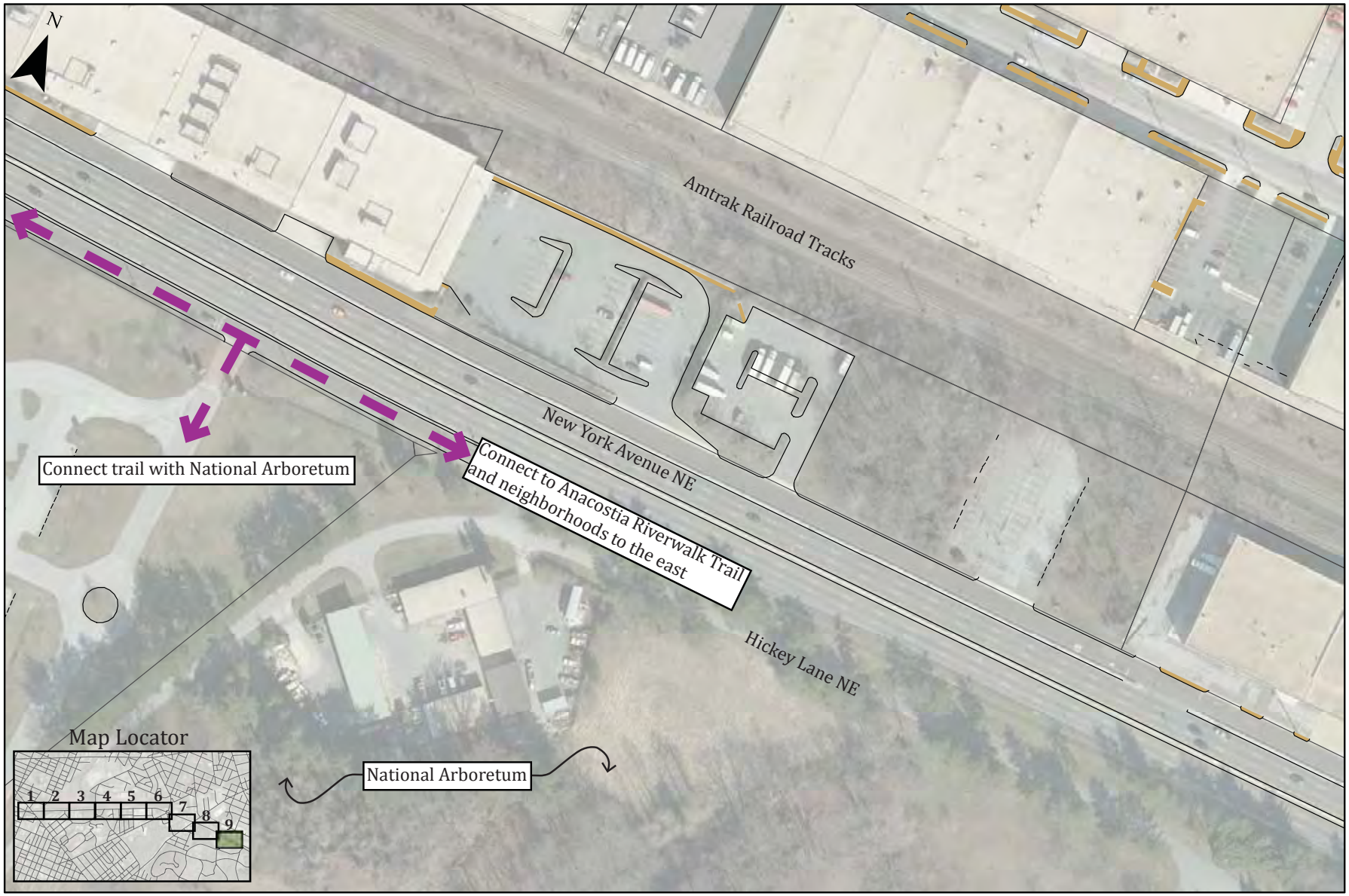

Legend

- Existing Sidewalks
- Replace Sidewalk with Multi-Use Trail
- Replace Sidewalk and Buffer with Multi-Use Trail
- Install Multi-Use Trail Separate from Sidewalk
- Reallocate Roadway Space for Multi-Use Trail
- Conflict Point or Pinch Point

