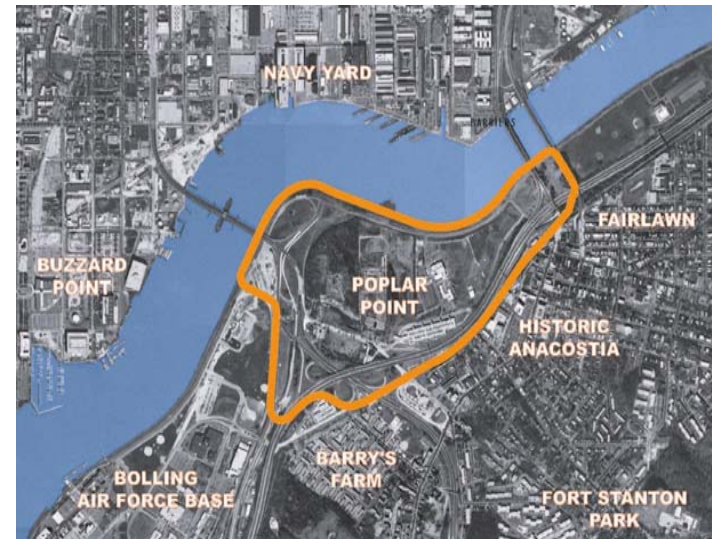


Background Information on Poplar Point

The Site

Poplar Point occupies a prime and highly visible location on the east side of the Anacostia River, directly across from the Navy Yard. It is a 110-acre area, bounded by the Anacostia River to the north, the Frederick Douglass Bridge to the west, the 11th Street Bridges to the east, and the Anacostia Freeway (Interstate 295) and Suitland Parkway to the south. The site contains the Anacostia Metro station, a WMATA parking garage, the US Park Police and National Park Service complex and helipad, and 60 acres of managed meadows

The majority of the site is owned by the National Park Service (NPS) with the exception of the Metro station and bus garage which are owned by WMATA and the private property that exists along Howard Road. Pending congress approval, the site will be transferred from NPS to the District of Columbia.



Existing Conditions and Planning Efforts Related to Poplar Point

	Existing Conditions	Proposed in Recent Plans
Environmental	<ul style="list-style-type: none"> ❖ Floodplain: 42% of 60 acres of Poplar Point lies within the floodplain. The 100-year floodplain stretches along the entire shoreline of the Anacostia River; however, the largest portion of this flood zone is located in the eastern section of the property. A flood protection levee located on the east bank of the Anacostia River extends from Poplar Point to the southwest corner of the Naval 	<ul style="list-style-type: none"> ❖ A grass planted earthen berm should replace the function of the concrete and metal levee sections.

Existing Conditions		Proposed in Recent Plans	
Environmental (continued)	<p>District Washington Anacostia Annex, approximately 9,700 feet (1.84) miles. The majority of the levee is an earthen berm; approximately 1,100 feet is constructed of concrete. The remainder of the levee is comprised of metal levee panels.</p>		
	<p>❖ Riverbank Condition: there is an existing seawall that stabilizes this area.</p>	<p>❖ A 150-foot wide riparian buffer consisting of native material mixed meadow is recommended for the area between the river and the river trail, except at key areas such as boat landings. The total riparian buffer is proposed to be approx. 15 acres. The seawall is proposed to be converted to a bio-engineered edge.</p>	
	<p>❖ Wetlands: there are 4 existing wetlands on the Poplar Point site which provide a significant natural resource habitat for several species. These wetlands are contaminated from previous uses on the site.</p>	<p>❖ Approximately 10.5 acres of new wetlands are proposed for Poplar Point creating a total of 13.6 acres of wetland. The largest proposed wetland would lie outside the site's levee, leaving it open to flooding during 100-year events. Most of the exiting wetlands are to remain but will be evaluated and enhanced if necessary to allow for high ecological and education function. For the composition of the existing wetlands, please see pg 86 in the Anacostia RiverParks Target Area Plan.</p>	
	<p>❖ Stickfoot Creek: The Stickfoot Stormsewer bisects the Poplar Point area. The Stickfoot stormsewer is a culvert greater than 72-inches in diameter and in poor condition. The average pool</p>	<p>❖ Daylighting Stickfoot Creek, enhancing the existing wetlands and creating new ones are recommended. The total area needed to daylight Stickfoot Creek is anticipated to be 5</p>	

