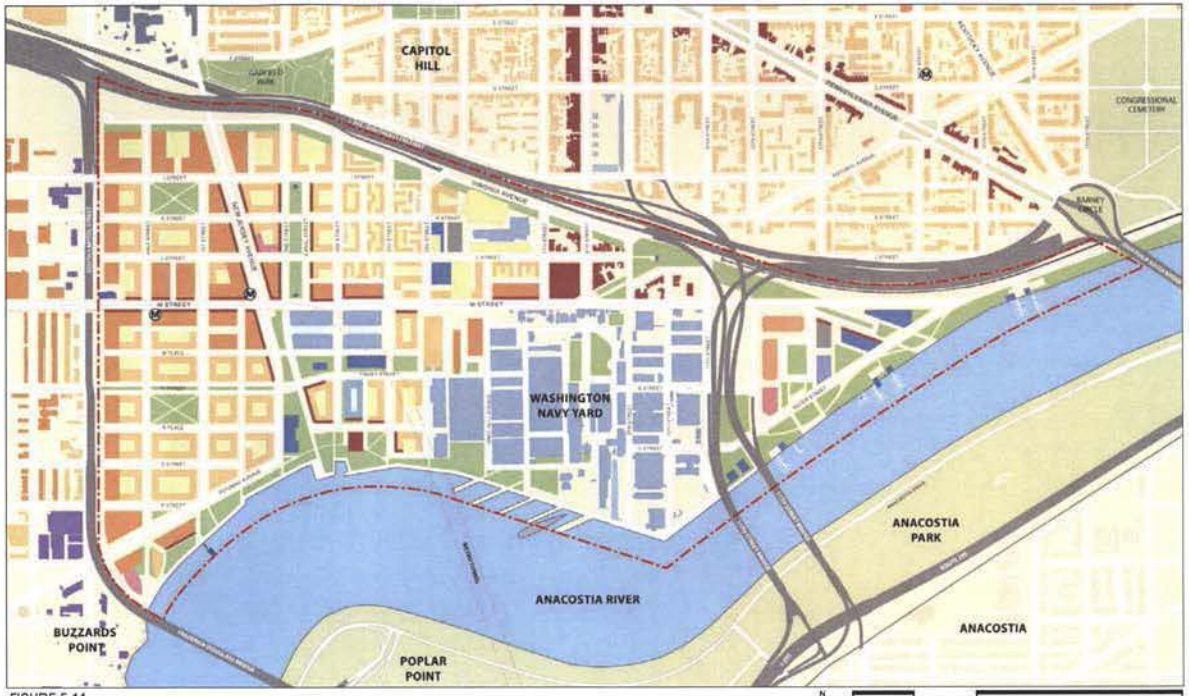


FIGURE 5.11
Proposed Land Use



FIGURE 5.12
Commerial Office Development on M Street



FIGURE 5.13
Proposed Capper-Carrollsburg HOPE VI Housing

LEGEND
Proposed Land Use

- Retail
- Commercial
- Residential
- Hotel
- Federal
- Utilities
- Manufacturing
- Parking
- Open Space
- Institutional/ Community

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Target Area Developments: Southeast Federal Center

Framework Design Issues

The 55-acre SEFC is the largest single redevelopment in the Near Southeast. Located between a large residential community and the waterfront, the project will dramatically improve public access to the Anacostia River, while creating a dense new mixed-use neighborhood. The key urban design aspects of the SEFC include:

- Extension of the L'Enfant street grid through the site for public circulation and waterfront access, including New Jersey Avenue, 3rd and 4th Streets, Tingey and N Streets, and others. This will allow the site to be integrated with its surroundings and provide a strong framework for development sites.
- Creation of a 5-acre waterfront park that will be a central element of the Anacostia Riverwalk and a destination for residents, employees, and visitors. New Jersey Avenue and the Canal Blocks Park should be linked to the waterfront park by an open space corridor, forming a grand gateway to the river.
- Adaptive reuse of notable historic structures on the site for residential, retail and cultural uses, to create visual landmarks and tie the development to the unique history of the Near Southeast.
- Integration of the site plan with anticipated improvements to the WASA property, recognizing the role of the Pumping Station as a visual landmark and the extension of the street grid to the river.

