

Arlington County Comprehensive Plan

Arlington County's Comprehensive Plan comprises eight separate plans; General Land Use Plan (GLUP), Master Transportation Plan, Storm Sewer System Plan, Water Supply and Distribution System Plan, Sanitary Sewer Plan, Recycling Program Implementation Plan, Chesapeake Bay Preservation Ordinance, and the Open Space Master Plan. The studies look at several scenarios to improve Arlington County. The GLUP, Master Transportation Plan, and the Chesapeake Bay Preservation Ordinance will be used in the Environmental Impact Statement development process currently underway.

Documents for Arlington Comprehensive Plan

- GLUP
- Master Transportation Plan
- Hiking, Biking and Jogging Trail Update
- Chesapeake Bay Preservation Ordinance

Study: Arlington County Chesapeake Bay Preservation Ordinance

Date: February 2003

Agency: Arlington County

Location: Arlington County; Resource Protection Areas (RPA) and Resource Management Areas (RMA) within Arlington County

Description: This ordinance states the criteria and evaluation of any land disturbance within a RPA or RMA. Any land disturbance in an RPA or land disturbance in excess of 2500 square feet in a RMA needs to have a site plan reviewed by the county manager and have established limits of disturbance.

Key Findings Relevant to 14th Street Study Area:

- Implications for 14th Street include site plans and/or County Approval of any disturbance in the RPA and/or substantial disturbance (>2500 square feet) in the RMA

Study: Arlington County General Land Use Plan

Date: April 27, 2004

Agency: Arlington County

Location: Arlington County

Description: The General Land Use Plan (GLUP) guides Arlington County's growth and development. The plan designates the land use classifications of every parcel in Arlington, as well as, designates areas of special interest for development, re-development and conservation.

Key Findings Relevant to 14th Street Study Area:

- Concentrate high-density residential, commercial and office development within designated Metro Station Areas in the Jefferson Davis Metro Rail Transit Corridors
- Pentagon City has a Phased-Development Site Plan which includes:
 - 1.5 million square feet of office/commercial space
 - 1600 hotel rooms
 - 5450 dwelling units including a nursing and retirement home
 - open space
 - regional shopping facilities

Study: Arlington County Master Transportation Plan - 1986

Date: 1986

Agency: Arlington County

Location: Arlington County

Description: This plan was developed in 1986 and may characteristics of Arlington County have changed. Likewise, the goals and objectives of this plan are very broad-based and vague on implementation. The Transportation Plan lays heavy emphasis on the General Land Use Plan (GLUP) for data and outcomes of all traffic considerations.

Key Findings Relevant to 14th Street Study Area:

- The only relevant data is that there is an updated Hiking, Biking and Jogging Trails section that was completed in 1997

South Capitol Street Corridor Studies

There are a series of studies that address the issues that currently exist along South Capitol Street from Independence Avenue to Martin Luther King, Jr. Avenue. The studies also look at several scenarios to improve transportation patterns and revitalize the area. The documents will be used in the Environmental Impact Statement development process currently underway.

All studies build upon the idea of converting South Capitol Street from an expressway to a grand urban boulevard seen in European cities, increasing the amount of open space with the addition of parks and civic spaces, and construction a new Frederick Douglass Memorial Bridge over the Anacostia River.

Documents for South Capitol Street

- Purpose and Need for the South Capitol Street EIS
- South Capitol Gateway Corridor and Anacostia Access Studies (October 2004)
- South Capitol Street Corridor Washington, D.C. Advisory Services Panel Report (November 10-15, 2003)
- The South Capitol Gateway and Corridor Improvement Study (November 4, 2003)
- South Capitol Urban Design Study (January 2003)

Study: An Advisory Services Panel Report: South Capitol Street Corridor Washington, D.C.

Date: November 10-15, 2003

Agency: Urban Land Institute

Description: This study identifies the areas of potential revitalization within the South Capitol Street Corridor and other areas south of the Capitol. The study divides the area into four quadrants around the intersection of South Capitol Street and M Street and discusses the possibilities within each quadrant of how to use the available land. There is continued discussion of the 3 scenarios for design proposed in earlier South Capitol Street studies.

Key Findings in Relation to 14th Street:

- In-depth discussion of the demographics of the area
- Discussion of available land for development
- Includes an Implementation schedule for projects.

Study: The South Capitol Gateway and Corridor Improvement Study

Date November 4, 2003

Agency: DDOT

Location: The study area runs along South Capitol Street from Independence Avenue to Martin Luther King, Jr. Avenue in Anacostia. The area includes the Frederick Douglass Memorial Bridge, Half Street and New Jersey Avenue.

Description: This study discusses the need for the project and recognizes the problems within the study area. It discusses the historical context of the area as well as its importance to future plans for Washington, D.C.

Key Findings Relevant to the 14th Street Study:

- The study discusses the context of the study in relation to other studies for all of D.C.
- Identifies the problem areas along the corridor and discusses improving the viewshed along South Capitol Street of the U.S. Capitol Building.
- Existing land use is proposed to change along the corridor.
- A tunnel is proposed as part of the plans that will carry I-395 traffic under South Capitol Street to Anacostia.

Study: South Capitol Street Urban Design Study

Date: January 2003

Agencies: National Capitol Planning Commission and D.C. Office of Planning

- Chan Krieger & Associates- Architecture and Urbanization
- Economic Reserve Associates- Economic Development

Location: The study area is along South Capitol Street from Independence Avenue to where it connects to the Suitland Parkway and ends at Martin Luther King, Jr. Avenue.

Description: The study looks at several different scenarios to revitalize the South Capitol Street Corridor and turn the area into a grand urban boulevard and the waterfront into parks and civic locations. The report also discusses existing and future land use, zoning, the need and concepts for a new bridge crossing the Anacostia River and locations for new parks and memorials. The ultimate goal is create open space and create a ceremonial gateway to Monumental Core from the south.

Key findings relevant to the 14th Street Study:

- One scenario includes tunneling under South Capitol Street or Half Street SE to alleviate some of the congestion on South Capitol Street. This scenario is also included as part of the Anacostia Watershed Initiative.
- This study includes the goals for future land use in the area.
- The Appendix includes related studies, existing land use conditions, and scale comparisons to avenues with desired attributes for the corridor

Study: South Capitol Gateway Corridor and Anacostia Access Studies

Date: October 2004

Agency: DDOT

Parsons Brinckerhoff Quade & Douglas, Inc.
Franck Lohsen McCrery, Architects
Justice & Sustainability Associates, L.L.C.
Joseph Passonneau & Partners

Location: Corridor along South Capitol Street including the Southwest and Southeast Corridors of D.C., across the Anacostia River and the Frederick Douglass Memorial Bridge to Suitland Parkway and Martin Luther King, Jr. Avenue.

Description: The studies focus on transportation issues in the corridor, predominately intersections that have low LOS. The studies look at different options for intersections that will help convert South Capitol Street from a freeway to an urban boulevard. The study includes existing conditions of the area as well as projected costs for each project. Additional studies would have to be conducted to select a preferred alternative at each project location. Each potential project summary includes the need and priority for the project as well as related projects.

Key Findings Relevant to 14th Street Study Area:

Near Term Projects set to begin implementation in 2005.

- Project 8: South Capitol Street and M Street
- Project 9: South Capitol Street and I Street
- Project 10: Pedestrian Underpass at I-395 Ramp
- Project 11: E Street Intersections

Connectivity Projects will take several years to design and construct.

- Project 19: South Capitol Street and M Street Intersection
- Project 20: South Capitol Street and K & L Street Intersections
- Project 21: South Capitol Street and I Street Intersection
- Project 22: Washington Avenue
- Project 23: New Jersey Avenue, SE

Replacement Anacostia River Bridge will take several years to design and construct

- Project 24-1: Extradosed (Swing) Bridge
- Project 24-2: Bascule Bridge

Addendum- Ballpark

- The ballpark construction will be completed for Opening Day 2008
- There are transportation projects that will need to be completed before the ballpark is complete.

- The ballpark construction will require additional improvements to area roadways.
- Advance South Capitol Street Construction Opportunities discuss the different options for immediately improving the South Capitol Street, 1st Street SE and other surrounding roadways near the future ballpark.

Addendum- Transit

- This section briefly describes existing and proposed transit services, routes and options.

Study: Air Force Memorial Studies

Date: October 2004

Agency: Air Force Memorial Association

Location: Off of I-395, currently on Columbia Pike, but the final address will be 1 Air Force Memorial Drive, Arlington, Virginia 22204. The monument is located in site distance of the Pentagon, Arlington National Cemetery and adjacent to the Naval Annex.

Description: The Air Force was the only arm of the Armed Forces not represented in the Metropolitan Washington area. Thus, the need for the memorial was realized, the design and location were finalized, and the construction started. The memorial will be finished in September and will be dedicated on Saturday, October, 14, 2006, opening to the public on Sunday, October 15, 2006.

Key Findings Relevant to 14th Street Corridor:

All directions given to the site refer traffic to I-395 South or North, respective to the geography of the traveler, with an exit at Washington Boulevard.