0 100 200 400 Feet

1 inch equals 150 feet

Map 9

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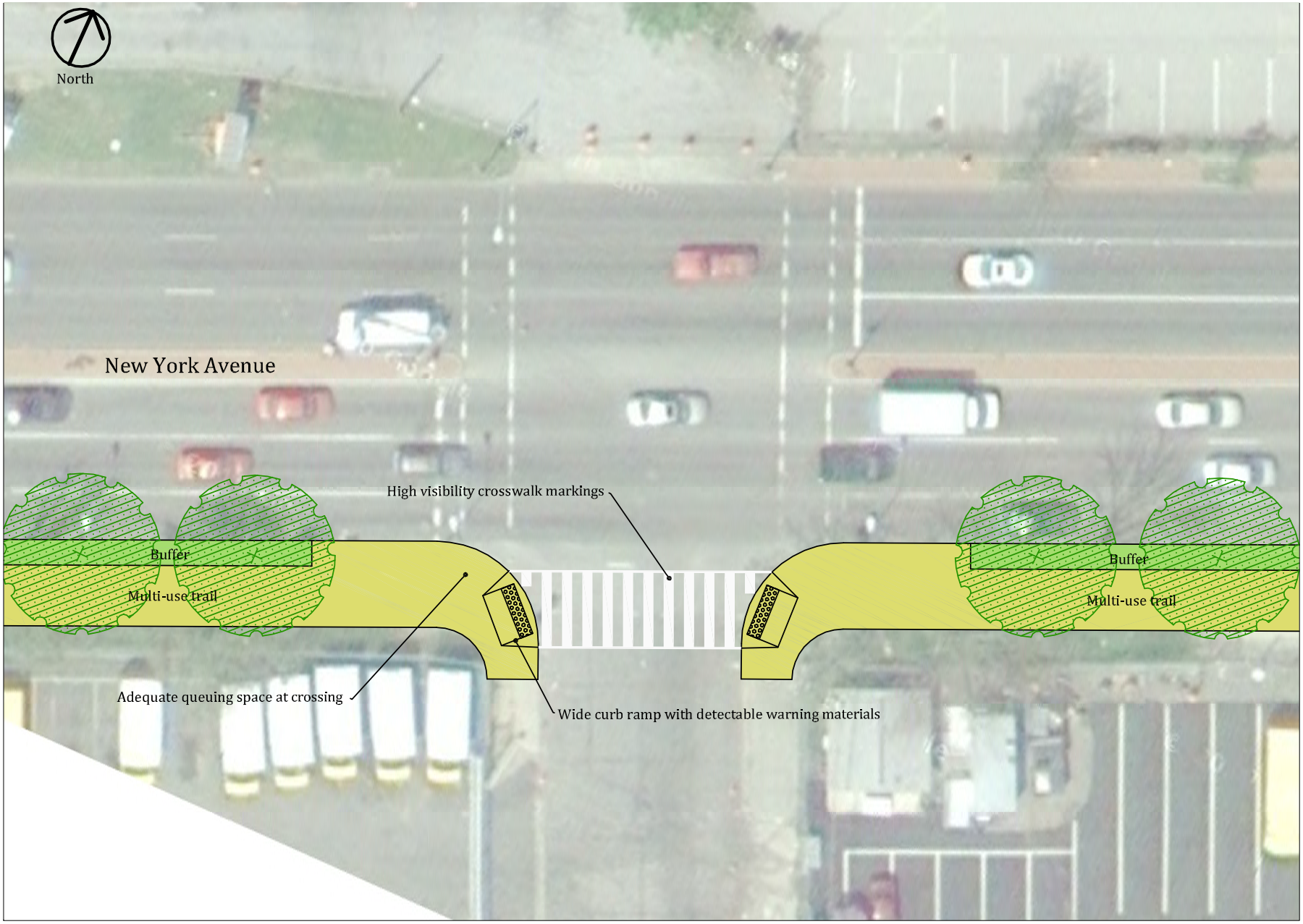

Typical Multi-Use Trail Crossing

Area Specific Recommendations

These are areas within the corridor that can be used to establish the corridor as a key foundation for green infrastructure through the demonstration of strategies and approaches or where there is a very high benefit or ranking based on the site criteria. Each area includes a general description of the project area, key potential green infrastructure elements, and a discussion of the stormwater management and, if applicable, transportation benefits.

