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# Rail Corridor Redevelopment Washington DC December 11-13, 2006

Advisory  
Services  
Panel





# Special Thanks

- National Capital Planning Commission
- DC Department of Transportation
- DC Office of Planning
- US Department of Homeland Security
- Parsons Brinkerhoff
- Anacostia Waterfront Corporation



# The Panel

- Jim DeFrancia,  
Chair
- Bill Caldwell
- Tom Martens
- Tom Murphy





# About ULI

- Established in 1936.
- Independent nonprofit education and research organization.
- Mission: ULI's mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.
- More than 30,000 members worldwide.
- Representing the entire spectrum of land use and real estate development disciplines.



# ULI Advisory Services

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- Brings the finest expertise in real estate to bear on complex land use, development and public policy issues
- All volunteer panel
- Over 500 ULI-member teams assembled since 1947 to assist sponsors find creative and practical solutions



# The Panel's Assignment

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- Identify market opportunities presented in the rail corridor and surrounding area by segment
- How best to redevelop the rail corridor in a way that enhances its value but also meets the objectives of the Legacy and Anacostia Waterfront Initiative
- What land use and infrastructure strategies need to be considered for this corridor



# The Process

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- Studied Briefing Book
- Briefed by NCPC and City staff
- Toured the project area
- Met with key stakeholders
- Debated the issues and framed recommendations



# Urban Land Institute



## The Existing Railroad



## Advisory Services Panel



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The  
Anacostia  
River

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# Market Opportunity

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# Monumental Core

## Market Potential

## Advisory Services Panel

- The area is a major employment zone and would be attractive for office users, either public or private
- While the submarket has been somewhat soft recently, as the area develops amenities and an identity around those amenities, such as the Southwest Waterfront, it should become more attractive to private tenants, as well as GSA tenants
- The chief value created in the monumental core area is alongside the newly created, decked roadways, which could be placed several feet lower than required if freight were to continue through this section



# Monumental Core cont.

## Market Potential

- Decking over Maryland Avenue will provide some redevelopment opportunities along the roadway, with some existing vacant sites and some underutilized sites fronting the new boulevard
- However, some assemblages to create larger development sites or public participation may be necessary to make the decking financially feasible, particularly where the redevelopment sites are smaller.

## Advisory Services Panel





# Monumental Core cont.

Market  
Potential

- Decking over Maryland Avenue will make it more difficult to eventually lower the roadway to ground level, should the passenger rail be realigned, since the newest projects will be those that most recently constructed decking and therefore most reluctant to removing it.
- Given the unlikelihood of realigning the passenger rail and removal of the decking, the eventual redevelopment of the L'Enfant Plaza area and the end of the useful life of the 10th Street decking in the next few decades will provide an opportunity to lower the height of this roadway to more closely match the other decking in the area, and thereby reducing the feel of the “road to nowhere” that currently exists on 10th Street.

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# Capitol Hill

## Market Potential

- The viability of redevelopment opportunities along the Virginia Avenue tunnel area will be dependent upon the eventual removal of the Southeast Freeway, which according to DDOT will require replacement with a tunnel from I-295 to the I-395. This will enable the creation of a grand boulevard through the lower Capitol Hill area.
- The value again here is created in the areas along the new boulevard. However, given the small-parcel, residential nature of the properties that line the future boulevard, the development of a truly grand boulevard, lined with mixed-use buildings may take several decades to achieve.

## Advisory Services Panel





# Anacostia Waterfront

Market  
Potential

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- Given the existing park nature of the Anacostia Waterfront section, the most viable use of the railroad right-of-way is for additional parkland, increasing access to the river. Moderate density housing could be a viable re-use, but could limit the increased access to the river
- The value created in this section is increased access to the Anacostia Waterfront as well as elimination of the need for trails overpasses over right-of-way



# East of River

Market  
Potential

- The issue in the East of the River section is neighborhood access to the Deanwood and Minnesota Avenue Metro stations. Reducing the required height and length of overpasses, with the removal of freight traffic, will reduce the cost and increase the convenience of connecting Metro stations to areas across the rail lines and Kennilworth Avenue
- This in turn will increase the attractiveness of these areas for higher density, mixed-use development that will take advantage of the proximity to the Metro stations they are currently not well connected to

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# Planning Considerations

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# General Commentary

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Design

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- Freight Railroad Realignment will have a positive impact through redevelopment by re-connecting and strengthening neighborhoods, creating access to key destinations, enhancing view corridors into monumental core and contributing to the development of a world class public waterfront
- Two planning documents *Extending the Legacy* and *The Anacostia Waterfront Initiative*, provide direction for the redevelopment of the corridor