	Existing Conditions	Proposed in Recent Plans
Environmental (continued)	depth is 3 feet.	acres.
	❖ Tree Cover: The approximate total acreage of tree cover at Poplar Point is 2 acres. The approximate % of tree cover is 1%.	
	❖ Soil: a large portion of the Poplar Point area is fill. The fill is a mixture of organic and inorganic waste materials, as well as sandy, gravelly, clayey, silty, and micaceous soil materials. Poplar Point was the location of two nurseries from 1927 to about 1993. The nurseries are located in a fill area of dredged material. The use of pesticides and laboratory materials in daily activities and the demolition and construction of buildings throughout the operation led to the contamination of the soil. After in depth soil analysis, pollutants such as benzo(a)pyrene and arsenic were found.	❖ The DC Department of Health has completed the 2 phases of an environmental assessment analysis but cleanup has not begun.
	❖ Wildlife: Species types: 191 birds, 50 butterflies, 23 fish, 20 reptiles, 18 amphibian, 17 mammal either residents or passing through Anacostia Park	
Circulation	❖ Water Taxis: Currently, there is no water taxi service.	❖ Two water taxis stops have been proposed for each end of the Poplar Point site: one at Howard Road and one at Good Hope Road.
	❖ Trails: there is a sidewalk along one side of Anacostia Drive but currently no trails exist.	❖ The Anacostia Framework Plan proposes a

	Existing Conditions	Proposed in Recent Plans
Circulation (continued)		<p>promenade type trail for Poplar Point. The pedestrian path is proposed to have a minimum width of 10-feet. The faster speed path for wheeled users is proposed to have a minimum of 20 feet in width. Currently the NPS is working on construction plans to repave Anacostia Drive and build a river trail that is ~ 10-12 feet wide. When the land is transferred from the NPS to the District, these different plans need to be reconciled. It may be that the 10-12 foot trail is an interim trail until Poplar Point is improved.</p> <ul style="list-style-type: none"> ❖ A trail is also proposed on the existing CSX right of way
	<ul style="list-style-type: none"> ❖ Public Transit: The Anacostia Metro Station on Metro’s Green Line is located on Poplar Point. It has a 700-space parking garage and is located adjacent to the 295 freeway. This is owned and operated by WMATA. This station and parking garage will be a part of future plans. 	
	<ul style="list-style-type: none"> ❖ Tour Bus Parking Lot: A partially paved tour bus parking lot is located just south of the Frederick Douglass Bridge. The land is owned by the US Government with the northern half under the direct control of the US Government and the southern half under the direct control of the US Navy at Bolling Air Force Base. Currently this site is leased to the District by the Navy. 	
	<ul style="list-style-type: none"> ❖ Roads/Parking: The only road that runs the 	<ul style="list-style-type: none"> ❖ Gateway Street Improvements and