Entrance to Florida Ave Market off New York Avenue NE

The separate entrance for the bank drive-through at New York Avenue NE is redundant and could be eliminated. This will improve safety and access along New York Avenue NE. The existing entrance at 4th Street NE could then be widened to accommodate a bioretention area and a prominent entry landscaping feature that will jointly treat and filter runoff from the intersection. A second type of retrofit would be at the ends of each of the warehouses. Rain gardens with raised curbs placed at the corners of each building would improve traffic safety at the intersections and treat

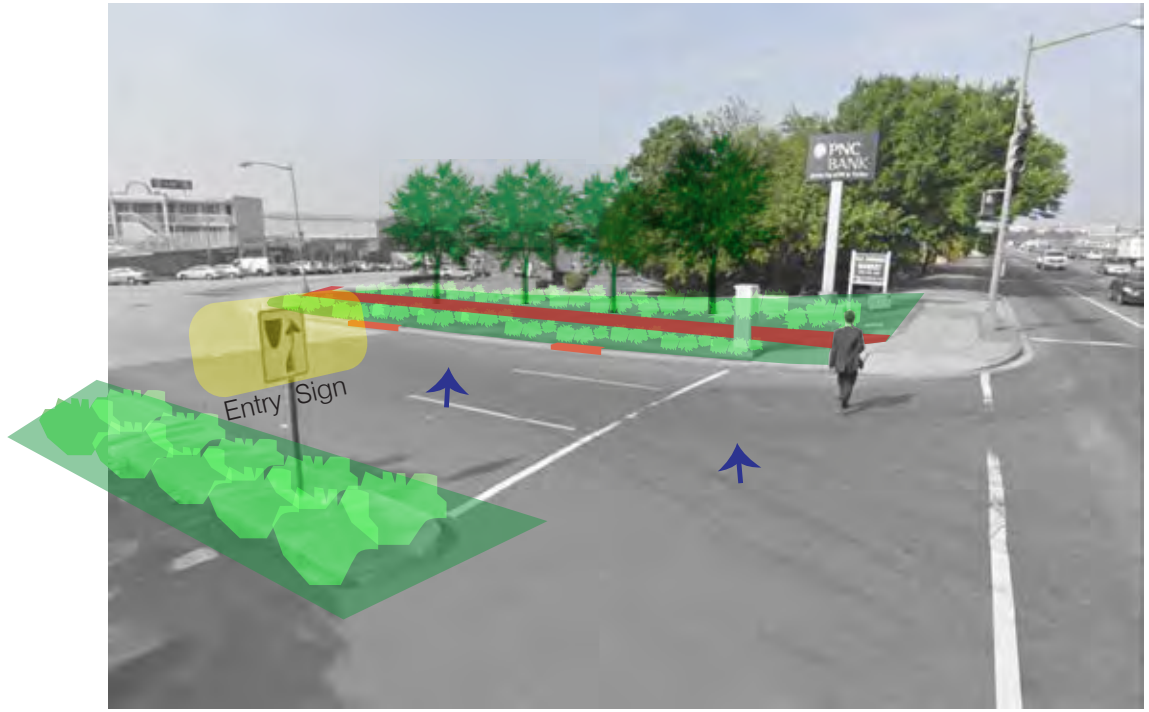

Figure 64: Recommendations for Entrance to Florida Avenue Market. (Source: Google Maps Street View)

Legend
- LID Bioretention Area
- LID Runoff Intake Structure
- Proposed Sidewalk Extension
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

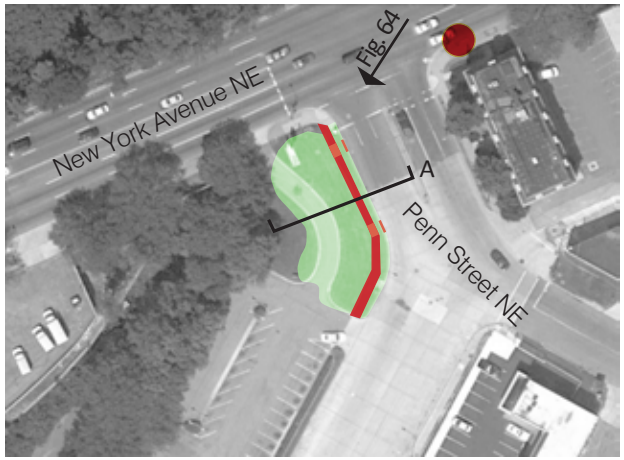

Figure 65: Location Plan. (Source: Google Maps)

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stormwater runoff from an area that suffers high pollutant loads from trucking operations. The rain garden size would be dependent on the location of the building entrances, which varies greatly from building to building.

