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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.

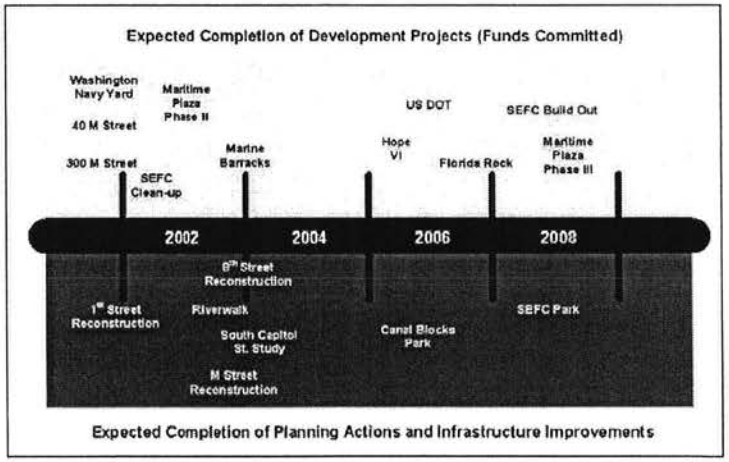
Near Southeast Development Timeline

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



ZONING COMMISSION
District of Columbia
CASE NO.04-07
EXHIBIT NO.17E

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 B: Current Projects and Initiatives

Overview

Added together, the large number of development projects currently proposed, under construction, or recently completed in the Near Southeast represents a dramatic degree of change for the neighborhood. At least 40% of the land area is currently subject to redevelopment. This vast scale of revitalization has been spurred by several coincident public actions, including the Washington Navy Yard reinvestment, which has attracted private office development to the M Street corridor, the Southeast Federal Center Public-Private Redevelopment Act, and the Capper-Carrollsburg HOPE VI grant. Along with numerous smaller projects, these actions have made the neighborhood tremendously attractive for an influx of new public and private investment.

The Near Southeast Urban Design Framework addresses the need to create a comprehensive vision to integrate these diverse projects. Previously, each redevelopment project had been conceived in isolation, within the constraints of its site or project area. The Framework establishes an integrated vision for the neighborhood as a whole, leveraging individual investments and public space improvements for the creation of strong and attractive waterfront neighborhood.

As can be seen in Table B1, public and private investment in development projects in the Near Southeast totals over one billion dollars, and is directly and indirectly linked to the proposed construction of over 3,000 new residential units and the employment of over 15,000 people.