Existing Conditions		Proposed in Recent Plans
	<p>length of Poplar Point is Anacostia Drive. NPS has plans underway to repave the road and build the Riverwalk Trail. There are 4 places to park cars/buses:</p> <ul style="list-style-type: none"> - NCP-East parking lot, paved, 40 cars. - USPP parking lot, Section C, 150 cars - Public parking lot, gravel 8 cars, 4 buses - WMATA parking garage, 700 spaces 	<p>Connections to Poplar Point (Howard, Good Hope Road, Suitland Parkway, W Street)</p> <ul style="list-style-type: none"> ❖ Anacostia Drive Improvements ❖ Anacostia Freeway Improvements ❖ Multimodal additions to WMATA parking garage
Infrastructure	<ul style="list-style-type: none"> ❖ Bridges: The Frederick Douglass Bridge, the 11th Street Bridge, I-295 (Anacostia Freeway) between the Suitland Parkway and the 11th Street Bridge, and numerous freeway interchanges are located on the perimeter of Poplar Point. Both of these bridges will be replaced in the next 15 years. 	<ul style="list-style-type: none"> ❖ 395 to 295 Connector Tunnel ❖ 11th Street Bridges Improvements ❖ Frederick Douglas Bridge realignment will lower the bridge and create more contiguous land for Poplar Point. ❖ Both bridge projects will provide good pedestrian and bicycle access from Poplar Point to the bridges.
	<ul style="list-style-type: none"> ❖ Sewer and Stormwater: Combined sewer and storm water system ❖ Three CSOs (combined sewer outfall locations): 005 by Frederick Douglas Bridge and 006 and 007 by 11th Street Bridges ❖ Poplar Point Pumping Station (located on the southern section of Poplar Point adjacent to the ramps leading to the 295 freeway): designed to have a firm capacity of 45 mgd and pumps combined wastewater from the Anacostia Main Interceptor to the Outfall Sewers that lead to BPWWTP. The Anacostia Main Interceptor conveys the combined and sanitary flows from the portion of the District that is east of the Anacostia River. 	<ul style="list-style-type: none"> ❖ Construction of a 49 million gallon storage/conveyance tunnel from Poplar Point to Northeast Boundary ❖ Construction of an interceptor line across Poplar Point. Nothing can be built on top of it in case it needs repairs. ❖ Replacement of existing Poplar Point Pumping Station with new facility located at the end of the tunnel that both dewateres the tunnel and replaces the function of the existing pumping station. Estimated footprint of structure will require 1-1½ Acres. ❖ Construction of a CSO pipeline from Fort Stanton to Poplar Point to address the remaining CSOs on the east side of the

	Existing Conditions	Proposed in Recent Plans
Infrastructure (continued)		<p>Anacostia (CSP 005, 006 and 007)</p> <ul style="list-style-type: none"> ❖ Design Documents will be finished in the next 18 months. Construction to be underway by 2012.
Recreation	<ul style="list-style-type: none"> ❖ Parkland and Open Space: This includes the shoreline stretching from the Frederick Douglass Bridge to the 11th Street Bridge, an athletic field just north of the NPS facility, and a stretch of land between the Metro garage and the river (over the Metro tunnel) used informally for bird watching. This land is owned by the US Government and under the direct control of the National Park Service National Capital Parks-East. 	<ul style="list-style-type: none"> ❖ A minimum of 70 acres at Poplar Point will be set aside for park land and open space. This will include recreation facilities, memorials, wetlands, gardens, public art and trails.
	<ul style="list-style-type: none"> ❖ Boating: There are no existing boat facilities at Poplar Point. 	<ul style="list-style-type: none"> ❖ A boat landing and canoe tie up have been proposed. A boat ramp exists further up river at Anacostia Park.
	<ul style="list-style-type: none"> ❖ Facilities: Poplar Point has one existing ball field. 	<ul style="list-style-type: none"> ❖ The Poplar Point Master Plan proposes 5-7 acres of recreational facilities. These include: soccer/football/rugby fields, biking, jogging, children's play area, picnic shelters, interpretive art park, hiking, walking paths.
Cultural		<ul style="list-style-type: none"> ❖ Monument, Memorials, Museums: Poplar Point Park would combine flexible open space for cultural events, including an amphitheater, educational facilities, and a new national memorial. The NCPC candidate monument site at the "point" of Poplar Point