## Five themes that form the armature of *Extending the Legacy*

### Planning & Design

### Advisory Services Panel

- Building on the historic L'Enfant and McMillan plans, which are the foundation of modern Washington
- Unifying the city and the Monumental Core, with the Capitol at the Center
- Using new memorials, museums and other public buildings to stimulate economic development
- Integrating the Potomac and Anacostia rivers into the city's public life and protecting the Mall and the adjacent historic landscape from future buildings
- Developing a comprehensive, flexible and convenient transportation system that eliminates barriers and improves movement within the city.



# AWI Framework Plan Themes

Planning  
&  
Design

- A clean and active river
- Breaking down barriers and gaining access
- A great riverfront park system
- Cultural Destinations of Distinct Character
- Building strong waterfront neighborhoods

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# Monumental Core Segment

Planning  
&  
Design

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- Decking over Maryland Avenue will create grand boulevard with view of the Capitol
- Enhance pedestrian connections and access to adjacent properties
- Create opportunities for redevelopment adjacent parcels

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# Monumental Core Segment

Planning  
&  
Design

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# Capitol Hill Neighborhood Segment

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Design

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- Improve view corridor from South Capitol Street to Capitol by remove elevated freight rail crossing
- Increase probability of transforming SW/SE Freeway from 11th St. SE to South Capitol into Virginia Avenue by removing need for the Rail Tunnel
- Remove barrier that separates neighborhoods to the North and South of corridor enhancing pedestrian and vehicular connections

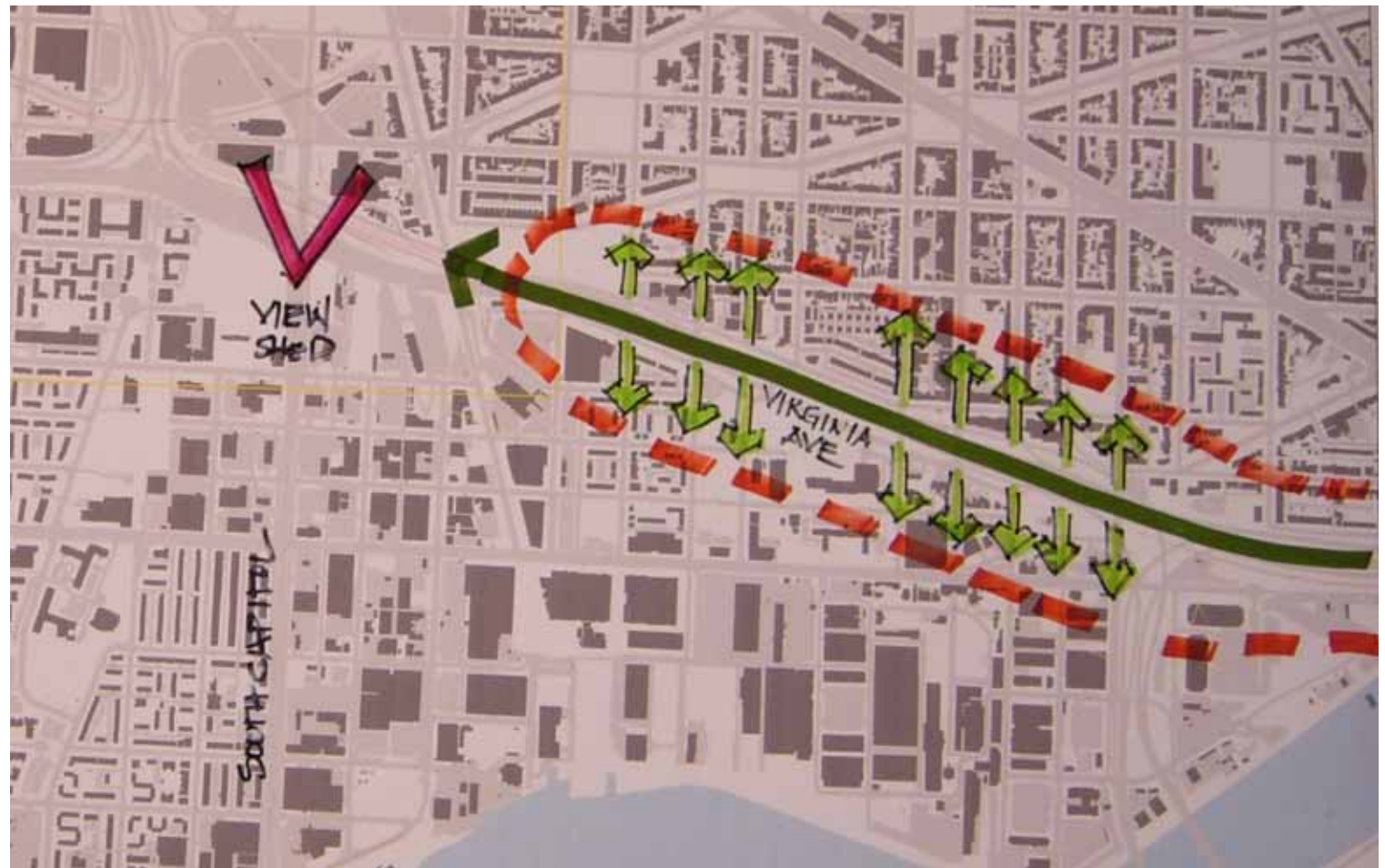
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# Capitol Hill Neighborhood Segment