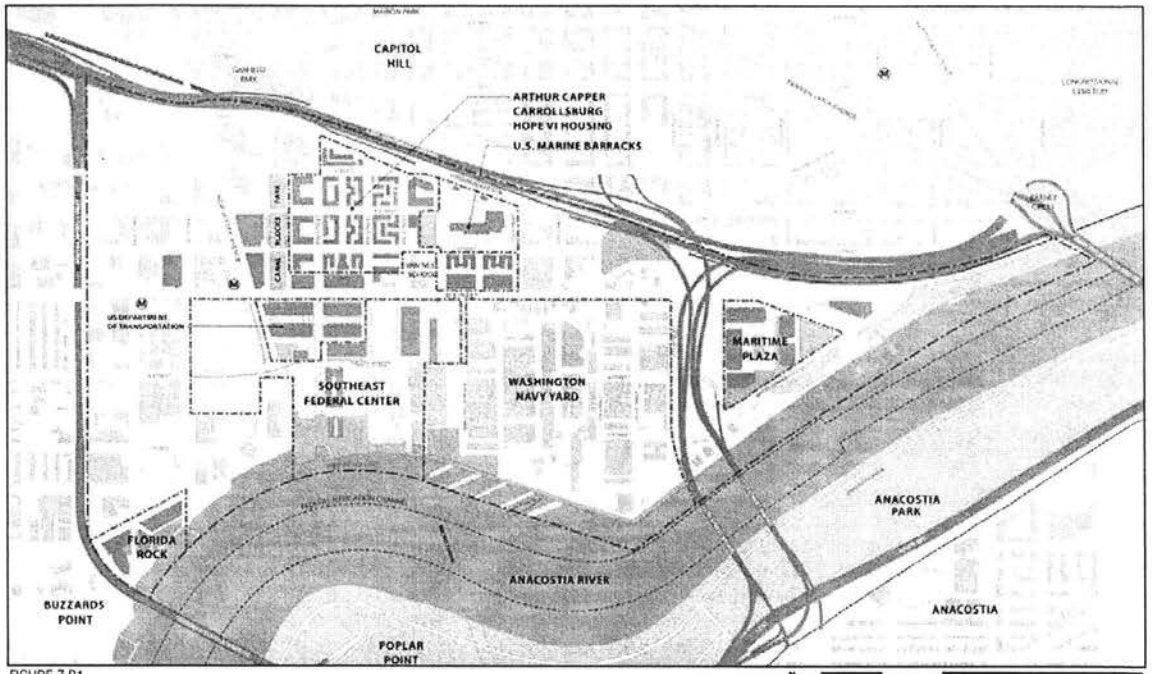


FIGURE 7.B1
Current Projects Plan (projects shown as currently proposed)