Existing Conditions		Proposed in Recent Plans
Cultural		<p>and the prime monument site for the old Architect of the Capitol nursery site have been consolidated in the plan to be sited at the visually prominent point.</p> <ul style="list-style-type: none"> ❖ An additional memorial has been proposed near the proposed wetlands and Stickfoot Creel.
		<ul style="list-style-type: none"> ❖ Gardens: Poplar Point offers the opportunity to develop community or heritage gardens such as the Fredrick Douglass Memorial Gardens proposed by the Anacostia Garden Club.
		<ul style="list-style-type: none"> ❖ Public Art: An extensive public art program is anticipated at Poplar Point that will coexist with all of the parks cultural and recreational elements. An African American Interpretive Art Park has been proposed as well.
		<ul style="list-style-type: none"> ❖ Cultural Space: a lawn amphitheatre /performance space (approx. 3-5 acres) and a stage/plaza (approx. 1-2 acres) are proposed.
		<ul style="list-style-type: none"> ❖ National Park Service Visitor Center/Offices: a visitor center has been proposed as part of the new park.

Existing Conditions		Proposed in Recent Plans
Commercial / Residential Development	<ul style="list-style-type: none"> ❖ Private Development on Howard Road: Approximately 11 acres of land along Howard Road are privately owned. Uses include several auto-related establishments, a charter school, single story office space, and row house residences both abandoned and occupied. Based on records from the Washington, DC government, there are an estimated 14 separate owners of land along Howard Road. 	<ul style="list-style-type: none"> ❖ Proposed uses include a mixed use community of neighborhood serving retail ❖ Approximately 1000 mixed income residential units adjacent to the WMATA parking garage. ❖ Neighborhood-serving retail and residential uses on Howard Road ❖ Proposed soccer stadium/mixed use development with retail, entertainment, and restaurant uses (proposed since the Anacostia Framework Plan was developed).
Institutional Uses	<ul style="list-style-type: none"> ❖ U.S. Park Police ❖ National Park Service complex and helipad. Complex includes the US Park Police Aviation Section Facility, US Park Police Anacostia Operations Facility, and the National Capitol Parks-East Headquarters. ❖ Two former tree and plant nurseries 	<ul style="list-style-type: none"> ❖ As part of the federal land transfer, AWC will need to put together a relocation strategy for the NPS facilities. It is unclear whether they will stay somewhere on Poplar Point or if they will be relocated somewhere else in the District.

Summary of Public and Private Uses

Summary of Existing Public Uses
<p>Poplar Point includes several uses owned by public and/or institutional entities.</p> <ul style="list-style-type: none"> • A 700-space parking garage for the Anacostia Station on Metro's Green Line is located adjacent to the 295 freeway. This is owned and operated by WMATA. • A pump station is located on the southern section adjacent to the ramps leading to the 295 freeway. It is operated by DC WASA. • Two former nurseries, the DC Lanham Tree Nursery and the Architect of the Capitol Nursery, are located on the southern section in front of the parking garage. They are closed to the public and have been vacant since 1993. Both of these sites are owned by the Department of the Interior yet under District jurisdiction.

Summary of Existing Public Uses

- Parkland and open space includes the shoreline stretching from the Frederick Douglass Bridge to the 11th Street Bridge, an athletic field just north of the NPS facility, and a stretch of land between the Metro garage and the river (over the Metro tunnel) used informally for bird watching. This land is owned by the US Government and under the direct control of the National Park Service National Capital Parks-East
- The National Park Service complex includes the US Park Police Aviation Section Facility, US Park Police Anacostia Operations Facility, and National Capital Parks-East Headquarters.
- The Frederick Douglass Bridge, the 11th Street Bridge, I-295 (Anacostia Freeway) between the Suitland Parkway and the 11th Street Bridge, and numerous freeway interchanges are located on Poplar Point.
- A partially paved tour bus parking lot is located just south of the Frederick Douglass Bridge. The land is owned by the US Government with the northern half under the direct control of the National Park Service and the southern half under the direct control of the US Navy at Bolling Air Force Base. Currently this site is leased to the District by the Navy.

Summary of Proposed Public Uses

Proposed public uses include a public art garden, Frederick Douglas Memorial Garden, two water taxi/boat landings, a recreation area (sports fields), a plaza for monuments, memorials, a gathering space for up to 75,000 people, and amphitheater for 1200 to 1500 people, educational facilities, a museum, an NPS Visitor Center, a Riverwalk, and a trail on the existing CSX right of way.

