

<i>Streetcar Land Use Study</i> PHASE ONE	
<i>Overview</i>	
	<ul style="list-style-type: none">▪ Introduction▪ The Benefits of the Streetcar<ul style="list-style-type: none">○ Quality of Life○ Real Estate Investment○ Economic and Fiscal Benefits▪ Systemwide Challenges and Mitigation▪ Corridor/Neighborhood Analysis<ul style="list-style-type: none">○ Benefits and Challenges in Each Corridor○ Alternative Alignments▪ Strategies and Tools for Optimizing Land Use Impacts▪ Next Steps

Introduction

- Decision to build streetcar system results from long-term assessment of District's transportation needs
- Total length: 37 miles
- District of Columbia Department of Transportation (DDOT) leading system planning, design, financing
 - Ridership potential
 - Demand for additional capacity on Metrorail and bus lines
 - Gaps in existing service
 - Economic development opportunities
- Office of Planning (OP) tasked with assessing land use implications

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Purpose of study

- Understand net land use impacts of the streetcar for the District
 - Jobs
 - Quality of life
 - Affordability of living in the District
 - Potential fiscal benefits to the District
 - Projected impact on real estate development
- Identify possible changes in route alignment
- Support DDOT's efforts
- Determine potential of streetcar benefits to help fund cost of implementation

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Proposed And Historic Streetcar Routes

The District's suitability for streetcar


- From 1862 to 1962, an earlier streetcar system shaped District's development patterns.
- District has second-busiest subway system in the U.S., yet Metrorail is not equally available across the city.
- Streetcar network would link many unconnected neighborhoods to Metrorail.
- Running above ground, streetcars are visible and offer residents and visitors a way to experience the city visually.

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Lessons from other cities

- Portland
- Seattle
- San Francisco
- Los Angeles
- Cincinnati

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Lessons from other cities

- Expanded access to economic opportunity.
 - Seattle: new premium-transit access to high-tech jobs center
- Marked rise in real estate values and development potential within ¼ mile of streetcar corridor.
 - Portland: \$3.5 billion in new housing, commercial, and retail development within two blocks of the alignment, significantly increasing fiscal returns to the city
- Benefits for established areas.
 - San Francisco: F-line increased retail along Market Street

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Comparing transit options

- Bus rapid transit (BRT) costs less to build, can start running sooner, but does not attract same degree of real estate investment.
- Heavy rail costs 5-6 times as much as streetcar, attracts significant real estate investment.
- Streetcar's visibility and permanence also attract private real estate investment. This study projects that increased property value spurred by the streetcar could be 6 to 10 times the system's construction cost.

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Neighborhood Context Corridors

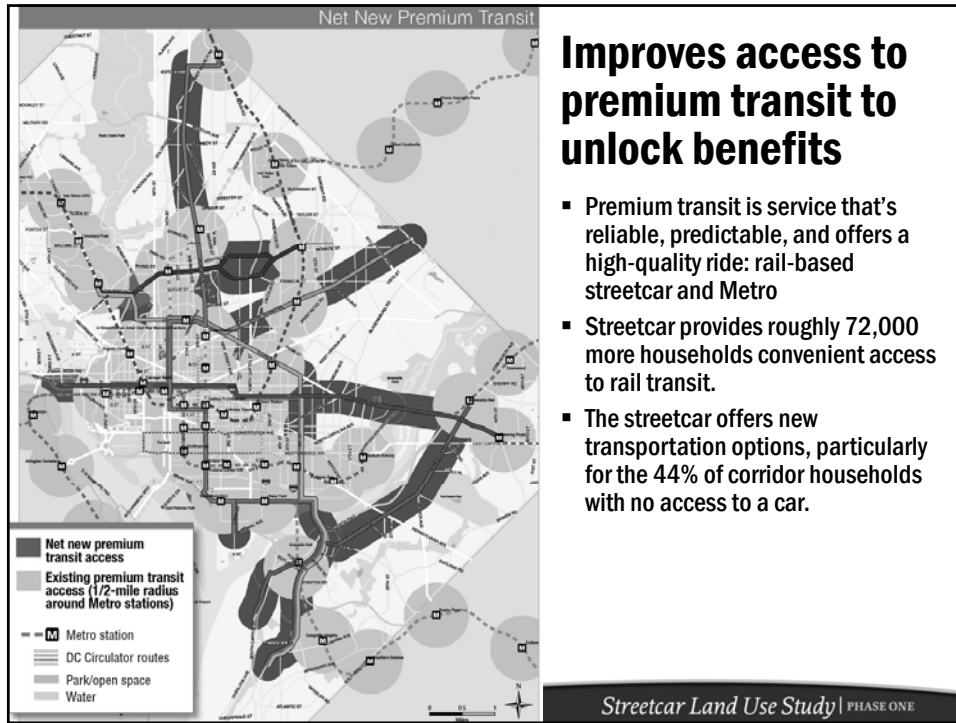
Defining the study area corridors

- All land within ¼-mile of proposed streetcar lines. This distance represents a convenient walking distance (approximately 5 minutes).
- Nine corridors demonstrating distinct land-use characteristics.
- Subdivision of corridors allows more detailed, local analysis.

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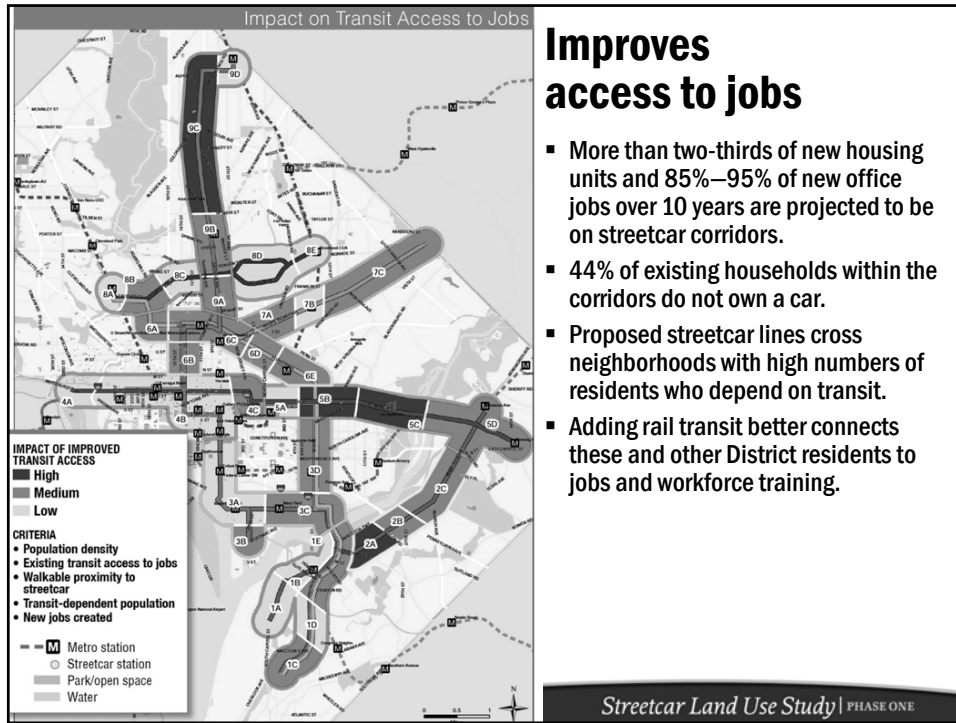
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The Benefits of the Streetcar