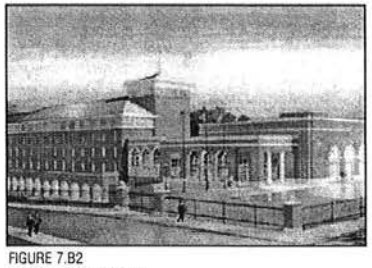


FIGURE 7.B2
US Marine Barracks

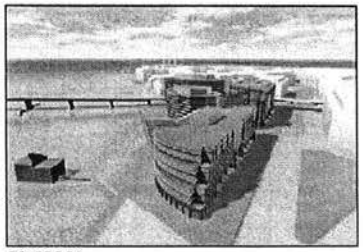


FIGURE 7.B3
Florida Rock Mixed-Use Development

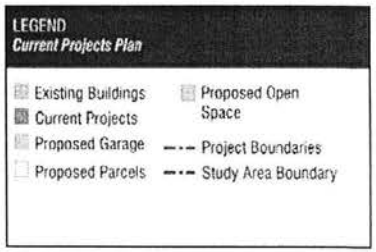


TABLE B.1
Summary of Current Development Projects

	Project	Planning Focus Area	Private Investment	District Investment	Federal Investment	Description	Contribution to Near SE	Status
Public	Washington Navy Yard Reinvestment	Washington Navy Yard	$0	$0	$400,000,000	Restoration of historic structures; consolidating Navy operations in SE	5,000 new employees	Occupied
Public	SEFC Site Clean up	Southeast Federal Center	$0	$0	$30,000,000	Site remediation to prepare for development	Preparation for SEFC Build Out	Underway
Public	Arthur Capper-Carrollsburg Hope VI	Hope VI	$365,000,000	$28,000,000	$35,000,000	New mixed-income housing	1,500 residential units, 75,000 SF retail	Planned
Public	SEFC Build Out	Southeast Federal Center				Construction of 15,000SF Park Boathouse	1,000-2,000 residential units; 5-10,000 new employees	Proposed
Public	Marine Barracks	Marine Barracks	$0	$0	$35,000,000	Housing for 322 Marines and recreation fields	200 Marine units,Public space	Construction
Public	US-DOT Headquarters	Southeast Federal Center	$400,000,000	$0	$0	1.7 million SF Office Building	7,500 federal employees	Planned
Private	801 Potomac Avenue	South Capitol Gateway	$2,200,000	$0	$0	Adaptive Re-use of 35,000 SF office space	180 new employees	Occupied
Private	OARS Community Boathouse	East M Street	$0			Construction of 15,000SF Park Boathouse	Public space	Construction
Private	Federal Gateway	South Capitol Gateway	$50,000,000	$0	$0	325,000 SF office	1,850 new employees	Construction
Private	Washington Post Plant	Canal Blocks		$0	$0	X SF Office	X new employees	Occupied
Private	Capitol Hill Towers	South Capitol Gateway	$105,000,000	$0	$0	440,000 SF mixed-use hotel/residential	200 units hotel, 342 units residential	Planned
Private	Ellen Wilson Housing	South Capitol Gateway	$20,000,000	$0	$0	150,000 SF single-family residential	134 units	Completed
Private	Florida Rock	Buzzard's Point		$0	$0	X SF Office, industrial,residential and hotel	X residential units; X employees	Proposed
Private	Canal Blocks	Canal Blocks		$0	$0	X SF Mixed-use surrounding park	X residential units; X employees; public space	Proposed
Private	100 Jersey Avenue	South Capitol Gateway		$0	$0	X SF Office building	X employees	Occupied
Private	140 M Street	M Street Corridor		$0	$0	X SF Office building	X employees	Occupied
Private	20 M Street	M Street Corridor	$17,000,000	$0	$0	200,000 SF office and retail	970 new employees, 20,000 SF retail	Proposed
Private	80 M Street	M Street Corridor		$0	$0	250,000 SF Office building	1,400 new employees	Occupied
Private	250 M Street	M Street Corridor	$15,000,000	$0	$0	225,000 SF office and retail	970 new employees, 20,000 SF retail	Proposed
Private	300 M Street	M Street Corridor	$26,000,000	$0	$0	281,000 SF office and retail	1,400 new employees, 10,000 SF retail	Occupied
Private	Maritime Plaza Phases I-II	M Street East	$66,000,000	$0	$0	372,000 SF of Office buildings	1,400 new employees, 10,000 SF retail	Partially occupied
Private	Stewart Petroleum Site	M Street East		$0	$0	X SF Mixed-use, predominately residential	X residential units	Proposed
	TOTAL INVESTMENT		**$1,066,200,000**	**$28,000,000**	**$500,000,000**			

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Development Projects

Public and private investment in development projects in the Near Southeast is having a substantial impact on the face of the neighborhood. This time of heightened investment in the Southeast has the potential to add nearly 70,000 new employees to the area and 10,000 new residents. Private investment in the Near Southeast between 1995 and 2010 could total over one billion dollars, an investment which, if properly leveraged and guided by the public sector, will jump-start the growth of a new waterfront mixed-use neighborhood.

The investment of public funds in the Near Southeast goes hand-in-hand with in the infusion of private dollars, and will make the focused growth of a mixed-use neighborhood possible through improvements in infrastructure, enhancement of open spaces, and comprehensive planning processes that acknowledge big-picture and long-term visions for the neighborhood.

Description of Current Projects: Public

- **Washington Navy Yard Reinvestment**
  Funds committed: $400 million
  Over the past 5 years, the Navy has made a significant investment to restore its historic structures and has done so utilizing state-of-the-art sustainable design practices such as low impact development on its waterfront site. By consolidating its operations in the Near Southeast, the Navy has added over 5,000 new employees increasing the Navy Yard's daily population to 10,000 civilian and military personnel.

- **SEFC Public-Private Redevelopment Act**
  Funds Committed: Over $30 million
  Passed by Congress in November 2000, it allows the US General Services Administration (GSA) to develop the Southeast Federal Center (SEFC) site jointly with the private sector. The GSA issued an RFQ in the spring of 2002 and an RFP is due out by the end of 2002. The GSA has completed $30 million in site improvements, including a new sea wall, building demolition and abatement as well as soil remediation, in preparation for site development. The GSA is moving ahead with a goal of bringing the site into compliance with both the Clean Water Act and the Resource Conservation Recovery Act, and completed the construction of the shore line seawall along the SEFC site.

- **Capper-Carrollsburg Hope VI Grant**
  Funds committed: $35 million
  Through the US Department of Housing and Urban Development (HUD) HOPE VI grant, 1,500 housing units will be created in the Near Southeast neighborhood with an unprecedented 1 to 1 replacement of all existing public housing units. This is the highest leveraged HOPE VI in the program's history with a final funding ratio of 9:1, making the total investment over $300M.