Summary of Existing Private Uses

Approximately 11 acres of land along Howard Road are privately owned. Uses include several auto-related establishments, a charter school, single story office space, and row house residences both abandoned and occupied. Based on records from the Washington, DC government, there are an estimated 14 separate owners of land along Howard Road.

Summary of Proposed Private Uses

Proposed private uses include a mixed use community of neighborhood serving retail and approximately 1000 mixed income residential units adjacent to the WMATA parking garage, neighborhood-serving retail and residential on Howard Road, and a soccer stadium/mixed use development with retail, entertainment, and restaurant uses.

Related Plans and Projects

Capital Projects/ Investments on the Site	Relevance to Poplar Point Redevelopment
Remediation	<ul style="list-style-type: none"> - The Department of Health has completed Phase I and Phase II of the Environmental Assessment for some areas of the Poplar Point Site. Trash and drums have been removed but the soil contamination remains. AWC has hired an environmental remediation consultant to analyze the environmental assessment work that has been done to date at Poplar Point and will recommend a strategy for finishing the assessment phase and begin the clean-up process.
Riverwalk Trail	<ul style="list-style-type: none"> - Currently the NPS is working on construction plans to repave Anacostia Drive and build a river trail that is ~ 10-12 feet wide. Construction is scheduled for late summer 2007. The Anacostia Framework Plan proposes a promenade type trail for Poplar Point. The pedestrian path is proposed to have a minimum width of 10-feet. The faster speed path for wheeled users is proposed to have a minimum of 20 feet. . When the land is transferred from the NPS to the District, these different plans need to be reconciled.
Anacostia Road Construction	<ul style="list-style-type: none"> - The National Park Service will begin reconstruction of Anacostia Road in summer 2007. The alignment will be very similar to the existing alignment along the river. The Riverwalk Trail is scheduled to be built when the road is reconstructed. The vision in the Poplar Point Target Area Master Plan shows Anacostia Road moved much further back on the site. The new road will be constructed to have a life of 10 years.
South Capitol Street Roadway Improvement and Bridge Replacement Project	<ul style="list-style-type: none"> - Realign and lower the Frederick Douglas Memorial Bridge. - Will create more developable land at the Poplar Point site. - Looking to manage stormwater from the Bridge at Poplar Point - Create new intersection at Suitland Parkway - Reconstruct interchange at I-295 and Suitland Parkway to include more traffic movements and safer geometry. - Currently, an EIS is underway which looks at several alignments. Draft will be released for public review in July. - Bridge construction will being ~2013
11 th / 12 th Street Bridge	<ul style="list-style-type: none"> - Will replace the two one-way bridges with two-way bridges; one to serve local and one to serve regional traffic. - Provides Anacostia Park access east of the river via a new street from I-295 to Anacostia Drive

Capital Projects/ Investments on the Site	Relevance to Poplar Point Redevelopment
	<ul style="list-style-type: none"> - EIS is underway and public review draft will be available in May - Construction to begin ~2011.
Native Plantings	<ul style="list-style-type: none"> - NPS is starting to plant areas along the river with native vegetation.