QUALITY OF LIFE

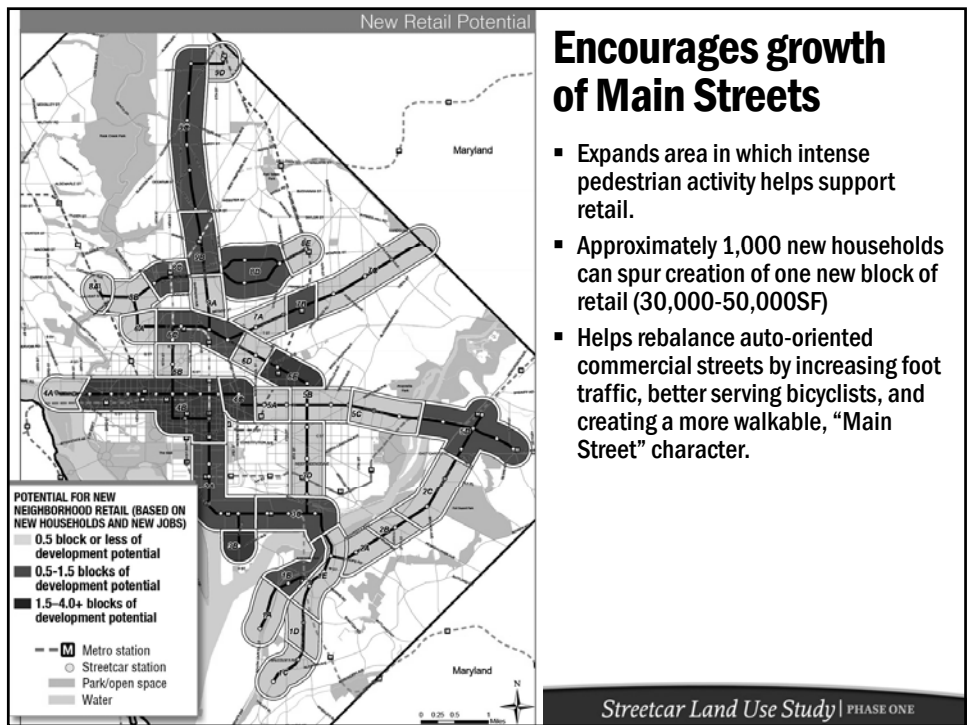
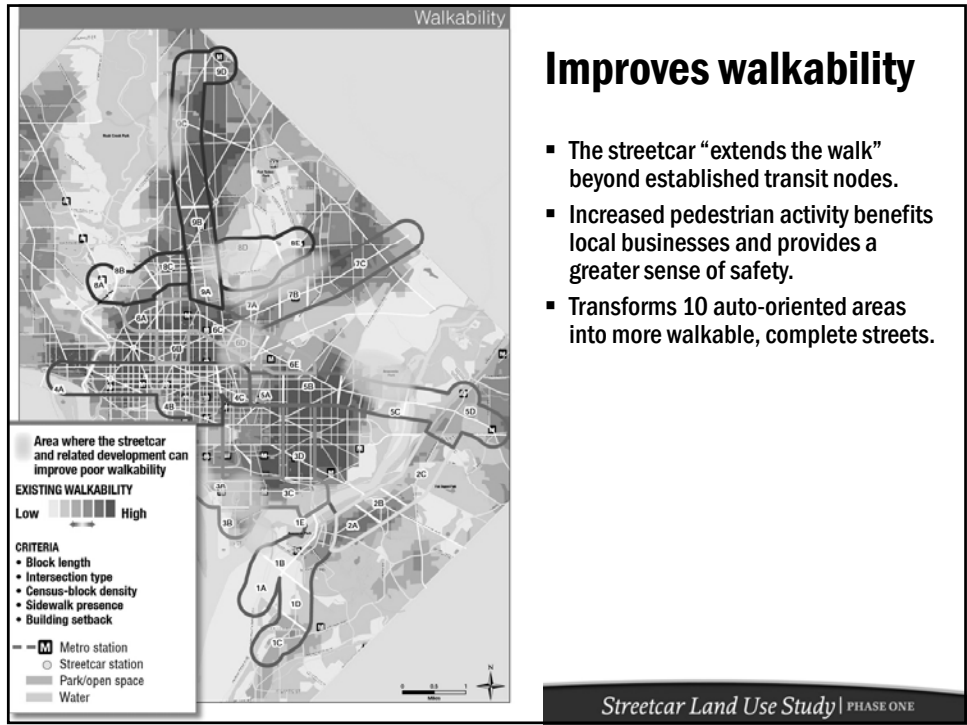
- ACCESS TO JOBS**
- WALKABILITY**
- ACCESS TO AMENITIES**
- ACCESS TO SCHOOLS**
- HISTORIC RESOURCES**
- HOUSING CHOICE**

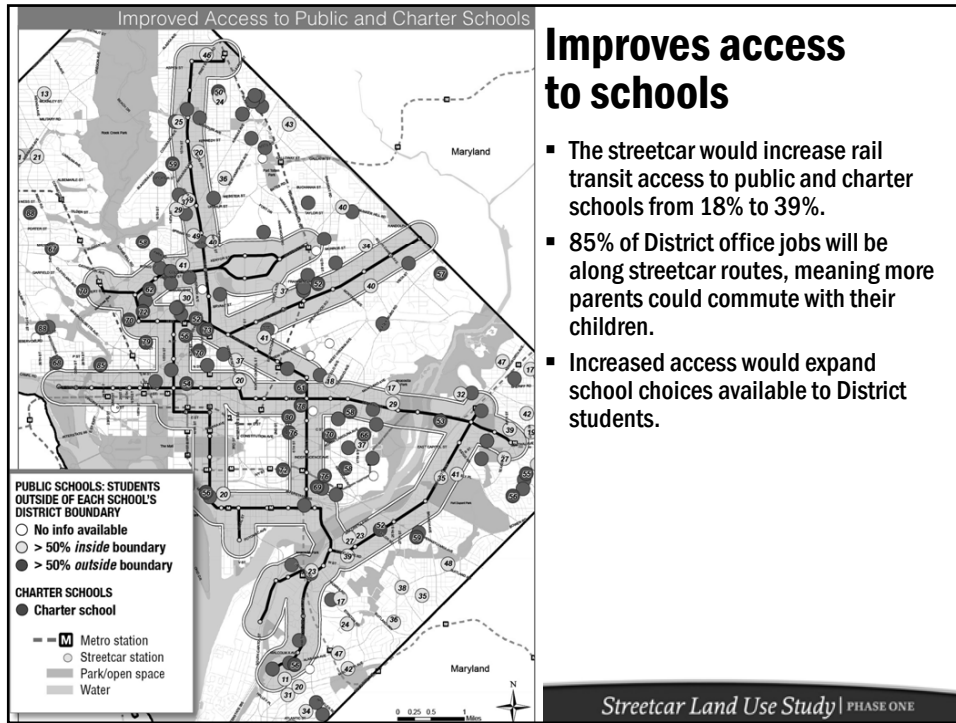


Improves access to jobs

- More than two-thirds of new housing units and 85%–95% of new office jobs over 10 years are projected to be on streetcar corridors.
- 44% of existing households within the corridors do not own a car.
- Proposed streetcar lines cross neighborhoods with high numbers of residents who depend on transit.
- Adding rail transit better connects these and other District residents to jobs and workforce training.

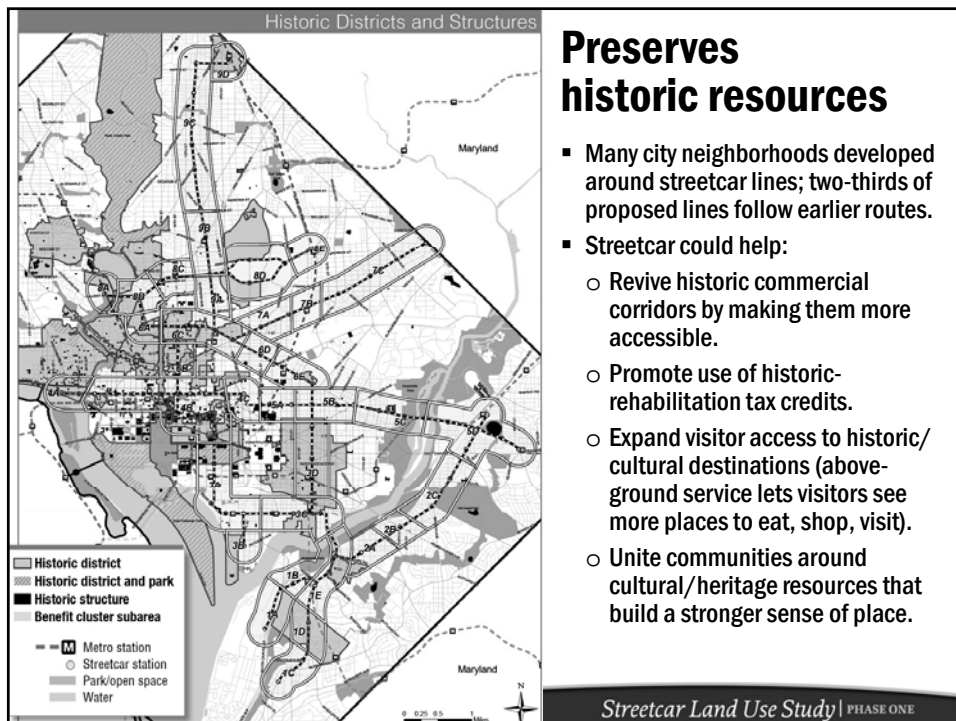






Improves access to schools

- The streetcar would increase rail transit access to public and charter schools from 18% to 39%.
- 85% of District office jobs will be along streetcar routes, meaning more parents could commute with their children.
- Increased access would expand school choices available to District students.