Study: American Veterans Disabled for Life Memorial: Environmental Assessment

Date: June 2005

Agency: National Park Service

Cooperating Agency: National Capital Planning Commission

Location: The site is located at Washington Avenue and 2nd Street SW near the National Mall.

Description: The environmental assessment discusses the impacts the new memorial will have on the surrounding area. The memorial will be on a 1.16 acre triangular piece of land. There are also two smaller

parcels of land that will also be used for supporting services for the memorial. The memorial will consist of a grove of trees, a reflecting pool and a central fire in middle of a water element. There will also be stone and glass walls that will enclose the site and define pathways. The memorial will be completely accessible to disabled visitors.

Key Findings Relevant to the 14th Street Corridor:

- A major portion of the project will be to realign C Street to its original layout in the L'Enfant plan that was changed when the I-395 tunnels were built.
- The EA discusses the land use of the area.
- A description of roads in the area including LOS.
- General Information about Utilities and Infrastructure.
- Increase in area landscaping.
- A discussion of noise and impacts from noise during construction.

Study: Arlington National Cemetery Expansion

Date: 2006

Agency: Arlington National Cemetery

Location: Arlington National Cemetery

Description: Due to increasing need, the Arlington National Cemetery will be expanding a total of 5 and 37 acres to the northwest and the south, respectively. This expansion is not likely to occur until January 2010.

Key Findings Relevant to 14th Street Corridor:

Land transferred from the Navy Annex

26 acres bounded by Columbia Pike to the south and east, Oak Street to the west and the boundary wall of the Arlington National Cemetery to the north including Southgate Road.

8 acres bounded by I-395 to the south, VDOT properties to the west, Columbia Pike to the north and Joyce Street to the east

2.5 acres bounded by I-395 to the south, Joyce Street to the west, Columbia Pike to the north and the cloverleaf interchange of Route 100 and Columbia Pike to the east

Land transferred from Fort Myer, Arlington, Virginia

5 acres bounded by Fort Myer Post Traditional Chapel to the southwest, McNair Road to the northwest, the Vehicle Maintenance Complex to the northeast, and the boundary wall of the Arlington National Cemetery to the southeast

3 acres bounded by the Vehicle Maintenance Complex to the southwest, Jackson Avenue to the northwest, the water pumping station to the northeast, and the boundary wall of the Arlington National Cemetery to the southeast

Study: Anacostia Waterfront Initiative (Executive Summary and Framework Plan)

Date: 2003

Agency: District of Columbia

Location: Along the Potomac and Anacostia waterfronts of DC

Description: The AWI proposes numerous objectives to cleaning up and revitalizing the Anacostia Waterfront area. Emphasis is given to the Anacostia RiverWalk trail system throughout the waterfront. This includes new memorials or monuments, new trails, and new park features. The Southwest Waterfront will be revitalized by closing Water Street and having a new commercial area allowing for a walkable area.

Key Findings Relevant to 14th Street Study Corridor:

- Enhance public access piers off of Water Street Marina
- Increase tour boats to Market Square, off of Water Street Marina
- Suggestion to create a canal through EPP joining the Washington Channel to the Potomac River
- New marina and civic park at the M Street terminus – Washington Channel
- New pedestrian and bike bridge crossing(s) at Washington Channel
- Connect regional traffic from I-395 to I-295 and Suitland Parkway via a new tunnel under South Capitol Street
- A waterfront light-rail system is a future vision
- Make Maine Avenue and M Street new great urban boulevards
- Recommend a high-speed tunnel for South Capitol Street starting just east of the Anacostia River and going under the river to join the I-395 tunnel
- Proposed pedestrian bridge across the Washington Channel – connecting Hains Point to the Southwest Waterfront
- Proposed promenade along the Southwest Waterfront/Washington Channel
- Proposed trail loop connecting the Washington Channel waterfront to other parts of Southwest
- Canal Blocks Park – will occupy 3 blocks along route of historic Washington Canal
- Proposed South Capitol Street Gateway Park where South Capitol terminates at Anacostia River
- Market Square will be located at the NW portion of Southwest; across from 10th Street Overlook and adjacent to the Fish Wharf
- I-395 is considered an imposing transportation route that affects the areas along the Anacostia south of the interstate

Study: Bicycle and Pedestrian Plan for the National Capital Region

Date: July 13, 2006

Agency: National Capital Region Transportation Planning Board

Location: The area includes Washington, D.C., the Maryland counties of Frederick, Montgomery, and Prince George's and the Virginia counties of Arlington, Fairfax, Loudoun and Prince William as well as the Virginia cities of Alexandria, Fairfax, Manassas, and Manassas Park.

Description: The plan details plans to increase pedestrian and bicycle travel throughout the National Capital Region. It includes plans for new trails, shared use paths, and new bike lanes. It also addresses safety issues for pedestrians and bicyclist and outlines the laws that need to be obeyed concerning bicyclist, pedestrian and motorist interaction.

Key Findings Relevant to 14th Street Corridor:

- Old Jefferson Davis Highway/ Mt. Vernon Trail CO – Improve Pedestrian/ Bicycle Bridge
- Route 110 Trail - A new trail from Memorial Drive to Washington Boulevard near the Pentagon
- Boundary Channel Bridge Trails
- Inbound and outbound bicycle count- Over the 14th Street Bridge
- Metro station bicycle and pedestrian access and facilities (bike racks, etc.)

Report: 2005 Defense Base Closure and Realignment Commission Report

Date: September 2005

Prepared by: Defense Base Closure and Realignment Commission

Location: Defense bases throughout the Country.

Description: The Department of Defense released its recommendations for closures and realignments of bases throughout the country. The recommendations were then evaluated by the commission and submitted to the President for approval. The recommendations are based on the ideas of a military transformation and a stable or increasing force structure. The outlook makes major allowances for uncertainties and military transformation.

Key Findings Relevant to 14th Street Bridge Corridor:

- Relocate the PM Acquisition, Logistics, and Technology Enterprise system and services facility at 2511 Jefferson Davis Highway, Arlington, VA to the Program Executive Office, Enterprise Information Systems at Fort Belvoir, VA.

- Consolidating Naval reserve Readiness Command Northeast with Naval Reserve Readiness Command Mid-Atlantic and relocating the consolidating commands from Naval Station Newport, RI and the Washington Navy Yard, Washington, DC to Naval Station Norfolk , VA.
- Co-locate Miscellaneous Air Force Leased Locations and National Guard Headquarters Leased Locations
- Realign Crystal Gateway 1, a leased installation in Arlington, VA by relocating Air Force- Logistics Installations, Air Force-Personnel, Air Force-Operations, and Air Force-Personnel Operations to Andrews Air Force Base, MD.
- Realign Crystal Gateway 2 and Jefferson Plaza 2, leased installations in Arlington, VA, by relocating Air Force-Installations and Logistics to Andrews Air Force Base, MD.
- Realign Crystal Gateway North, a leased installation in Arlington, VA, by relocating Air Force-Installations and Logistics and the Secretary of the Air Force-Financial Management to Andrews Air Force Base, MD.
- Realign Crystal Park 5 and Crystal Plaza 6, leased installations in Arlington, VA, by relocating the Secretary of the Air Force-Administrative Assistant to Andrews Air Force Base, MD.
- Realign Crystal Plaza 5, a leased installation in Arlington, VA, by relocating the Air Force-Chief Information Officer and Air Force-Operations to Andrews Air Force Base, MD.
- Realign Crystal Square 2, a leased installation in Arlington, VA, by relocating Air Force-Personnel and Air Force-Personnel Operations to Andrews Air Force Base, MD.
- Realign Jefferson Plaza-1, Arlington, VA, by relocating the National Guard Bureau Headquarters, the Air National Guard Headquarters, and elements of the Army National Guard Headquarters to the Army National Guard Readiness Center, Arlington, VA, and Andrews Air Force Base, MD.
- Co-locate Defense/Military Department Adjudication Activities
- Realign the Washington Navy Yard Washington, DC, by relocating all components of the Navy Central Adjudication Facility to Fort Meade, MD.
- Realign the Pentagon, Washington, DC, by relocating all components of the Joint Staff Central Adjudication Facility to Fort Meade, MD.
- Co-locate Military Department Investigation Agencies with DoD Counterintelligence and Security Agency
- Close 1919 South Eads Street, and 1801 South Bell Street, leased installations in Arlington, VA; 1340 Braddock Place, a leased installation in Alexandria, VA; and 938 Elkridge Landing, a leased installation in Linthicum, MD. Relocate all components of the Counterintelligence Field Activity (CIFA) and Defense Security Service (DSS) to Marine Corps Base Quantico, VA.
- Realign Crystal Square 2, Crystal Square 4, and 251 18th Street South, leased installations in Arlington, VA; and 6845 and 6856 Deerpath Road, leased installations in Elkridge, MD; 1 World Trade Center, a leased installation in Long Beach, California; 2300 Lake Park Drive, a leased installation in Smyrna, GA; and 2780 Airport Drive, a leased installation in Columbus, OH, by relocating all components of CIFA and DSS to Marine Corps Base Quantico, VA.
- Realign Washington Navy Yard Washington, DC, by relocating the Naval Criminal Investigation Service (NCIS) to Marine Corp Base Quantico, VA.
- Realign the Zachary Taylor Building, a leased installation in Arlington, VA, by relocating the US Army G6/DISC4, the G8/Force Development, the G1/Army Research Institute, the US Army