Plans / Studies for the Site	Relevance to Poplar Point Redevelopment
The Comprehensive Plan	<ul style="list-style-type: none"> - Recently amended in 2007, the Comprehensive Plan designates Poplar Point as an area with high density residential, medium density commercial, institutional, and park land.
The Anacostia Waterfront Framework Plan. November 2003 (OP)	<ul style="list-style-type: none"> - Provides overarching vision, history, and description of challenges, goals and actions. Calls for a new signature gateway and park at Poplar Point.
Target Area Master Plan Poplar Point. March 2003 (OP)	<ul style="list-style-type: none"> - Includes vision, draft site plan for Poplar point (pre soccer stadium), guiding principles, and existing conditions. <p>Goals for Poplar Point include:</p> <ol style="list-style-type: none"> 1. A Green Gateway to the River 2. Make Poplar Point A Place of Arrival (Transportation and Trails) 3. A Signature Waterfront Park 4. A Home to Culture, Community and History 5. A Link to Neighborhood Vitality
EIS for the South Capitol Street Bridge (DDOT)	<ul style="list-style-type: none"> - May provide some historical / cultural background for the Poplar Point Area. - Will look at the environmental impact of different alternatives for the bridge alignment. - The study boundary includes the western half of the Poplar Point site. - Proposes new traffic circle and takes regional traffic off of Howard Road.
EIS for the 11 th Street Bridge Project	<ul style="list-style-type: none"> - May provide some historical/cultural background for the Poplar Point Area. - Will look at the environmental impact of different alternatives for the bridge alignment. - The study boundary includes the eastern half of the Poplar Point site. - Will provide new access off the 11th Street Bridge to Poplar Point and keep Good Hope Road open.
South Capitol Gateway Corridor and Anacostia Access Study Final Report (DDOT). October 2004	<ul style="list-style-type: none"> - Infrastructure/transportation projects to include in land use plan - Bridge realignment options and assessment of options
Anacostia RiverParks Target Area	<ul style="list-style-type: none"> - Park planning principles

Plans / Studies for the Site	Relevance to Poplar Point Redevelopment
Plan and Riverwalk Design Guidelines. September 2003 (OP)	<ul style="list-style-type: none"> - Calls for “meadowed buffer” on the riverbanks and woodland buffer next to freeway - Proposes new levee alignment and construction - Calls for “promenade” treatment of trail - Details trail design – see pg 56 and 62 for the cross section.
Riverwalk Trail Environmental Assessment. December 2004. (NPS and Dept of the Interior).	<ul style="list-style-type: none"> - Draft EA complete. Awaiting FONSI - Looks at the environmental issues of the 12 foot multi-use trail alignment. - Recommends “preferred alignments”
Remedial/Restoration Planning Work Plan for Field Activities, Poplar Point, Washington, D.C. March 2005 (DOH)	- This is a workplan for the DC Lanham Area of the Poplar Site. Includes a plan to do surface soil / sediment sampling in Wetland 1, characterization of flow in Stickfoot Sewer, a tidal study, a topographic survey, and wetland delineation. Has this been done?
Phase 1 Environmental Site Assessment Poplar point Site (Section 1). January 2003 (District of Columbia and NOAA Fisheries).	<ul style="list-style-type: none"> - Result of the ESA indicates the presence of recognized contamination at the site. - Does not represent ESA for entire Poplar Point site but just for western half.
Phase 2 Environmental Site Assessment	- Draft is available online at NOAA website.
Anacostia Waterfront Transportation Architecture Design Standards	- Guidelines for transportation projects/streetscape design affecting Poplar Point
Anacostia Waterfront Transportation Master Plan	- Timing of transportation projects that will impact Poplar Point.

Capital Projects/Investments in the Surrounding Neighborhood	Relevance to Poplar Point Redevelopment
Anacostia Metro Station development	- May be a mix of residential/retail and office on confined site near metro station. WMATA and AWC are considering relocating their headquarters to this site.
Anacostia Streetcar (first phase should be complete in 1-2 years)	<ul style="list-style-type: none"> - It is proposed that the streetcar will run within a normal travel lane on MLK. - It will provide access for local residents to amenities and services and the Metro lines. - Look at proposed streetcar stops in conjunction with access/gateways to the river.
St. Elizabeth’s Redevelopment	<ul style="list-style-type: none"> - West side of campus will be redeveloped to provide housing for US Coast Guard relocation. East side will undergo redevelopment as well. - There may be only an indirect impact to Poplar Site - potential of more traffic on Suitland Parkway and more people visiting Poplar Point.
Great Streets/MLK Jr Ave (preliminary)	- Goal is to revive Great Streets into attractive centers for their adjacent neighborhoods