Preserves historic resources

- Many city neighborhoods developed around streetcar lines; two-thirds of proposed lines follow earlier routes.
- Streetcar could help:
 - Revive historic commercial corridors by making them more accessible.
 - Promote use of historic-rehabilitation tax credits.
 - Expand visitor access to historic/cultural destinations (above-ground service lets visitors see more places to eat, shop, visit).
 - Unite communities around cultural/heritage resources that build a stronger sense of place.



Expands housing choice

- Areas with little to no new market-rate and/or mixed-income housing, would gain development within a 5-minute walk of the streetcar.
- In other cities, the streetcar has spurred development of new housing types such as lofts, smaller units, and accessory dwelling units.
- In higher-income areas, the streetcar could indirectly yield more affordable housing as it spurs development subject to inclusionary zoning.

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REAL ESTATE INVESTMENT

EXPANDING PROPERTY VALUE BOOSTING RESIDENTIAL, OFFICE AND RETAIL DEVELOPMENT MARKETS



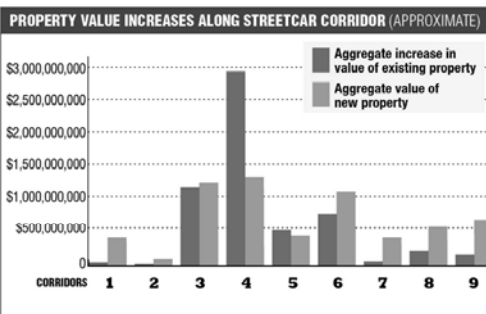


Where and why the streetcar makes a difference

Real estate benefits would be most pronounced where the streetcar:

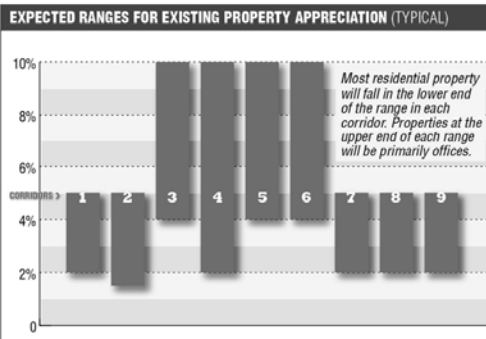
- improves access to underdeveloped areas.
- encourages expansion of existing commercial districts and developed transit nodes by “extending the walk.”
- increases accessibility to areas with existing amenities.

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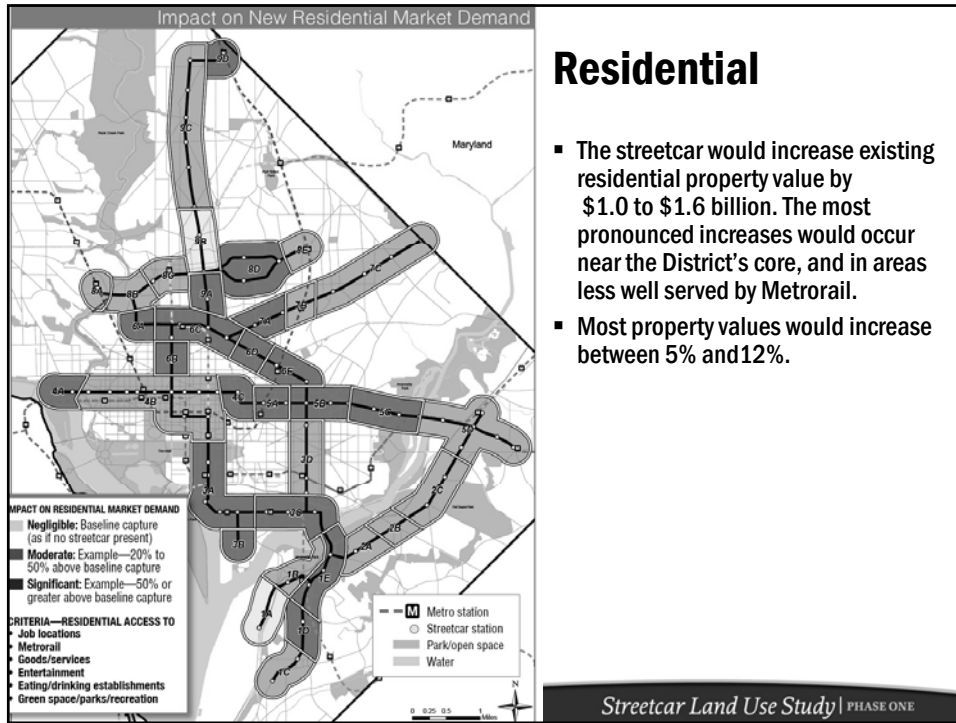


Builds property value

- If the streetcar system were in place today, the study projects that:
 - Existing property would add \$5 to \$7 billion in value (aggregate)
 - New investment would total \$5 to \$8 billion (aggregate)
- Values would increase at different rates across corridors.

