5: CORRIDOR HIGHLIGHTS

OVERVIEW

The neighborhoods of Mid City East are traversed by North Capitol Street, Rhode Island Avenue, Florida Avenue, New York Avenue, and New Jersey Avenue. While these important vehicular corridors connect destinations in the city, they are also important pedestrian streets which connect, or sometimes divide, neighborhoods. These corridors are also important as the locations of small commercial/ retail clusters within the neighborhoods. Some of these clusters are succeeding, while others are in need of revitalization and reinvestment so that they can thrive and better serve the needs of local residents.

This chapter highlights issues, opportunities and recommendations identified by the Small Area Plan in Chapter 3 for areas along these major corridors as it relates to neighborhood character, commercial revitalization, redevelopment opportunities, housing, placemaking, public realm, parks, green space, and connectivity. A complete detailed list of recommendations can be found in Chapter 3 and in the Implementation Plan in Chapter 6 of this report. This chapter also incorporates recommendations from DDOT's Mid City East Livability Study. Please refer to that study for full details.

The Plan supports implementation of DDOT's Mid City East Livability Study and includes specific transportation and connectivity recommendations from that study the in this chapter for reference.

Capitol View from North Capitol Street

NORTH CAPITOL STREET

North Capitol Street in Washington DC is a formal, symbolic street with axial views to the Capitol, which serves as a major vehicular corridor connecting downtown DC to the Maryland suburbs, and a neighborhood street, passing through the communities of Mid City East. This important street has not yet lived up to its potential. These conditions deter pedestrian activity and connectivity between neighborhoods to the east and west. This situation, in addition to uninviting storefronts, poorly maintained sidewalks, and loitering, has contributed to a lack of significant development, and retail services that would otherwise cater to neighborhood residents. While its predominant function is vehicular at present, the goal is to strike a balance of serving as both a high capacity transit corridor and an inviting and walkable neighborhood street.

Fig. 5.1 North Capitol Keymap

Undertaking and implementing a comprehensive streetscape study (see **MCE 4.1**), implementing the Vibrant Retail Streets toolkit (see **MCE 2.17**), and establishing a task force to address loitering and safety issues (see **MCE 2.18**) should be the first steps to creating a road map for revitalizing this important street. Other opportunities and recommendations for North Capitol Street are described below, and diagrammed in **Fig. 5.3.**

NEIGHBORHOOD CHARACTER

Several potential historic landmarks exist along North Capitol Street, including Catania's Bakery and the Old Bloomingdale Fire House. In addition, North Capitol Street between Florida Avenue and Channing Street lies within the area that could be explored as a potential Bloomingdale or Eckington Historic District.

COMMERCIAL REVITALIZATION

Commercial revitalization opportunities along North Capitol Street should be focused on the area between New York Avenue and Randolph Street within Mid City East. Due to existing conditions, North Capitol Street may be limited as a retail street. The North Capitol Main Streets organization should develop a marketing and branding strategy, and work with business owners to encourage a robust mix of uses including dining, entrepreneurial or creative services businesses, as well as day-to-day goods and services. Building owners should be encouraged to and assisted with implementing facade improvements, and repositioning interior spaces to accommodate retail and small businesses.

Fig. 5.2 North Capitol Street and the National Mall Relational Map

Capitol View from North Capitol Street (circa 1950)

REDEVELOPMENT OPPORTUNITIES AND HOUSING

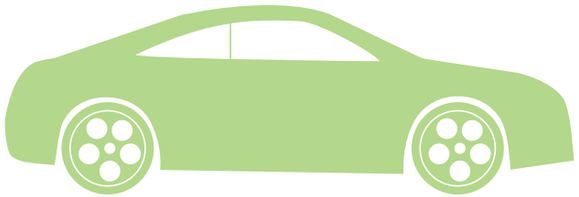
The successful revitalization of North Capitol Street will depend on several factors, as mentioned above, including strengthening the neighborhood fabric by infilling vacant lots and redeveloping small commercial areas to be viable for a variety of types of businesses. **Fig. 5.3** shows the areas the Small Area Plan recommends as potential redevelopment opportunities along North Capitol Street, as well as areas recommended for land use designation changes. Owners should be encouraged to and be assisted with implementing facade improvements and repositioning interior spaces to accommodate retail and small businesses.

O Street, NE and North Capitol Street

North Capitol (facing west)

North Capitol (facing west)

NORTH CAPITOL STREET CORRIDOR PROFILE



40,000[1]

Annual Average Daily Traffic Counts

758,691 sq. ft.[3]

Existing Commercial Square Footage

$4,182,400[2]

Monthly Consumer Spending Average*

1 - Source: DC Department of Transportation, Traffic Volume Map 2012
2 - Source: ESRI Business Analyst
3 - Source: CoStar 2014 Second Quarter Results

*Number derived from annual spending average across the five retail areas.

PLACEMAKING AND PUBLIC REALM

Undertaking a detailed and comprehensive streetscape design, beautification, and connectivity study, jointly led by the Office of Planning and DDOT, is recommended to chart the path forward to enable this important street to realize its full potential. This study should include:

- **Big Ideas** - alternatives on how to renew North Capitol Street as a corridor and neighborhood street including decking, tunneling, and bringing North Capitol to grade.
- **Connectivity** - ideas for eliminating or mitigating the barriers to and improving east-west connectivity.
- **High-Quality Streetscape** - paving, enhanced lighting, wayfinding signage, furnishings, and public art.
- **Trees and Plantings** - maintenance of existing and additions of new trees to line the street where possible.
- **Sustainability** - integrated energy efficient lighting, as well as LID stormwater management strategies.
- **Implementation Plan** - a cost estimate, funding strategy, and timeline for carrying out the steps necessary to realize the plan.

In addition, the public realm along North Capitol Street would be greatly enhanced by engaging the Clean Team of the North Capitol Street Main Street program to keep sidewalks along and near North Capitol Street consistently free of litter. Safety issues should be addressed by engaging in a dialogue with the MPD. Locations for public art should be identified through the collaboration of local arts organizations and residents. **See Fig. 5.3.**

Livability Study Recommendations - Many locations along North Capitol Street have sub-standard sidewalk widths due to mature trees, and narrow space between them and the walls as well as fences separating the public parking areas in front of row houses. The most pronounced examples are along the 1500 block and the 1900 – 2200 blocks of North Capitol Street on the west side of the roadway.

- Work with property owners to relocate fences in the public space further away from the curb line.
- Replace tree-box fences with tree grates with removable rings to enable trees to grow without girdling.
- Explore available sidewalk materials and techniques to sustainably span or traverse over tree roots to provide sidewalk widths and grades that meet ADA standards.

Fig. 5.3 Revitalization Opportunity Map

Intersection of North Capitol and Lincoln Rd., NE

STORMWATER MANAGEMENT

Intervention	Specific Location
Curb Extension/Bioretention Planters - Opportunities include:	• North Capitol intersections with Channing, Bryant, W, Seaton, Randolph, and Quincy Streets • North Capitol Street at P Street NW
Tree box bioretention planters at:	• Street between North Capitol and First Street • N Street between North Capitol and First Street
Impervious Surface Removal - Opportunities include:	• Bryant and North Capitol Streets, SW corner
Permeable Paving at:	• The alley defined by North Capitol Street, T Street, and Rhode Island Avenue NW. • Alleys defined by 3rd, North Capitol, P, and Q Streets • Alleys defined by First, North Capitol, N and P Streets • South side of 5th Street NE between 4th Street and the Metropolitan Branch Trail. • Grounds of the former Emery Elementary School and Langley High School along T Street.

** Source: DDOT's Livability Study*

PARKS, GREEN SPACE

Reservation 277 is a small triangular park bounded by North Capitol Street, and Lincoln Road at Quincy Place. Loitering is an issue at this park which is near small businesses. The Small Area Plan recommends the establishment of a local "Friends of..." group that would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include enhanced vegetation and native plantings, and removing the low metal fence to discourage loitering, and enlarge the sidewalk along North Capitol to improve walkability.

Residents described the need to create better connections across North Capitol Street between neighborhoods. One suggestion was the creation of a "Green Deck" across North Capitol Street between T Street and Rhode Island Avenue. The Small Area Plan recommends exploring this opportunity as a community or privately led initiative. See also page 128 for details about Project North Deck, a project created by Howard University students to explore this idea as part of the Small Area Plan process.

CONNECTIVITY

As described previously, traffic congestion, speed, street width, underpasses/bridges and narrow sidewalks along parts of North Capitol Street form both physical and psychological barriers to connectivity among neighborhoods. The Small Area Plan recommends undertaking a comprehensive streetscape and connectivity study to develop ways to beautify and improve connectivity across North Capitol Street.

Florida/North Capitol Street/Q St./ Lincoln Rd. Challenges:

- Poor conditions and access for pedestrians and cyclists.
- Need to extend the Q Street NW bicycle lanes to reach Q Street NE as recommended in the 2005 bicycle master plan.
- Residents' desire to restore an identifiable place reminiscent of the historic Truxton Circle and fountain.
- Address pedestrian and public safety concerns
- Rationalize the many movements occurring at this location.

The DDOT Livability Study recommends transportation improvements as follows:

- Reconfiguration of the Florida Avenue / North Capitol intersection.
- Install a new signal at Q Street NW and Florida Avenue NW to permit protected pedestrian and bicycle crossing across Florida Avenue at

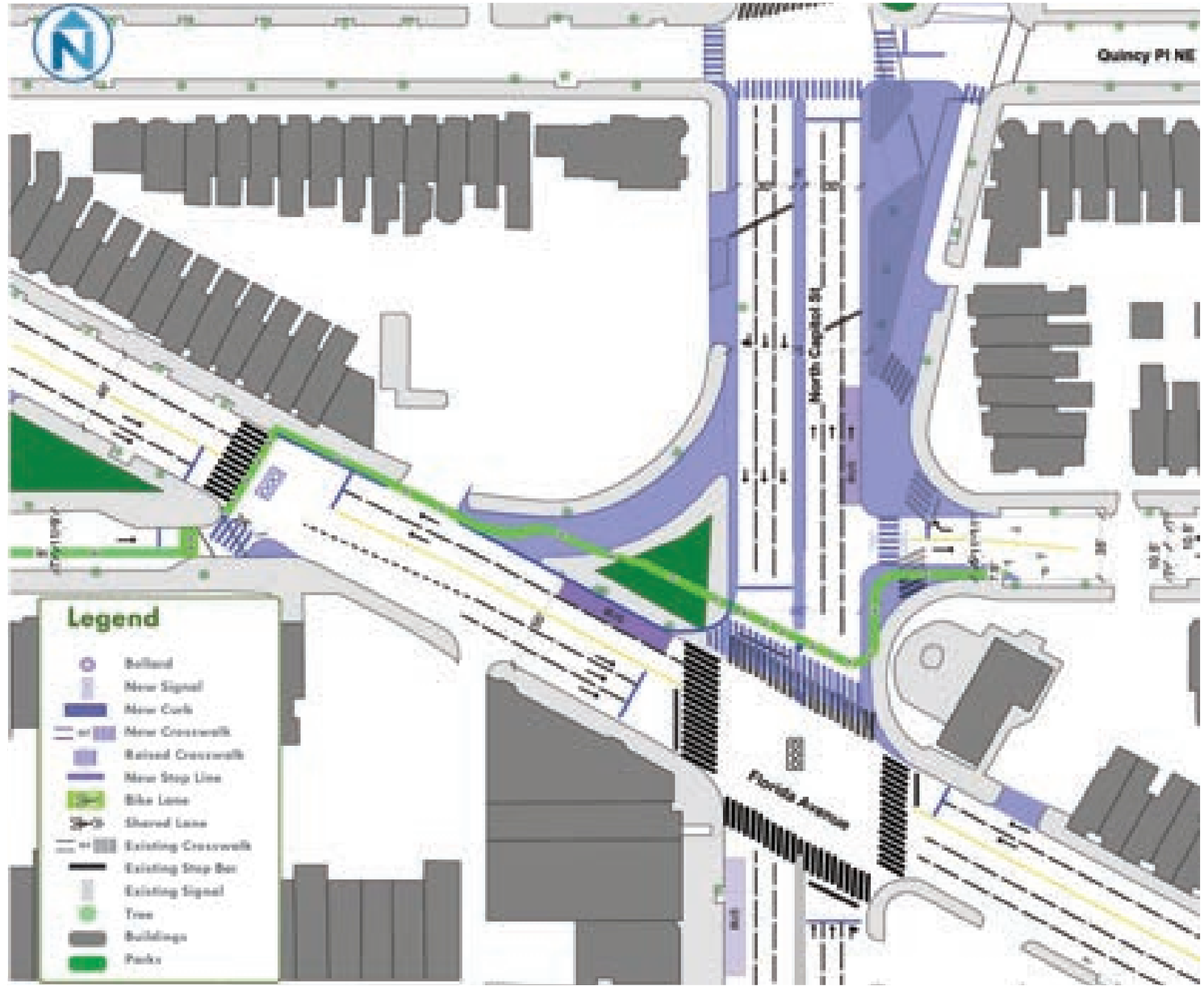


Fig. 5.4 DDOT Livability Study Illustration

this location. Tie signal to North Capitol signal to allow for consistent progression along the corridor. Signal spacing is 330 feet, measured centerline to centerline to North Capitol Street and compliant with MUTCD and NACTO guidelines.