Stormwater Benefits

The drainage to the intersection is approximately 0.3 acres. The water quality requirement of the treatment of the first one-half inch of runoff from impervious areas would require approximately 600 cubic feet (c.f.) of treatment area (0.3 acres x 1,800 c.f. per acre). A rain garden that is 25 feet long by ten feet wide with a surface ponding area of 0.5 feet, a soil media depth of 2.5 feet, and a void ratio of 30 percent would provide approximately 300 cubic feet of storage. Placing rain gardens as a landscape feature along the intersection would satisfy the water quality requirements.

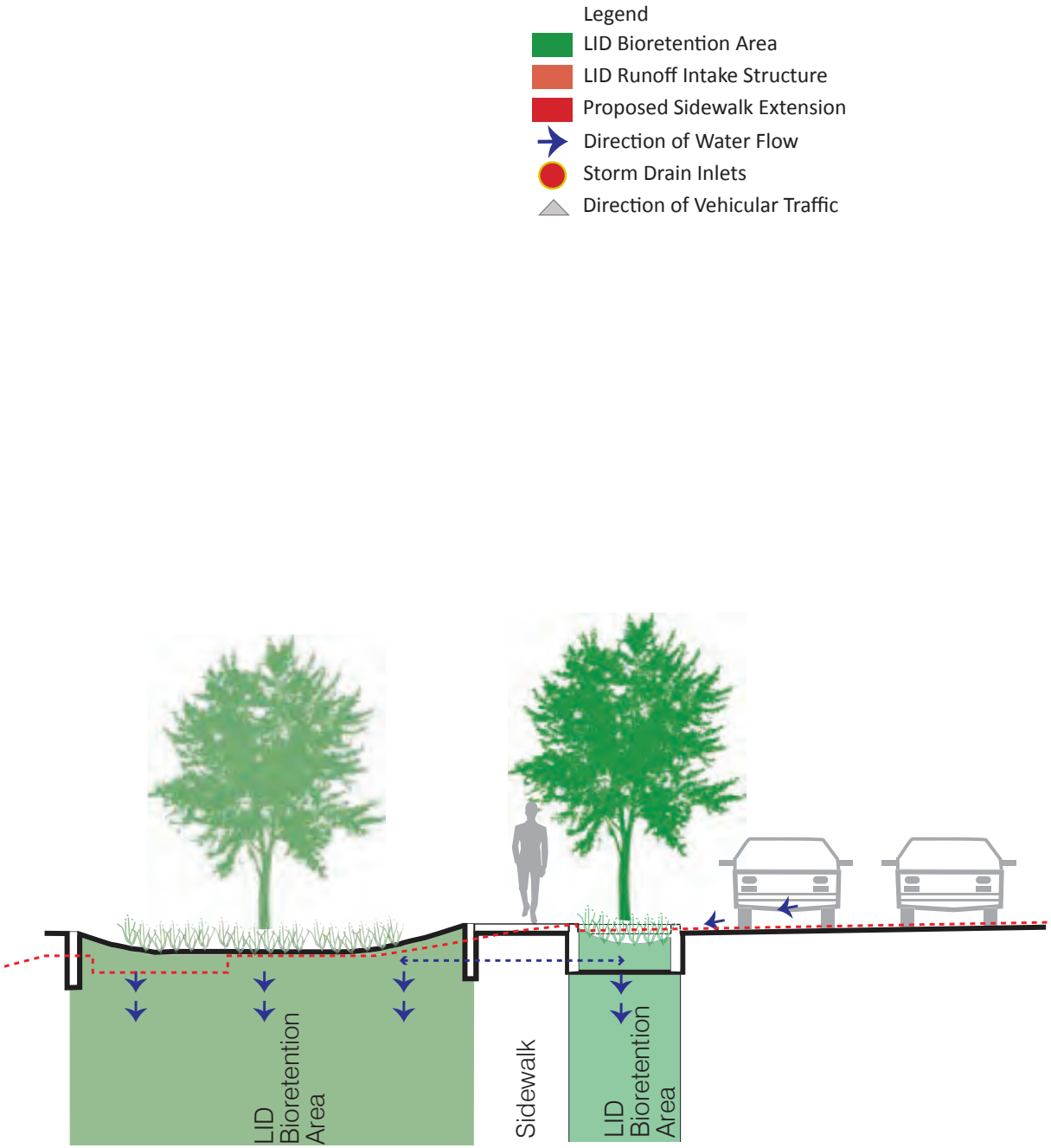

Figure 66: Section A.