- Network Enterprise Technology Command, and the Administrative Assistant to the Secretary of the Army (SAAA) to Fort Belvoir, VA.
- Realign Crystal Square 2, a leased installation in Arlington, VA, by relocating US Army National Information Security Assessment Program, the US Army Environmental Policy Institute, and Senior Executive Public Affairs Training to Fort Belvoir, VA.
 - Realign Crystal Gateway 2, a leased installation in Arlington, VA, by relocating the Deputy Under Secretary of the Army - Operations Research to Fort Belvoir, VA.
 - Realign Jefferson Plaza 1 and 2, leased installations in Arlington, VA, by relocating the US Army Office of the Chief Army Reserve, Assistant Secretary of the Army Financial Management and Comptroller/CEAC, the Administrative Assistant to the Secretary of the Army (SAAA), and Chief of Chaplains to Fort Belvoir, VA.
 - Realign Crystal Gateway North, a leased installation in Arlington, VA, by relocating the US Army G3/Army Simulation to Fort Belvoir, VA.
 - Realign Crystal Plaza 5, a leased installation in Arlington, VA, by relocating the US Army Safety Office and OSAA to Fort Belvoir, VA.
 - Realign Crystal Mall 4, a leased installation in Arlington, VA, by relocating the Assistant Secretary of the Army Manpower and Reserve Affairs/Amy Review Board/Equal Opportunity Office to Fort Belvoir, VA.
 - Realign Crystal Gateway 1, a leased installation in Arlington, VA, by relocating US Army Office of Environmental Technology to Fort Belvoir, VA.
 - Co-locate Miscellaneous DoD, Defense Agency and Field Activity Leased Locations
 - Close North Tower at 2800 Crystal Drive, a leased installation in Arlington, VA, by relocating the DoD Inspector General to Fort Belvoir, VA.
 - Realign 400 Army Navy Drive, a leased installation in Arlington, VA, by relocating the Office of the Secretary of Defense, Washington Headquarters Services, and the DoD Inspector General to Fort Belvoir, VA.
 - Realign Crystal Gateway North, a leased installation in Arlington, VA, by relocating the Office of the Secretary of Defense, Washington Headquarters Services, and the DoD Inspector General to Fort Belvoir, VA.
 - Realign Crystal Mall 3, a leased installation in Arlington, VA, by relocating the Office of the Secretary of Defense and the Defense Finance and Accounting Service at Fort Belvoir, VA.
 - Realign Hoffman 1, Crystal Gateway 1, Crystal Gateway 2, Crystal Gateway 3, and the James K. Polk Building, leased installations in Northern VA, by relocating the Office of the Secretary of Defense and Washington Headquarters Services to Fort Belvoir, VA.
 - Realign 1400-1450 South Eads Street, a leased installation in Arlington, VA, by relocating the DoD Inspector General to Fort Belvoir, VA.
 - Realign Crystal Mall 2-3-4 and Skyline 4, leased installations in Northern VA, by relocating Washington Headquarters Services to Fort Belvoir, VA.
 - Co-locate Missile and Space Defense Agencies
 - Realign Federal Office Building 2, Arlington, VA, by relocating a Headquarters Command Center for the Missile Defense Agency to Fort Belvoir, VA, and by relocating all other functions of the Missile Defense Agency, except the Command and Control Battle Management and Communications Directorate, to Redstone Arsenal, AL.
 - Realign Crystal Square 2, a leased installation in Arlington, VA, by relocating all functions of the Missile Defense Agency and the Headquarters component of the USA Space and Missile Defense Command to Redstone Arsenal, AL.
 - Realign Crystal Mall 4, a leased installation in Arlington, VA, by relocating the Headquarters component of the USA Space and Missile Defense Command to Redstone Arsenal, AL.
 - Consolidate Civilian Personnel Offices (CPOs) within each Military Department and the Defense Agencies
 - Realign 2521 Jefferson Davis Hwy, a leased installation in Arlington, VA, by relocating the transactional functions of the Defense Commissary Agency Human Resource Division and the Washington Headquarters Services Civilian Personnel Office to the Defense Logistics Agency, 3990 East Broad Street, Columbus, OH, and consolidating them with the Customer Support Office of the Defense Logistics Agency.
 - Joint Basing
 - Realign Henderson Hall, VA, by relocating the installation management functions to Fort Myer, VA, establishing Joint Base Myer-Henderson Hall, VA.
 - Relocate Army Headquarters and Field Operating Agencies
 - Realign the Zachary Taylor Building, a leased installation in Arlington, VA, by relocating the Army Installation Management Agency headquarters to Fort Sam Houston, TX.
 - Realign Crystal Square 2, a leased installation in Arlington, VA, by relocating the Army HR XXI office to Fort Knox, KY.
 - Relocate Miscellaneous department of Navy Leased Locations
 - Close Crystal Park 3 and Crystal Square 3, leased installations in Arlington, VA, and 214191 Great Mills Road and 21535 Pacific Drive, leased installations in Lexington Park, MD. Relocate all Department of the Navy organizations to DoD owned space in the National Capital Region. Realign Crystal Gateway 3, Crystal Gateway 4, Crystal Mall 2, Crystal Mall 3, Crystal Park 1, Crystal Park 5, Crystal Square 2, 1400-1450 S. Eads Street, and 2300 Clarendon Blvd., all leased installations in Arlington, VA, and any other Department of the Navy occupied leased space in the National Capital Region, by relocating all Department of the Navy organizations to DoD owned space in the National Capital Region. Realign Federal Office Building 2, Arlington, VA, by relocating all Department of the Navy organizations to DoD owned space in the National Capital Region.
 - Defense Intelligence Agency (Classified version identifies specific functions to be moved)
 - Realign Defense Intelligence Analysis Center, Bolling Air Force Base, DC, by relocating select Defense Intelligence Agency intelligence analysis functions to a new facility at Rivanna Station, VA. Realign **Crystal Park 5**, a leased facility in Arlington, VA, by relocating the Defense Intelligence Agency analysis function to the Defense Intelligence Analysis Center, Bolling Air Force Base, DC.
 - National Geospatial-Intelligence Agency Activities
 - Close National Geospatial-Intelligence Agency (NGA) Dalecarlia and Sumner sites, Bethesda, MD; Reston 1, 2 and 3, leased installations in Reston, VA; Newington buildings 8510, 8520, and 8530, Newington, VA; and Building 213 a leased installation at the **South East Federal Center, Washington, DC**. Relocate all functions to a new facility at Fort Belvoir, VA. Realign the National Reconnaissance Office facility, Westfields, VA, by relocating all NGA functions to a new facility at

the Fort Belvoir, VA. Consolidate all NGA National Geospatial-Intelligence College functions on Fort Belvoir into the new facility at Fort Belvoir, VA.

- Co-locate Extramural Research Program Managers
- Close the Office of Naval Research facility, Arlington, VA; the Air Force Office of Scientific Research facility, Arlington, VA; the Army Research Office facilities, Durham, NC, and Arlington, VA; and the Defense Advanced Research Project Agency facility, Arlington, VA. Relocate all functions to the National Naval Medical Center, Bethesda, MD. Realign Fort Belvoir, VA, by relocating the Army Research Office to the National Naval Medical Center, Bethesda, MD. Realign the Defense Threat Reduction Agency Telegraph Road facility, Alexandria, VA, by relocating the Extramural Research Program Management function (except conventional armaments and chemical biological defense research) to the National Naval Medical Center, Bethesda, MD.

Study: Capital Space

Date: 2005

Agency: NCPC

Location: Throughout the District of Columbia

Description: The plan is for DC, NPS and the NCPC to join forces to create a “vision and planning framework for federal and local parks and open space in the District.” This program is to start in early 2006.

Project: Capitol Complex Project

Agency: Architect of the Capitol

Location: The U.S. Capitol grounds encompass the U.S. Capitol building, The U.S. Supreme Court building, the Botanical Garden, Barthodi Park, Library of Congress buildings and all House and Senate office buildings.

Description: There are currently several major projects taking place on the U.S. Capitol grounds. These projects include construction the Capitol Visitor Center, replacing temporary security features around Capitol Square, Senate Office Buildings, House Office Buildings and Library of Congress Buildings, modernization of the U.S. Supreme Court Building, expand the West Refrigeration Plan and utility work. The projects will require road closures around the projects for a limited time.

Project: U.S. Capitol Visitor Center

Agency: Architect of the Capitol

Location: Below the East Capitol Grounds

Description: The new U.S. Capitol Visitor Center will allow for more visitors to visit the Capitol and learn about the building and the proceedings that go inside through exhibits and orientation theaters. Also, the Visitor Center will accommodate the needs of visitors by providing food services, gift shops and comfort services. The building is almost entirely underground as not to take away from the historic landscape of the Capitol Grounds. Major construction on the project began in 2002 and is expected to be completed in 2007

Project: Crystal City/Potomac Yard Transit Improvements

Date: 2006

Agencies: Arlington County, Virginia, City of Alexandria, Virginia, Washington Metropolitan Area Transit Authority (WMATA), Virginia Department of Rail and Public Transportation (DRPT).