- Slightly realign Q Street NW to a closer to 90 degree intersection with Florida Avenue to improve sight lines and safety.
- Install curb extensions on Q Street NW.
- Install high visibility crosswalk and bike box across Q Street NW.
- Install painted bicycle crossing adjacent to Florida Avenue crosswalk.
- Install protected contra flow bike connector from Q Street crossing to North Capitol Street along Florida Avenue and through Truxton Circle Park and behind bus stop.
- Close the slip lane from southbound North Capitol Street to westbound Florida Avenue and relink Truxton Circle Park to the square.
- Widen curb radii at the northwest corner of North Capitol Street and Florida Avenue sufficient to accommodate right turn movements of SU 30 and WB 50 design vehicles (large trucks, tractor trailers, and buses). WB 50 vehicles must turn from the second lane of North Capitol Street onto Florida Avenue in order to navigate the acute angle. Smaller delivery trucks can turn directly from the curb lane of North Capitol Street into the curb lane of Florida Avenue.

Intersection at North Capitol and Florida Avenue

- To permit the safe turning movement, right turns should be restricted to "Right On Red Only" during peak hours.
- Slightly shift northern North Capitol Street cross-walk to shorten slightly and accommodate the new curb radii. Install painted bicycle crossing adjacent to crosswalk and move stop bar north to retain setback from the crosswalk.
- Close the short segment of Lincoln Road from Q Street to Quincy Place and expand the green space at the gateway. Maintain alley access for alley between Q Street and Quincy place via connection to Quincy Place.
- Extend North Capitol Street curb between Florida and Q Street NE and tighten Q Street NE curb radii.
- Install protected cycle track from North Capitol Street crossing to and onto new Q Street bike lane.
- Synchronize signals at North Capitol and Quincy Street and Quincy Street and Lincoln Road to permit seamless progression between North Capitol and Lincoln Road NE.

NEW YORK AVENUE

While only a small stretch of New York Avenue exists within Mid City East, this thoroughfare carries vehicles at high speeds and is consistently congested. It acts as a barrier, dividing the Bates/ Truxton Circle and Hanover neighborhood from Sursum Corda and the community around it. Drivers use this roadway to travel to and from downtown, the Maryland suburbs, and to access Route 395. The intersection of New York Avenue and North Capitol Street was described by residents as one of the most dangerous in Mid City East. DDOT's Livability Study recommends significant improvements to this intersection. **See Fig.5.6.**

Fig. 5.6 New York Avenue Keymap

NEIGHBORHOOD CHARACTER

Two existing historic landmarks are found along New York Avenue in Mid City East - the Augusta & Louisa Apartment Buildings, and the Perry School. **See Fig. 5.5.**

COMMERCIAL REVITALIZATION, REDEVELOPMENT

While this stretch of New York Avenue is lined primarily with residential buildings, a cluster of small commercial struggles to survive here. Building owners should be encouraged to, and assisted, with implementing facade improvements, and repositioning interior spaces to accommodate retail and small businesses.

Fig. 5.5 shows the area the Small Area Plan recommends for a land use designation change at the intersection of North Capitol Street and New York Avenue. This corner could anchor and help catalyze development along North Capitol Street and improve the character of an important intersection in Mid City East.

PLACEMAKING AND PUBLIC REALM

The intersection of New York Avenue and North Capitol Street should be celebrated as a an important node and gateway from the south to the neighborhoods of Mid City East. The Small Area Plan recommends streetscape enhancements along New York Avenue to improve walkability and connectivity. DDOT identified the sidewalk along the north side of New York Avenue at North Capitol Street as constrained by the size of a mature tree

Willie Wood Way at New York Avenue, NE

Reservation 181

Fig. 5.5 New York Avenue Redevelopment Opportunities Map

and the presence of a fence dividing the public parking area of a row house from the sidewalk. DDOT's Livability Study recommends working with the property owner to move the fence in public space further from the street edge and expanding the sidewalk to meet acceptable standards.

PARKS AND GREEN SPACE

Two significant green spaces exist along New York Avenue - the New York Avenue Playground, and Reservation 181, the grassy triangle bounded by New York Avenue, First Street NW and M Street NW. The Small Area Plan recommends adding entries to the New York Avenue playground at appropriate points around the park's perimeter to encourage increased neighborhood access and use; adding informal green space or community garden plots; identifying opportunities for safe, multi-generational design and programming, and adding shade trees where possible. The Plan also recommends enhancing the green space of Reservation 181 by establishing a local "Friends of..." group. See **Fig. 5.5** DDOT's Livability Study suggests creating green space within the closed portions of N Street NW and NE. See **Fig. 5.6.**

STORMWATER MANAGEMENT

DDOT's Livability Study recommends the following locations at New York Avenue as opportunities for LID/Stormwater improvements:

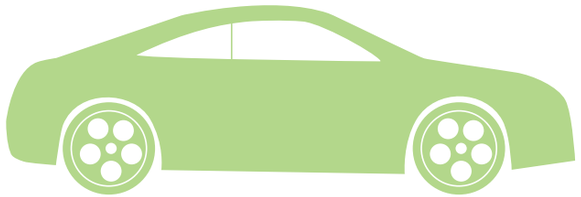
- Green spaces along parking lots of Dunbar along First Street NW between P Street and New York Avenue.
- Tree Box filters along First Street NW between New York Avenue and M Street NW
- Green spaces within the closed portions of N Street NW and NE.

Rhode Island Avenue

New York Avenue at First Street, NW

New York Avenue at S Street, NW

NEW YORK AVENUE CORRIDOR PROFILE



58,000[1]

Annual Average Daily Traffic Counts

29,260 sq. ft.[3]

Existing Commercial Square Footage

$3,673,075[2]

Monthly Consumer Spending Average*

1 - Source: DC Department of Transportation, Traffic Volume Map 2012
2 - Source: ESRI Business Analyst
3 - Source: CoStar 2014 Second Quarter Results

*Number derived from annual spending average across the five retail areas.

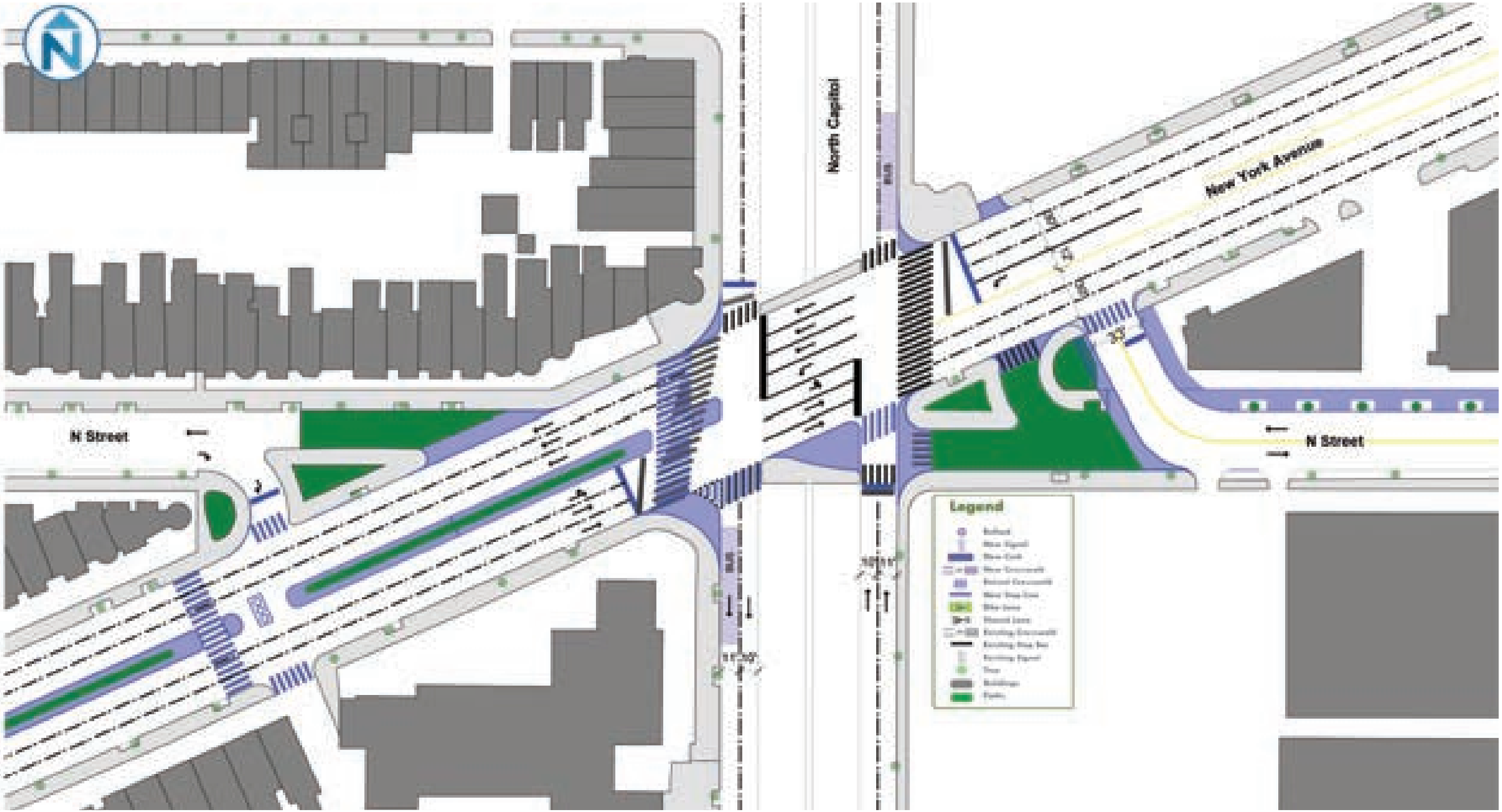


Fig. 5.6 DDOT Livability Study Illustration

CONNECTIVITY

DDOT's Livability Study recommends the following improvements:

Immediate:

- Re-timing signal at New York Avenue and North Capitol Street to ensure sufficient pedestrian clearance interval to address major safety concerns at that intersection, and the installation of a permanent curb at New York Avenue and N Street NW.

Temporary:

- Installation at New York Avenue/ North Capitol Street/N Street. This intersection can be reconFig.d using pavement markings, bollards, planters, and flex posts. Given the heavy traffic at this location, a bell bollard is recommended. This is a heavy iron cone which can protect pedestrians in vulnerable positions, such as the median of New York Avenue. Pavement paint should also be installed to redirect vehicles even prior to extending the pedestrian space.

Future Improvements:

- Realign N Street NE from separated access points for ingress off of North Capitol Street/ New York Avenue and egress off of New York Avenue to a consolidated point of entry and egress on and off of New York Avenue. Move ingress/egress point further east to provide further relief to the major intersection. Consider permitting left turns from N Street onto New York Avenue in non-peak hours only (this should be further studied and assessed by the proposed development project at New York and N Street NE).
- Landscape the reservation and closed portion of N Street NE at North Capitol Street to create an attractive gateway amenity.
- Extend the sidewalk above lower North Capitol Street to align with New York Avenue.
- Install a sidewalk on the north side of N Street NE concurrent with parcel redevelopment.
- Close slip lane from eastbound New York Avenue to southbound North Capitol Street and adjust curb radii at corner to accommodate an SU 30 design vehicle (30' single unit truck). Install signage directing larger trucks to utilize M Street NW.
- Slightly realign western crosswalk across New York Avenue to reduce crossing distance.
- Install raised median along New York Avenue west of North Capitol Street. Extend beyond crosswalk(s).
- Install a permanent curb and pilot or permanent LID treatment at the location of the currently closed eastbound N Street NW.
- Close unused driveway along north side of New York Avenue NE.
- Coordinate with WMATA to relocate bus stops to the far side of North Capitol Street and New York Avenue intersection.
- Further study the installation of a new traffic signal at N Street NW and New York Avenue NW tied to the existing North Capitol signal. The spacing between intersections is 374 ft, an adequate signal spacing distance by MUTCD and NACTO guidelines. The purpose of the signal is to protect the relatively high number of pedestrians currently crossing at uncontrolled locations in this vicinity (49 in the PM peak hour).

North Capitol at Bates Street

RHODE ISLAND AVENUE

Rhode Island Avenue within Mid City East is a busy street and an important east-west connector across the city. It has an impressive line of trees and is primarily residential in character with small sections of neighborhood commercial, including a cluster of retail and restaurants at First Street, NW. Residents expressed a general satisfaction with Rhode Island Avenue and the organic changes occurring with the revitalization of small commercial areas. However, streetscape improvements are needed along areas where sidewalks are in disrepair or are extremely narrow due to overgrown trees.

Fig. 5.7 Rhode Island Avenue Keymap

NEIGHBORHOOD CHARACTER

Several potential historic landmarks exist along Rhode Island Avenue, including the Sylvan Theater and the Bloomingdale Liquor Store. See **Fig. 5.8.** In addition, Rhode Island Avenue traverses the areas that could be explored as a potential Bloomingdale or Eckington Historic District or Conservation Pilot Project.

COMMERCIAL REVITALIZATION, REDEVELOPMENT

Recognizing the success of the growing cluster of small retail and dining at the intersection of Rhode Island Avenue and First Street NW, the Small Area Plan has a goal of strengthening and expanding this area to serve the neighborhood. Recommendations include expanding marketing efforts in partnership with the Restaurant Association of Metropolitan Washington (RAMW), supporting and coordinating with the efforts of the Rhode Island Avenue Main Street organization, and promoting commercial facade improvements for properties along this important avenue.