- **Marine Barracks Construction**
  Funds committed: $28.6 million
  Scheduled to open in December 2003, the Marine Barracks Annex and Band Support facility is located in the Near Southeast neighborhood. It will house 322 Marines and provide recreation fields that will be open to the community.

- **US-DOT Headquarters Construction**
  Funds committed: $400 million
  The new US Department of Transportation headquarters, to be located at the Southeast Federal Center, includes 1.7 million square feet of office space and will bring an additional 7,500 federal employees to the neighborhood.

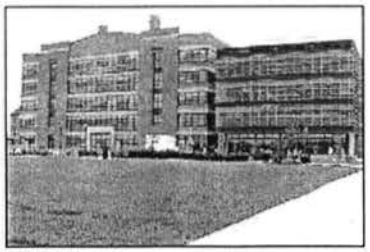


FIGURE 7.B4
Washington Navy Yard



FIGURE 7.B5
Capper/Carrollsburg HOPE VI Housing



FIGURE 7.B6
Southeast Federal Center



FIGURE 7.B7
D.O.T Headquarters

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Description of Current Projects: Private

- **Florida Rock, 100 Potomac Street, SE**
  Florida Rock Properties has made an exciting revision to the development program of this important 3-acre site at the foot of South Capitol Street. The development vision totals approximately one million square feet, consisting of two office buildings, a hotel and a residential apartment tower. The site build-out includes the creation of a pedestrian explanade along the river which will become an important link in the Riverwalk, connecting the Southeast Federal Center to the terminus of the South Capitol Street corridor.

- **100 New Jersey Avenue (Capitol Hill Towers)**
  This site is being developed by Valhal Properties as a combination long-stay hotel and residential apartment building. The project will rise to 130'- the maximum allowed under the 1910 Building Height Act. The hotel is to be managed by the Marriot Courtyard organization.

- **80 M Street**
  80 M Street is a seven-story 268,000 square foot office building on the north side of M Street between Half and 1st Streets, completed by Spaulding & Slye in 2001. The location is often referred to as the Tracks site, after the name of a discoteque that formerly occupied the site. It is directly across the street from the Navy Yard Metro station. The building is occupied by Northrup Grumman and other defense and technology companies.

- **140 M Street (Federal Gateway)**
  This 275,000 sf office building is already occupied and was developed by Spaulding & Slye.

- **300 M Street**
  300 M Street is an eight-story 300,000 square foot office building on the northeast corner of 3rd and M Streets that was completed in 2001. Potomac Investment Properties, Inc. leased the entire building to defense contractors before ground was broken. In addition to the office space, the building includes ancillary retail uses on the ground floor.

- **Washington Gas Site (Maritime Plaza)**
  The Maritime Plaza project at the former Washington Gas site includes 200,000 square feet of constructed office space, currently occupied, with an additional 500,000 square feet of office space and a 200-250 room hotel proposed in the next two phases of the project.

- **Stewart Petroleum Site**
  The plans for this site are in the early stages, but may include 300 units of residential development.



FIGURE 7.B8
80 M Street



FIGURE 7.B9
140 M Street



FIGURE 7.B10
300 M Street

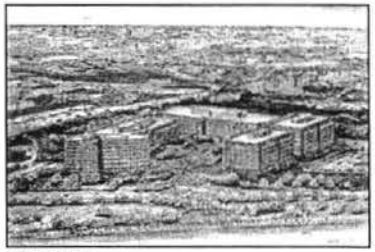


FIGURE 7.B11
Maritime Plaza

Recent Planning Actions and Infrastructure Improvements

Planning Actions

In addition to unprecedented investment in development projects in the Near Southeast, there are a number of planning actions and infrastructure improvements recently completed or proposed in the Study Area. The investment of public funds in streetscape improvements, open space development, and neighborhood planning processes, if done strategically, will support further private development while working towards the Framework vision for the Near Southeast.