Next Steps

As a result of the SEFC Public-Private Redevelopment Act, the site is reverting to private ownership and will therefore be subject to District zoning regulations. Future zoning should only allow for development plans that advance the vision of the Urban Design Framework.

- The District should work with the private developer selected through the SEFC Request for Proposal (RFP) Process to ensure that mixed-use development is incorporated throughout the site, and that the goals of the Urban Design Framework are reflected in the plan.
- A design competition should be conducted for the waterfront park. Other site development should provide and enhance connections to the waterfront through the SEFC site.

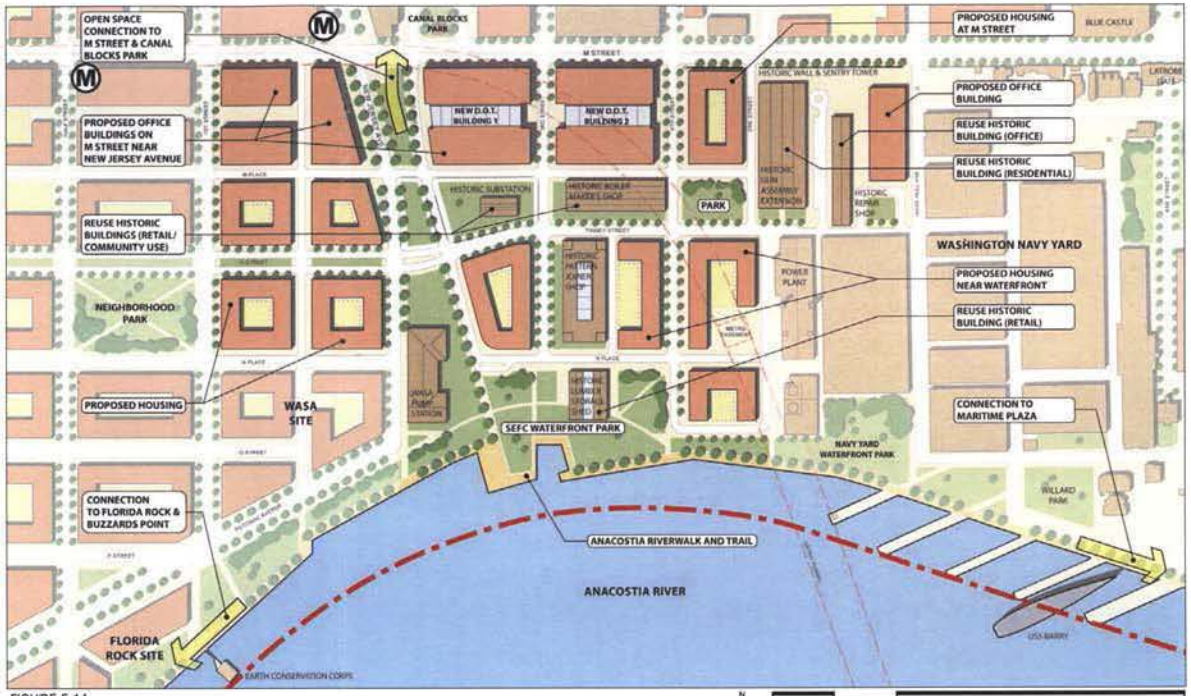


FIGURE 5.14
Southeast Federal Center



FIGURE 5.15
View towards Historic Electric Substation



FIGURE 5.16
Historic Boiler Maker's Shop



FIGURE 5.17
View to Waterfront with Historic Structures

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Target Area Developments: East M Street / Washington Gas Site

Framework Design Issues

Although currently isolated from its surroundings, the East M Street area will form the juncture of the Riverwalk, M Street and the Virginia Avenue Greenway, ensuring greater visibility and access. The elevated topography provides sweeping river views, and the creation of a pastoral waterfront park will make the area a recreational destination. The key urban design issues include:

- The development of Virginia Avenue as a gateway to the river, including a dramatic plaza at the terminus of the Virginia Avenue Greenway, and provison for public steps or other access to the waterfront park below.
- Creation of a large waterfront park bordered by an improved Water Street, recovering green space and public waterfront access from existing parking lots and other inappropriate uses, and providing a setting for an improved "Boathouse Row."
- Inclusion of public open space on the Washington Gas site which makes a strong connection to the waterfront park, providing access and movement through the site from M Street.
- Careful integration of parking garages and surface lots, to avoid impacting public spaces and views.