At the intersection of Florida and New Jersey Avenue, opportunities exist for redeveloping underutilized parcels including gas stations and the United Planning Organization (UPO) site. Redevelopment could bring additional neighborhood amenities, strengthen the neighborhood fabric and pedestrian character, and create a gateway at this intersection. **See Fig. 5.8.**

Rhode Island Avenue, NW

PLACEMAKING AND PUBLIC REALM

Rhode Island Avenue at First Street NW has a successful cluster of retail and dining which has given the neighborhood of Bloomingdale a strengthened sense of identity and place. This area has become a gateway for the neighborhood. The intersection of Rhode Island Avenue at Florida Avenue has a similar opportunity as a gateway through enhanced streetscape and the redevelopment of underutilized parcels as discussed above.

DDOT's Livability Study identified locations along Rhode Island Avenue for specific sidewalk improvements:

Rhode Island Avenue at Florida Avenue and Rhode Island Avenue at Lincoln Road - In both identified locations (and other segments along Rhode Island Avenue) the sidewalk of Rhode Island Avenue is dramatically heaved by a mature trees. Trees should be preserved and solutions implemented that restore and widen sidewalks above the tree roots:

- Work with adjacent properties to relocate fence lines within the public space.
- Explore available modern sidewalk technologies such as rubber or permeable pavement to allow sidewalk restoration over tree roots.
- Widen sidewalk to meet minimum standards for access.

Fig. 5.8 Rhode Island Avenue Revitalization Opportunity Map

LEGEND

- Major Streetscape Improvements Needed
- Enhanced Streetscape and Landscape Opportunity
- North Capitol Street Commercial Revitalization Focus Area
- Potential Redevelopment Opportunity Sites
- Land use change opportunity
- Retail cluster
- Park Enhancement Opportunities
- Enhanced Park and Green Space Opportunities
- Extension of P Street Greenway
- Green Deck Opportunity
- Existing Street Trees
- Potential locations for new trees along N. Capitol Street
- Extension of DC Street Grid Opportunity
- Neighborhood Identity/Placemaking/ Public Art Opportunity Sites
- Neighborhood Gateways
- 1 Potential Historic Landmark
- 2 Existing Historic Landmark

PARKS AND GREEN SPACE

There are no parks along Rhode Island Avenue. However, the Small Area Plan recommends enhancing small triangular green spaces by establishing local "Friends of..." groups that would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Enhancements could include vegetation, seating, lighting, public art, and the integration of LID stormwater strategies such as rain gardens and bioswales.

STORMWATER MANAGEMENT

DDOT's Livability Study describes opportunities along Rhode Island Avenue for the implementation of LID stormwater management strategies including:

Impervious surface removal at:

- First & Rhode Island, SW corner

Permeable paving at:

- Alley defined by North Capitol Street, T Street, and Rhode Island Avenue NW
- Sidewalks along Rhode Island Avenue from Florida Avenue to 3rd Street

See DDOT's Livability Study for details.

CONNECTIVITY

The DDOT Livability Study recommendations include:

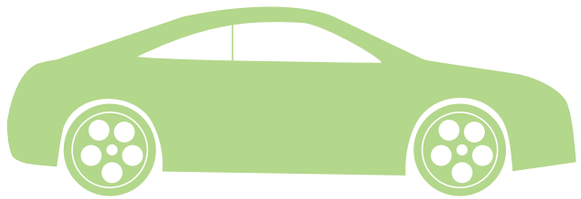
- Install crosswalks and curb ramps across Rhode Island Avenue and median along the 5th Street NW alignment.
- Extend the existing 5th Street bike lanes from Rhode Island Avenue to Florida Avenue. These lanes would serve as a substitute to the 6th Street bike lanes recommended in the 2005 Bicycle Master Plan.

See DDOT's Livability Study for details.

Rhode Island at T Street, NW

Mid City East Green Space

RHODE ISLAND AVENUE CORRIDOR PROFILE



33,100[1]

Annual Average Daily Traffic Counts

292,686 sq. ft.[3]

Existing Commercial Square Footage

$5,523,897[2]

Monthly Consumer Spending Average*

1 - Source: DC Department of Transportation, Traffic Volume Map 2012
2 - Source: ESRI Business Analyst
3 - Source: CoStar 2014 Second Quarter Results

*Number derived from annual spending average across the five retail areas.

FLORIDA AVENUE

Florida Avenue is typically a busy, congested roadway traversing Mid City East neighborhoods northwest to southeast, lined with a mix of residential and commercial uses. Community members expressed the desire to see vacant and underutilized parcels infilled or redeveloped, especially at Florida Avenue and North Capitol Street, and Florida Avenue and Rhode Island Avenue. They also expressed the need to see walkability and connectivity improvements along Florida Avenue. Streetscape is inconsistent along this street with very narrow sidewalks in some places. Existing green spaces are in need of enhancement.

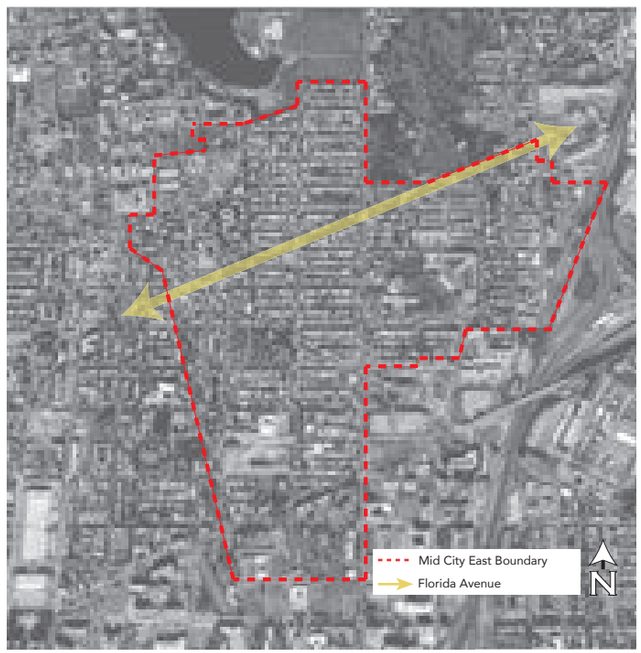


Fig. 5.9 Florida Avenue Keymap

NEIGHBORHOOD CHARACTER

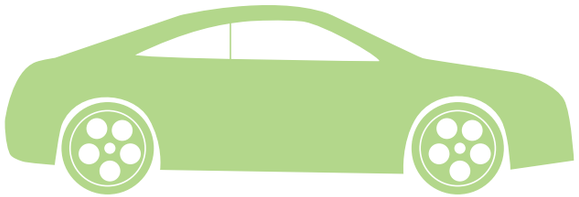
One potential historic landmark, Ionia Whipper's Medical Office, is located along Florida Avenue. In addition, Florida Avenue forms the southern border of areas that could be explored as a potential Bloomingdale or Eckington Historic District or Conservation Pilot Project.

COMMERCIAL REVITALIZATION, REDEVELOPMENT

At its intersection with Rhode Island Avenue, the opportunity exists for redeveloping underutilized parcels including gas stations and the United Planning Organization (UPO) site. Redevelopment could bring additional neighborhood amenities, strengthen the neighborhood fabric and pedestrian character, and create a neighborhood gateway at this intersection. A land use designation change is recommended for properties at the intersection of Florida Avenue and North Capitol Street to anchor and catalyze additional development in that area, bringing needed businesses and services to the neighborhood and activating the sidewalks. The Small Area Plan also recommends commercial facade improvements for existing businesses along Florida Avenue. **See Fig. 5.10.**

Florida Avenue at 4th Street, NW

FLORIDA AVENUE CORRIDOR PROFILE



21,000[1]

Annual Average Daily Traffic Counts

215,096 sq. ft.[3]

Existing Commercial Square Footage

$5,553,126[2]

Monthly Consumer Spending Average*

1 - Source: DC Department of Transportation, Traffic Volume Map 2012
2 - Source: ESRI Business Analyst
3 - Source: CoStar 2014 Second Quarter Results

*Number derived from annual spending average across the five retail areas.

PLACEMAKING AND PUBLIC REALM

Several important nodes, or gateways, were identified along Florida Avenue at its intersection with Rhode Island Avenue, First Street NW, and North Capitol Street. These areas offer the opportunity for enhanced placemaking and neighborhood identity through banners, signage, or public art. The desire to celebrate the former Truxton Circle was expressed by community members. The Small Area Plan recommends exploring the possibility of salvaging, restoring, and incorporating the old Truxton Circle fountain as part of a park or open space on land near the intersection.

Enhanced streetscape is needed in some areas to improve walkability and the character of Florida Avenue. Property owners should provide generous sidewalks as part of development and redevelopment proposals for sites along Florida Avenue. DDOT's Livability Study proposed improvements will significantly improve its intersection with North Capitol Street.

Florida Avenue (facing west)

Fig. 5.10 Florida Avenue Revitalization Opportunities Map

LEGEND

- Major Streetscape Improvements Needed
- Enhanced Streetscape and Landscape Opportunity
- North Capitol Street Commercial Revitalization Focus Area
- Potential Redevelopment Opportunity Sites
- Land use change opportunity
- Retail cluster
- Park Enhancement Opportunities
- Enhanced Park and Green Space Opportunities
- Extension of P Street Greenway
- Green Deck Opportunity
- Existing Street Trees
- Potential locations for new trees along N. Capitol Street
- Extension of DC Street Grid Opportunity
- Neighborhood Identity/Placemaking/ Public Art Opportunity Sites
- Neighborhood Gateways
- 1 Potential Historic Landmark
- 2 Existing Historic Landmark

PARKS AND GREEN SPACE

Two triangular park spaces exist along Florida Avenue. Reservation 276-A, at the intersection of Florida Avenue, First and R Streets NE, presents an opportunity to enhance a green space by establishing a local "Friends of..." group to make enhancements and maintain features that go beyond typical park maintenance. Enhancements could include create a gateway to Bloomingdale by adding vegetation, seating, lighting, public art, wayfinding signage, and the integration of LID stormwater strategies such as rain gardens and bioswales.

Florida Avenue Park should be redeveloped with any future long-term redevelopment of the Northwest Cooperative Homes to include increased tree cover and vegetation.

STORMWATER MANAGEMENT

DDOT's Livability Study describes locations along North Capitol Street for the implementation of LID stormwater management strategies.

Curb extensions/bioretention planters at:

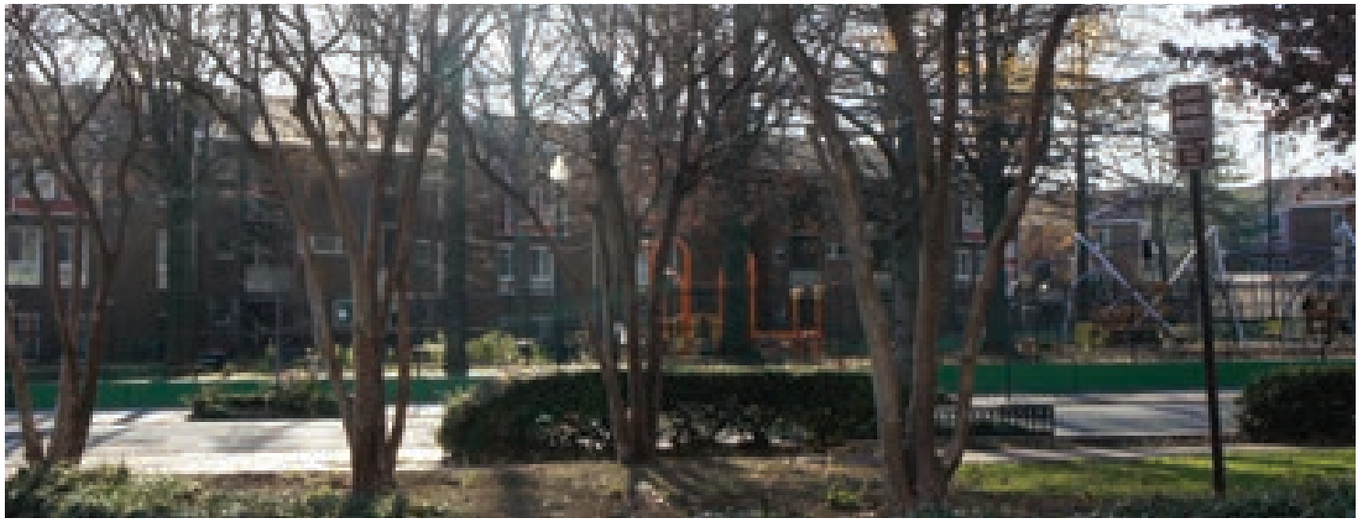
- 4th St at intersections at T St, U St, and Florida Avenue NW

Tree box bioretention planters at:

- 3rd St between Florida Ave & New Jersey Ave
- Florida Ave & P St

Impervious surface removal at:

- Intersections along North Capitol Street and Florida Avenue
- 2nd & Florida, NW corner



Playground at First Street and Florida Avenue, NE

Permeable paving at:

- Sidewalks along Rhode Island from Florida to 3rd St.
- Sidewalk inside of park area R St from First to Florida.

See DDOT's Livability Study for further details.