Planning  
&  
Design

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# Anacostia Waterfront Segment

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- Remove barrier to Anacostia Waterfront from neighborhoods on both the East and West side of river enabling access and creating development opportunities for limited private development and public open space
- Removes barrier at bridge crossing to trails that are currently being constructed along both sides of river
- Provide opportunity for Trolley line planned for Anacostia Neighborhood to continue North into Ward 7

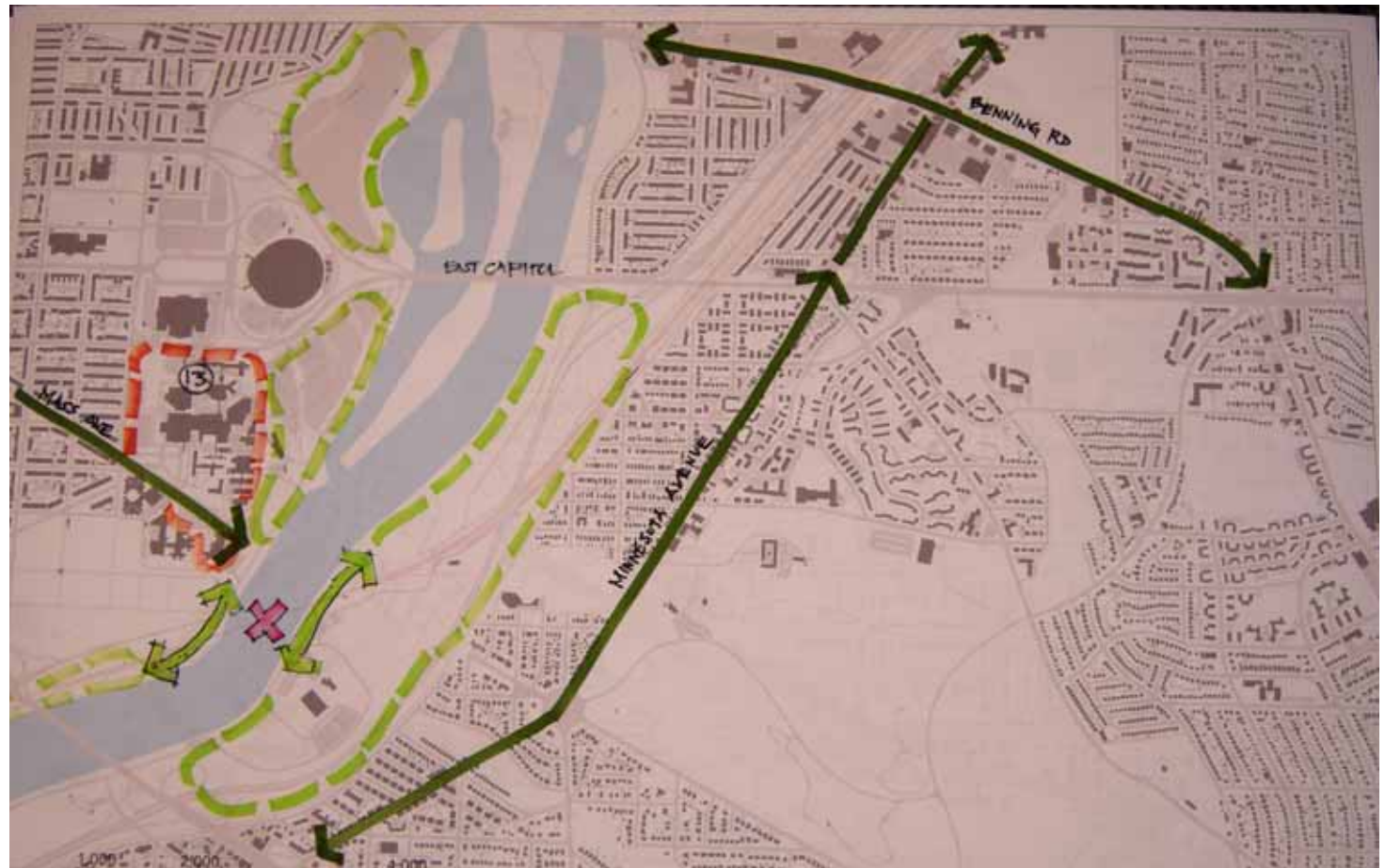
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# Anacostia Waterfront Segment