Next Steps

As the Maritime Plaza development on the former Washington Gas Site proceeds into additional phases and the Stewart Petroleum site is developed, it is crucial that the Zoning Commission enforces the goals of the Urban Design Framework at this key waterfront location.

- The District should ensure that new development at Maritime Plaza includes a mix of uses in addition to the existing office space, that parking is carefully integrated, and that public access is provided into and through the site.
- The District should work with private developers, the Department of Transportation, and the National Park Service to ensure that the terminus of Virginia Avenue has an active mix of uses on both sides and is connected to the waterfront park and Riverwalk.



FIGURE 5.18
Washington Gas Site from the South

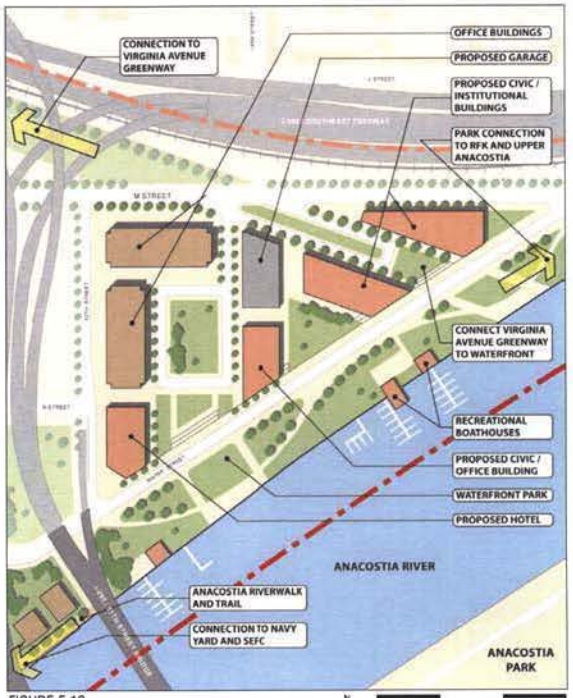


FIGURE 5.19
Washington Gas Site



FIGURE 5.20
View along M Street looking West



FIGURE 5.21
Current Use of Waterfront for Parking



FIGURE 5.22
View Across the Anacostia River

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Target Area Developments: Canal Blocks

Framework Design Issues

The proposed Canal Blocks Park will become a central public open space for the surrounding residential and mixed-use areas. Development around the park should maximize this opportunity, while creating a strong setting for the green space. Key urban design issues include:

- Creation of an attractive, neighborhood-oriented park that will provide a strong identity and sense of place for the community, and a memorable address for the surrounding buildings.
- Mixed-use development, including dense residential, commercial and retail, and including active uses facing the park that relate to neighborhood needs.
- Establishment of a coherent massing and design approach for the surrounding buildings to create a strong visual setting for the park.
- Creating linkages to surrounding areas including Garfield Park, the SEFC Waterfront Park, and to the west, including the connection of I Street between 2nd Street and New Jersey Avenue.

Next Steps

The Planned Unit Development (PUD) process can provide a means of coordinating and guiding development in the Canal Blocks area.

- Through the PUD process, the District should work with Canal Blocks area developers to incorporate mixed-use, ground floor retail facing the park, and the integrated design of facades and streetscape. In exchange the process can allow for flexibility in density limits, building height and other aspects.
- The District should conduct a design competition for the design of the Canal Blocks Park. Parameters for the competition should be informed by the Near Southeast Urban Design Framework.
- The District should work with the private developers and the local community to determine an ownership and management strategy for the Canal Blocks Park that will allow for public access, provide for its ongoing maintenance, and for the operation of any public facilties in the park.