Commercial Gateway Corridor: Montana Avenue NE to Bladensburg Road NE

New York Avenue NE from Montana Avenue NE to Bladensburg Road NE has the potential to become the Green Commercial Gateway for the New York Avenue Corridor. From the north and west, existing overhead railroad bridges create a feeling of entry. In addition, the gateway corridor has a unique geographic position, bounded to the east and south by the pastoral and forested landscapes of the National Arboretum and Mount Olivet Cemetery. The key areas or nodes for implementation would be at Montana Circle, the DC Police Maintenance Yard, and the intersection of Mount Olivet and Capitol Roads NE.

Figure 67: Green Gateway Corridor and Entry Points. (Source: Google Maps)

Figure 68: Montana Circle - Looking East (Source: Google Maps Street View)

Figure 69: New York Avenue NE - Looking East (Source: Google Maps Street View)

Legend

Commercial Gateway Corridor

Gateway Entry Locations

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Montana Circle

Montana Circle operates as an important node for the New York Avenue NE Corridor. The open spaces created by the roadway geometry of the circle should be enhanced with green infrastructure elements and improved pedestrian circulation. The sidewalk directly adjacent to New York Avenue NE can be relocated behind a new bioretention area that provides a buffer from the traffic. Many of the curb cuts around the perimeter of the circle could be consolidated or reduced, and replaced with tree boxes and bioretention areas. This would also improve pedestrian safety and access.

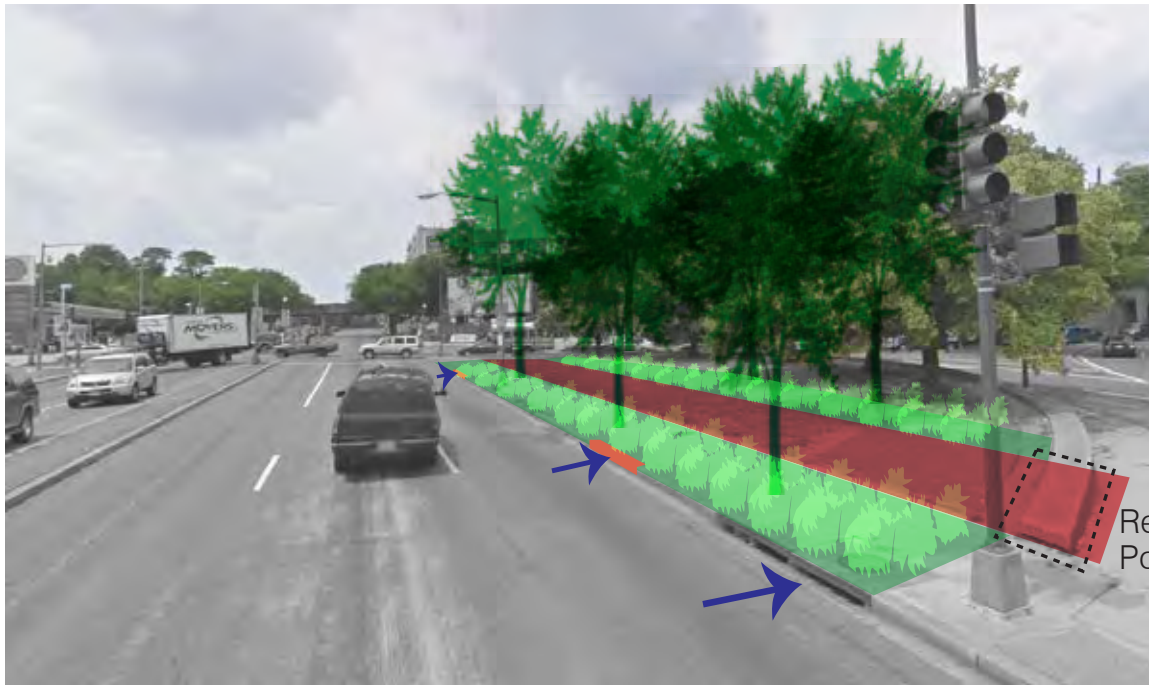

Figure 70: Recommendations for Montana Circle Bioretention. (Source: Google Maps Street View)

Legend

- LID Bioretention Area
- LID Runoff Intake Structure
- Proposed Sidewalk
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