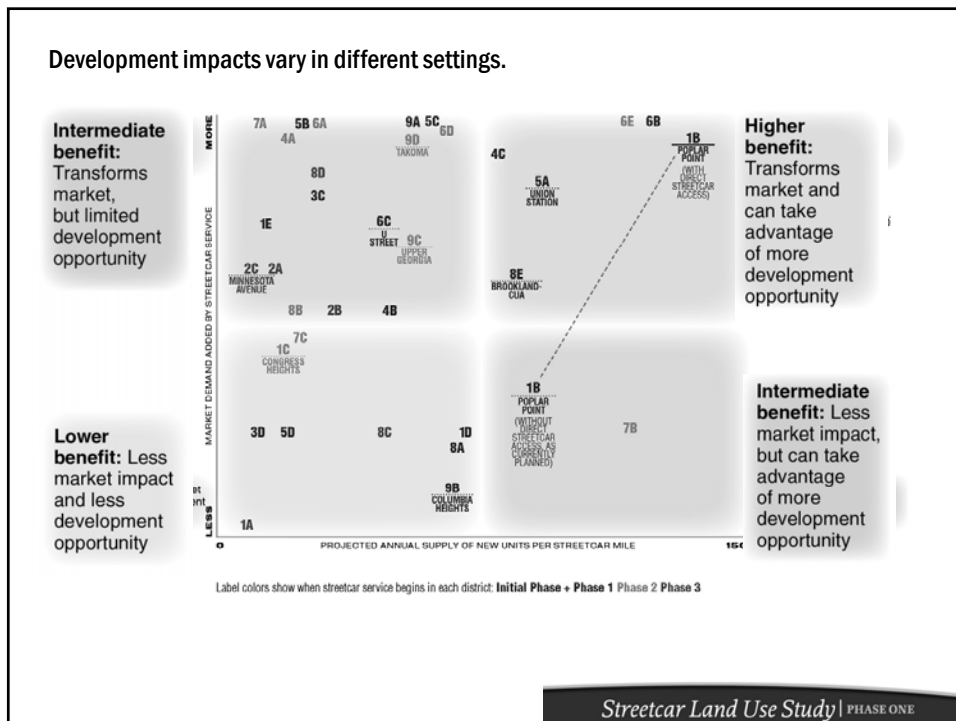


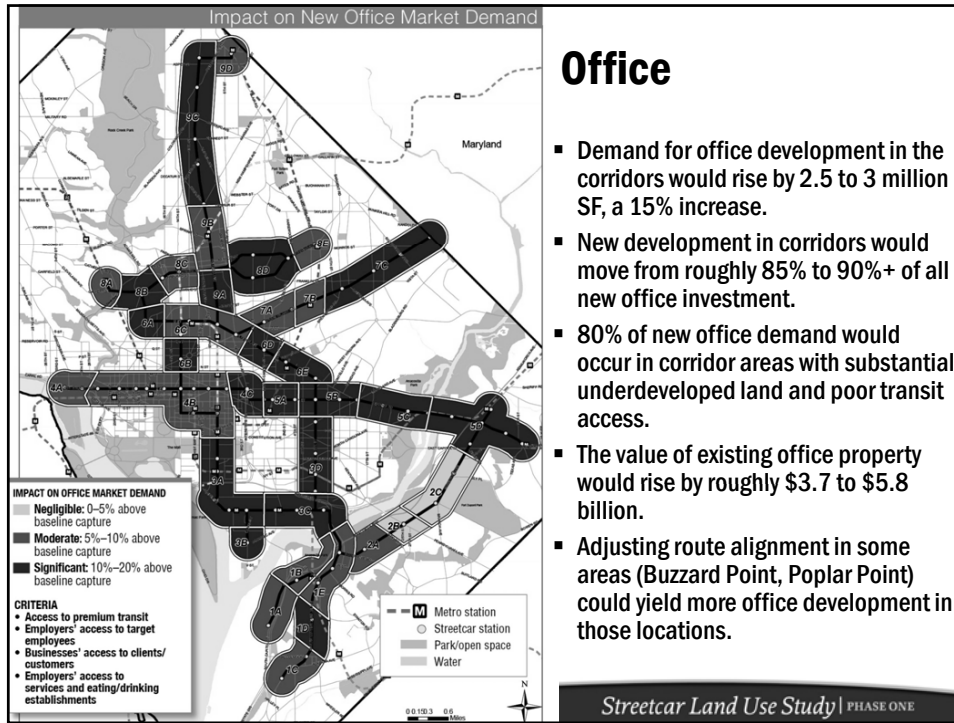
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Residential

- The streetcar would increase existing residential property value by \$1.0 to \$1.6 billion. The most pronounced increases would occur near the District's core, and in areas less well served by Metrorail.
- Most property values would increase between 5% and 12%.





RETAIL

POTENTIAL NEW RETAIL SPENDING*		
CORRIDOR	SALES	SQUARE FEET
1	\$22,800,000-\$27,900,000	80,600-98,000
2	\$4,800,000-\$5,800,000	17,000-21,000
3	\$54,300,000-\$66,400,000	192,000-235,000
4	\$60,200,000-\$73,500,000	213,000-260,000
5	\$22,900,000-\$28,000,000	81,000-99,000
6	\$53,000,000-\$64,900,000	188,000-229,000
7	\$21,300,000-\$26,100,000	75,000-92,000
8	\$29,200,000-\$35,700,000	103,000-126,000
9	\$36,500,000-\$44,600,000	129,000-158,000
TOTAL FISCAL BENEFIT	\$305,000,000-\$373,000,000	1,100,000-1,300,000

* Projections assume a 10 year time frame and that all corridors receive similar spending potential for each new household or job.
Sources: Claritas Inc., Retail Market Power; International Council of Shopping Centers, Office Worker Retail Spending Patterns (2003); W.ZHA

Retail


- Added residential and office development along corridors would boost retail property values and raise retail demand.
- The streetcar would add \$305 to \$373 million to retail spending potential in the District over ten years.
- 1.1 to 1.3 million SF of new retail space would be created over ten years.

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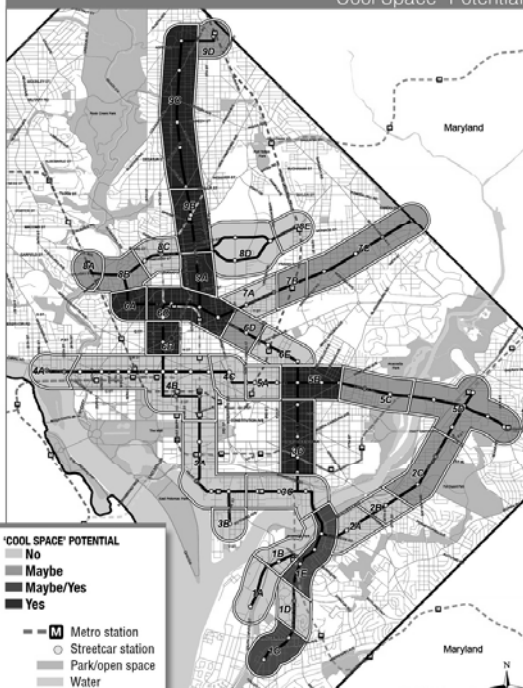
ECONOMIC AND FISCAL BENEFITS

**CREATING, ATTRACTING AND
RETAINING JOBS**

**ENHANCING THE INCOME AND
PROPERTY TAX BASE**



"Cool Space" Potential



'COOL SPACE' POTENTIAL

- No
- Maybe
- Maybe/Yes
- Yes

Metro station
 Streetcar station
 Park/open space
 Water

Expands the creative economy

- Already 10% of District jobs
- Creative industry employees are 50% more likely than the general populace to prefer living and working in urban neighborhoods with lively commercial districts.*
- The streetcar improves walkability and accessibility of jobs/amenities. Both represent strategic advantages for the District in retaining creative firms and attracting new ones.
- Special opportunity to revive neighborhood main streets

* "The Young and the Restless in a Knowledge Economy," 2005 study by Impresa Consulting for CEOs for Cities

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Attracts new residents

- The streetcar could add 4,000 to 12,000 new District households over ten years.
- Better access, amenities would help the District retain existing households that might otherwise move.
- Taken together, these trends could translate into about 1,400 new households annually once the streetcar system is complete.

PROJECTED RESIDENTIAL GROWTH OVER TEN YEARS		
	BASE <i>(Without streetcar network)</i>	PROJECTED STREETCAR IMPACT* <i>Figures in parentheses show % increase over base condition.</i>
POPULATION		
Net new District residents	34,340	15,500–18,900 (45–55%)
HOUSEHOLDS		
Net new District households	22,000	10,800–13,200 (49–60%)
Of net new households, those located along streetcar corridors	16,360	7,400–9,000 (45–55%)
Existing households within 1/4 mile of rail transit	39,500 households (16% of 248,300 existing)	72,400 more existing households (29% of existing)
Existing + new households within 1/4 mile of rail transit	43,500 to 48,500 households (16–18% of 270,300 existing + new)	96,200 to 97,800 households (34–35% of 270,300 existing + new)

*Assumes full implementation of streetcar network.

Attracts new jobs and increases workers who also live in the District

- The streetcar could draw 6,300 to 7,700 new jobs.
- Workers who also live in the District—and pay its income tax—would rise from 31.5% to 32.5% of the workforce over 10 years and reach approximately 34% over 20 years.

PROJECTED JOB GROWTH OVER TEN YEARS (OFFICE AND RETAIL)		
	BASE <i>(Without streetcar network)</i>	PROJECTED STREETCAR IMPACT* <i>Figures in parentheses show % increase over base condition.</i>
Net new jobs*	78,133	6,300–7,700 (8–10%)
Net new workforce	22,900	10,300–12,600 (45–50%)
Number of jobs in District held by residents—2010	248,220 (31.5% of 788,160 jobs)	n/a
Number of jobs in District held by residents—2020	271,116 (31.5% of 860,760 jobs)*	10,300–12,600 more workforce; 6,300–7,700 more office and retail jobs
Number of jobs in District held by residents—2030	294,013 (31.9% of 922,259 jobs)	10,300–12,600 more workforce; 6,300–7,700 more office and retail jobs

Increases tax revenue

- Taxes generated by existing commercial and residential property would increase by a projected \$88 to \$107 million over ten years.
- Taxes paid by new residents would add a projected \$65 to \$80 million after full system buildout.
- New retail spending after full buildout would generate a projected increase of \$14 million in annual sales-tax revenue.