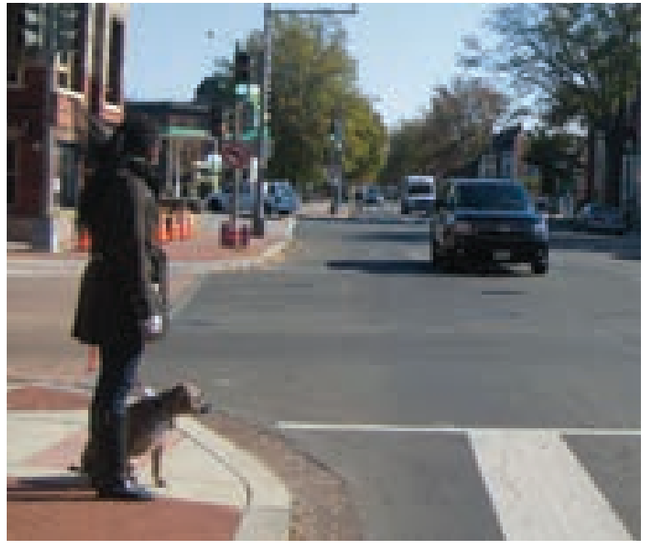
CONNECTIVITY

Florida Avenue
Challenges:

- This intersection presents many barriers to walking and cycling.
- Traffic movements are confusing and not intuitive to many users. Transit users are stranded on a literal island.
- Several intersections on the corridor lack crosswalks on all approaches.

The Livability Study recommends the following improvements:

- Close S Street NW between New Jersey Avenue and Florida Avenue for vehicular traffic.
- Permit left turns from southbound 4th Street onto eastbound Florida, facilitated through signalization.
- Permit right turns from southbound 4th Street to southwest-bound Rhode Island Avenue through the use of signalization and directional pavement marking.
- Close S Street at New Jersey Avenue to create a cul de sac.
- Extend curbs 4-feet into S Street to allow tree planting space, except in the new cul de sac to permit vehicles to navigate a 3-point turn.



Florida Avenue at 4th Street

Fig. 5.11 DDOT Livability Study Illustration

Florida Avenue at 5th Street

NEW JERSEY AVENUE

New Jersey Avenue is a predominantly residential street with pockets of institutional/religious uses and small commercial. This avenue is generally quiet from a traffic perspective, and generously wide. Buildings are set back from the street, creating large areas for sidewalks, vegetation and front yards. Recent streetscape improvements have enhanced the street's character and cohesion. Opportunities to bring additional amenities to the neighborhood exist with revitalization or redevelopment.

NEIGHBORHOOD CHARACTER

No Historic Resources were identified along this stretch of New Jersey Avenue.

Fig. 5.12 New Jersey Avenue Keymap

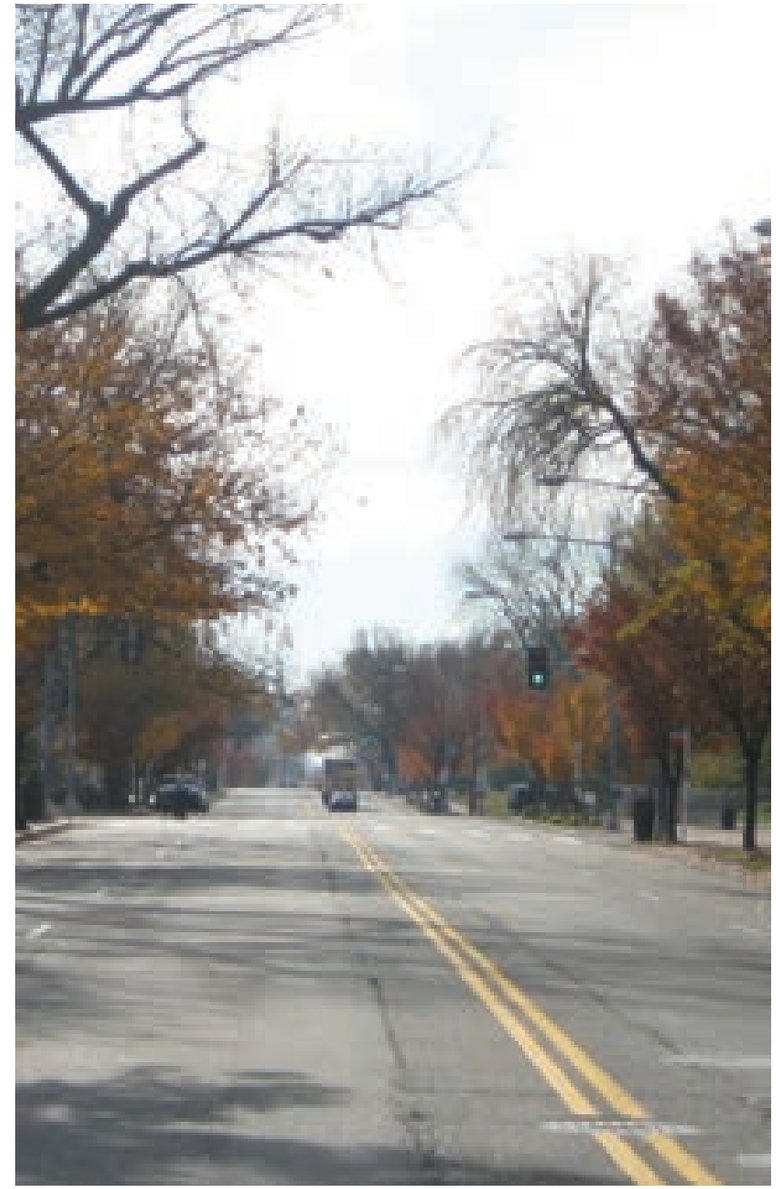
COMMERCIAL REVITALIZATION, REDEVELOPMENT

Very little commercial exists along New Jersey Avenue, a wide street with large building setbacks. The Small Area Plan recommends revitalizing or redeveloping the underutilized small commercial strip at New Jersey and Q Street, and the multiple gas station sites at New Jersey and Rhode Island Avenues. **See Fig. 5.13.**

PLACEMAKING AND PUBLIC REALM

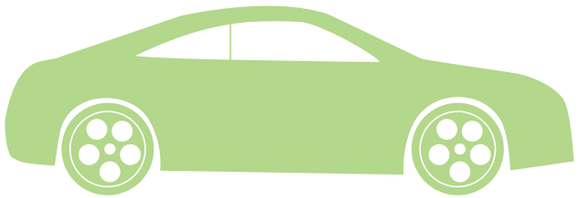
The pedestrian experience along New Jersey Avenue is predominantly positive, due in large part to pedestrian improvements that have been implemented in the last few years, and the large setbacks of green space and mature trees along this corridor.

As described previously, the intersection of Florida Avenue/Rhode Island Avenue/New Jersey Avenue should be celebrated as a an important node and gateway from the west to the neighborhoods of Mid City East. **See Fig. 5.13.**



New Jersey Avenue (facing North)

NEW JERSEY AVENUE CORRIDOR PROFILE



14,500[1]

Annual Average Daily Traffic Counts

34,843 sq. ft.[3]

Existing Commercial Square Footage

$4,182,400[2]

Monthly Consumer Spending Average

1 - Source: DC Department of Transportation, Traffic Volume Map 2012
2 - Source: ESRI Business Analyst
3 - Source: CoStar 2014 Second Quarter Results

*Number derived from annual spending average across the five retail areas.

PARKS AND GREEN SPACE

The Small Area Plan recommends establishing a local "Friends of..." group to enhance Reservation 190, the triangular park owned by NPS and bounded by New Jersey Avenue, 4th and Franklin Streets NW. The group would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include additional vegetation and seating, and connection of the property to the north by closing Franklin Street. See **Fig. 5.13.**

STORMWATER MANAGEMENT

DDOT's Livability Study describes locations along North Capitol Street for the implementation of LID stormwater management strategies. The Study's recommendations include:

Tree box bioretention planters at:

- 3rd St between Florida Ave & New Jersey Ave
- New Jersey Ave in discreet locations between Florida Ave & P St

Permeable paving at:

- Alleys defined by 5th St, P St, New Jersey, & R St

Rain Gardens at:

- Green space on the southeast corner of New Jersey Ave and O St.

See DDOT's Livability Study for details.

Fig. 5.13 New Jersey Revitalization Opportunities Map

New Jersey Avenue, NW

New Jersey Avenue, NW

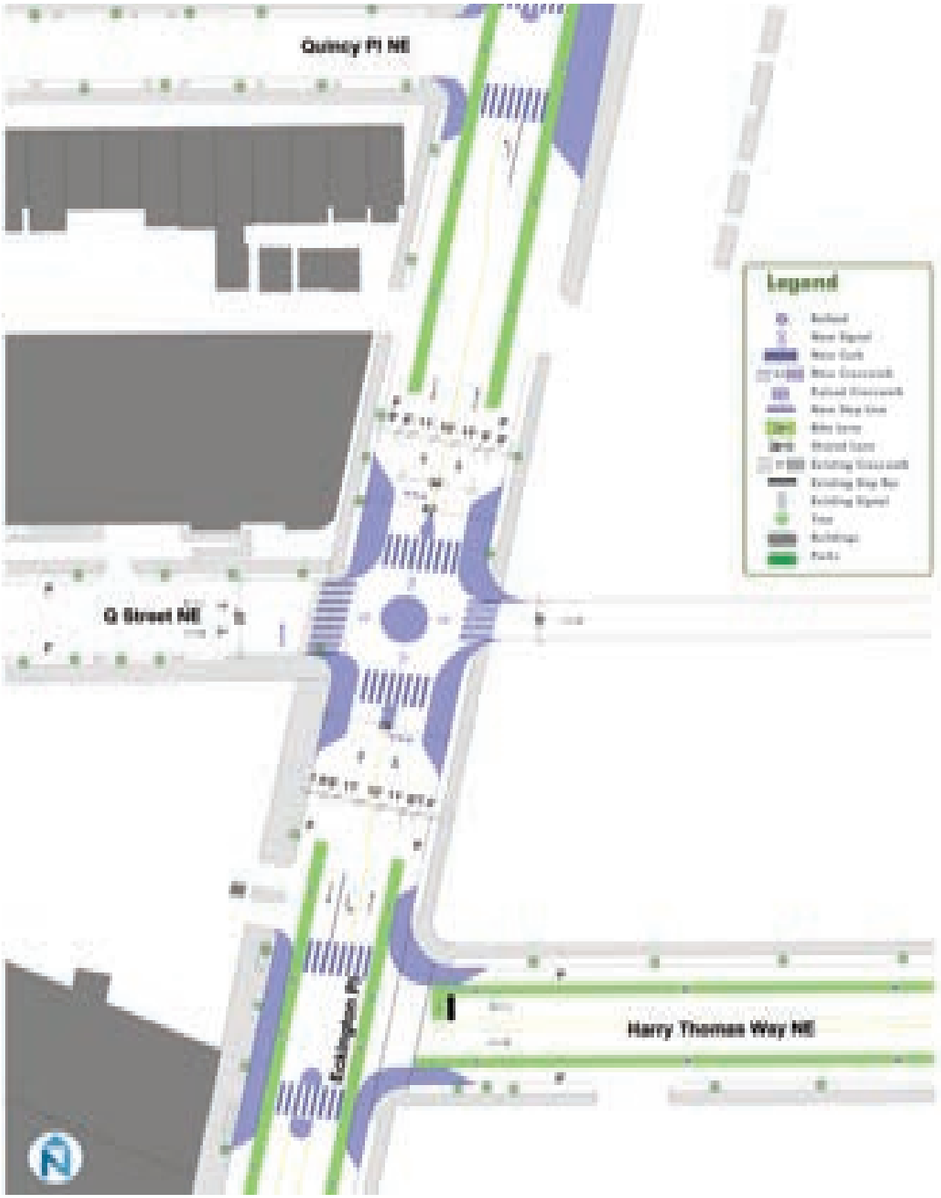
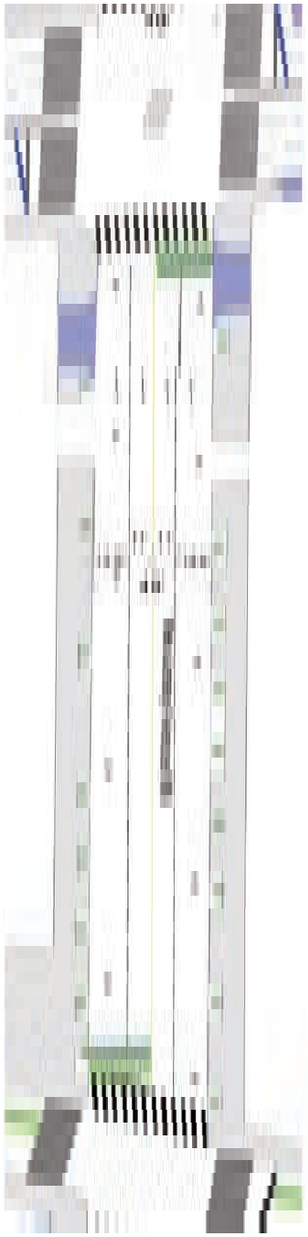


Fig. 5.14 DDOT Livability Study Illustration



CONNECTIVITY

The DDOT Livability Study recommends the following improvements for **New Jersey Avenue:**

- Install four curb ramps at 4th Street, S Street, and New Jersey Avenue NW to bring intersection crossing up to ADA standard.
- Retrofit New Jersey Avenue with new lane widths between N Street NW and Florida Avenue NW that better accommodate cycling on this corridor, and connect to planned bike lanes on New Jersey Avenue between H Street NW and N Street NW. The existing lane designations and temporal conditions are to remain unchanged, thus keeping two peak period travel lanes in the primary direction of travel, while the opposite side of the avenue would retain a single travel lane and parking. During off- peak periods, both directions will have a single travel lane and parking.
- Change lane widths to provide 13.5 feet of width for the right-hand lane, enough space to function as a shared travel lane for automobiles and bicycles.
- Install shared lane “sharrow” pavement markings to widened lane. Under most conditions, parked vehicles would occupy only 8 feet of width, leaving 5.5 feet of width to serve as a de facto shared bicycle space.
- Close unused or redundant curb cuts along the New Jersey Avenue corridor.
- Refresh high visibility crosswalk markings.