FIGURE 5.23
Canal Blocks Site from the South



FIGURE 5.25
Sketch of HOPE VI Development at Canal Blocks Park

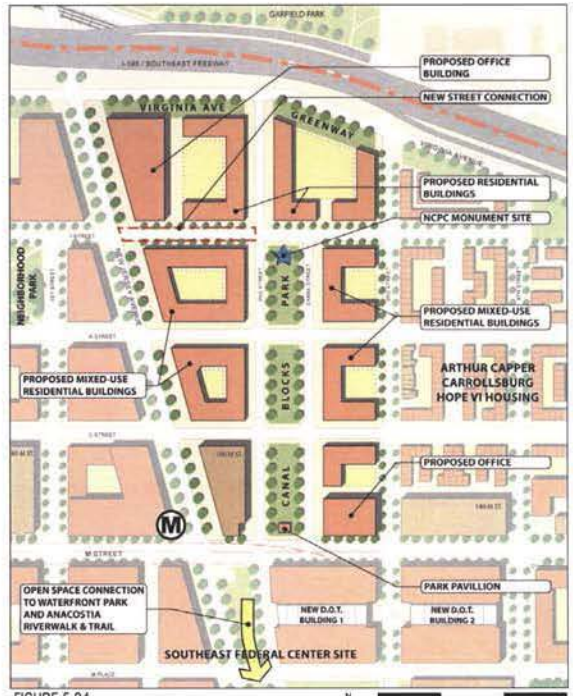


FIGURE 5.24
Canal Blocks Site



FIGURE 5.26
View along Canal Street

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Target Area Developments: Florida Rock Site

Framework Design Issues

The Florida Rock site is located at a gateway to the Near Southeast and the central city from the Frederick Douglass Bridge. The development of this site will play an important role in the future improvement of the South Capitol Street Corridor, as well as the creation of the Anacostia Riverwalk and surrounding public spaces. Key urban design issues for the site include:

- Provision for a generously sized and landscaped riverfront public open space as part of the Anacostia Riverwalk and Trail, with continuous water edge access.
- Inclusion of key view corridors and public access through the site at Half and 1st Streets.
- Creation of a mixed-use development including residential, hotel, office, and retail.
- Integration of the site plan with the future redevelopment of the WASA property, including the extension of Potomac Avenue east to the SEFC site.

Next Steps

The District should work with the developer of the Florida Rock site to ensure that the design, density and mix of uses on the site reflects the principles of the Urban Design Framework.

- The PUD process will allow flexibility in site planning in exchange for compliance with the goals of the Urban Design Framework for the Near Southeast. Specifically, the District may permit increased heights and densities in some areas in exchange for including a substantial residential component, generous public access through the site and along the waterfront, and frequent views through the site from the adjacent neighborhood to the water.

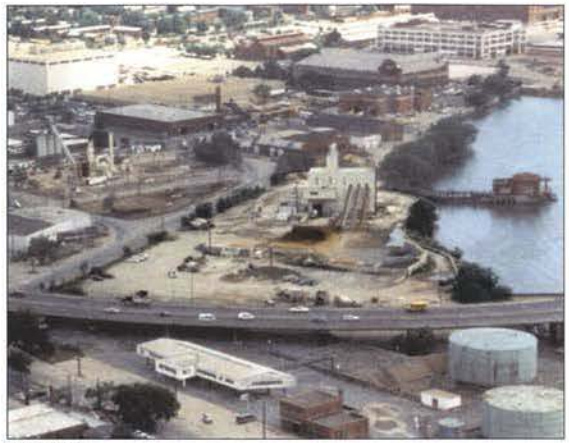


FIGURE 5.27
Florida Rock Site from the Southwest



FIGURE 5.29
New Seawall at Florida Rock Site



FIGURE 5.28
Florida Rock Site

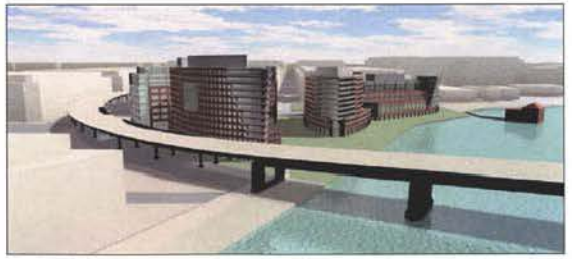


FIGURE 5.30
Rendering of Proposed Development

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6. Next Steps

The Vision

The Near Southeast is an area experiencing incredible change. The primary purpose of the Near Southeast Urban Design Framework is to ensure that during this period of unprecedented activity and heightened investment, the area develops as an interconnected and livable place. The Urban Design Framework provides a vision for the comprehensive transformation of what is largely underutilized space into a vibrant mixed-use urban neighborhood. This transformation is a multi-faceted, complex process during which multiple policy objectives must be balanced and collaboration between public and private sectors is crucial.