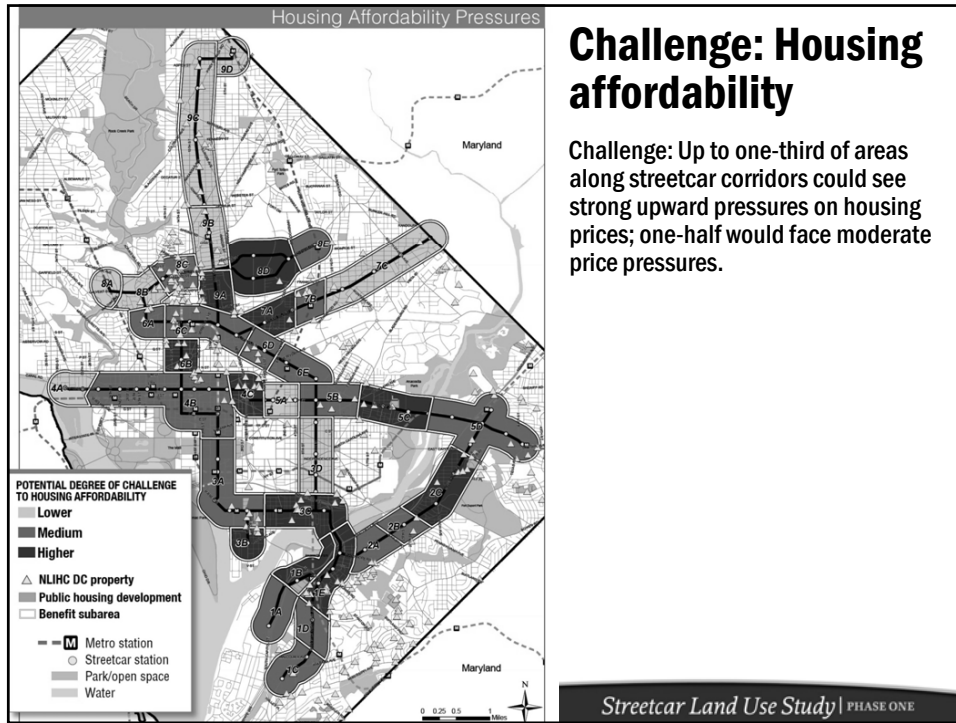
PROJECTED FISCAL BENEFIT OF STREETCAR OVER TEN YEARS			
	BASE (WITHOUT STREETCAR)	PROJECTED STREETCAR IMPACT	COMBINED (BASE + STREETCAR IMPACT)
COMMERCIAL REVENUES			
Existing property tax—commercial	\$1,260,000,000–\$1,540,000,000	\$79,200,000–\$96,800,000	\$1,339,200,000–\$1,636,800,000
Added property tax from commercial development	\$135,000,000–\$165,000,000	\$5,700,000–\$6,900,000	\$140,700,000–\$171,900,000
RESIDENTIAL REVENUES			
Existing property tax—residential	\$244,800,000–\$299,200,000	\$9,000,000–\$11,000,000	\$253,800,000–\$310,200,000
Added property tax from residential development	\$136,800,000–\$167,200,000	\$68,400,000–\$83,600,000	\$205,200,000–\$250,800,000
Added income tax (new residents due to streetcar)	\$117,900,000–\$144,100,000	\$64,300,000–\$78,600,000	\$182,200,000–\$222,700,000
Added sales tax (new retail sales due to streetcar)	\$21,600,000–\$26,400,000	\$11,900,000–\$14,500,000	\$33,500,000–\$40,900,000
Total fiscal benefit	\$1,916,100,000–\$2,341,900,000	\$238,400,000–\$291,400,000	\$2,154,500,000–\$2,633,300,000

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Systemwide Challenges and Mitigation





Challenge: Housing affordability

Challenge: Up to one-third of areas along streetcar corridors could see strong upward pressures on housing prices; one-half would face moderate price pressures.

Response: Affordable transportation, housing



- Mandatory inclusionary zoning ordinance applies to most new development with 10 or more units in streetcar corridors.
- Use public land, including 100 acres within areas facing strongest price pressures, for housing.
- Use tax-credit and other affordable-housing funds in a targeted way.
- Preserve existing public, subsidized, and/or other affordable housing.
- Encourage creation of accessory dwelling (“in-law”) units.
- Household savings from streetcar service could offset housing value increases:
 - premium transit makes it possible to give up a car
 - improved access to jobs

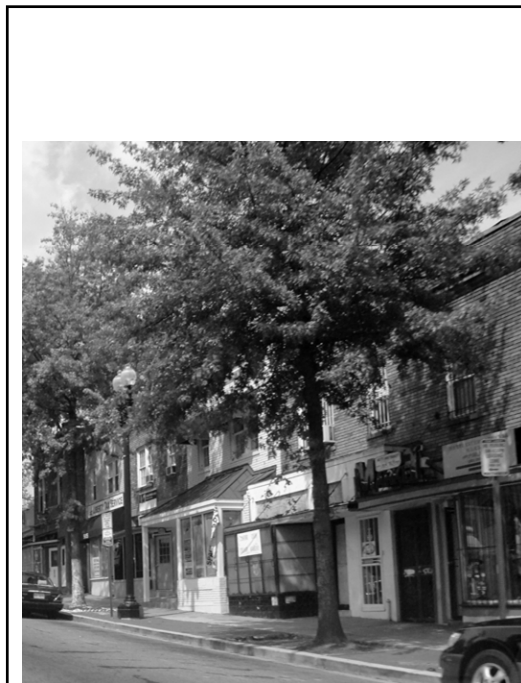
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Challenge: Market shifts

- The streetcar would likely draw businesses from other areas of the District.
- Market interests would likely intensify along streetcar corridors.
- Owners worry that streetcar may threaten existing businesses by triggering rent increases and inviting more competition.

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Response: Plan ahead

- Identify market-based uses that do not need sites near premium transit.
- Make sure zoning and development policy promotes mixed-use, transit-oriented development where it has not historically occurred.
- Experience of other cities suggests that greater consumer activity generated by streetcars tends to help “mom and pop” stores.
- Use streetcar planning to identify strategic ways to use existing District business-assistance programs, which have limited funding.

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Challenge: Transportation issues

- Constrained rights of way could create challenges: congestion; loading/unloading for businesses; and safe accommodation of bicyclists.
- Streetcars cannot operate on roads that restrict on-street parking during peak hours but allow it at other times.
- Traffic congestion could pose a problem in several locations.

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Where congestion could pose a problem

STREET CONSTRAINTS

Streets are grouped by the number of lanes they have available to traffic during peak hours. Rankings move from greater to lesser constraints within these groupings, reflecting a combination of factors: congestion levels, parking restrictions, and whether a street falls within WMATA's Priority Corridor Network.