First Street NW Corridor

Challenges:

- Preponderance of longer distance vehicle trips more appropriately accommodated on parallel arterials.
- Low compliance at existing stop-controlled intersections.
- Speeds inhospitable to community bicycling.

The Livability Study recommends the following improvements:

- Replace all existing stop controlled intersections with landscaped mini roundabouts. Mini roundabouts should have trees or other vertical elements in them to interrupt sightlines to distant horizons. The design speed of the mini-circles is 20 MPH. Mini-circles are designed with a 15 foot diameter which accommodates an SU-30 truck design vehicle. SU-30 is a single unit 30 foot long truck.
- Remove existing stop signs and replace with yield and directional arrows.
- Crosswalks should be clearly marked across all legs leading to mini roundabouts.
- Signalized intersections remain unchanged.

Fig. 5.15 DDOT Livability Study Illustration

Eckington Place NE Corridor

Challenges:

- Need to slow speeds
- Need to remove excess impervious surface
- Need to improve safety for pedestrians
- Need to expand green space and tree cover

The Livability Study recommends the following improvements:

- Eliminate center turn lane from Harry Thomas Way NE to R Street NE and realign existing two travel lanes at center of the street.
- Extend curb lines 6' toward the center of the street to expand green space planting zone between street and sidewalk.
- Plant additional trees and potentially install significant low impact design feature for stormwater retention and infiltration along the corridor.
- Replace existing four-way stop at Q Street NE and Eckington with signature roundabout.
- Roundabout is designed with 22-foot diameter. Accompanying curb extensions and channelizing medians utilize a DL-23 design vehicle (23 foot long, 8.5 feet wide delivery truck).
- Install median refuges at the two "T" intersections where there is some surplus median space to improve pedestrian crossings.

Beau Thai Restaurant at 1700 New Jersey Ave, NW

6: IMPLEMENTATION PLAN

Overview

The following Implementation Plan is a road map for implementing the recommendations of the Mid City East Small Area Plan for the neighborhoods of Bates/Truxton Circle and Hanover, Bloomingdale, Eckington, LeDroit Park, and Sursum Corda, as well as portions of Edgewood and Stronghold. The agency or organization responsible for leading the implementation is listed, along with the support or partner agencies or organizations, time frame for implementation and source of funding.

IMPLEMENTATION PLAN: Neighborhood Character					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 1.1	Develop a community-led neighborhood conservancy to lead historic preservation efforts and build consensus around preferred preservation strategies in Bloomingdale.	ANC, Neighborhood Civic Associations	DCOP	Short-term	Private
MCE 1.2	Explore options for designating Bloomingdale as a historic district. After the designation, share lessons learned with other Mid City East neighborhoods.	ANC, Neighborhood Civic Associations, Bloomingdale Conservancy	DCOP	Short-term	Public & Private
MCE 1.3	Develop a community-led neighborhood conservancy to lead historic preservation efforts and build consensus around preferred preservation strategies in Eckington.	ANC, Neighborhood Civic Associations	DCOP	Short-term	Private
MCE 1.4	Explore options for designating Eckington as a historic district. After the designation, share lessons learned with other Mid City East neighborhoods.	ANC, Neighborhood Civic Associations, Eckington Conservancy	DCOP	Short-term	Public & Private

IMPLEMENTATION PLAN: Neighborhood Character					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 1.5	Develop a community-led neighborhood conservancy to lead historic preservation efforts and build consensus around preferred preservation strategies in Bates/Truxton Circle and Hanover.	ANC, Neighborhood Civic Associations, Eckington Conservancy	DCOP	Short-term	Private
MCE 1.6	Explore designating individual buildings under a multiple property document for the row houses on Bates Street, in an effort to preserve the cultural relevance of the sanitary housing movement.	Short-term	DCOP	Mid-Term	Public & Private
MCE 1.7	Prepare educational material that outlines the pros/cons associated with various preservation tools based on neighborhood models to inform and equip neighborhood conservancies.	DCOP	ANC, MCE Neighborhood Conservancies, DC Preservation League	Short-term	Public & Private
MCE 1.8	Augment existing signage programs or establish new neighborhood signage in for LeDroit Park, Bloomingdale, Eckington, Bates/Truxton Circle and Hanover. Create unique designs including art, landscape, and/or streetscape and street furniture to identify the distinctive character of each neighborhood.	MCE Neighborhood Conservancies, DCOP, DCHPO, DDOT, Cultural Tourism DC	DCOP, DC Preservation League, DC Commission on Arts & Humanities	Mid-Term	Public
MCE 1.9	Create markers to commemorate lost landmarks such as the former Truxton Circle and fountain that once served as a neighborhood anchor and landmark.	MCE Neighborhood Conservancies, DCOP, DCHPO, DDOT	MCE Neighborhood Conservancies, DCOP, Cultural Tourism DC, DC Preservation League, DC Commission on Arts & Humanities	Long-term	Public

IMPLEMENTATION PLAN: Commercial Revitalization					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 2.1	Building on the success of the Bloomingdale Farmer's Market, increase year round access to healthy food options for MCE residents by encouraging corner store owners to enroll in DC Central Kitchen's Healthy Corners, the Healthy Food Retail Program (administered by DSLBD), and similar programs to expand availability of fresh local produce and healthy prepared foods. Provide technical assistance to help accelerate the application process.	DSLBD	DC Central Kitchen	Short to Long Term	Public-Private
MCE 2.2	Reinforce the market positioning of the commercial cluster around Rhode Island Avenue and First Street NW as a dining destination that attracts patrons from neighborhoods outside Mid City East through attraction of additional food service businesses and expanded marketing efforts in partnership with the Restaurant Association of Metropolitan Washington (RAMW.)	NCMS	Local restaurant organizations, business owners	Short Term	Public
MCE 2.3	Explore potential to host a "Taste of …" or similar-type event on the vacant lot at Florida Avenue and North Capitol Street to highlight neighborhood food service operators and other small businesses, as well draw to attention to North Capitol as a viable commercial street.	NCMS	Private property owner	Short Term	Public-Private
MCE 2.4	Identify opportunities for the development of a food service incubator that provides emerging entrepreneurs and caterers with access to shared kitchen and food preparation space which will in turn lower operational overhead and result in economies of scale through cooperative purchasing and increased market exposure.	DMPED	NCMS	Long Term	Public-Private
MCE 2.5	Support and coordinate with the efforts of Rhode Island Avenue Main Street.	NCMS, Civic Associations	DSLBD	Short to Long Term	N/A
MCE 2.6	Implement an approach to commercial revitalization on North Capitol Street that builds on existing assets, fills market voids, and acknowledges the limitations of North Capitol Street as a traditional retail street. A diverse and robust mix of uses could include entrepreneurial production and creative services; day-to-day goods and services; and the expansion of neighborhood dining.	NCMS	Property owners	Mid Term	Public

IMPLEMENTATION PLAN: Commercial Revitalization					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 2.7	Inventory, monitor, and encourage development of "boutique/small" office space (10,000 square feet and less) along the North Capitol Street corridor, specifically focused on the segment south of P Street, that may offer appropriate space for a diverse and robust mix of uses including arts uses, creative services companies, and start-ups.	NCMS	WDCEP	Short Term	Public
MCE 2.8	Encourage property owners in the industrial/ production, distribution, and repair (PDR) portions of Eckington to retain and, where possible, expand warehouse/flex spaces that may offer appropriate space for small-scale production tenants. • Assist businesses, entrepreneurs, and developers in accessing funding for industrial space improvements as well as resources for business start-up and operation. • Working with property owners, business associations, and businesses, highlight the potential for emerging industries in the creative, green, and technology sectors to be tenants of PDR space. As part of this, share findings and recommendations from the Ward 5 Industrial Land Transformation Study. • Identify opportunities for appropriate PDR spaces to incorporate a retail experience that is complimentary to production activity and takes advantage of pedestrian and bike accessibility.	DCOP	DMPED, WDCEP, DSLBD	Short Term	Private
MCE 2.9	Promote the Mid City East area to the creative economy community as a more affordable alternative to downtown and other high-rent office markets, but with a similar level of access to transit and amenities.	NCMS	Local tech/start-up organizations, WDCEP	Short to Long Term	Public-Private
MCE 2.10	Expand the focus of North Capitol Main Street business recruitment efforts beyond traditional retail (consumer businesses) to include creative services, physical and graphic design companies, arts organizations, and technology-based start-ups (producer businesses).	NCMS	WDCEP	Short to Long Term	Public-Private
MCE 2.11	Market available arts and performance space (temporary and permanent) through DC Space Finder and other property listing channels that target the creative economy sector.	NCMS	Local arts organizations	Short Term	N/A

IMPLEMENTATION PLAN: Commercial Revitalization					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 2.12	Identify funding for a business plan competition to attract start-up companies and creative economy entrepreneurs to Mid City East.	DMPED	Local tech/start-up organizations, WDCEP, DSLBD	Mid Term	Public-Private
MCE 2.13	Provide assistance to the North Capitol Main Street leadership to regularly evaluate and update the organization's business plan to help prioritize ongoing initiatives and allocation of funds.	DSLBD	NCMS	Short to Long Term	N/A
MCE 2.14	Continue to maintain clean and safe services on North Capitol Street through the DSLBD-funded clean team.	DSLBD	NCMS	Short to Long Term	Public
MCE 2.15	Develop a work plan to provide technical assistance to business and property owners in facilitating development approvals, licensing, and obtaining funds for physical property improvements.	DSLBD, DCRA	NCMS	Short to Long Term	Public
MCE 2.16	Develop a marketing and branding strategy for North Capitol Street that highlights the existing character and retail node as a burgeoning area for small independent businesses in existing buildings, while encouraging larger, established retail to anchor new development. Restaurants, the creative economy, retail shops and other small businesses should be encouraged as tenants to create a more vibrant retail street.	NCMS	Business Owners	Mid Term	Public
MCE 2.17	Implement the Vibrant Streets Retail Toolkit for the North Capitol Street corridor within Mid City East	DCOP		Short Term	Public
MCE 2.18	Establish a task force to address loitering and safety issues. Task force should include representatives from NCMS, ANCs, MPD, business and property owners, and residents.	MPD, CAC	ANCs, Neighborhood Civic Associations, Main Street Organizations, Business Organizations, business owners, property owners	Short to Long Term	N/A
MCE 2.19	Promote commercial façade improvements and rehabilitations for properties along North Capitol Street guided by established programs, incentives, or guidelines.	DSLBD, DMPED	NCMS, business owners	Mid Term	Public

IMPLEMENTATION PLAN: Commercial Revitalization					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 2.20	Promote commercial façade improvements and rehabilitations for properties along Rhode Island Avenue guided by established programs, incentives, or guidelines.	DSLBD, DMPED	NCMS, business owners	Mid Term	Public
MCE 2.21	Provide outreach to commercial property owners in MCE neighborhoods to ensure that they are knowledgeable about programs such as DC Main Streets and Great Streets.	DSLBD, DMPED	NCMS, business owners	Mid Term	Public
MCE 2.22	Encourage existing property owners and new development, where possible, to design ground floor space in new development, with sufficient flexibility to provide larger retail bays that can accommodate more established businesses and regional/ national credit tenants.	NCMS	Business Owners	Short Term	Private
MCE 2.23	Encourage property owners on North Capitol Street to upgrade and reposition upper floor spaces to provide affordable workspace.	NCMS	Business Owners	Short Term	Private
MCE 2.24	Provide technical assistance to help facilitate the Certificate of Occupancy process for small property owners seeking a change of use.	DCRA		Short to Long Term	Public

IMPLEMENTATION PLAN: Revelopment Opportunities and Housing					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 3.1	Pursue a future land use designation change on the west side of North Capitol at the intersection of Florida Avenue NW and at the intersection of North Capitol and New York Avenue, from low density commercial/moderate density residential to moderate density commercial/medium density residential to encourage mixed-use development and create a thriving neighborhood edge with a welcoming physical environment.	DCOP		Short Term	N/A
MCE 3.2	When development is achieved through a Planned Unit Development (PUD) process, the ground floor of development on the west side of North Capitol Street in the study area should accommodate retail services	DCOP		Short to Long Term	N/A