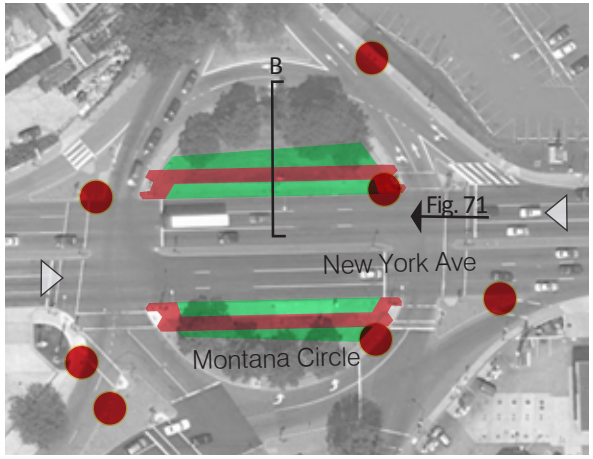

Figure 71: Location Plan. (Source: Google Maps)

Stormwater

The Montana Avenue and Circle is a complex system of drainage with many inlets around the circle and the entrance to the circle. The drainage area to the circle from the surrounding network of streets is approximately 1.6 acres. Only about 0.1 acre, mostly within the circle, is pervious, grassed, or landscaped area. The amount of water quality treatment for the road is for the first one-half inch of runoff or 1,800 cubic feet per impervious acre. The required amount of treatment will be approximately 2,700 cubic feet (2,700 c.f. = 1,800 c.f. x 1.5 acres). The drainage could be redirected from the inlets inside of the circle to the open space in the circle where bioretention areas could be installed. The surface area of the circle is approximately 5,600 square feet. A design scenario could be that 3,000 square feet of the area could be constructed as bioretention and 1,000 square feet could be constructed as permeable surface. That would produce approximately 4,300 c.f. of storage and exceed the 2,700 cubic feet requirement. Assuming that the rain garden would have a 2.5 foot depth of soil media that has a 30 percent void ratio with 0.5 feet of ponding, and the permeable pavers would have two feet of storage and a 30 percent void ratio.

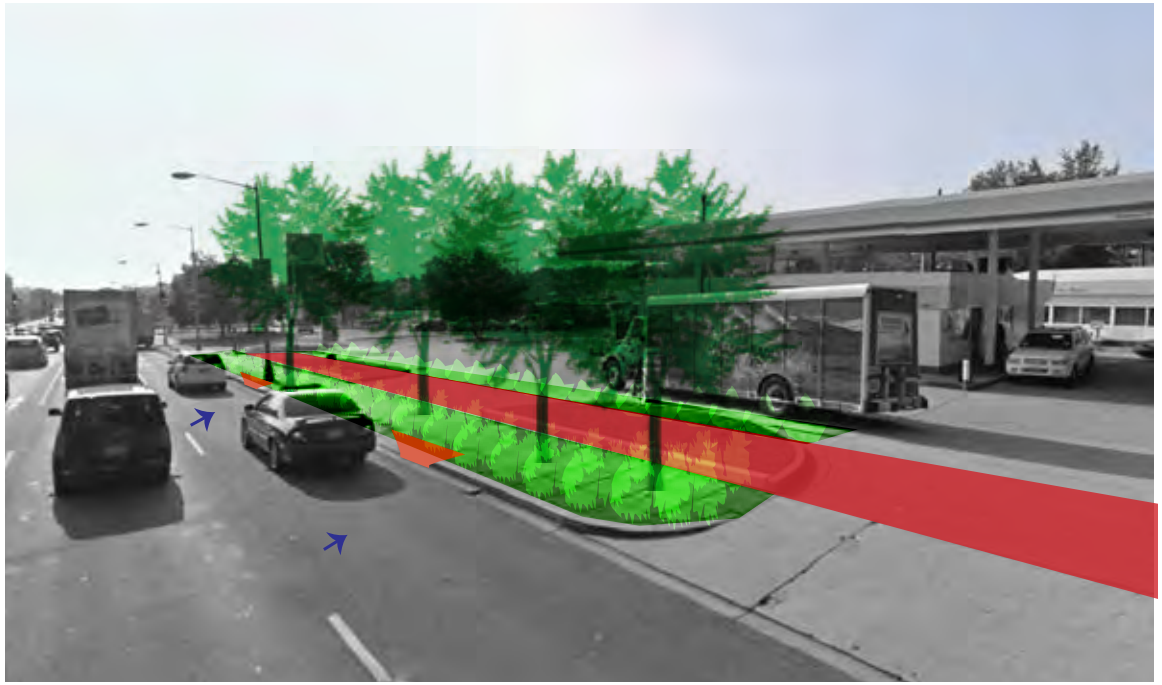

Figure 72: Recommendations for Montana Avenue Curb Cut Removal and Bioretention. (Source: Google Maps Street View)

Legend

- LID Bioretention Area
- Curb Cut Removal
- Proposed Sidewalk
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