SUBAREAS	CORRIDOR	NUMBER OF LANES (PEAK HOUR)	PARKING	BIKE LANES	PRIORITY BUS NETWORK	CONGESTION	AVERAGE DAILY TRIPS PER LANE	MITIGATION NEEDS
8B, 8C	Columbia Road	2	full-time		no*	very high	6,400-12,800	Consider additional alignment options
3D	8th Street	2	full-time		yes	moderate	4,000-5,500	Coordinate with WMATA, residents, and merchants
3B	Canal Street	2	full-time		yes	low	900	
9D	Butternut Street	2	restricted		yes	low	1,800-3,500	Address restricted parking
9A, 9B, 9C	Georgia Avenue	4	full-time		yes	high	4,800-7,300	Coordinate with WMATA
6D	Florida Avenue	4	no		yes	high	4,600-7,000	Manage congestion
4A, 4B	K Street	4	no		partial	high	4,500-6,000	
6A, 6C	U Street	4	full-time		yes	moderate/high	3,000-3,475	Manage congestion
2A, 2B, 2C	Minnesota Avenue	4	restricted		no*	moderate/high	2,500-5,800	Address restricted parking
6A, 8B	18th Street	4	restricted		yes	low	3,475	Address restricted parking
6B	14th Street	4	full-time	proposed	yes	moderate	5,600-6,600	Manage congestion
1A, 1B	South Capitol Street	4	no		no*	moderate	2,500-4,250	
1C, 1D, 1E	MLK Jr. Avenue	4	restricted	proposed	yes	moderate	3,000-5,000	Address restricted parking
8A	Calvert Street	5	full-time	yes	yes	high	3,500-4,800	Address bike-design issues
5C	Benning Road	6	full-time		yes	moderate/high	2,600-6,300	
5D	Benning Road	6	full-time		yes	moderate/high	5,750-7,600	
6E	Florida Avenue	6	no		yes	moderate	3,600	
8E	Michigan Avenue	6	restricted		yes	moderate	2,500-9,000	Address restricted parking
7A, 7B, 7C	Rhode Island Avenue	6	restricted	proposed	partial	moderate	3,000-6,400	Address restricted parking
8D	Irving Street	6	no		no*	low	600-3,000	
3A	7th Street	6	restricted		yes	low	2,000-3,000	Address restricted parking
3A, 3C	M Street	6	restricted	proposed	yes	low	2,100-4,500	Address restricted parking

* Although this street does not fall within the priority bus network, bus service will still require coordination.

Response: alternative alignments



▪ Downtown Anacostia

- CHALLENGE: Streetcar displaces on-street parking.
- POTENTIAL STRATEGY: Move the line to Shannon Place SE or Poplar Point.



▪ Columbia Road

- CHALLENGE: Limited ROW, one-way travel, and potential congestion.
- POTENTIAL STRATEGY: Create a one-way couplet with Harvard St. NW.

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▪ 14th Street/F Street

- CHALLENGE: Tight turning geometry and moderate-to-heavy traffic volumes.
- POTENTIAL STRATEGY: Relocate line to 15th St. and Vermont Ave. NW to Thomas Circle.



▪ 7th Street/F Street

- CHALLENGE: Constrained ROW along 7th St. NW.
- POTENTIAL STRATEGY: Create a one-way couplet with 9th St. and Constitution Ave. NW between F and 7th.

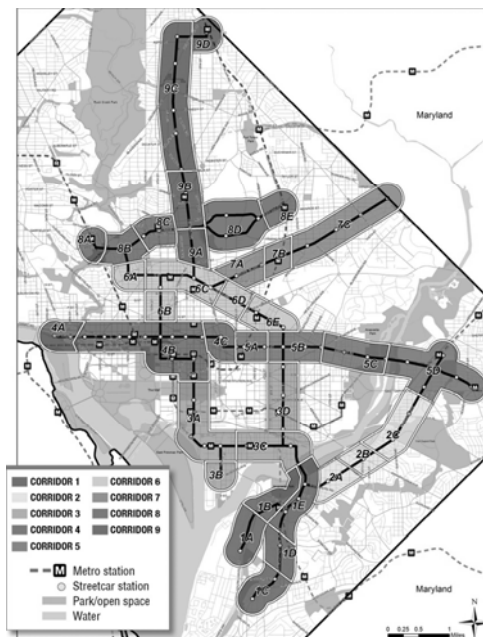
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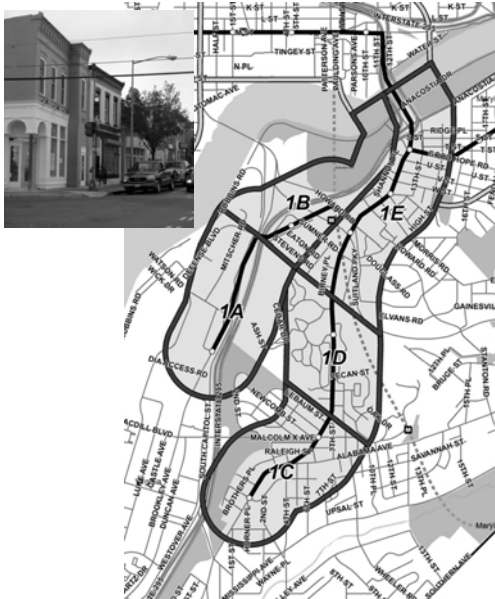
Corridor/
Neighborhood Analysis



**BENEFITS
AND
CHALLENGES
IN EACH
CORRIDOR**



MLK Jr. Ave./Firth Sterling Ave./South Capitol



- **BENEFITS**
 - Improves access to premium transit
 - Creates stronger linkages between neighborhoods
 - Increases connections to jobs at the future DHS HQ and other development on St. Elizabeth's site
 - May broaden market for existing and new businesses and housing
- **CHALLENGES**
 - ROW issues with planned MLK alignment in downtown Anacostia
 - Missed opportunity to unlock transit-oriented development potential at Poplar Point under current alignment

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Good Hope Road/Minnesota Avenue



- **BENEFITS**
 - Improves connections to neighborhood retail, jobs, and Metrorail
 - Offers potential to intensify retail/commercial activity along:
 - ✓ Pennsylvania Avenue SE
 - ✓ Minnesota Avenue NE between E. Capitol St. and Benning Rd.
- **CHALLENGES**
 - Possible loss of on-street parking

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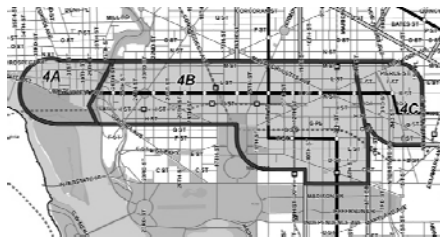
Capitol Riverfront/Buzzard Point/ Capitol Hill/7th Street



- **BENEFITS**
 - Generates the most economic benefits in locations without premium service today (SW Waterfront, Buzzard Point)
 - Route alignment for Buzzard Point could respond to proposed development.
 - Convenient access to downtown and St. Elizabeth's site
 - Possible redevelopment of public housing near Waterfront-SEU Metro
 - 7th Street leg creates key work-to-housing and business-to-business connections
 - New options for National Mall visitors
- **CHALLENGES**
 - 8th St. NE/SE offers only a single travel lane in each direction
 - Parking and delivery at Barracks Row

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K and H streets to Union Station/ F, 14th, 7th streets downtown



- **BENEFITS**
 - Fills gap between Metro stations at Mount Vernon Square, Gallery Place, Judiciary Square, Union Station, and New York Avenue
 - Reinforces conditions favorable for development
 - Increased property values yield a major boost in tax revenues
 - Strong new connection to Georgetown
 - 7th, F, and 14th street alignments add important connections to jobs, Metro stations, and existing amenities
- **CHALLENGES**
 - Major redesign, reconstruction of K St.
 - Street widths, intersection geometry, and traffic levels along 7th, F, and 14th in downtown

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H Street/Benning Road



- **BENEFITS**
 - Connection to Union Station boosts access to jobs, other transportation modes
 - Important redevelopment potential:
 - ✓ Shopping center at 8th St. NE
 - ✓ Proposed housing redevelopment north of Hechinger Mall
 - ✓ Long-term potential for Hechinger Mall
 - Moderate to significant increases in value of existing properties
 - Potential mixed-income housing redevelopment
- **CHALLENGES**
 - New infrastructure with shorter blocks needed
 - Better pedestrian accommodations needed
 - Restoring street grid at Benning/Minnesota Ave. would improve traffic flow, walkability

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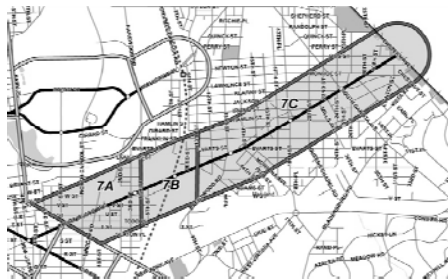
14th Street/18th Street (Adams Morgan)/ U Street/Florida Avenue/8th Street