IMPLEMENTATION PLAN: Revelopment Opportunities and Housing					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 3.3	When development is achieved through a PUD process, redevelopment of vacant and underutilized properties at the four corners of the intersection of Florida Avenue and North Capitol Street within Mid City East should incorporate ground floor commercial uses with entrances facing sidewalks along or proximate to North Capitol.	DCOP		Short to Long Term	N/A
MCE 3.4	Ensure that new development enhances public space by requiring new development to use alleys for all vehicular access to the site and that mechanical equipment (i.e. transformers) are located on private property or alleys.	DCOP	DPW	Short to Long Term	N/A
MCE 3.5	Integrate energy efficient lighting on buildings and in sidewalk elements in new development and redevelopment.	DCOP	DDOE	Short to Long Term	N/A
MCE 3.6	Solicit proposals to redevelop properties controlled by the District into creative mixed-use residential or commercial developments. • The DHCD parcels on the south side of Florida Avenue at Q Street NW – Pursue a land use designation change from Moderate Density Residential/Low Density Commercial to Medium Density Residential/Moderate Density Commercial in an effort to encourage site redevelopment. • The Langston and Slater school buildings on P Street NW - Adaptively reuse and redevelop both buildings together in the future once existing uses are no longer needed. Consider innovative business uses, including creative economy start-ups, to complement development along North Capitol Street. Residential and cultural uses should also be considered. Create a green neighborhood park, focal point or plaza in the space between the buildings. • The former Emery School site in Eckington – Pursue a land use designation change from moderate density residential to moderate mixed use/ light industrial. As redevelopment opportunities arise for this site, and once existing uses are no longer needed, adaptively reuse the former Emery School building as part of a place-making redevelopment of the entire Emery School site for Eckington as a long-term future project. Encourage mixed use development including neighborhood-scale retail, live/work, office, residential, light industrial, public amenities, and green space.	DHCD DGS DME	DCOP DCOP DCOP	Short Term Long Term Long Term	N/A

IMPLEMENTATION PLAN: Revelopment Opportunities and Housing					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 3.7	Pursue a future land use designation change for the corner of North Capitol and Hanover Streets, NW from low density commercial/moderate residential to moderate density commercial/medium density residential.	Property Owners		Short to Long Term	Private
MCE 3.8	Infill vacant parcels, redevelop underutilized parcels, or repurpose existing vacant buildings. Opportunities include: • Underutilized properties at Rhode Island and Florida Avenues NW, including the UPO site, post office site, and gas stations • Underutilized small commercial property bounded by New Jersey Avenue, Q , 4th, and Franklin Streets NW • Underutilized property at 326 T Street NW, Mary Church Terrell House • Vacant Site at the corner of Rhode Island Avenue and 3rd St. NE • Vacant Site at the corner of Randolph Place and 3rd Street NE • Vacant Sites along North Capitol Street NW at Bates Street and Hanover Place • New York Pizza site at the intersection of North Capitol Street, Florida Avenue NE and Q Street NE • Vacant site at the corner of Lincoln Road and Randolph Place NE • Vacant parcel between Hanover and O Street NW, along the west side of North Capitol Street • Vacant parcel at the NE corner First & O Street • Vacant parcel on the west side of Kirby Street at the intersection of New York Avenue (former DC Public Library kiosk site) • Community Academy PCS parking lot.	Property Owners		Short to Long Term	Private

IMPLEMENTATION PLAN: Revelopment Opportunities and Housing					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 3.9	Change the future land use designation of Sursum Corda from moderate density residential to high density residential and medium density commercial. Development under the new land use designation should be achieved through a Planned Unit Development and should meet the following criteria: • Encourage the development of a mixed-income neighborhood through: • The provision of 199 affordable units within the project at varying levels and types of subsidies not to exceed 60% AMI (*BE1.1, BE2.5) • The addition of market rate units that will represent at least 66 percent of the total units developed on site. • Reflect the height and scale of existing neighborhood developments, including the recently constructed SeVerna. Development on the Sursum Corda site should step down towards First Street NW and towards the Mt. Airy Baptist Church, and step up towards North Capitol Street NW. • Extend the street grid, including L Street NW from First Street NW to North Capitol Street, NW and Pierce Streets NW between First Street NW and First Place NW. • Include sustainable development components such as green/park space and other community amenities.	DCOP	DHCD	Short Term	N/A
MCE 3.10	Use the DC Preservation Catalog of affordable units to develop early intervention techniques to preserve affordable units prior to expiration of affordability controls.	DCOP		Mid Term	N/A
MCE 3.11	Provide incentives to developers to include affordable units above and beyond the minimum required for inclusionary zoning.	DCOP	DHCD	Mid Term	N/A
MCE 3.12	In the event of long-term future redevelopment of current public housing or private affordable housing developments, maintain or increase the number of affordable units on site.	DHCD, DMPED, DCHA	DCOP	Mid Term	N/A

IMPLEMENTATION PLAN: Neighborhood Placemaking and Public Realm					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 4.1	Undertake a comprehensive streetscape and connectivity study design study for sidewalks and public spaces along North Capitol Street to celebrate the importance of the axial and visual connection to the Capitol. Design should build on existing guidelines, standards, and regulations identified in DC's Public Realm Design Manual and include new, sustainably designed paving, lighting, wayfinding signage, public art, trees, and vegetation. Expand green space and integrate LID and sustainable stormwater management. Design should explore innovative ways to increase connectivity east-west across North Capitol Street.	DDOT	DCOP	Short Term	Public
MCE 4.2	Work with DDOT's Urban Forestry Administration to maintain the health of existing street trees and identify locations for and plant additional street trees along North Capitol Street to reinforce the axial and visual connection to the Capitol and provide additional shade and increased tree cover.	DDOT	Casey Trees	Mid Term	Public
MCE 4.3	Work with DDOT's Urban Forestry Administration and Casey Trees to maintain and protect existing trees along city streets throughout MCE.	DDOT		Mid Term	Public
MCE 4.4	Determine the existing tree canopy for neighborhoods, and identify where trees are missing. Set specific goals for increasing the canopy. Work with Casey Trees and DDOT's Urban Forestry Administration to develop a strategy and timeline for planting new street trees.	DDOT	Casey Trees, Cherry Blossom Society	Short to Long Term	Public
MCE 4.5	Work with the Cherry Blossom Society to plant a minimum of 50 cherry trees in locations identified throughout MCE.	DDOT	Casey Trees, Cherry Blossom Society	Short to Long Term	Public
MCE 4.6	Educate MCE residents about public space regulations, and the intent behind them.	DCOP/DDOT	Local ANCs and Civic Associations	Short to Long Term	N/A
MCE 4.7	Engage the Clean Team of the North Capitol Street Main Street program to keep sidewalks along and near North Capitol Street consistently free of litter.	NCMS Clean Team		Short Term	N/A
MCE 4.8	Identify neighborhood groups and civic associations interested in developing strategies for maintaining streetscape and sidewalk cleanliness in locations throughout Mid City East neighborhoods and corridors.	Local ANCs and Civic Associations		Short to Long Term	N/A

IMPLEMENTATION PLAN: Neighborhood Placemaking and Public Realm					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 4.9	Identify neighborhood groups to act as stewards to work with landowners to improve the appearance and walkability of the industrial/production, distribution, and repair (PDR) portions of Eckington.	DDOT	Local ANCs and Civic Associations	Mid Term	Public
MCE 4.10	Provide required public realm and pedestrian facilities with any new development. Ensure that fences, curb cuts, show windows, and café seating areas comply with regulations. Refer to the District of Columbia's Public Realm Design Manual for specific requirements.	DCOP/DDOT		Short to Long Term	Public-Private
MCE 4.11	Identify and restore sidewalks in need of repair throughout Mid City East neighborhoods.	Local ANCs, civic associations, business owners		Short to Mid Term	N/A
MCE 4.12	Increase pedestrian lighting around Sursum Corda.	DDOT	DCOP	Short	Public
MCE 4.13	Improve neighborhood alley lighting throughout Mid City East.	DDOT	Property Owners, Civic Associations	Short to Long Term	Public
MCE 4.14	Improve pedestrian lighting in the industrial/ PDR portions of Eckington.	DDOT	DCOP	Mid Term	Public
MCE 4.15	Engage in a dialogue with MPD to potentially increase police presence focusing on identified problem spots including parts of North Capitol Street, Hanover Place, the Park at LeDroit and the Metropolitan Branch Trail.	Local ANCs, Civic Associations, Business Owners	MPD, DCOP	Short Term	N/A
MCE 4.16	Work with local arts organizations, artists, and residents to identify locations for and install public art throughout Mid City East. Focus efforts on identified gateways, nodes, and opportunity sites including North Capitol Street, connections to Metrorail Stations, and underpasses, as well as other appropriate locations as determined by the community.	DCCAH	DCOP, Local arts organizations, civic associations	Mid Term	Public-Private
MCE 4.17	Use public art as an opportunity in new development or redevelopment to celebrate the identity and vibrancy of Mid City East neighborhoods and corridors.	DCCAH	DCOP, Local arts organizations, civic associations	Short to Long Term	Public-Private

IMPLEMENTATION PLAN: Neighborhood Placemaking and Public Realm					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 4.18	Working with the Deputy Mayor's Office of Education (DME) and the Department of General Services (DGS), and once current uses are no longer needed in the existing buildings, create a "neighborhood-defining place" for Eckington at the location of the former Emery School buildings and site by creating a long-term future re-use and redevelopment project. Considerations should include: • Extending Randolph Place NE and connect it to First Street NE, creating a complete block. • Including neighborhood-scale retail, residential, a park/green space, public spaces, and community amenities. • Including an architectural feature or neighborhood gateway sign to identify the Eckington neighborhood. • Once the current function is no longer needed, adaptively reuse the old Emery School building as part of the redevelopment. • Create physical connections to the Harry Thomas Recreation Center and to the McKinley Tech campus. • Create a green connection to North Capitol Street along Lincoln Road. • Integrate LID and sustainable stormwater management. • Include public art within the redevelopment.	DME, DMPED, DGS, DCPS	DCOP	Long Term	Public-Private
MCE 4.19	Work with the Truxton Circle community to find a way to celebrate the former Truxton Circle at the intersection of Florida Avenue and North Capitol Street. Pursue the possibility of salvaging, restoring, and incorporating the old Truxton Circle fountain as part of a park or open space on land near the intersection.	Local Civic Association	DDOT	Mid Term	Public

IMPLEMENTATION PLAN: Parks, Green Space and Stormwater					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 5.1	New York Avenue Playground - Consider adding entries to the playground at appropriate points around the park's perimeter to encourage increased neighborhood access and use. Consider adding informal green space or community garden plots. Identify opportunities for safe, multi-generational design and programming including a tot lot on the site of the old library kiosk. Add shade trees where possible.	DPR	DCOP	Mid Term	Public
MCE 5.2	Howard Playground - Consider adding entries at appropriate points around the park's perimeter to encourage increased neighborhood access and use. Consider repurposing the baseball field for use as a multi-purpose field, informal green space or community garden plots. Identify opportunities for safe, multi-generational design and programming.	DPR	DCOP	Mid Term	Public
MCE 5.3	Park at LeDroit - Improve the dog park at the Park at LeDroit. Add shade trees where possible. Identify opportunities for safe, multi-generational design and programming.	DPR	DCOP	Mid Term	Public
MCE 5.4	Reservation 181 - Reservation 181 - The National Park Service (NPS)-owned triangular park bounded by M Street, New York Avenue and First Street NW - Establish a local "Friends of..." group that be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include incorporating green stormwater management techniques such as bioswales and rain gardens.	Local ANCs and civic associations	NPS	Short Term	N/A
MCE 5.5	Reservation 276-A - The NPS-owned triangular park bounded by Florida Avenue, First and R Streets NW. Establish a local "Friends of..." group that would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include creating an architectural gateway feature identifying Bloomingdale from the south, removing thick bushes, and adding native perennial plantings, lighting, and benches, and incorporating LID stormwater management techniques.	Local ANCs and civic associations	NPS	Short Term	N/A
MCE 5.6	Reservation 190 - The NPS-owned triangular park bounded by New Jersey Avenue, 4th and Franklin Streets NW. Establish a local "Friends of..." group that would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include additional vegetation and seating, and connection of the property to the north by closing Franklin Street.	Local ANCs and civic associations	NPS	Short Term	N/A

IMPLEMENTATION PLAN: Parks, Green Space and Stormwater					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 5.7	Reservation 277 - The NPS-owned triangular park bounded by North Capitol Street and Lincoln Road NE at Quincy Place NE - Establish a local "Friends of..." group that would be responsible for making enhancements and maintaining features that go beyond typical park maintenance. Improvements could include enhanced vegetation and native plantings. Remove the low metal fence to discourage loitering, and enlarge the sidewalk along North Capitol to improve walkability.	Local ANCs and civic associations	NPS	Short Term	N/A
MCE 5.8	Cemetery Dog Walking - Engage in a dialogue with the owners of the cemeteries to the north of Eckington about the potential to allow dog walking.	Local ANCs and civic associations	DCOP	Short Term	N/A
MCE 5.9	P Street - Work with DDOT to extend the P Street Greenway through Mid City East.	DDOT	DCOP	Mid Term	Public
MCE 5.10	Community Academy PCS (CAPCS) - Create a new green space for community and student use on part of the CAPCS parking lot with any future redevelopment of that site. Explore the possibility of incorporating a community garden.	CAPCS		Long Term	Private
MCE 5.11	Florida Avenue Park - Redevelop this park with increased tree cover and vegetation with any future long-term redevelopment of the Northwest Cooperative Homes.	Northwest Cooperative Homes		Long Term	Private
MCE 5.12	Eckington Dog Park - Work with residents and landowners to identify an appropriate location for and develop a dog park in Eckington.	DPR	DCOP, local ANCs and civic associations	Mid Term	Public
MCE 5.13	Community Gardens - Incorporate community gardens where appropriate with new parks and green spaces.	DPR	DCOP, local ANCs and civic associations	Short to Long Term	Private
MCE 5.14	Explore the opportunities for a Green Deck over North Capitol Street. Support a community or privately led initiative to create a Green Deck over North Capitol Street between T Street and Rhode Island Avenue. Include this in the streetscape study described in MCE 4.1	Local ANCs and civic associations	DCOP, DPR, DDOT, DDOE	Long Term	Private