Location: A five-mile corridor between the Pentagon and Pentagon City in Arlington County and the Braddock Road Metrorail Station in the City of Alexandria.

Description: The former rail yard Potomac Yard is undergoing extensive development and redevelopment. The area will eventually be a large mixed-use community with offices, residential units, retail space, and hotels. In order to accommodate the large population, Arlington County, the City of Alexandria, WMATA and DRPT are developing a north-south high-capacity transit corridor. Currently, buses travel from the already developed areas in Potomac Yard to the Crystal City Metrorail station nearly a mile away.

The plans for the corridor are scheduled to occur in three phases: short, mid and long term:

Short Term (2 to 3 year time frame):

- First segment of Arlington’ busway will open between the Arlington/Alexandria border at Four Mile Run and 26th Street South.
- North of 26th Street, transit services will remain the same.
- Bus service expansion: Metrobus and DASH working together.

Mid-Term (4 to 7 year time frame):

- Additional exclusive busway will be built in Crystal City north of 26th street and along Route 1 between East Glebe Road and Monroe Avenue Bridge.
- Arlington and Alexandria service will be integrated into one service running the entire corridor and be operated by WMATA.

- High capacity, high-amenity, branded transit corridor.

Long-Term:

- Bus-Rapid Transit or Light-Rail Transit
- Construction of an infill Metrorail Station on the Blue and Yellow lines in Potomac Yard.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Dedicated bus lanes to Pentagon City Metro Station
- Mixed traffic bus lanes to the Pentagon.
- Dedicated bus lanes on Route 1.

Study: District of Columbia Downtown Circulator Implementation Plan

Date: July 2003

Prepared for: National Capital Planning Commission
District of Columbia Department of Transportation
Downtown Business Improvement District
Washington Metropolitan Area Transit Authority

Location: The DC Circulator covers the Downtown DC area including the White House, Monumental Core, North South Access and connections to Georgetown along K Street.

Description: The DC Downtown Circulator provides an easy transportation system throughout Downtown DC that is not covered by Metro. The Circulator has stops at key tourist attractions but also it provides access to employment centers.

Key Findings Relevant to 14th Street Bridge Corridor:

- One goal is to help employees in the Downtown area to stop using their personal vehicles and taxis when making short trips therefore eliminating some of the congestion in the area.
- A goal is to limit the amount of private shuttles used by federal employees to make short trips.
- The plan gives detailed information about the number of visitors at attractions in the area.

Study: District of Columbia Comprehensive Plan - 1999

Date: 1998-1999

Agency: District Office of Planning

Location: The whole of the District of Columbia

Description: This Comprehensive Plan was last updated in 1999, though the Mayor currently has a new draft waiting for approval. This draft has an Economic Development, Housing, Environmental Protection, Transportation, Public Facilities, Urban Design, Preservation/Historic Features, Downtown Plan, Human Services and Land Use chapter; as well as a chapter for each Ward in DC. Of interest to the 14th Street Study Area is Ward 2, specifically, with some interest in the southwest surrounding Ward 6. The Comprehensive Plan does not set out specific directives for the areas, but instead states general goals.

Key Findings Relevant to 14th Street Bridge Corridor:

- 1348.1.c.1 – “Indicate, with attractive and information signage, safe, pleasant, and convenient pedestrian connections between existing tourist attractions along 14th Street, SW, and those of the Mall and Southwest waterfront.”

Study: DC DRAFT Comprehensive Plan Update

Date: 2006

Agency: District Office of Planning

Location: The whole of the District of Columbia

Description: The draft is currently awaiting for approval by the Council. This plan focuses on DC as a whole involving federal elements, the framework of many established neighborhoods and the role of transportation. The areas of the plan that were focused on were Land Use, Central Washington and Anacostia Waterfront. Other sections of this plan include: Framework, Transportation, Housing, Environmental Protection, Economic Development, Parks Recreation and Open Space, Urban Design, Historic Preservation, Community Services and Facilities, Educational Facilities, Infrastructure, and Arts and Culture; as well as other specific area plans.

Key Findings Relevant to 14th Street Bridge Corridor:

- Important area emerging central city growth includes South capitol corridor and Near Southeast – which also includes the Washington Nationals baseball Park site and adjacent Southeast Federal Center and waterfront areas
- South Capitol Street corridor and Stadium Area as an Urban Mixed Use Neighborhood
- Focus on Transit-Oriented Development – mixed-use development around the Metrorail stations with the possible creation of an TOD overlay zoning district
- Buffer areas may be required between different zones
- There are 2-3 additional planned Circulator routes that will likely start in 2008 or 2009; one route will service points west of the National Mall, such as the Lincoln Memorial, Washington Monumnet and the Jefferson Memorial.
- Action Item in the Transportation element reads – “Ensure that the redesign and/or reconstruction of bridges includes improved provisions for pedestrians, including wider sidewalks, adequate

separation between vehicle traffic and sidewalks, guard rails, pedestrian-scaled lighting, and easy grade transitions.

Some of the roadway and bridge investments the city is planning to make within the next 5-8 years includes

- Constructing a tunnel b/t I-295 east of the Anacostia River and the existing I-395 Third Street tunnel for thru-traffic underneath the South Capital Street corridor and replace the Southeast Freeway.
- Reconfiguring the underpass at the intersection of M and South Capital Streets.

Study: Proposed Dwight D. Eisenhower Memorial Site Selection Environmental Assessment

Date: June 2006

Agency: National Park Service

Prepared in Association with: Dwight D. Eisenhower Memorial Commission

Cooperating Agencies: National Capital Planning Commission
General Services Administration

Location: The site for the memorial is located at the intersection of Maryland and Independence Avenues SW. The site is further bounded by Independence Ave to the north, 4th Street to the east, the U.S. Department of Education Building to the south and 6th Street to the west.

Description: The EA discusses the preferred site alternative and the importance of the site to Dwight D. Eisenhower and his accomplishments. There is also a description of the other sites considered for the memorial

Key Findings Relevant to 14th Street Bridge Corridor:

- Discussion of other projects in the area.
- Changes to the Independence Avenue and Maryland Avenue intersection to return Maryland Avenue to its L'Enfant Plan Historic configuration.
- Includes peak traffic counts for roadway segments
- Shows detailed parking counts around the site area
- Includes a section discussing environmental conditions and biological resources
- Is considered to be one of the memorials that will extend the Mall area encouraging visitors to travel to these areas.
- Discussion of the visual resources that mentions what streets must keep their cartways.

Study: Extending the Legacy

Date: 1997

Prepared by: The National Capital Planning Commission

Location: Covers all of Washington, D.C.

Description: The Legacy Plan is a framework plan that builds expands upon the L'Enfant Plan and the McMillan Plan and extends plans from the monumental core to cover the entire city. The Plan outlines sweeping ideas for the entire city and smaller ideas for streets, neighborhoods and blocks. The plan redefines the monumental core and extends the core along North Capitol, South Capitol and East Capitol Streets. The goal is to create a unified city and the plan calls for economic development in every section of the city including new parks, offices and transit centers throughout. The plan acknowledges the division of the city by elevated highways and railroad tracks and calls for the removal of obsolete tracks and roads and relocates them into tunnels beneath the city and the Potomac and Anacostia Rivers. This will allow for the broad avenues envisioned by the L'Enfant plan to be restored and increase aesthetic value in the city. With an expected 70% increase in automobile traffic expected by 2025, the Legacy Plan suggests that behavioral patterns need to change in regards to commuting options. Two-thirds of the employees working in DC commute from outside of the city. Many use single occupancy vehicles. The Legacy Plan states that transportation initiatives will only work if employers develop transportation management programs that allow employees to have flexible schedules and carpooling incentives.

Besides transportation initiatives, the Legacy Plan calls for restoring the waterfront of the city. Pierre L'Enfant envisioned a great city that focused its attention on the Potomac and Anacostia Rivers. The rivers are not visible in some locations due to buildings built directly on the banks. The Legacy Plan outlines plans for a waterfront stretching from Georgetown to the National Arboretum with quiet open spaces and other areas used for festivals concerts and other urban activities. The Anacostia waterfront will have a relaxed neighborhood feel and would focus on the environment and ecology that will ultimately help in reducing the amount of pollution in the Anacostia River. The west bank of the Potomac will have improved pedestrian access by diverting traffic away from the George Washington Memorial Parkway.

The Plan discusses the revitalization of South Capitol Street and M Street and is considered the first major initiative of the Legacy Plan. However, there are smaller projects that will take place during this time.

The Legacy Plan outlines guidelines and implementation plans and even includes the possibility of relocating the Supreme Court to a location along the waterfront

Key Findings Relevant to 14th Street Bridge Corridor:

- The 14th Bridge is called a monumental gateway leading into the city
- The Legacy Plan suggests the rail bridge and the metro rail bridge be relocated to a tunnel beneath the Potomac River. The metro rail tunnel would allow for underground metro stations in East and West Potomac Parks.