Capital Projects/Investments in the Surrounding Neighborhood	Relevance to Poplar Point Redevelopment
draft is available)	<p>and communities.</p> <ul style="list-style-type: none"> - The program links infrastructure investments in new streetscapes, trees, sidewalks, curbs, gutters and lighting to economic development objectives.
I-295 to I-395 Tunnel	<ul style="list-style-type: none"> - Bore tunnel underneath the Anacostia River to remove much of the commuter traffic from the local street network. - No dates set. Project is only in a vision phase
Anacostia Gateway Government Center	<ul style="list-style-type: none"> - Will bring in approximately 540 new employees that may need housing - Completion Winter 06/07 - Located at Good Hope Road – a significant entryway to Poplar Point from the Historic Anacostia neighborhood.
Anacostia Branch Library	<ul style="list-style-type: none"> - Cultural project that will complement cultural programming on Poplar Point - Completion Summer 06
Barry Farms New Communities Initiative	<ul style="list-style-type: none"> - Redevelopment of the public housing project “Barry Farms” which is adjacent to the Poplar Point site. <p>This plan creates</p> <ul style="list-style-type: none"> - Over 1100 units of housing - 30%/30%/30% split among low-moderate income, workforce and market rate buyers and renters - Approximately 25,000 square feet of commercial retail space - located along Firth Sterling Avenue, with neighborhood shops such as a coffee shop and pharmacy - New neighborhood amenities and public facilities - Barry Farm Recreation Center to be rebuilt - A newer, larger Birney Elementary School

Plans/Studies in the Surrounding Neighborhood	Relevance to Poplar Point Redevelopment
Anacostia Transit Area Strategic Investment and Development Plan. April 2004 (OP)	<ul style="list-style-type: none"> - Development program for different nodes on the East side of the river. Includes: <ul style="list-style-type: none"> Metro Node – Civic center and new growth hub <ul style="list-style-type: none"> • Highly walkable; civic focus, diverse residential choices with ground floor convenience retail uses; connections to waterfront parks. • Development Potential: 500 – 600 Residential units, 10-20,000 sq.ft. retail

Plans/Studies in the Surrounding Neighborhood	Relevance to Poplar Point Redevelopment
	<p>W Street – Mixed use arts, office, industry and housing</p> <ul style="list-style-type: none"> • Infill along MLK expands residential for artists and live-work. Wide sidewalks and larger scale retail activate the main street. Arts and light-industry utilize zoning. • Development Potential: 300 Residential units, 50,000 sq.ft. convenience retail, up to 20,000 sq.ft. shoppers goods retail <p>Gateway – Downtown Anacostia main street center and gateway.</p> <ul style="list-style-type: none"> • New offices and residences support a busy main street day and evening. Enhanced streetscapes create an inviting place to be and shop. • Development Potential: 200 Residential units, 10-20,000 sq.ft. convenience retail, planned office developments <p>Residential District</p> <ul style="list-style-type: none"> • Support owners to rehabilitate and pre-serve historic building stock and character. Enhance public space to support a variety of uses. <p>Poplar Point - Destination recreation, park land and neighborhood expansion</p> <ul style="list-style-type: none"> • Significant infra-structure investments create the opportunity for a mixed-use district providing new destination parkland and supportive uses.
Draft Market Assessment of Transit-oriented development: Anacostia Metro Station. 2003 (OP)	- Provides the market research that will guide planning for the Anacostia Metro Station Transit Oriented Development Plan.
Middle Anacostia Crossing Study	<ul style="list-style-type: none"> - Study Draft complete. EIS for 11th Street Bridges in progress. See 11th Street Bridges Project above. - Improve pedestrian, bicycle, transit and vehicle passage across Anacostia River. Separate regional traffic from local traffic to improve function of local neighborhood streets
Anacostia Gateway Transportation Plan	- Mitigate transportation impacts of new government center and improve transportation safety, efficiency, and aesthetic appearance throughout Anacostia neighborhood.
Anacostia Metro Station Design Principles	<ul style="list-style-type: none"> - Includes design guidelines for new development at the Anacostia Metro Station. - The design of the block face on Howard Road (the main gateway to Poplar Point) will be important.