The Urban Design Framework should be used by the District as a guide for its regulatory actions and procurement of financing. This will ensure that the private development occurring now and in the future in the Near Southeast contributes to the creation of a vibrant, connected, mixed-use urban waterfront neighborhood in the Near Southeast. Under the District's leadership, the Near Southeast can be transformed into such a neighborhood- which would include a net increase of 41 acres of public open space, 4,200 residential units, 13,650,000 square feet of office space, and 700,000 square feet of retail space.

Near Southeast Development Timeline

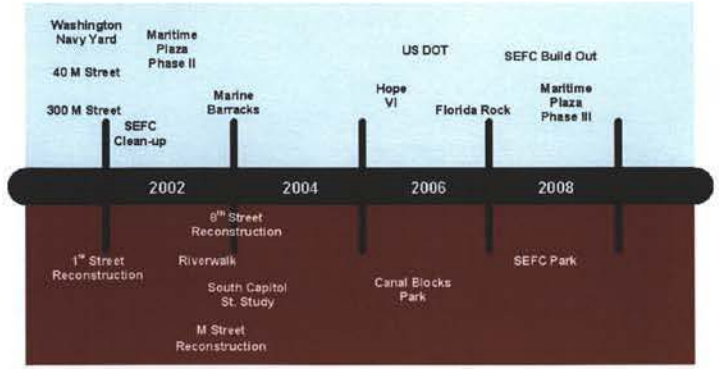
A number of development projects and infrastructure improvements are already completed or currently underway in the Near Southeast, while others are well into the planning stages. The Near Southeast Development timeline demonstrates the level of activity occurring in the study area, and the need for a cohesive vision that will tie these many projects together.

TABLE 6.A
Impact of Near Southeast Framework Plan

note: land areas are approximate

Near Southeast Land Use	Land Area (Acres)	Parcel Area (Acres)	Street Area (Acres)	Open Space Area (Acres)	Residential Units	Number of Residents	Office Area (SF)	Number of Employees	Commercial / Retail Area (SF)
Existing Conditions	378	257	102	19	860	1,850	3,150,000	18,600	45,000
Near Southeast Framework	378	176	142	60	5,095	11,200	16,800,000	96,500	750,000
Net Increase/ Decrease	no change	-81	+40	+41	+4,235	+9,350	+13,650,000	+77,900	+705,000

Expected Completion of Development Projects (Funds Committed)



Expected Completion of Planning Actions and Infrastructure Improvements

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Role of the District

The District is at a crucial juncture in the Near Southeast. A number of large development projects are proposed or under construction that could drastically change the face of the neighborhood, including the Southeast Federal Center build-out, the Maritime Plaza project at the Washington Gas site, the development projects surrounding the Canal Blocks, the development at Florida Rock, and the growing number of commercial buildings along the M Street Corridor. In order for the Near Southeast to develop as a cohesive neighborhood, the District must ensure that these proposed developments are compatible with the vision of the Urban Design Framework.

The District has two primary methods at its disposal for ensuring this vision:

- **Zoning**: Existing land use in the Near Southeast is predominately commercial and industrial, with little street-level interface or sense of neighborhood life. The vision for an active and pedestrian-friendly urban neighborhood in the Framework can only be achieved through zoning that requires mixed-use, street-friendly development projects. The District has several options for enforcing such development through intelligent zoning decisions, some which are discussed in the following section.

- **Financing:** In order to create a framework of public space that will act as the key uniting force for the Near Southeast neighborhood, a significant investment of public funds will be required. While in certain scenarios the private sector could be responsible for some of the capital costs associated with park development, it is unrealistic to expect it to fund all of the public space development and improvements required. The District will need to employ a number of creative financing methods to ensure that a funding pool exists to create these important public spaces. Some potential methods for securing these funds are outlined later in this chapter.

Zoning

Although a large portion of the land in the Near Southeast is controlled by the federal government, and therefore not subject to current District zoning categories and restrictions, there are a number of key areas where the District will be required to enforce zoning regulations that will further the creation of the Near Southeast Neighborhood envisioned in the Urban Design Framework.

- **Capitol Gateway**: The creation of the Capitol Gateway Overlay District in 2002 reinforced the District's goal of encouraging mixed-use development through providing specific FAR incentives for the inclusion of residential uses in the area. The Zoning Commission must ensure that proposed development projects in the Capitol Gateway Overlay District adhere to these standards. Similar overlay districts could be considered for other areas in the Near Southeast.