- The remaining bridges should be condensed into a singular monumental span that would provide direct access to the downtown area with a new tunnel that will link to the South Capitol Street Area.
- Southwest/Southeast Freeways will be relocated into tunnels as well as the existing aboveground rail system. The relocations would make hundreds of acres of land available for development.
- Maryland Avenue and Virginia Avenue will be restored to their L'Enfant plan alignment with the removal of the existing elevated highways.
- F Street SW will be redeveloped into a new boulevard with mixed use development.
- The Legacy Plan is now the general framework for Washington, D.C. and all plans since then have been based on this document.

Study: Proposed Federal Capital Improvements Program

Date: 2006

Agency: NCPC

Location: Throughout the jurisdiction; federal areas

Description: This document lays out the proposed budgetary commitments of the NCPC to perform work on federal properties in DC and the surrounding Maryland and Virginia counties. The FCIP plans the budget for a 6 - fiscal year cycle. Projects listed in this document are not to be assumed as approved, but rather it includes the NCPC's comments and recommendations for future projects.

Key Findings Relevant to 14th Street Bridge Corridor:

- Reconfigure South Capitol Street corridor into urban boulevard – providing a gateway to the nation's capital
- Storm Water Management replacement system throughout DC
- USDA Headquarters perimeter security
- Study of Dept. of Agriculture headquarters building on National Mall to be a public use
- New Joint Forces Headquarters, National Capital Region is planned for at Fort McNair
- DC and vicinity flood control project
 - Includes of a levee b/t the Lincoln Memorial and the Washington Monument
 - A raise section of P Street SW, adjacent to Fort McNair
 - Three closures
 - Permanent closure of 23rd Street & Constitution Ave. NW
 - Permanent closure of 2nd & P Streets, SW
 - Temporary closure at 17th Street, NW
- Southeast Federal Center Remediation
 - DOT headquarters site of 11 acres
 - 44 acres with an RFP out for mixed-use development
- Repair seawalls in West Potomac Park

- Improve Pedestrian linkages between the National Mall attractions and the Anacostia/Potomac River waterfronts
- New National Museum of African American History and Culture (14th and Constitution Ave. NW)
- National Mall road improvements – resurfacing, replacement, street scaping, etc.
- Constitution Avenue perimeter security and streetscape improvements
- Independence Avenue perimeter security and streetscape improvements
- Southwest Federal Center perimeter security and streetscape improvements
- South Capitol Street reconstruction
- Railroad Relocation Feasibility Study
 - Reducing security risks
 - Reclaiming the land occupied by the RR
 - Improving efficiency and safety
 - Eliminating physical and visual barriers within the city
- Memorial Drive (Arlington National Cemetery) ramp realignment
 - Just outside of study area, but could affect traffic depending on route chosen
- Arlington National Cemetery Parking Garage Repairs
 - Just outside of study area, but could affect traffic
- Pentagon Renovation
- Air Force Memorial
 - Now Completed
- Pentagon Memorial

Study: Environmental Assessment for Roadway and Trail Safety Improvements George Washington Memorial Parkway

Date: March 2002

Prepared by: U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division
And
U.S. Department of Interior
National Park Service
George Washington Memorial Parkway Unit

Location: The general boundaries of the study area are the Potomac River to the east, the Williams Bridge to the south, Boundary Channel Drive to the west, and Columbia Island marina to the north.

Description: The EA investigates the possible options to improve traffic and safety conditions along the GWMP in the vicinity of the 14th Street Bridges. The long term plans include possible ramp closures, new ramp connections, and bridge additions or a new bridge.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Accident location descriptions and how many occur.
- Description of bicycle and pedestrian problems in the area with potential alternatives that improve safety conditions.
- Description of Arlington County Zoning, Biological Resources, etc.
- A list of potential projects in the area including improved signage along I-395 in DC and Virginia, better traffic timing at signals in the district, new ramp connections between I-395 and the GWMP, closing ramps that connect the GWMP and I-395.
- Traffic counts and LOS for 2001 and 2025.

Study: Conceptual Proposal to VDOT for the I-95/395 BRT/HOT Lanes System

Date: March 17, 2004

Prepared for: Virginia Department of Transportation

Prepared by: Fluor Virginia, Inc.

Location: I-95/395 from US 17 Bypass near Massapanox to 14th Street Bridge.

Description: The proposal is to add an additional lane to the existing HOV lanes and convert the HOV lanes into Express Bus Rapid Transit (BRT) lanes and High Occupancy Toll Lanes. This will allow for buses and HOV-3 vehicles to use the lanes for free and SOV and HOV-2 vehicles to use the lanes at a variable rate. It also proposes to extend the HOV lanes south from their current point in Quantico to south of the US 17 Bypass near Massapanox.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Shows slug pickup locations
- Gives a list of Bus Companies that service the area.
- Gives a list of the Utility Companies.
- Will add a lane to the HOV lanes.
- Proposes changes to the Crystal City/Potomac Yard area.
- The terminus for many of the bus routes is the Pentagon Metro Station.

Study: Thomas Jefferson Memorial Security Improvement Project Revised Environmental Assessment

Date: August 2004

Agency: National Capital Parks – Central, National Park Service

Location: The Thomas Jefferson Memorial is located on the southern side of the Tidal Basin along East Basin Drive SW, North of I-395.

Description: The Environmental Assessment reviews several options that could be used to improve security measures at the Jefferson Memorial and make them visually pleasing. The current security measures in place were constructed after the September 11, 2001 attacks on the World Trade Center in New York City and the Pentagon and are quick fixes that limit access and are not aesthetically pleasing.

Key Findings Relevant to the 14th Street Bridge Corridor:

- The EA proposes several different parking scenarios and all are directly north of Route 1/ I-395
- There is detailed information concerning the ecological resources in the area

Study: Environmental Assessment and 4(f) Evaluation for Kennedy Center Access Improvements Washington, D.C.

Date: October 10, 2003

Agency: U.S. Department of Transportation Federal Highway Administration Eastern Federal Lands Highway Division

Cooperating Agencies: The John F. Kennedy Center for the Performing Arts

The National Park Service

The National Capital Planning Commission

The Commission of Fine Arts

The District of Columbia Department of Transportation

Location: The Kennedy Center is located on the east bank of the Potomac River between Rock Creek Parkway and Potomac Freeway. The study area stretches to the north to M Street NW and to the south to the Lincoln Memorial.

Description: The Environmental Assessment looks into the area surrounding the Kennedy Center. Specifically, the EA addresses issues related to access to the center by pedestrian and vehicular means. The EA also looks at the idea of creating a plaza on the east side of the Kennedy Center which could cause it to cover portions of the Potomac Freeway.

Findings Relevant to the 14th Street Bridge Corridor:

- Trails will be added to allow access from the Kennedy Center to the Mall.
- LOS for intersections surrounding the Kennedy Center
- Description of surrounding roads.

Study: Environmental Assessment for Improvements to L’Enfant Promenade and Benjamin Banneker Park

Date: March 2006

Agencies: District Department of Transportation
Federal Highway Administration, Eastern Federal Lands Highway Division

Location: L’Enfant Promenade runs along 10th Street SW from Independence Avenue over I-395 to Benjamin Banneker Park and Overlook. The study area stretches from 12th to 9th Streets SW.

Description: The Environmental Assessment analyzes the potential environmental impacts due to the revitalization of L’Enfant Promenade and Benjamin Banneker Park. The improvements will be made to provide a more appealing entranceway to attract tourists to the Southwest waterfront. The improved promenade will most likely also feature a memorial to Benjamin Banneker.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Modifications will be made at 12th Street and Independence Avenue and at 12th Street and C Street which will include increased pedestrian crossing time.
- Repairs will be made to the L’Enfant Promenade bridge structure.
- A new intermodal transportation center and parking facility will be constructed with in Banneker Park property.
- The existing circular park would be eliminated and the traffic circle would be modified into a smaller traffic circle at a location closer to I-395.
- There will be a new mid-block pedestrian crossing at Maine Avenue.
- The EA includes information about Zoning in the area, consistency with Development Plans and Land Use Plans, demographic information and construction impacts
- The Transportation and Traffic Conditions include traffic counts at major intersections and on major roadways, accident data and LOS.

Study: Lincoln Memorial Circle Rehabilitation and Security Project Revised Environmental Assessment

Date: June 2003

Agency: National Park Service

Cooperating Agencies: Federal Highway Administration and National Capital Planning Commission

Location: The Lincoln Memorial and surrounding grounds are bounded to the west by the Potomac River, by 17th Street on the east, Constitution on the north and Independence Avenue on the south.

Details: The Environmental Assessment looks at the alternatives for improving traffic and security around the Lincoln Memorial as well as ways to improve visitor services that serve the Lincoln Memorial, the Vietnam Veterans Memorial and the Korean War Veterans Memorial. Improvements were planned to be made prior to September 11th, 2001 but the plans have been increased to accommodate the greater terror threat. The construction process will cause road closures around the memorial and require the rerouting of vehicles. The improvements are expected to be complete by the end of 2006.

Key Findings Relevant to the 14th Street Bridge Corridor:

- There will be transportation rerouting around the Lincoln Memorial but it is not expected to impact any areas except for roads directly connecting to the memorial.