Figure 73: Location Plan. (Source: Google Maps)

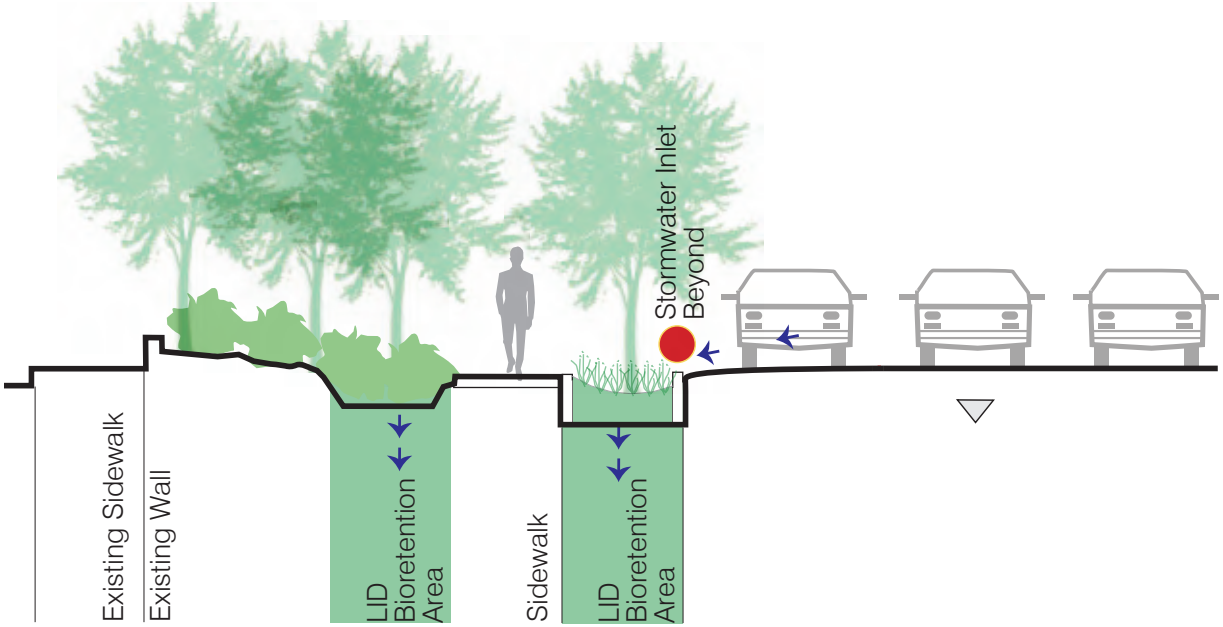

Figure 74: Section B.

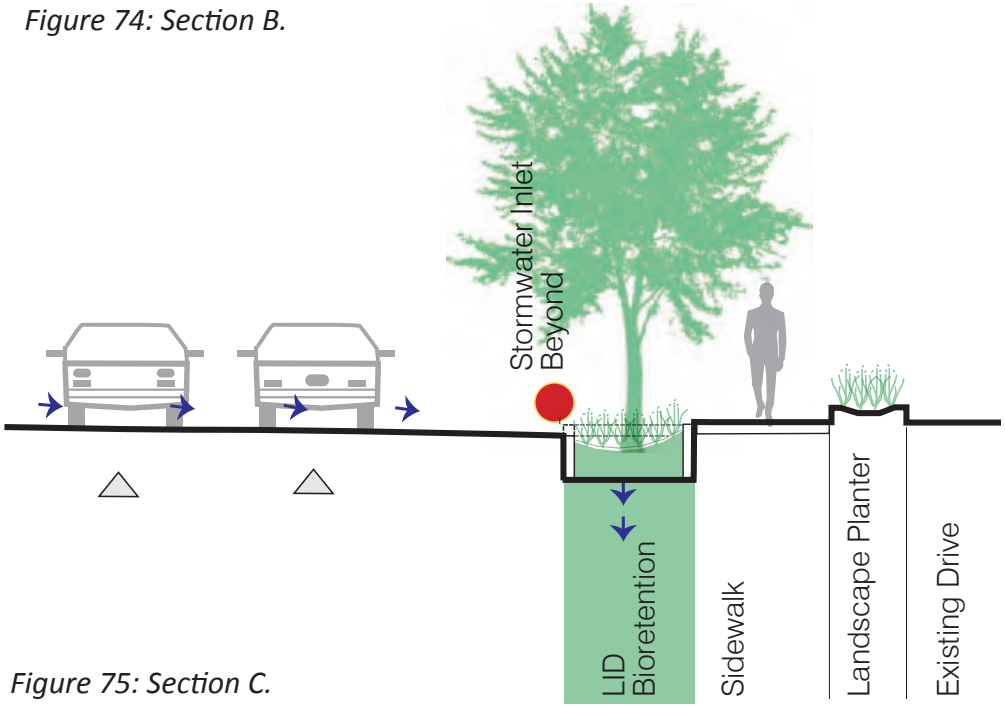

Figure 75: Section C.