- **BENEFITS**
 - Extends walkable area from Metro stations along five streetcar corridors
 - Reinforces market interest in existing and new residential, commercial space
 - Development potential varies
 - ✓ Many areas already built-out or under historic-preservation controls
 - ✓ Several large parcels along 14th St.
 - Improves access to New York Avenue Metro station
 - Improves access to Adams Morgan retail/restaurant district
- **CHALLENGES**
 - Street conditions for pedestrians need improvement

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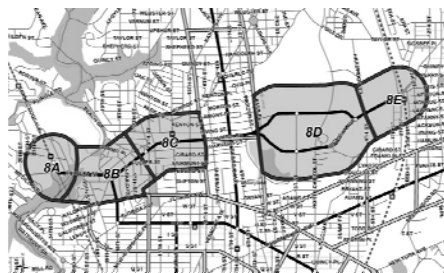
Rhode Island Avenue



- **BENEFITS**
 - Strengthens connection between Brookland, Langdon, Woodbridge, Brentwood and other neighborhoods
 - Streetcars can travel at higher speeds given broad ROW
 - Extends isolated pockets of walkability
 - Opens opportunities for higher-value pedestrian- and transit-oriented redevelopment
- **CHALLENGES**
 - Auto-oriented character calls for pedestrian and streetscape improvements; updated zoning; and design guidelines/implementation rules
 - Lack of area jobs means one-way peak travel will dominate ridership patterns

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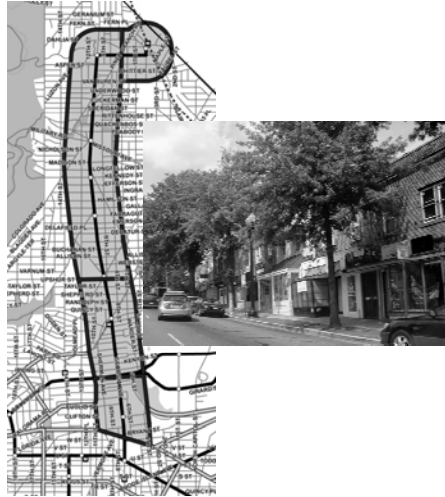
Woodley Park/Columbia Heights/ Washington Hospital Center/Brookland



- **BENEFITS**
 - Route ties together areas divided by Rock Creek, institutional uses, and a rail corridor
 - Relieves capacity constraints at the core of the Metrorail system
 - Benefits Woodley Park hotels
 - Improves access to Washington Hospital Center
- **CHALLENGES**
 - ROW constraints on Columbia Road
 - Auto-oriented character near hospital center and Brookland-CUA Metro calls for pedestrian and streetscape improvements; updated zoning; and design guidelines/implementation rules

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Georgia Avenue NW and Takoma



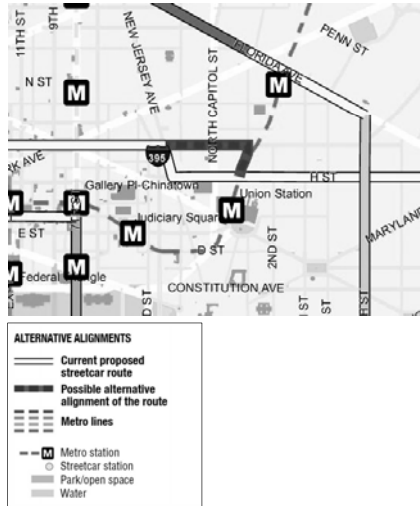
- **BENEFITS**
 - Makes auto-oriented portions of Georgia Avenue more transit-oriented
 - Expands walkable area at Georgia Avenue-Petworth Metro
 - Better connects northern part of Howard campus and Shaw-Howard University Metro
 - Strengthens Georgia Avenue's appeal to creative-economy businesses
 - Many commercial parcels hold strong potential for infill development
 - Walter Reed campus redevelopment
- **CHALLENGES**
 - Managing traffic volumes in Georgia ROW
 - Auto-oriented development calls for pedestrian and streetscape improvements

Streetcar Land Use Study | PHASE ONE

**ALTERNATIVE
ALIGNMENTS
TO EXPAND
LAND USE
BENEFITS**



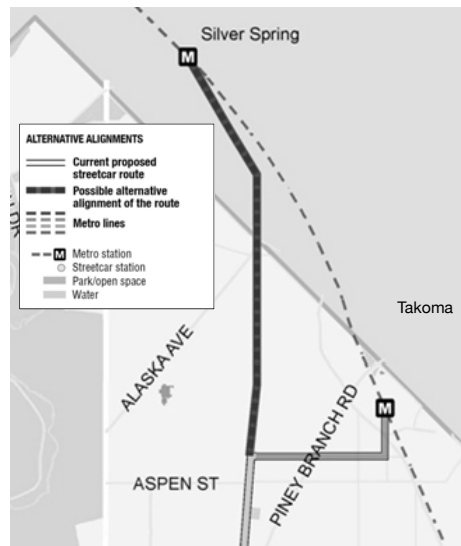
Union Station



Connect H and K Street segments along 1st Street NE instead of New Jersey Avenue NW:

- Extends transit access to more underdeveloped land along K Street NE in NoMa.
- Preserves access to Union Station Metro for underdeveloped sites along the New Jersey Avenue alignment.
- Avoids impacts on historic structures along North Capitol.
- Eliminates need to rebuild tracks and Union Station streetcar stop as part of extending line west.

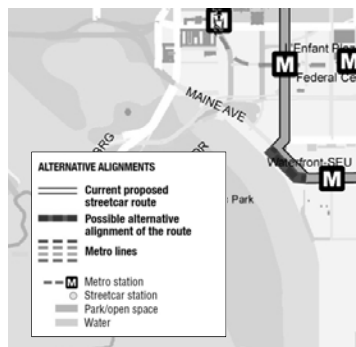
Silver Spring



Extend line to Silver Spring instead of Takoma:

- Improves access to major employment and residential center.
- Expands opportunities to increase housing and commercial values.
- Potential to attract neighborhood-oriented infill development along Georgia Avenue.
- Creates synergies between Silver Spring and Walter Reed campus.
- Makes direct connection to MARC's Brunswick Line.
- Potential to tap Maryland funding sources.

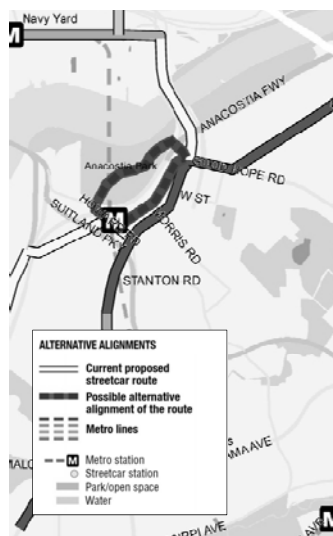
Southwest Waterfront



- Relocate line from Maine Avenue SW to Water Street SW:
 - Improves access to the proposed mixed-use development.
 - Improves access to public waterfront.
 - Little change in route length.
- Alternative phasing:
 - Constructing before Phase III supports waterfront development.
 - Coordinate with start of service east to Nationals Stadium-Navy Yard Metro and north to L'Enfant Plaza, National Mall, and downtown.
 - Improves access, particularly for visitors.

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Poplar Point: Anacostia Connection

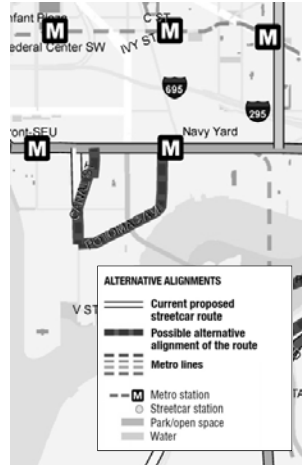


Proposed route does not address obstacles to reaching one of the District's largest planned-development and waterfront park sites:

- A streetcar loop dramatically improved access and connection across I-295.
- Creates new development value that could justify added cost.
- May help mitigate ROW difficulties along MLK Jr. Avenue

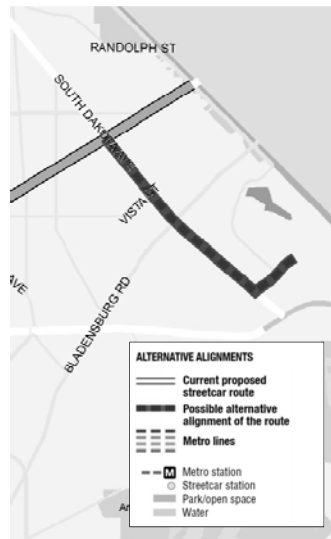
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Buzzard Point



- Access along 1st St. SE and Potomac Avenue SE/SW expands access to Nationals Park and development planned on Half and 1st streets SE.
- New development value might justify adding a second route along 1st., Canal, and 2nd streets SW.
- Both alignments create better connections from Buzzard Point to downtown and to the former St. Elizabeth's site.