Description of Infrastructure Improvements

- **Riverwalk Demonstration Trails**
  Funds committed: $400,000
  The District Department of Transportation (DDOT) has contracted with the Earth Conservation Corps, a non-profit youth service organization, to complete a design/build project of three demonstration trails for the Anacostia Riverwalk and Trail. To be completed by the Spring of 2003, the state-of-the-art , low impact demonstration trails are located at the Matthew Henson Center in Buzzard Point, the Capitol Pumphouse and beneath the 11th Street Bridges.

TABLE B.2
Planning Action and Infrastructure Improvements

Planning / Infrastructure Project	Sub-Area	Investment	Source of Funds	Description	Contribution to Near Southeast	Status
Riverwalk Demonstration Trails	Buzzards Point; WASA; SEFC; Navy Yard; East M Street	$400,000	Federal and District Government (DDOT)	Three demonstration trails for Anacostia Riverwalk	Open space corridor	To be completed spring 2003
WASA Main & O St. Pump Station Rehabilitation	WASA	$58,000,000	District Government (WASA)	Adaptive Re-use of site	Public space	Planning Stage
South Capitol Street Gateway Study	South Capitol Gateway	$500,000	District Government (DDOT, MDOT, DCOP)	Vision plan	Plan for future improvements	Underway
M Street Reconstruction	M Street Corridor	$4,000,000	District Government	Streetscape Improvements	Infrastructure Improvement	Completed
1st Street Reconstruction	South Capitol Gateway	$860,000	District Government	Streetscape Improvements	Infrastructure Improvement	Completed
8th Street SE Reconstruction	8th Street: Washington Navy Yard	$7,600,000	District Government	Streetscape Improvements	Public space	Planned
TOTAL INVESTMENT		**$71,360,000**				



FIGURE 7.B12
Riverwalk at Navy Yard



FIGURE 7.B13
1st Street Reconstruction

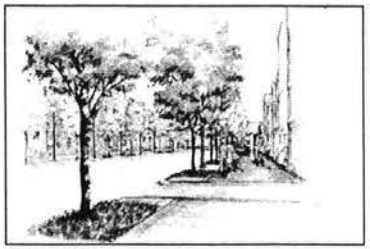


FIGURE 7.B14
8th Street Reconstruction

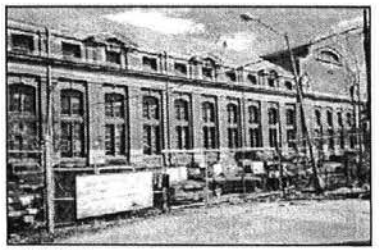


FIGURE 7.B15
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- **M Street Reconstruction**
  Streetscape improvements are underway on M Street between South Capitol and 11th Streets, which will improve the appearance and amenities of the pedestrian environment. There will be complete reconstruction of the sidewalks; extensive street and decorative tree planting; new lighting that reproduces the single and double District streetlight fixtures from the early twentieth century; as well as DC standard benches, bollards, trash cans, bus shelters and phone booths.

  Sidewalks along M Street will be concrete, and most intersections will be accented with pavers. A special plaza will be constructed on the block between 8th and 9th Streets to re-establish the line of the L'Enfant street that was the first Georgia Avenue, and to create a pedestrian-friendly environment across from the principal entrances to the Navy Yard. In addition to this plaza, other civic amenities will be constructed around the Navy Yard Metro entrances. There will be a small plaza on the southeast corner of M and Half Streets and a larger plaza stretching across both sides of M Street at New Jersey Avenue. This will emphasize the principal entrance to the Southeast Federal Center, and reinforce the plan to visually link the view of the Capitol dome with the termination of New Jersey Avenue at the SEFC Waterfront Park.

- **1st Street SE Reconstruction**
  The District Department of Transportation recently reconstructed first street along the western edge of the Southeast Federal Center at a cost of $850,000.

- **8th Street SE Reconstruction**
  The streetscape improvements for 8th Street, SE include new streetlights (the classic Washington Globe) , new trash receptacles, planting beds, cobblestone alleys and brick sidewalks to unify and upgrade the appearance of the street. There will also be new trees- approximately 85 Chinese elms about every 40 feet. These are very attractive trees and they provide a large, shady canopy. Low impact development is achieved through a continuous five-foot-wide strip beside the curb which will collect most of the surface runoff from the wide sidewalks and create a continuous root zone for new street trees to help promote their growth.