Study: AWI Maine Ave. Traffic Study

Date: June 2005

Agency: District Department of Transportation

Location: The study area extends from the Maine Ave., Raoul Wallenberg Place intersection, southeast to 6th Street and M Street at the water, including a buffer around Maine Avenue.

Description: This plan examines future traffic impacts on Maine Ave. once Water Street is eliminated from the Southwest Waterfront. The lack of Water Street creates a need for entrance into the Fish Market and will also impact cruise dock access. The study looks at a ten year horizon of traffic impact without Water Street, but with an additional traffic light at Maine Avenue, SW between 12th and 9th Streets, SW.

Key Findings Relevant to 14th Street Bridge Corridor:

- Morning Peak hours 7:30AM – 8:30AM
- Evening Peak hours 4:30PM – 5:30PM
- Level of Service (LOS) Calculations for Maine Street and intersecting streets
- Average inbound and outbound traffic to/from the Fish Market were calculated
- Design for new lighted intersection consists of:
 - 200-foot left turn bay on northwest approach
 - three lanes on southeast approach
 - two lanes for the Fish Market approach for left and right turning at the light
- Future Developments accounted for in study: (map of area included)
 - US DOT Headquarters
 - Capper Carrollburg Hope VI housing development
 - Build-out of the Southeast Federal Center
 - Watersdie Mall – an approved PUD; new Fannie Mae Headquarters
 - Arena Stage Expansion
 - National Childrne’s Museum , located off of L’Enfant Promenade

- Small Area Plan along Maine Avenue – includes six development Parcels
- Banneker Overlook
- Capitol Hill Towers
- Florida Rock I
- Baseball Stadium

Study: Martin Luther King, Jr. National Memorial Washington, D.C. Environmental Assessment

Date: July 2005

Agency: National Park Service

Cooperating Agencies: Washington, DC Martin Luther King, Jr. National Memorial Project Foundation, Inc

Location: The site for the Memorial will be on the northwest bank of the Tidal Basin in West Potomac Park south of Independence Avenue

Description: The Environmental Assessment analyzes the potential environmental impacts due to constructing the Martin Luther King, Jr. Memorial. The EA gives a brief description of the other sites considered and a detailed description of the future memorial. The building of the memorial will not have a significant effect on traffic patterns due to its location.

Key Findings Relevant to 14th Street Bridge Corridor:

- The 14th Street Bridge Corridor Study area is included in the MLK Jr. Memorial Study Area.
- Describes the trails and their lengths in the area.
- List of West Potomac Park Historic District Resources
- Provides a description of the Natural Resources in the area

Study: Memorials and Museums Master Plan

Date: September 2001

Prepared by: National Capital Planning Commission

In Cooperation with: US Commission of Fine Arts, National Capital Memorial Commission

Location: Various sites throughout Washington, DC.

Description: The Memorials and Museums Master Plan lists the 100 sites that are considered to be likely sites of future memorials or museums that would build off of the monumental core and allow for memorials and museums throughout the Washington, DC. Out of the 100 sites, there are 20 locations that are considered to be prime sites. The plan defines the Waterfront Crescent that covers the shores of the Anacostia and Potomac Rivers, the Monumental Corridors that extend from the White House and the Capitol building and the Commemorative Focus Areas. The two anchor points of the plan which will remain the focus of the city are the White House and the Capitol.

Key Findings Relevant to 14th Street Bridge Corridor:

- The Project Area encompasses portions of the Waterfront Crescent, the Monumental Corridors, and the Commemorative Focus Areas
- The plan discusses revitalization and replacement of the Roosevelt Bridge and 14th Street Bridge and all bridges that span the Anacostia River. This will help improve access to the waterfront and increase the aesthetics of the city.
- 30% of the potential sites are located along the city's waterfronts.
- Commemorative Focus Areas are the west end of the National Mall, the South Capitol Street terminus at the Anacostia River and the East Capitol Street terminus at the Anacostia River.
- Monumental Corridors include North, South and East Capitol Streets, Pennsylvania Avenue, Maryland Avenue, the 16th Street Corridor and New York Avenue.
- The Study Area encompasses parts of the Reserve, an area around the Mall that will not have any future development.
- The Study Area encompasses at least portions of all the Memorial Zones.
- The Prime Candidate Site Locations in the or in the vicinity of the study area include:
 - o The intersection of Maryland and Independence Avenues, SW (Site selected for the American Veterans Disabled for Life Memorial)
 - o 10th Street Overlook at the south end of L'Enfant Promenade, SW
 - o On the Tidal Basin on Maine Avenue west of 14th Street, SW
 - o In East Potomac Park on the Potomac River (at the current railroad and/or Metrorail Bridges)
 - o Constitution Gardens south of Constitution Avenue
 - o The intersection of Maryland and Virginia Avenues, SW (Site selected for the Dwight D. Eisenhower Memorial)
 - o Federal Building #2, north of Washington Boulevard, Arlington, VA (Directly adjacent to the new Air Force Memorial)
- Other candidate location sites within or in the vicinity of the study area include:
 - o Woodrow Wilson Plaza or Benjamin Franklin Circle (12th or 13th Streets, south of Pennsylvania Avenue, NW)
 - o Washington Avenue (Canal Street) at 2nd Street, SW
 - o In East Potomac Park on Washington Channel, facing 7th Street, SW
 - o East Potomac Park on Washington Channel (between golf course and Hains Point, SW)
 - o East Potomac Park on Potomac Park (between golf course and Hains Point, SW)
 - o East of 14th Street and north of I-395 (within the Portals Project, SW on Maryland Avenue extended)
 - o East side of Washington Channel at Water Street and 7th Street, SW

- Along Potomac River shoreline in West Potomac park (south of the Lincoln Memorial)
- North of the Pentagon North Parking area (on Boundary Channel in Virginia)
- Virginia side of the 14th Street Bridge (location of former Twin Bridges Marriott)
- Along Potomac River shoreline in West Potomac Park (west of FDR Memorial)
- On the north side of the National Museum of American History (14th Street and Constitution Avenue, NW)
- At the intersection of m Street and Delaware Avenue, SW
- Circle in front of entrance to historic terminal at Reagan Washington National Airport

- The public would like to navigate the through the city better and encourage the Framework Plan Partners to considered using better signage and kiosks to help residents and especially visitors find their way through the city and find attractions.

Study: Comprehensive Plan for Federal Elements

Date: August 5, 2004

Agency: National Capital Planning Commission

Location: Federal Elements within the Metropolitan Washington Region (Montgomery and Prince George’s Counties in Maryland, DC, and Prince William, Alringong, Fairfax and Loudoun Counties in Virginia, along with all associated incorporated municipalities)

Description: The NCPC Comprehensive Plan for Federal Elements encompasses all federal lands in DC and the surrounding areas. This document includes sections on Federal Workplace, Foreign Missions and International Organizations, Transportation, Parks and Open Space, Federal Environment, Preservation and Historic Features, and a Visitors.

Key Findings Relevant to 14th Street Bridge Corridor:

- Foreign Missions Matter-of-right areas are included in the Study Area; however all chanceries are located out of the study area in the Northwest quadrant of the city
 - New Chancery Development Areas include the 16th Street Corridor and the South Capital Street Corridor
- Policy to acquire land to expand/enhance parkland around South Capitol Street and the Topographic Bowl
- Bridges across the Potomac River should incorporate historic contexts in the design
- Railroad relocation study to evaluate planning issues with current location and possible alternatives to railroad running east and south of the US Capitol
- Proposal for future water taxi service

Study: The National Capital Urban Design and Security Plan

Date: October 2002; Addendum November 2004

Prepared by: The National Capital Planning Commission

Developed in Cooperation with federal agencies, the District of Columbia government, security experts, the professional planning and design community, the Architect of the Capitol and the public as well as the U.S. Secret Service

Location: The Washington D.C. core area where most federal buildings are located.

Study: The National Capital Framework Plan

Date: Scheduled to be delivered in 2007

Framework Plan Partners: National Capital Planning Commission, US Commission of Fine Arts, Advisory Council on Historic Preservation, Anacostia Waterfront Corporation, Architect of the Capitol, Department of Agriculture, Department of Defense, District of Columbia Office of the Mayor and Office of the Council of the Chair, General Services Administration, Kennedy Center, National Gallery of Art, National Park Service, Smithsonian Institution, and the Washington Metropolitan Area Transportation Authority.

Location: Areas of federally owned land in the District.

Description: The National Capital Framework Plan is based off of the L’Enfant Plan of 1791 and provides more detail than the Legacy Plan could and addresses underutilized federal land in the Northwest Rectangle, Federal Triangle, South West Federal Center, Banneker Overlook, the RFK Stadium Site, South Capitol Street and East Potomac Park. The goal is to expand Monumental Washington beyond the National Mall by enhancing the Mall’s neighboring areas. To do this, museums and memorials would be placed around that city and attractions would be anchor destinations where economic development as in restaurants shops would follow. The plan will ultimately find ways to restore the city to the historic L’Enfant plan and recreate the grand avenues lost to overpasses.

There are currently Public Meetings being held to discover what the public would like to see come out of this plan.