Fort Lincoln



- Creates access to large parcels of underdeveloped land.
- Provides a more compelling terminus than Mt. Rainier.
- Offers the opportunity to create a streetcar-service facility.

Wisconsin Avenue

Route to Friendship Heights Metro station, with a potential spur along Reservoir Road NW to Georgetown University and Hospital:

- ROW issues appear manageable; grade south of M Street NW may present challenges.
- Provides connections to existing jobs.
- Extending service to Georgetown University adds an important destination to city's transit network.
- Benefits do not appear as strong as for other corridors or alternative alignments.

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Hospital Center

- Single route provides more convenient access for employees and visitors.
- Eliminates double track to save \$25-\$40 million.
- New route stays close to McMillan site
- Alternative phasing benefits:
 - Earlier streetcar access to center's jobs could stimulate housing demand elsewhere in the District.
 - Benefits high-density neighborhoods (Columbia Heights, Adams Morgan).
 - Frees up critical Metrorail capacity.
 - Makes a Red Line maintenance facility possible near Brookland-CUA.

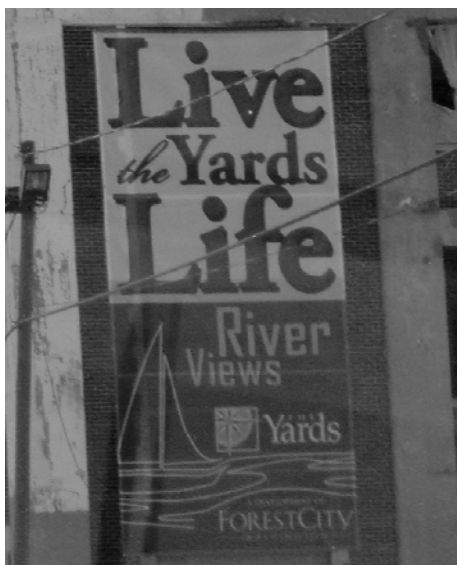
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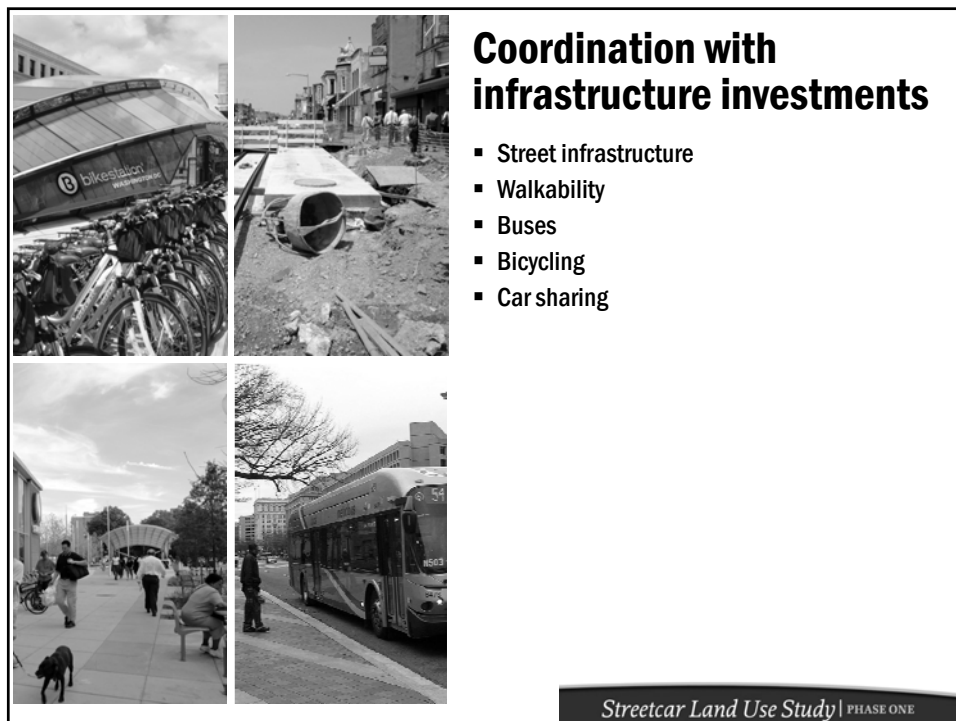
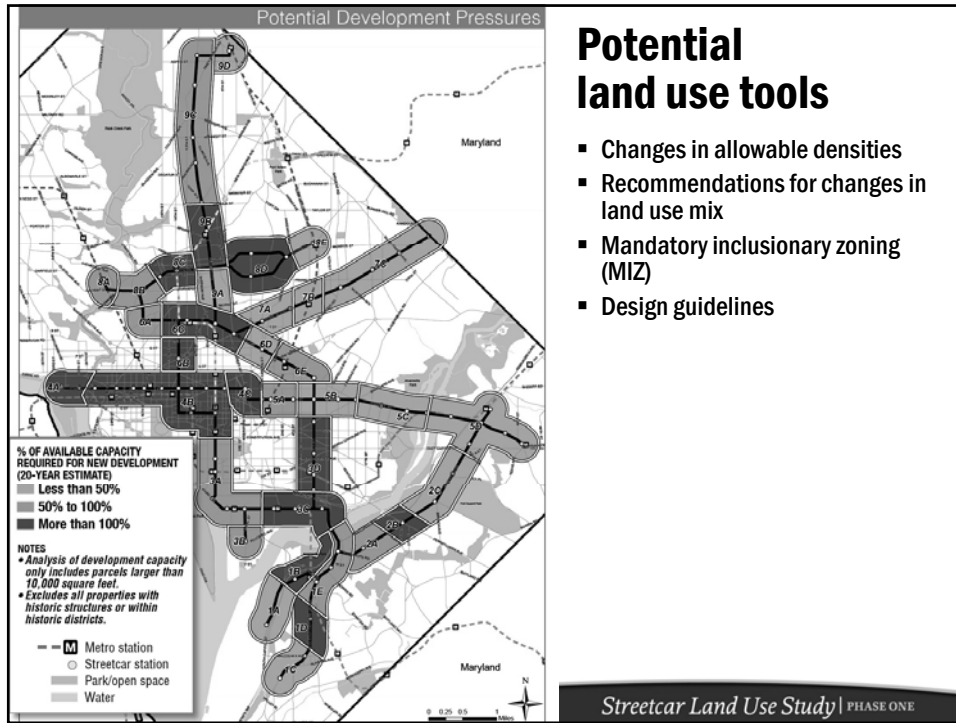
*Strategies and Tools for
Optimizing Land Use Impacts*



**Potential
development tools**



- Tax increment financing districts, special assessment districts can finance street infrastructure or other public investments that support development.
- Expand existing or encourage new business-improvement districts (BIDs) to bolster private-sector resources.
- Joint development agreements, public-private partnerships:
 - Assist with complex development projects
 - Improve District's ability to influence mix of uses, scale, character
- The District Property Acquisition and Disposition Division and other agencies can assemble, land-bank, and deliver strategic parcels for redevelopment that advances planning goals.





Development-driven funding mechanisms

- Municipal funds repaid through increased property tax revenue
- Payments from BIDs
- Direct payments

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Federal funding

- Federal Transit Administration (FTA) looks for projects that “promote livability rather than hinder it.”
- FTA’s Capital Investment Program can provide only a portion of funds:
 - New Starts provides up to a 50% match for rail transit
 - Small Starts provides up to \$75 million for projects with total capital costs of \$250 million
 - Very Small Starts provides funding for projects with total capital costs of \$50 million or less

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Next Steps