- **Southeast Federal Center:** As a result of the SEFC Public-Private Redevelopment Act, the 55-acre SEFC site will revert to private ownership and thus be subject to District zoning regulations. The District must zone this area, and only approve development plans that forward the vision in the Urban Design Framework, including mixed-use development, public waterfront access, and street-friendly retail along M Street.

- **East M Street/Washington Gas Site:** As the Maritime Plaza office development on the former Washington Gas Site proceeds into its second and third phases, it is crucial that the Zoning Commission enforces the goals laid out in the Urban Design Framework on this key waterfront location. The Maritime Plaza site should include a mix of uses in addition to the existing office space. The substantial parking requirements on the site should be carefully integrated with the siteplan, and new and existing office buildings should include street-level retail to both cater to employees and to the growing residential population in the Near Southeast. The public spaces, view corridors, and orientation of buildings on this site should reflect the site's special location overlooking the Anacostia River, and the terminus of Virginia Avenue should be celebrated by an active mix of uses on all sides.

- **Florida Rock**: The Florida Rock site is in many ways a gateway to the Near Southeast neighborhood, both from the water and South Capitol Street. The design, density and use of this site must reflect the envisioned character of the Near Southeast as an active, mixed-use waterfront neighborhood. The site should be zoned to include substantial residential density, open views from the water and Anacostia Riverwalk through to the neighborhood, and public access to the water.

- **Planned Unit Development (PUD):** Through the PUD process, the District can work with individual developers to allow greater flexibility in site planning, building design, and total density in exchange for an overall development program that complements the vision of the Urban Design Framework. This flexibility can permit the developer to work with the District to incorporate amenities in the project that exceed those that could have been achieved under the general zoning regulations. The significant PUD projects include Florida Rock, U.S. Department of Transportation, Arthur Capper / Carrollsburg HOPE VI, and the Canal Blocks area.

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Neighborhood Investment

Costs

The changes occurring and envisioned in the Near Southeast will require a significant investment of public and private funds. The investment of public dollars in infrastructure and streetscape improvements and in the development of open space will spur further private investment, and support the type of private development projects that forward the vision of the Urban Design Framework.

Public funds already committed to infrastructure, streetscape improvements, and the development of open space in the Near Southeast total over $600 million.

Further public costs associated with the Near Southeast Urban Design Framework include the Canal Blocks Park, the SEFC Park, the WASA adaptive re-use, and SEFC street and utility improvements. These additional investments will total over $70 million.

- **Canal Blocks Park:** The capital costs for the development of this five and a half-acre park will be between $9 million and $12 million.

- **SEFC Park**: The series of parks envisioned as a component of the development program planned for the SEFC could range in size from six to ten acres. The cost for the construction of these parks will be between $10 million and $20 million.

- **WASA**: This is a 10-year interim improvement project to the Main and O Street Pumping facilities in order to improve functional operations of the building. Preliminary estimated cost of the project is $58M and includes sitework which will improve the visual appearance of the site surrounding the pump station as well as the rehabilitation of the historic structure itself.

- **SEFC Streets and Utilities**: In the full build out of the Southeast Federal Center site as proposed in the Near Southeast Urban Design Framework, street reconstruction will cost approximately $2.8 million, sidewalk reconstruction will cost approximately $15.7 million, and utilities will cost approximately $20.1 million. Total required investment in the site's street and utility improvements will be approximately $40 million.

TABLE 6.B
Neighborhood Investment

Project	District/ Federal Investment Committed
Washington Navy Yard Reinvestment	$400.0 million
SEFC Public-Private Redevelopment Act	$30.0 million
Capper-Carrollsburg HOPE VI Grant	$35.0 million
District Contribution to HOPE VI	$28.0 million
Marine Barracks Construction	$35.0 million
Riverwalk Demonstration Trails	$0.4 million
WASA Main & O Pump Station Rehabilitation	$58.0 million
Barracks Row Reconstruction	$7.6 million
South Capitol Street Gateway Study	$0.5 million
M Street Reconstruction	$4.0 million
1st Street Reconstruction	$0.9 million
8th Street SE Reconstruction	$7.6 million
TOTAL	**$600 million**

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Financing Infrastructure Improvements

There are a range of options for financing the infrastructure improvements and the development of the open spaces outlined in the Urban Design Framework. It is most likely that both private and public funds will be necessary, which could be secured and dedicated through some combination of the following methods:

- Full private responsibility for infrastructure improvements required for individual site development (relevant for large sites such as the Canal Blocks and SEFC).
- Private ownership and maintenance of parks and public spaces.
- Private ownership of newly developed streets, allowing public access through permanent easements.
- Dedicated and publicly owned parks and open space supported by Common Area Maintenance payments.
- District issuance of tax-exempt municipal bonds. A Tax Increment Financing (TIF) district could be established to help fund the payment of these bonds.