Key Findings Relevant to 14th Street Bridge Corridor:

- South West Federal Center, Banneker Overlook, East Potomac Park and parts of South Capitol Street are all in the study area.
- There are major concerns about the status of Southwest Federal Center. It is not that attractive and was referred to as the “government ghetto” by the public. This area will probably undergo a large scale revitalization in the coming years.
- Public comments reflected some of the plans already outlined by the Legacy Plan such as a metro stop at East Potomac Park.

Description: The NCUDSP outlines the need to improve security in the National Capital but to do so in a manner that is aesthetically pleasing to residents, workers and tourists visiting the area. The temporary security structures put into place after the Oklahoma City bombings and increased after the September 11th, 2001 attacks are unsightly and limits pedestrian access. The plan focuses exclusively on perimeter building security designed to protect employees, visitors, and federal functions and property from threats generated by unauthorized vehicles approaching or entering sensitive buildings.

The plans outlined in NCUDSP include using architectural elements to enhance the security around federal buildings. These elements include decorative lighting, planters that are also benches, bollards, fencing and lawns.

The plan does not address issues such as building hardening, operation procedures or surveillance.

Key Findings Relevant to 14th Street Bridge Corridor:

- Southwest Federal Center
 - o L'Enfant Promenade and Banneker Overlook
 - o Department of Agriculture
 - o Bureau of Printing and Engraving
 - o Paul Cret's 1934 Heating Plant
 - o Maryland Avenue: The area does not have a defined streetscape. The area streetscape will be based on future projects currently under study in the area.
 - o Many of the buildings do not meet the minimum setback distance. To meet the setback requirement, curbs or parking lanes might have to be removed.
 - o Planters will line the streets with trees and bollards where appropriate.
 - o This area has the potential to house memorial sites.

Study: Urban Design Framework for the Near Southeast

Date: April 2003 (Draft)

Prepared for: District of Columbia Office of Planning

Prepared by: Hampilton, Rabinovitz & Alschuler, Inc
Beyer Blinder Belle Architects & Planners LLP
Greenberg Consultants, Inc

Location: The Near South East is bordered to the west by South Capitol Street, to the north by Virginia Avenue, to the east and south by the Anacostia River.

Description: The plan looks at the potential for revitalization in the area. The goal is to turn the area into a mixed use, mixed income area with a grand waterfront.

Key Findings Relevant to 14th Street Bridge Corridor:

- Change M Street into a mixed-use area from South Capitol Street east.
- Looks at the social and market character.
- Discusses Historic resources and neighborhood sub-areas
- The Southeast Federal Center is located within this plan.

**Study: Smithsonian National Museum of African American History and Culture Site Evaluation
Study Phase II: Analysis and Modeling**

Date: November 15, 2005

Prepared for: Smithsonian *National Museum of African American History and Culture*

Prepared by: Plexus Scientific Corporation and PageSoutherlandPage

Location: The four sites discussed in the study are all within one mile of each in Downtown D.C. Near the National Mall. The Monument site and the Arts and Industries Building site are both located directly on the Mall. The Liberty Loan Site is located on the 14th Street SW at the foot of the 14th Street Bridge and the Banneker Overlook Site is located on 10th Street S.W. at the foot of L'Enfant Plaza promenade.

Description: The study takes an indepth look at the four potential sites looking to meet criteria for the building. Each site is evaluated based on potential gross square footage of completed building, access to public transportation, site lines of important buildings, proximity to other museums, potential for security issues, compatibility with existing plans for the area and recommendations about site selection from prominent members in the community.

Key Findings Relevant to 14th Street Bridge Corridor:

- An access ramp for the 14th Street Bridge runs though the Liberty Loan Building.
- The Liberty Loan building, while not chosen for this project, is ranked 12th among the top 20 potential sites in the Memorials and Museums Master Plan so there is likely to be development on this site in the future.
- For security purposes, there should be a 50-foot barrier between the roadway and the building.
- The Banneker Overlook site was also not chosen, however it is located within the project study area. The NMAAH study discusses the possibility of future site development including closing portions of 9th and 10th Streets that run through the L'Enfant Plaza promenade. If a building were to be constructed on the site, there would need to be rerouting of traffic in a least three of the existing ramp locations.

Study: Master Plan for the North Tract Park and Recreational Facilities and the Surrounding Area Final Report

Date: February 21, 2004

Prepared for: North Tract Task Force

Location: 28 acres bounded by monumental Washington to the north, Crystal City to the South, I-395 and the Pentagon to the west, and Roaches Run Wildfowl Sanctuary and Reagan National Airport to the east.

Description: The 28-acre stretch of land consists of land owned by Arlington County and another 4 acre tract of land which used to be Davis scrap yard which is currently undergoing a multiparty remediation. The tract will be developed into a park and recreational facility.

Component A is a 70,000 to 90,000 square foot comprehensive aquatic and fitness center. The building will have a 50-meter pool for swim tournaments, a recreational pool, a therapeutic pool and a deep water pool would be built in the future. Also the building will have a complimentary fitness and aerobic area.

Component B is a Multipurpose Activity center which will be a large indoor space that can be programmed for indoor sports such as basketball, volleyball, soccer, etc., music performances and gatherings. The building will also have space for meeting rooms and courts for handball and squash.

There will also be outdoor facilities that will feature four adult-sized rectangular synthetic grass athletic fields that can be used for soccer, lacrosse and field hockey. There will also be over a mile of walking trail and bicycle lanes and trails that will connect to the Mount Vernon trail. The outdoor area will include open lawn areas and playgrounds as well as platforms for viewing of monumental Washington, trains and plane.

There are future plans to build a bridge over the railroad tracks that will provide pedestrian access between North Tract Park and the Roaches Run Nature trail.

North Tract Park will have multimodal access utilizing the improved transportation systems of Arlington County. There will be available parking in garages located on site.

Key findings relevant to the 14th Street Bridge Corridor:

- North Tract Park is located within the 14th Street study area.
- The location of the park is considered part of the arc identified by the NCPC as the monumental core.
- Due to its location, the park has the potential of being considered part of a gateway between Arlington and Washington, D.C.
- A portion of Old Jefferson Highway is proposed to be realigned as close as possible to I-395 in order to maximize the size of the park.
- Also, includes the North Tract Master Recreation Plan Multi-Modal Transportation Study from March 2004.

Study: Northern Virginia Regional Bikeway and Trail Network Study- Final Report

Date: November 19, 2003

Prepared by: Virginia Department of Transportation

Location: Northern counties of Virginia that form the region known as NOVA.

Description: In an effort to reduce the number of single occupancy vehicles commuting everyday, VDOT has developed a plan to improve its bikeway and trail facilities.

Study Purpose: “The purpose of this study is to identify facilities and outline the steps that may be taken to establish a Northern Virginia network of bicycle facilities.”

Northern Virginians have been opened to any idea to reduce congestion on roadways during roadways which ultimately means reducing the number of commuters using single occupancy vehicles. Alternatives that have been successful so far include VRE, Metrorail, HOV lanes, telecommuting and long distance bikeways.

Vision: “Northern Virginia should become a place where people have the convenient and safe option to travel by bicycle between and within activity clusters through the region.”

This study proposed expanding the current bikeways to provide commuter friendly routes and encourage traveling around activity centers by bicycle.

Bikeway Network Recommendations:

1. Establish regional network of on-road bike lanes paved shoulders and shared use paths within and between activity clusters in Northern Virginia.
2. Eliminate critical gaps in the existing bikeway network.
3. Upgrade regionally significant trail to industry standards.
4. Establish a system of high quality commuter routes that connect outlying areas directly to core urban areas.
5. Establish a route signage system that is easily and quickly understood by bicyclists.
6. Improve the mass transit system to offer seamless connection for bicycle commuters.
7. Provide bicycle access across major barriers.
8. Coordinate maintenance activities for bikeways to ensure a high quality, safe experience for every customer.

Planning and Policy Recommendations:

1. Encourage the use of context sensitive roadway design that facilitates bikeway development in all jurisdictions.
2. Undertake comprehensive changes to land use policies to encourage bicycle mobility and discourage development that is solely orientated to automobile access.
3. Augment regional planning efforts with local bikeway planning, design, transportation demand management programs and encouragement/promotional projects.

4. Identify sufficient funding sources to establish the regional bikeway network.
5. Establish mechanisms to enable ongoing coordination and public involvement in regional bicycling.

Findings Relevant to the 14th Street Bridge Corridor:

- Crossing the George Washington Memorial Parkway is difficult and often must be done to reach bridges crossing into Washington, DC.
- Study suggests widening the Mount Vernon Trail to a 10 ft minimum along narrow sections and 12 ft in areas with heavier volumes. Also, connections should be provided from the trail to DC bridges.
- The Mount Vernon Trail as well as Washington & Old Dominion Trail and Custis Trail all experience a morning rush hour.
- Commuting to work by bicycle has increased 61% from 13,200 to 21,300 a day from 1988 to 1999.
- In Appendix A: Demonstration Project Study Location
- Route 27 (East Cemetery Wall Connection) from Joyce Street to Route 110.