IMPLEMENTATION PLAN: Parks, Green Space and Stormwater					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 5.15	Working with the Deputy Mayor's Office for Education (DME), create a coordinating committee consisting of DPR, DGS, DCPS and school leaders to provide guidance and develop policy that will inform the process regarding shared access to local school facilities for public use and recreational activity. • Work with the coordinating committee to allow public access to Dunbar High School's new recreational and sports facilities for neighborhood residents during designated days and times. • Work with the coordinating committee to allow public access to the McKinley Tech facilities for neighborhood residents during designated days and times.	DCOP, Local ANCs and civic associations	DCPS, DME	Short Term	N/A
MCE 5.16	Work with DC Water on a strategy for educating residents about the upcoming DC Clean Rivers Project initiatives in MCE that will be under construction, including the Northeast Boundary Tunnel and First Street Tunnel.	DC Water	Local ANCs and civic associations	Short Term	N/A
MCE 5.17	Ensure that new development supports sustainability and contributes to flood-mitigation efforts.	DC Water		Short to Long Term	Public
MCE 5.18	Prioritize implementation of Low Impact Development (LID) stormwater strategies in Bloomingdale to address flooding concerns; DDOT to implement, DDOE to support.				
MCE 5.19	Support opportunities to implement LID stormwater strategies throughout Mid City East neighborhoods. Prioritize DDOT's Mid City East Livability Study recommendations for LID measures including curb extentions/bioretention planters, tree box bioretention planters, permeable paving, impervious surface removal, rain gardens, and tree infill. See the Mid City East Livability Study for details.	DDOT	DDOE	Mid Term	Public

IMPLEMENTATION PLAN:Connectivity					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 6.1	Develop creative ways to connect along and across North Capitol Street in order to knit Mid City East neighborhoods together and improve connectivity for residents.	DDOT		Short Term	Public
MCE 6.2	Extend or reestablish the DC street grid with any future public or private development or redevelopment including: • Quincy St. NW between First and 2nd Streets NE in the Bates/Truxton Circle and Hanover area • Randolph Pl. NE between North Capitol Street and First St. NE in Eckington • L Street NW between North Capitol Street and First St. NW in the Sursum Corda area • Pierce Streets NW to First Place NW in the short term in the Sursum Corda area, potentially continuing to North Capitol Street in the long-term future	Property Owners	DDOT, DCOP	Short to Long Term	Private
MCE 6.3	Work with McKinley Tech to explore creating terracing stair connections to the McKinley Tech campus from surrounding sidewalks at walled areas to improve connectivity to and from the school for students and public.	DCOP	DCPS	Mid Term	Public

IMPLEMENTATION PLAN:Connectivity					
Item No.	**Action**	**Lead Agencies/ Organizations**	**Supporting or Partner Agencies/ Organizations**	**Time Frame**	**Funding Needed**
MCE 6.4	Support the recommendations of DDOT's Livability Study to implement modifications to public streets and sidewalks to improve walkability, safety, and connectivity. These include: • New York Avenue/ North Capitol Street/N Street - street and sidewalk modifications and improvements. • Florida/ North Capitol Street/ Q St./Lincoln Rd. - street and sidewalk modifications and improvements. • Florida/New Jersey/Rhode Island/S Street/4th Street - street and sidewalk modifications and improvements. • New Jersey Avenue between N Street NW and Florida Ave NW - street and sidewalk modifications and improvements. • First Street NW Corridor - changes at unsignalized intersections including stop sign control and traffic mini-circles. • Eckington Place NE Corridor - narrowing the roadway between Florida Avenue NE and R Street NE • 5th Street and Rhode Island Avenue - Installing crosswalks and curb ramps across Rhode Island Avenue and median along the 5th Street NW alignment, and extending the existing 5th Street bike lanes from Rhode Island Avenue to Florida Avenue. See the Mid City East Livability Study for details.	DCOP	DDOT	Mid Term	Public
MCE 6.5	Work with DDOT to improve wayfinding to the Metropolitan Branch Trail and add vegetation, lighting, and public art to improve the trail's aesthetics, enhance safety, and encourage increased use.	DCPS	Local ANCs and Civic Associations	Mid Term	Public
MCE 6.6	Identify additional locations for Capital Bikeshare stations.	DDOT	OP	Near Term	Private

Time Frame:
Short-term (1-2 years)
Mid-Term (2-5 years)
Long-term (5-10 years)

Glossary:

ANCs	Advisory Neighborhood Committees
DCHPO	DC Historic Preservation Office
DCOP	DC Office of Planning
DC Water	DC Water and Sewer Authority
DCCAH	DC Commission on the Arts and Humanities
DCRA	Department of Consumer and Regulatory Affairs
DDOE	District Department of the Environment
DDOT	District Department of Transportation
DGS	Department of General Services
DME	Deputy Mayor for Education
DMPED	Deputy Mayor for Planning and Economic Development
DPR	Department of Parks and Recreation
DPW	Department of Public Works
DSLBD	Department of Small and Local Business Development
HPRB	Historic Preservation Review Board
LID	Low Impact Development
MBT	Metropolitan Bike Trail
MCE	Mid City East
MPD	Metropolitan Police Department
NCMS	North Capitol Main Street Organization
NPS	National Park Service
PDR	Production, Distribution, and Repair
PUD	Planned Unit Development
UFA	Urban Forestry Administration
WDCEP	Washington DC Economic Partnership

Late 19th century dwelling unit

7: ACKNOWLEDGEMENTS

District of Columbia Government

Mayor Vincent C. Gray

Councilmembers

Kenyan McDuffie, Ward 5

Tommy Wells, Ward 6

Jim Graham, Ward 1

DC Office of Planning

Ellen McCarthy, Acting Director

Harriet Tregoning, Former Director

DC Office of Planning Team

Rosalynn Hughey, Deputy Director

Tracy Gabriel, Associate Director, Neighborhood Planning

Chelsea Liedstrand, Project Manager

Joyce Tsepas, Former Project Manager

Deborah Crain-Kemp, former Ward 5 Planner

Kim Williams, DC Historic Preservation Office

Joel Lawson, Associate Director, Development Review

Rishawna Gould, Visual Information Specialist

Steve Calcott, Deputy Preservation Officer

Laine Cidlowski, Urban Sustainability Planner

Josh Ghaffari, Community/Facilities Planner

Stephen Gyor, Development Review Specialist

Sakina Khan, Senior Economic Planner

David Maloney, State Historic Preservation Officer

Chris Shaheen, Public Space Program Manger
Kim Williams, Architectural Historian

Colleen Willger, Ward 5 Planner

Ryan Hand, Ward 3 Planner

DDOT Livability Study Team

Sam Zimbabwe, Associate Director

Colleen Hawkinson, Manager, Strategic Planning

Gabriela Vega, Project Manager

Karina Ricks, Nelson Nygaard Associates

Mid City East Advisory Committee

Commissioner Marc Morgan, ANC 1B01, LeDroit Park Civic Association

Commissioner Tony Norman, ANC 1B Chair

Commissioner Gail Anderson-Holness, ANC 1B11

Commissioner Alex Underwood, ANC 5E03

Commissioner Sylvia Pinkney, ANC 5E04

Commissioner Joyce Robinson-Paul, ANC 5E05

Commissioner Teri Quinn, ANC 5E06

Commissioner Wanda Foster, ANC 5E07

Commissioner Mark Mueller, ANC 5E08

Commissioner Dianne Barnes, ANC 5E09, ANC 5E Chair

Commissioner Kevin Chapple, ANC 6E02

Commissioner Rachelle Nigro, ANC 6E04, ANC 6E Chair

Commissioner Alvin Judd, ANC 6E06

Commissioner Alfreda Judd, ANC 6E07

Bradley Thomas, North Capitol Main Streets

Geovani Bonilla, Bates Area Civic Association

Sylvia Matthews, Hanover Civic Association

Wanda Sherrod, Bloomingdale Civic Association

Kim Mosley, Eckington Civic Association

Rashidi Christian, Edgewood Civic Association

Eric Fidler, LeDroit Park Civic Association

Phyllis Klein, Fab Lab DC

Maybelle Bennett, Howard University Community Association

Stephanie Slewka, Common Good City Farm

Lonnie Duren, Sursum Corda Co-op

Christine Leake, Northwest Cooperative

LaQuasha Mosely, Kelly Miller Residents Council

Sharon Jones, LeDroit at Kelly Miller Residents Council

Galin Brooks, NoMa BID

Consultant Team

Smithgroup JJR, *Project Lead*, Merrill St. Leger, Yuran Shen, Russell Perry

HR & A Advisors, Rob Wolcheski, Lionel Lynch

Green Door Advisors, Jon Stover, Maris Flowers

EHT Traceries, Laura Hughes,Latishia Allen

AmericaSpeaks, Kim Sescoe, Elana Goldstein, Chris Berendes, Steve Brigham

Student Groups

Howard University Project North Deck Team

Anthony Bright, Tolu Rufai, Marcell Snodgrass, Joseph-Constantine Stewart

The Catholic University of America

Instructor: Miriam Gusevich

Students: John Abowd, Filipe Da Silva Pereiera, Anthony DiManno, Matthew Hosko, Anjelica Lewis, Adanze Okoroha, Emily Pierson, Alexandra Sacci, Nina Sakic, Benjamin Sullivan

Storytelling

Bryan Hughes

LeDroit Park Neighborhood

SUSTAINABLE DC

Tie-ins to specific Sustainable DC Plan elements are found after each of the the recommendations in Chapter 2, and are indicated with an asterisk (e.g., *HW1.1).

JE1.1 - Complete a review of regulatory reform options to make it easier to do business in the District.

HW1.1 - Expand public park access and programming to promote healthy lifestyles through physical exercise.

BE1.1 - Increase affordable housing in the District.

BE2.1 - Ease permitting requirements for temporary arts, community, and business uses.

BE 2.2 - Create a government-backed revolving loan fund to support new businesses with a priority for those developed by District residents.

BE2.3 - Convert five vacant buildings into permanent cultural or business incubation centers.

BE2.5 - Locate new affordable housing in walkable neighborhoods.

BE3.1 - Rehabilitate all public housing to be green, healthy, and capable of meeting net-zero energy standards.

EN1.3 - Replace all street and public lighting with high-efficiency fixtures.

FD1.2 - Streamline the process to find and use land for community agriculture projects.

FD1.3 - Install educational gardens at 50% of DC Public Schools.

FD1.4 - Develop orchards or other food-producing landscaping on 5 acres of DC's public spaces.

FD2.1 - Expand the DC Healthy Corner Store initiative.

FD2.2 - Introduce fresh food circulators and mobile vendors in neighborhoods with poor access to fresh foods.

FD2.3 - Expand the Produce Plus program to farmers' markets and corner stores citywide.

NA2.1 - Plant 8,600 new trees citywide per year until 2032.

NA2.2 - Replace 75% of public lighting with fixtures that reduce light pollution.

NA2.4 - Require trees and green space on all new development sites.

NA2.5 - Stipulate use of native plant varieties for District government plantings and landscaping.

NA3.3 - Renovate and improve all District playgrounds.

NA3.5 - Create small parks and green spaces in areas with inadequate open space.

TR2.1 - Develop a citywide, 100 mile bicycle lane network.

TR2.2 - Expand the Capital Bikeshare program by 200 stations.

WS1.5 - Implement Sustainable Sites Initiative (SITES) guidelines for park maintenance.

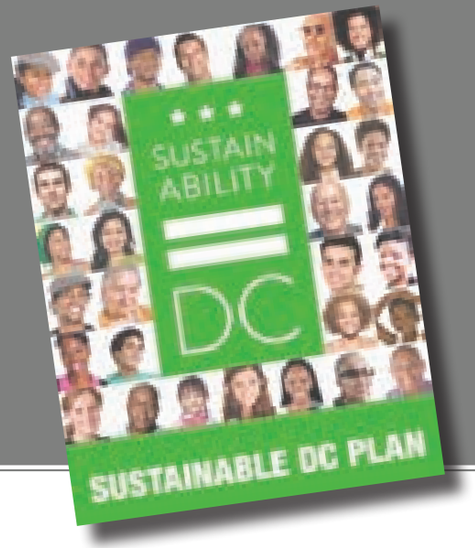
WS2.3 - Require the use of recycled and salvaged building materials.

WT2.1 - Install 2 million new square feet of green roofs.

WT2.2 - Increase the use of green infrastructure along public rights of way.

WT2.3 - Double the number of homes participating in the RiveSmart Homes program.

WT2.4 - Build 25 miles of green alleys.



University Partnerships

The Office of Planning was fortunate to have the opportunity to work with students from the Howard University School of Design and The Catholic University of America Graduate School of Architecture and Planning. The university partnerships utilized student design studios to explore potential future improvements to North Capitol Street.

The outcomes of this work are not formal recommendations in the Mid City East Small Area Plan. However, these projects may provide inspiration for the community in future pursuits. The student project work is presented as a supplement to the Mid City East Small Area Plan to record the contributions the university partnerships made towards planning efforts.

Both university groups chose to explore possible enhancements for North Capitol Street that aimed to create a greener, pedestrian-oriented street and unite the neighborhoods across the thoroughfare.

