



**PROPOSED CLOSING OF PUBLIC STREETS AND AN ALLEY, AND PROPOSED
HIGHWAY PLAN AMENDMENT IN SQUARES 737, N-737, AND 739
AND U. S. RESERVATION 17-A
BOUNDED BY NEW JERSEY AVENUE AND K, 2ND AND H STREETS, SE
Washington, D.C.**

Delegated Action of the Executive Director

July 27, 2006

Pursuant to delegations of authority adopted by the Commission on October 3, 1996, I find that the proposed closings of public streets and an alley and a highway plan amendment in and around Squares 737, N-737 and 739 and U.S. Reservation 17-A, bounded by New Jersey Avenue, K, 2nd and H Streets, SE, as shown on NCPC Map File No. 41.10(44.40)42073, would not be inconsistent with the Comprehensive Plan for the National Capital, and would not have an adverse impact on any identified federal interests.

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The D.C. Surveyor's office on behalf of the William C. Smith & Company, Inc. has filed proposed closing of public streets and an alley and a highway plan amendment in and around Squares 737, N-737 and 739 and U.S. Reservation 17-A, bounded by New Jersey Avenue and K, 2nd and H Streets, SE. Currently a surface parking lot is located in Square 737 which is owned by the applicant. Title to Reservation 17-A is in the United States but under the jurisdiction of the District of Columbia, which currently operates a solid waste transfer station on the site. Lots 801, located within Square N-737 are owned by the District of Columbia and a portion of the parcel provides access to the solid waste transfer facility. Square 739 is vacant and is owned by the District of Columbia.

The proposed modifications in this review are included in the target area plan for the near southeast waterfront described in The Anacostia Waterfront Framework Plan (Chapter 6). Portions of the proposed site, Lot 739, Canal Street, SE (south) and a portion of U.S. Reservation 17-A, are located in the first stage PUD for the Arthur Capper/Carrollsborg Hope VI Redevelopment Project reviewed and approved by NCPC in February 2004. Staff notes that Congressional legislation is pending to convey all right, title and interest of U.S. Reservation 17-A to the District of Columbia, but redevelopment of the portion of Reservation 17-A proposed in the PUD cannot be implemented until title has been conveyed.

The proposed street and alley closures and street openings will allow the applicant to create two standard shaped squares for housing development and improve the street grid for traffic circulation. The applicant proposes the following modifications (see fig. 1):

Streets to be closed:

- Canal Street, SE (north) between New Jersey Avenue, SE and 2nd Street, SE
- Canal Street, SE (south) between New Jersey Avenue, SE and 2nd Street, SE
- First Street, SE between New Jersey Avenue, SE and H Street, SE

Alley to be closed:

- Square 739 between K Street, SE and Canal Street, SE (south)

Streets to be opened and extended:

- I Street, SE between 2nd Street, SE and New Jersey Avenue, SE
- H Street, SE through to New Jersey Avenue, SE

Streets to be widened:

- 2nd Street, SE between I and K Streets, SE
- New Jersey Avenue, SE north of Canal Street, SE

Land to be dedicated for streets to be opened or widened:

- U.S. Reservation 17-A for both I and 2nd Streets, SE
- Lot 801 for H Street, SE
- Lot 801 and a portion of Square N-737 for New Jersey Avenue, SE

The Coordinating Committee reviewed and coordinated the proposal at its July 12 meeting. The modifications would not be inconsistent with the Comprehensive Plan for the National Capital, and would not have an adverse impact on any federal interests. The Commission is responsible for concluding review under Section 106 of the National Historic Preservation Act for amendments to the Highway Plan. I have determined, and the District of Columbia State Historic Preservation Officer has concurred, that the proposed amendment and associated street closings and openings would have no adverse effect on the qualities and character of the Plan of Washington, DC (the L'Enfant Plan), a property listed in the National Register of Historic Places.