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Design

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# East of the River Segment

Planning  
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Design

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- Remove barrier to Waterfront and planned public amenities from neighborhoods East of Corridor
- Improve access to Minnesota Avenue and Deanwood Metro Stations, specifically enhancing development at Parkside Development
- Enhance development opportunities for parcels adjacent to corridor
- Ease implementation of planned improvements by DDOT



# East of the River Segment

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# Strategies

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# Implementation

Implementation

- Speaking with one voice



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# Implementation

Implementation

- Anacostia Waterfront: a clear priority



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# Implementation

Implementation

- Stop planning and start doing
  - Education
  - Adoption
  - Leadership

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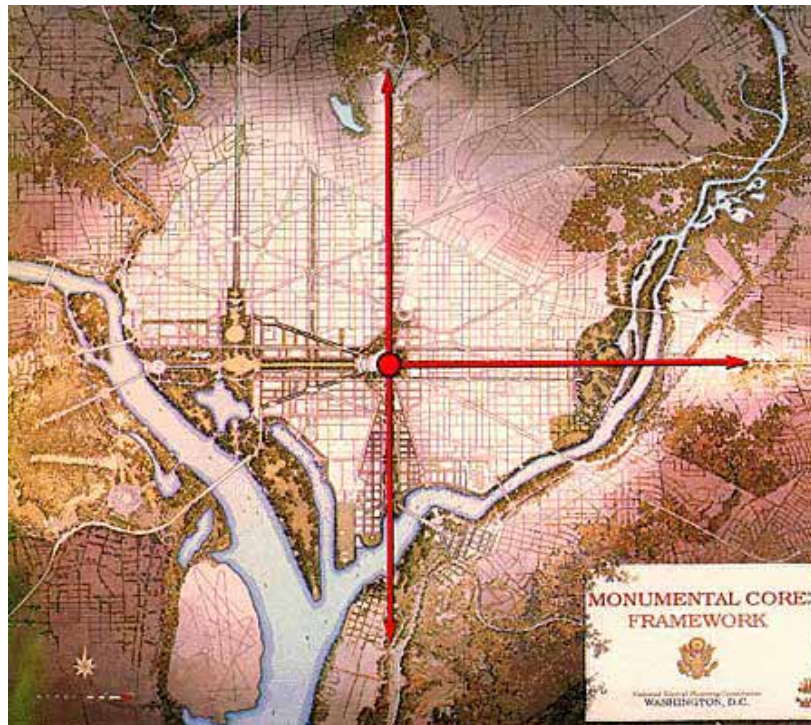


# Implementation

Implementation

- “A Legacy Project”

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*Whose?*



# Implementation

Implementation

- The Anacostia Waterfront Initiative is a great “brand”
- The Railroad Realignment needs to be a critical element in that “brand”

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# Implementation

Implementation

- Public Private Partnerships
- Healthy Residential and Commercial Real Estate Market
- Significant Development Parcels

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# Implementation

Implementation

- Financing
  - Special Financing District (e.g. PA. Keystone Opportunities Zones)
  - TIF
  - Obtain Special Federal Funding

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# Implementation

Implementation

- Focus
- Urgency
- Champions

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# Action

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- ID Lead Entity
- Form Action Group
- Action Plan
  - Consolidated Infrastructure Plan
    - Analysis of \$ and where advantage is gained with abandonment
    - Timing for Projects Does it change?
  - Delineated List of Action Items
    - Where does the Freight Go?
    - Short Term Projects?
    - Longer Term Projects
    - Priority List
- Financing
  - What Partnerships
  - Special Districts
  - Special Funding from Congress

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# Questions?



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