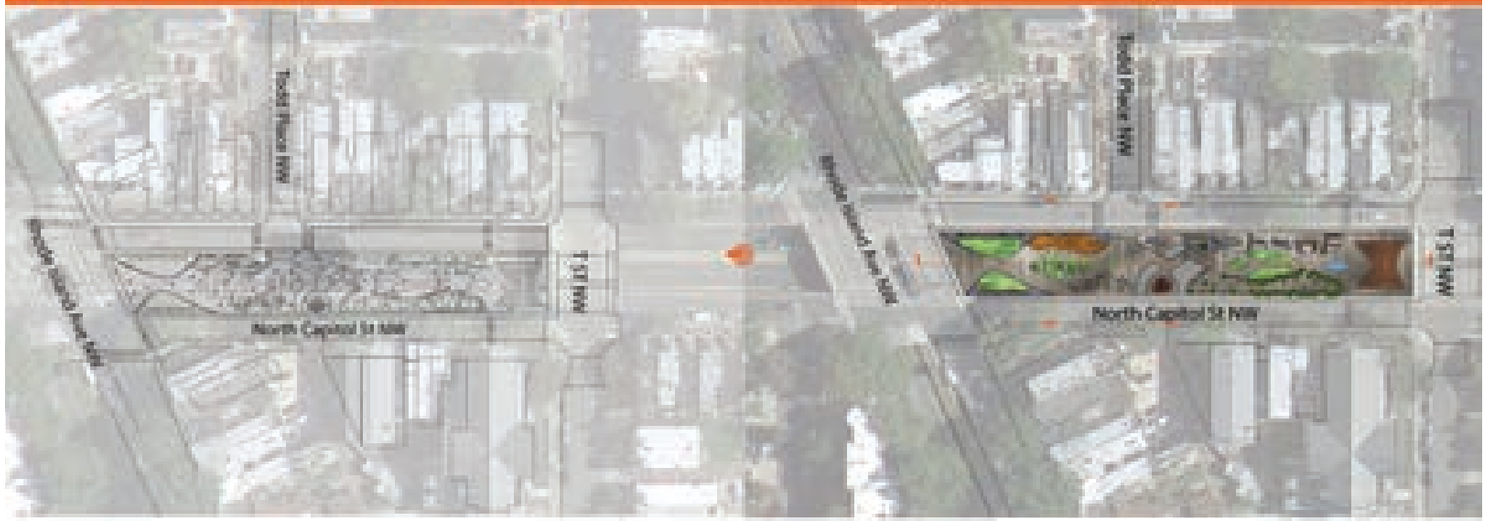
The Howard University School of Design student project was titled, "Project North Deck". The concept explored the possibility of decking over a portion of North Capitol Street. The Catholic University of America Graduate School of Architecture and Planning student project was a corridor study titled, "The New North Capitol Street". The idea examined prospective connectivity, public realm, and neighborhood character improvements.

HOWARD UNIVERSITY

Illis Design Group, a group of Howard University architecture students, engaged with the Mid City East planning team at different points in the design process. Of particular interest to the students was the idea of bridging across North Capitol Street to connect the Bloomingdale and Eckington neighborhoods. They worked together over a number of weeks to develop their concepts. They met with the planning team and presented their work, received critique and feedback, and went on to refine and complete their concept. They presented their work alongside the work of the planning team at the final public meeting of the project on September 26, 2013.

Illis Design Group

PROJECT: NORTH DECK



CIRCULATION DIAGRAM

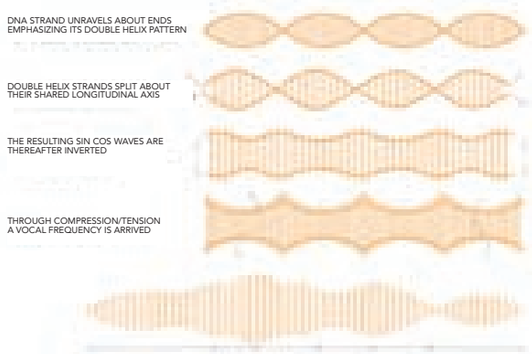
SITE PLAN

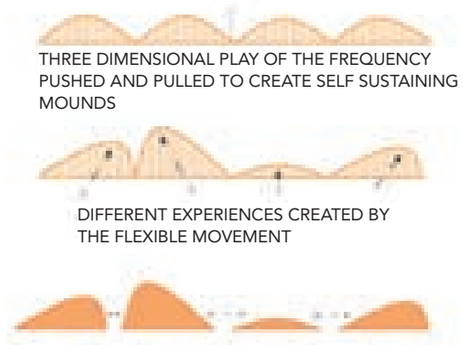
NORTH SECTION

SOUTH SECTION

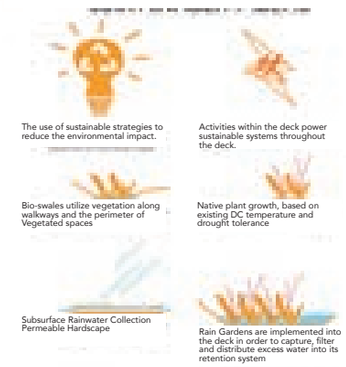
WEST SECTION

TRANSFORMATION DIAGRAMS





SUSTAINABILITY IDEAS



GENERATION OF ENERGY THROUGH THE JUMPING MOTION ACTIVATED BY PISTONS UNDER THE RUBBER TOPOGRAPHY FOR KIDS IN TURN PUMPING WATER COLLECTED ON THE SITE AND STORED IN THE MOUNDS.

Project: North Deck drawings prepared by Illis Design Group

PROJECT CONCEPT STATEMENT BY ILLIS DESIGN GROUP:

The voice of a community is its most valuable and powerful asset. It inspires a sense of pride, purpose and identity within a group of people. The neighborhoods that surround the North Capitol corridor have become the grounds for a rapidly changing environment. This area currently serves heavy traffic flow, a promising commercial and retail district, but more importantly its surrounding community.

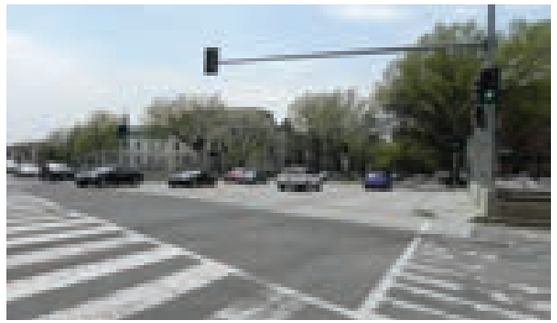
By proposing a dynamic and lively place, the "North Capitol Deck" will embody this new found voice. The "Deck" allows the corridor to become a vibrant datum that fulfills the needs of its residents and enriches the culture of the area. The abstraction of this literal voice will not only represent and reflect character of the area, but also creates a sophisticated and yet simplistic visual interaction throughout the site.

Illis Design Group

CATHOLIC UNIVERSITY SCHOOL OF ARCHITECTURE & PLANNING

The current major intersections at Rhode Asland, Florida, and New York Aves are the primary choke points of traffic. By simplifying traffic patterns, traffic flow and safety may improve.

RHODE ISLAND AVE.



RESIDENTIAL CORE

The northern section of North Capitol, is primary residential and neighborhood focused. Adding open and green space will further enhance a sense of community in the area.

TRUXTON CIRCLE

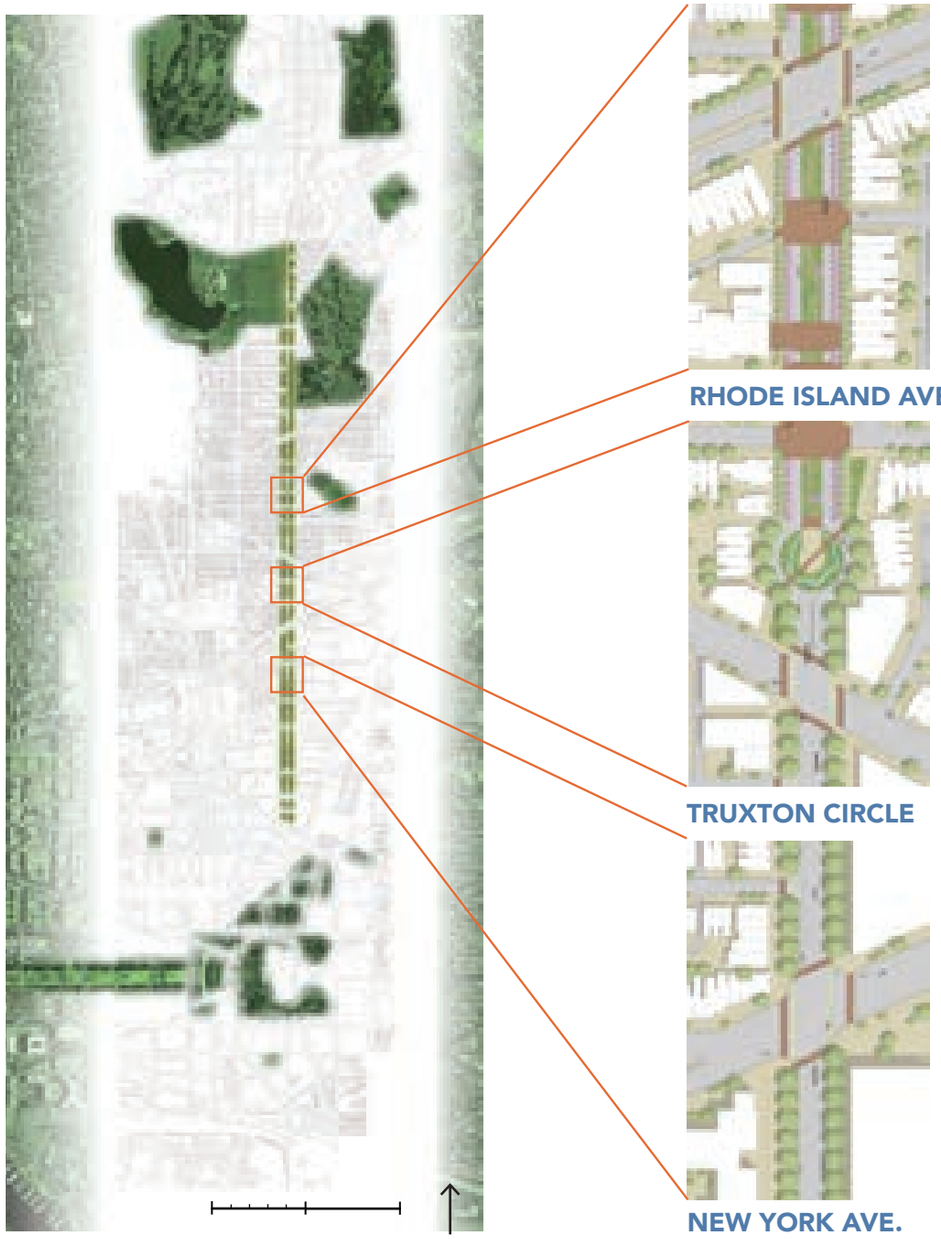
TRANSITION SPACE

This historic spot, the namesake of the neighborhood, indicates the transition from residential to commercial space. By reintroducing the circle to the traffic pattern, this place will have more significance and intent.

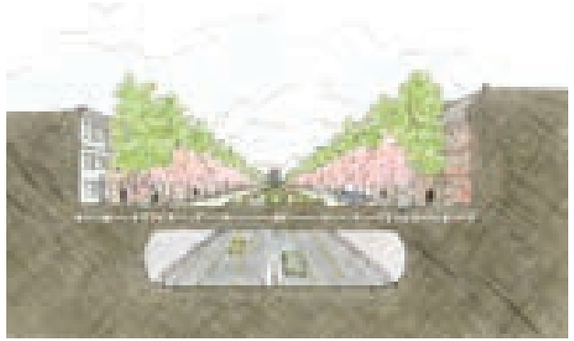
NEW YORK AVE.

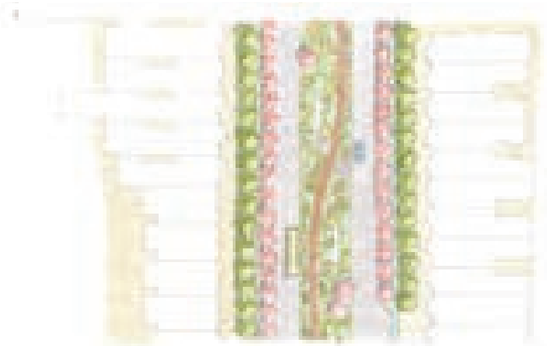
COMMERCIAL CORE

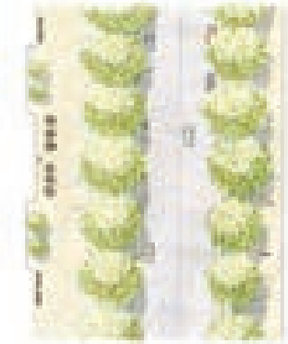
From New York Ave to the Capitol building is a commercial zone. Enhancing the sidewalks will allow for more pedestrian activity and economic development to occur on this historical street.



THE NEW NORTH CAPITOL PROJECT







PROPOSED PLAN - NORTH CAPITOL at RHODE ISLAND

PROPOSED PLAN - TRUXTON CIRCLE

PROPOSED PLAN - NORTH CAPITOL at NEW YORK AVENUE