Each of these various methods have benefits and drawbacks which the District must weigh carefully.

Projected Benefits

Private investment in projects planned for development in the Near Southeast between 2000 and 2005 totals over one billion dollars. Combined with Federal and District investment in the Near Southeast, this significant investment will result in the creation of over 4,900 residential units, 67,000 new jobs, 750,000 square feet of retail space, and significantly increased tax revenue to the District.

Creating Community Capacity

Over 99% of the 1,850 residents currently living in the Near Southeast live in D.C. Housing Authority public housing, with the balance living in Officers' quarters on the Washington Navy Yard. The lack of home-ownership in the project area creates a significant obstacle to the building and sustaining of community organizations. People who own homes in a neighborhood have a long-term investment in its health and livability, and for this reason, local residential organizations are often at the forefront of urban planning processes. As the staggering pace of the change and amount of public and private investment in the Near Southeast continues, it is increasingly imperative that the development of local community organizations is encouraged and supported. These organizations will play a crucial role in the future of the Near Southeast as it transforms into a series of connected mixed-use neighborhoods, and the success of the implementation of the goals outlined in the Framework is largely dependent on the strength, commitment, and capacity of local community organizations.

TABLE 6.C
Private Investment Leveraged

Project	Private Investment
20 M Street	$17.0 million
300 M Street	$26.0 million
80 M Street	$25.0 million
250 M Street	$15.0 million
Arthur Capper-Carrollsburg	$365.0 million
Capitol Hill Towers	$105.0 million
Ellen Wilson Housing	$20.0 million
Federal Gateway	$50.0 million
Maritime Plaza Phase I	$30.0 million
Maritime Plaza Phase II	$36.0 million
US DOT Headquarters	$400.0 million
810 Potomac Avenue	$2.2 million
TOTAL	**$1.1 billion**

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Appendix A: Land Use and Densities

Existing Land Use and Densities

As demonstrated in Table A.1, the primary land uses in the project area are mixed industrial and mixed office, much of which is government owned. The Capper Carrollsburg public housing north of M Street includes the only residential units in the project area, and there are few retail uses in the Near Southeast.

Concentrations of office space, industrial uses, and residential units are all tightly clustered, with little overlap in uses or connection between residential and office areas. Open space makes up 11 percent of the total land area in the Southeast, the majority of which is located at the eastern edge of the site at the foot of Anacostia Park. Much of the area's limited open space is also in poor condition and underutilized, and is isolated from residential and office uses.

TABLE A.1
Existing Land Use and Densities

note: land areas are approximate

Neighborhood Sub-Area	Primary Land Use	Land Area (Acres)	Parcel Area (Acres)	Street Area (Acres)	Open Space Area (Acres)	Residential Units	Number of Residents	Office Area (SF)	Number of Employees	Commercial/ Retail Area (SF)
South Capitol Gateway	mixed industrial	85	51	34	0	0	0	350,000	2,000	0
Canal Blocks	mixed industrial	23	7	16	0	0	0	300,000	1,700	5,000
Capper / Carrollsburg HOPE VI	residential	33	21	12	0	850	1,840	350,000	2,000	15,000
U.S. Marine Barracks	vacant	15	6	6	3	0	0	0	0	0
8th Street Historic District	mixed commercial	19	6	10	3	0	0	100,000	600	25,000
East M Street	office / industrial	58	30	21	7	0	0	200,000	1,200	0
Washington Navy Yard	office	76	70	0	6	10	10	1,800,000	10,800	0
Southeast Federal Center	vacant / office	55	55	0	0	0	0	50,000	300	0
WASA	industrial	14	11	3	0	0	0	0	0	0
TOTAL		**378**	**257**	**102**	**19**	**860**	**1,850**	**3,150,000**	**18,600**	**45,000**