- **WASA Main & O Street Pump Station Rehabilitation**
  DC-WASA will be rehabilitating these sewage lift stations. These historic structures will be restored and mechanical improvements will be made to improve pump operations and to introduce odor control measures. The funding for these projects is already accounted for in DC-WASA's capital improvement plan.

- **Light Rail: The Starter Line**
  An integral part of the AWI includes the potential for incorporating a light rail transit corridor on both the east and west sides of the river with connections to existing Metro stations at Minnesota Avenue, Anacostia, Navy Yard and Waterfront. A Transit Development Study developed by the Washington Metropolitan Area Transit Authority (WMATA) has identified a potential Starter Line that would lead from the Southwest Waterfront to M Street SE, across the Anacostia River to the Anacostia and Minnesota Avenue Stations. It is 7.2 miles long and is estimated to cost $310 million. The Starter Line is consistent with the goals of the AWI and achieves the following:

  - Significantly increases access and mobility east of the Anacostia River;
  - Serves existing development and stimulates new development;
  - Takes advantage of possible rail yard locations;
  - Uses existing railroad corridors for almost half of the initial operating segment.



FIGURE 7.B16
The Starter Line Light Rail

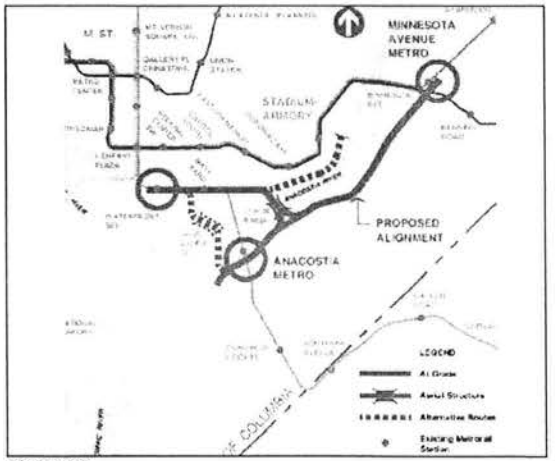


FIGURE 7.B17
The Starter Line Route Map

- **South Capitol Street Gateway Study**
  The South Capitol Street Gateway and Improvement Study will develop plans for the transformation of the South Capitol Street Corridor into a striking gateway to the nation's capital. The gateway will be redesigned in a way that better serves the District, the region and its visitors. The Study will serve as the framework for future transportation and infrastructure investment in the study area.

  The Study will build on the broad principles that underlie the Anacostia Waterfront Initiative, which include improving public access to the waterfront, providing greater continuity in the waterfront open space system and trail network, encouraging economic revitalization, and respecting the Anacostia River as a central element of the city and region.

  The purpose of this study is to produce plans that accomplish the following:

  - Transform the South Capitol Street Corridor into a significant gateway to the Nation's Capital, one that serves the District, the Region and visitors from the nation and the world.
  - Create a great urban boulevard in the tradition of Pennsylvania Avenue and Connecticut Avenue.
  - Support the development of a new mixed-use employment corridor.
  - Provide better access to waterfront areas on both sides of the river, including Poplar Point and Buzzard Point and better serve Historic Anacostia, Near Southeast and Southwest Neighborhoods. Enhance the vitality and safety of the District's roads and the neighborhoods around them by creating great places and destinations for pedestrians and cyclists.

The South Capitol Street Gateway and Improvement Study area boundaries encompass the corridor between the U.S. Capitol Building to the north and the Suitland Parkway to the south, including the Frederick Douglass Bridge. The study area is a corridor, not just a street, and as such, the study includes adjacent sites to New Jersey Avenue, Buzzards Point, the Anacostia waterfront and Howard Road. The South Capitol Street corridor, as defined by the study area, is approximately 3.5 miles in length, has 18 street intersections and carries roughly 60,000 vehicles per day.



FIGURE 7.B18
South Capitol Street



FIGURE 7.B19
South Capitol Street