Patricia E. Gallagher, AICP
Executive Director

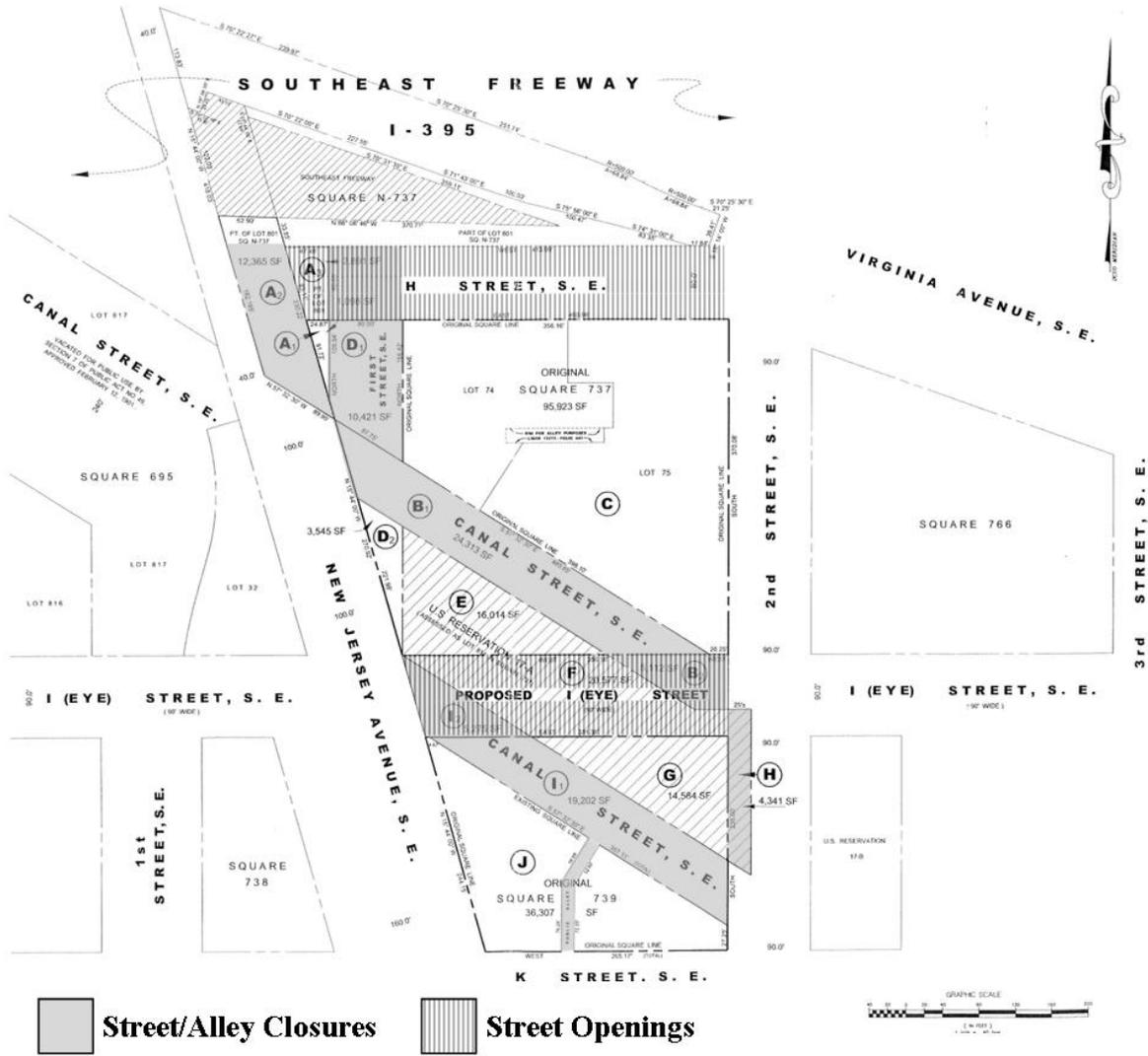


Fig. 1 Composite Diagram with Proposed Modifications