Study: Pentagon Master Plan

Date: 2005

Agency: Department of Defense

Location: The Pentagon, Arlington, Virginia - bounded by I-395 on South, Boundary Channel Drive to the east and Route 27 to the west

Description: This document lays out the future plans that the DoD plans to implement over the next few years. This plan also goes into depth about what the NCPC has recommended and whether those ideas are being accounted for or not. The biggest point of this plan is to reduce impervious surfaces and increase green space.

Key Findings Relevant to 14th Street Bridge Corridor:

Most of the surface parking will be eliminated (North Parking and PenRen areas), primarily compressed into multi-level parking garages in the South Parking area and around the River Terrace; the existing parking spaces and parking ratio will remain the same

Improve vehicular and pedestrian circulation

 Create new roadways

 Open existing roadways

 Widening and signaling the existing Rotary Road system

 Enhance access for public transit

There is a Parking Sequence Summary and Parking Ratio Chart in the plan

Proposed HOV ramp from Pentagon property

Create a directional sign system for the entire reservation and comprehensive orientation – removal of LED signs

Restrict all structures in the South Parking area to a height below the I-395 roadbed

Reclaim pervious vegetation and create new open space to enhance vistas to and from the Pentagon and I-395

Protect views outward from the L'Enfant City and views inward from vantage points along the rim of the topographic bowl

Study: Pentagon Transportation Technical Document

Date: 2005

Agency: Department of Defense

Location: The Pentagon, Arlington, Virginia - bounded by I-395 on South, Boundary Channel Drive to the east and Route 27 to the west

Description: The Transportation Technical Document states the existing traffic conditions at the Pentagon and immediately affected by Pentagon activities. The document also contains a Master Plan section detailing future developments to occur on the Pentagon Reservation and surrounding areas. All impacts are taken into account.

Key Findings Relevant to 14th Street Bridge Corridor:

I-395 has direct connection to South Parking, Hayes Street (access to Army Navy Drive), and Boundary Channel Drive (access to North Parking and Heating and Refrigeration Plant)

I-395 carries between 155,000 and 205,000 vpd (2002) around the Pentagon

I-395 is @ LOS F

I-395 ramp from Boundary Channel Drive (SB 395) to I-395 ramp to NB Route 110 is highly congested in PM peak periods, their proximity to each other makes for poor conditions for changing lanes

I-395 HOV lanes by the Pentagon operate at LOS C

Route 27 has high PM Peak congestion due to back-ups onto the I-395 ramp

Truck Inspection facility placed just off of Columbia Pike

Columbia Pike will be realigned to provide more land for Arlington National Cemetery – same capacity

The ramp at Route 27/Columbia Pike interchange may be changed to a diamond configuration – same capacity

HOV lanes will increase to 3 lanes – by 2010

Future studies that may impact the site

 Crystal City – Potomac Yards Trans Study

 Columbia Pike Transit Study

Proposed Solutions:

 North Parking will be reduced by 3000 spaces to be replaced in the South Parking area

 Reconfiguration of North Rotary Road further south

 Portion of South Parking will be designated as Ride-share pick-up and drop-off area

New HOV access off of Route 27/Columbia Pike interchange
Signalized intersections along South Rotary Road at Fern Street and at Eads Street
Pedestrian tunnel under North Rotary Road
Relocation of Columbia Pike Ramp walkway from inside the secure area/vehicle barrier to outside the barriers
Heliport to be relocated atop a parking garage, east of the Pentagon

Project: U.S. General Services Administration Southeast Federal Center

Date: June 21, 2006 (Overview)

Agency: U.S. General Services Administration

Developer: Forest City Washington

Location: 44 acres on the Anacostia River in Southeast Washinton, DC. The Southeast Federal Center will be located in between the Anacostia River and M Street SE immediately west of the historic Navy Yard.

Description: The Southeast Federal Center (SEFC) development project began when the Navy transferred the land to the GSA for federal use. The project has evolved to encompass a complete waterfront revitalization including commercial and residential space, the reuse of historic buildings, and the creation of a 5 acre waterfront park. 11 acres of the area has already been set aside for the construction of new headquarters for the U.S. Department of Transportation. The project is underway and construction began on the DOT building in 2004.

Study: Transportation Improvement Program for the Washington Metropolitan Region FY 2006-2011

Date: October 19, 2005

Agency: National Capital Region Transportation Board
Metropolitan Washington Council of Governments

Location: The area includes Washington, D.C., the Maryland counties of Frederick, Montgomery, and Prince George's and the Virginia counties of Arlington, Fairfax, Loudoun and Prince William as well as the Virginia cities of Alexandria, Fairfax, Manassas, and Manassas Park.

Description: The report includes update to the previous Transportation Improvement Program report as well as new projects not mentioned previously. The report includes specific projects and broad district-wide transportation improvements.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Potomac Yard Transit- Will end in Crystal City
- Mentions the 14th Street Alternatives Assessment
- Asset Preservation and Prevention- Maintenance of tunnels
- Bridge Painting and Renovation
- Citywide Bridge Inspections
- Citywide Culvert Inventory
- Citywide FA Preventive Maintenance and Emergency Repairs on Highway Structures
- L'Enfant Plaza Promenade/ Banneker Park Improvements
- NB 14th Street Bridge (Arland Williams)
- Rehabilitation of the Mall Tunnel (Center Leg)
- Repainting of Southbound 14th Street Bridge
- District Wide Bicycle Management Program
- National Recreational trails- Construct and restore pedestrian/bike trails though the District of Columbia
- Anacostia Waterfront Initiative
- Baseball Stadium Transportation Improvements
- Federal Lands Highways- National Park service
 - Lincoln Circle Loop and access to Lincoln Memorial
 - Inlet and Outlet Bridges
 - East Potomac Park
 - George Washington Memorial Parkway Bridges
 - Independence from 14th Street to 17th Street
 - Madison Drive
- Reconstruction of 4th Street, SW
- Street Rehabilitation Program
- 12th Street Ramps from Madison Drive to Constitution Avenue
- Constitution Avenue from 15th to 23rd Streets
- George Washington Memorial Parkway- Humpback Bridge
- I-395/14th Street Corridor
- I-395 HOV NB Off-Ramp at Eads Street
- VA 27 Interchange @ VA 244 (Columbia Pike)
- Route 110 Bicycle Trail- North Pentagon Parking lot to Memorial Drive
- Washington Boulevard (Route 27) Trail
- Hayes Street Improvements
- Transit- Signal Prioritization –VA 244 (Columbia Pike)
- Incident Management at I-395/14th Street Bridge
- VA 244 (Columbia Pike) from S. Orme Street to Southgate Road
- Metrorail Station @ Pentagon City Improvements

Study: Vietnam Veterans Memorial Center Site Selection Environmental Assessment

Date: May 2006

Responsible Agency: National Park Service
Prepared in Association with: Vietnam Veterans Memorial Fund
Cooperating Agency: National Capital Planning Commission

Location: The two sites are located west of the Vietnam Veterans Memorial along 23rd Street. Site A is on the east side of 23rd Street NW and is bounded by formal walks and tree plantings. The open space consists of approximately 2.2 acres of open space with appropriate setbacks.

Site G is located on the west side of 23rd Street NW and is bounded on 3 sides by formal tree plantings. The open space area consists of approximately 2.2 acres with appropriate setbacks.

The study area extends from C Street to Independence and from the Potomac River to 17th Street NW.

Background: The Vietnam Veterans Memorial Center would be an educational facility near the existing memorial located in the northwestern corner of the National Mall. The center will educate students and visitors about the Vietnam War and about the Memorial itself. The Center will be designed to be a self-guided tour. The preferred site and environmentally preferred site are both Site A.

Key Findings Relevant to the 14th Street Bridge Corridor:

- Building the Center at either location will require the removal of existing ball fields on the sites.
- The United States Institute of Peace Headquarters will be located at the northwest corner of 23rd Street and Constitution Avenues NW across from the two proposed sites. (Estimated 154,000 square feet with completion in 4 to 5 years)
- Number of annual visitors reached 26 million in 2004 according to the DC Convention and Tourism Corporation.
- The 12 people living in the 62.02 Census Tract are residing within the U.S. Navy's Potomac Annex.
- The Lincoln Memorial Circle Rehabilitation and Security Improvements are expected to be completed in 2008.
- The cumulative impacts of the Center include the Kennedy Center Improvements and Lincoln Memorial Circle Rehabilitation and Security Improvements

Study: Washington's Waterfronts

Date: 1999

Agency: NCPC

Location: Along the Potomac and Anacostia waterfronts of DC

Description: This document states an overview of each different waterfront area, their existing conditions, the land use, their transportation network, their waterfront issues, their planning issues, and their opportunities.

Key Findings Relevant to 14th Street Bridge Corridor:

Study included the Southwest Waterfront area

“The lack of convenient pedestrian access, available parking, and clear signage has limited economic development along the Southwest Waterfront.”

14th Street is a secondary access road into the Southwest Waterfront area, which includes East Potomac Park

DC should support streetscape projects, especially along Maine Avenue and the waterfront area

DC should think about making a pedestrian pathway connecting East Potomac Park and the east bank of the Washington Channel

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