Legislated Program

The legislative proposal for the conveyance of the land at Poplar Point by the United States to the District of Columbia defines specific terms and conditions associated with the transfer.

- ❖ The deed conveying Poplar Point to the District must include a restriction requiring that a minimum of 70 acres at Poplar Point be maintained for park purposes. "Park purposes" includes the landscaped areas, pedestrian walkways, bicycle trails, seating, open-sided shelters, natural areas, recreation use areas, and memorial sites reserved for public use.
- ❖ The deed must reserve to the United States all right and title, at no cost, in existing facilities and all necessary easements for access and utilities until the National Park Service has relocated to replacement facilities provided by the District of Columbia.
- ❖ Upon completion of the relocation, the Secretary of the Interior must convey to the District in a separate deed all right, title, and interest in the existing facilities and all necessary easements for access and utilities.
- ❖ Construction, except that which may be related to the provision of replacement facilities, cannot commence until the District and the Secretary agree in writing on suitable replacement facilities and a timetable for relocation.
- ❖ Construction must also wait until the District makes publicly available a land use plan that 1) identifies a minimum of 70 acres, including wetlands, to be maintained in perpetuity as parkland; 2) is consistent, where possible, with the Anacostia Waterfront Framework Plan; 3) sets aside at least two sites within the designated parkland, for potential memorials; and 4) includes a commitment by the District to convey back those memorial sites to the NPS at an appropriate time as determined by the Secretary of the Interior.
- ❖ The District must transmit the land use plan to the Secretary along with the information necessary for the Secretary to provide a supplemental deed identifying the 70 acres set aside for park purposes.
- ❖ The National Park Service and the Department of the Interior are not responsible for any environmental liability associated with Poplar Point including, but not limited to, the Comprehensive Environmental Response, the Compensation and Liability Act, the Federal Water Pollution Control Act, the Clean Air Act, the Solid Waste Disposal Act, the Rivers and Harbors Act, the Toxic Substances Control Act, and the Oil Pollution Act. Responsibilities and costs associated with compliance will be borne by the District of Columbia.

- ❖ The United States is not responsible for any costs and expenses incurred by the District of Columbia or any other parties in connection with the transfer of land and subsequent development.

Sources

Resource	Location
<i>Draft Legislation "Federal and District of Columbia Government Real Property Act of 2005"</i>	http://www.nps.gov/ncro/dclandslegislation/
<i>The Anacostia Waterfront Framework Plan. November 2003 (Office of Planning)</i>	http://planning.dc.gov
<i>Target Area Master Plan Poplar Point. March 2003 (Office of Planning)</i>	http://planning.dc.gov
<i>South Capitol Street Bridge Project (District Department of Transportation)</i>	http://www.southcapitoleis.com/
<i>Anacostia RiverParks Target Area Plan and Riverwalk Design Guidelines. September 2003 (Office of Planning)</i>	http://planning.dc.gov
<i>Riverwalk Trail Environmental Assessment. December 2004. (NPS and Dept of the Interior).</i>	http://ddot.dc.gov
<i>Southwest Waterfront Website</i>	http://www.swwaterfrontdc.com
<i>Remedial/Restoration Planning Work Plan for Field Activities, Poplar Point, Washington, D.C. March 2005 (Department of Health)</i>	Available upon request
<i>Phase 1 Environmental Site Assessment Poplar point Site (Section 1). January 2003 (District of Columbia and NOAA Fisheries).</i>	Available upon request
<i>Anacostia Transit Area Strategic Investment and Development Plan. April 2004 (Office of Planning)</i>	http://planning.dc.gov
<i>Middle Anacostia River Crossings Study (District Department of</i>	http://ddot.dc.gov

Resource	Location
Transportation)	
Anacostia Access Study (District Department of Transportation)	http://ddot.dc.gov
Anacostia Gateway Transportation Study (District Department of Transportation)	http://ddot.dc.gov
South Capitol Street Corridor Study (District Department of Transportation)	http://ddot.dc.gov