Legend

- LID Bioretention Area
- Curb Cut Removal
- Proposed Sidewalk
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

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DC Property Yard at Montana Avenue NE

This site ranks high in suitability due to its value as a government owned demonstration project, and because of the high degree of runoff generated by the parking lot and roof areas. Green roofs and trees could significantly reduce the heat island footprint of this parcel and soften the visual impact of the industrial property.

Stormwater

The police vehicle maintenance facility is located at the intersection of Montana and West Virginia Avenues NE and 17th Street NE. The 3.7 acre site is highly impervious. Approximately 2.9 acres of the site is dedicated to parking and vehicular access. Approximately 0.8 acres is roof area for the maintenance facility. The remainder is a narrow grass strip along the perimeter of 17th Street NE. Treatment of the first one-half inch of runoff results in a storage volume of 1,800 cubic feet per acre for each impervious acre. The requirement for the roof area is approximately 1,400 cubic feet (1,440 c.f. = 1800 c.f. x 0.8 acre roof top.). The requirement for the pavement area would be approximately 5,300 cubic feet (5,220 c.f. = 1,800 c.f. x 2.9 acres). The water quality requirement for the maintenance facility could be accomplished by the use of a green roof retrofit. The parking area

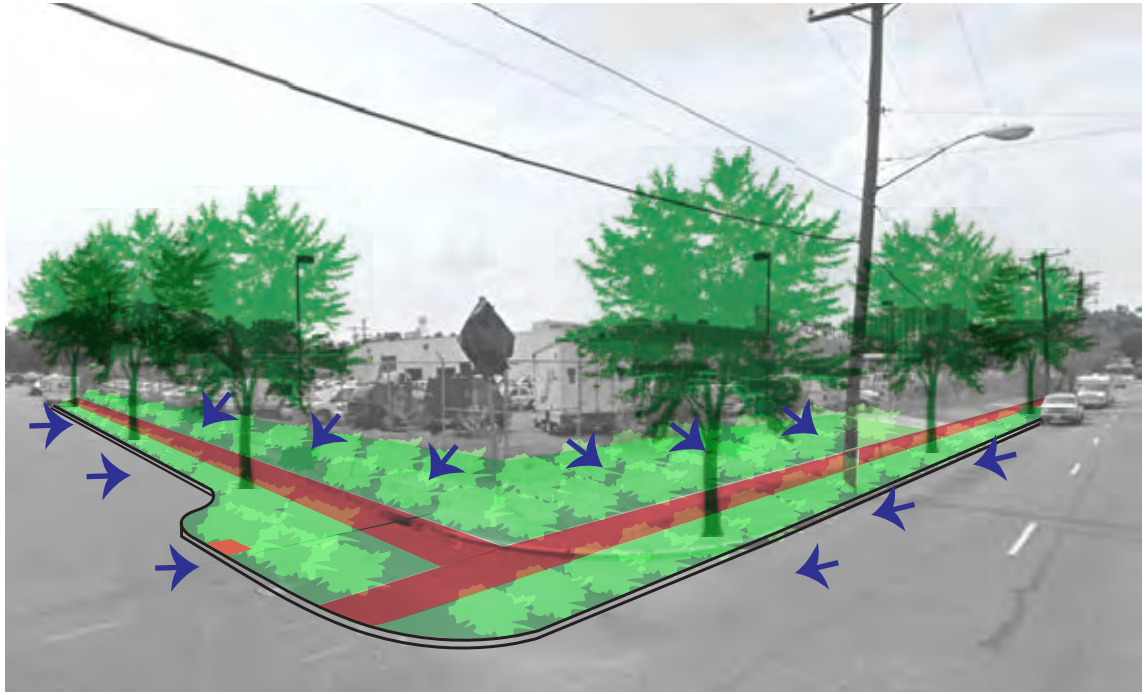

Figure 76: Recommendations for DC Property Yard at Montana Avenue NE. (Source: Google Maps Street View)

Legend
- LID Bioretention Area
- Permeable Pavement
- Proposed Sidewalk
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

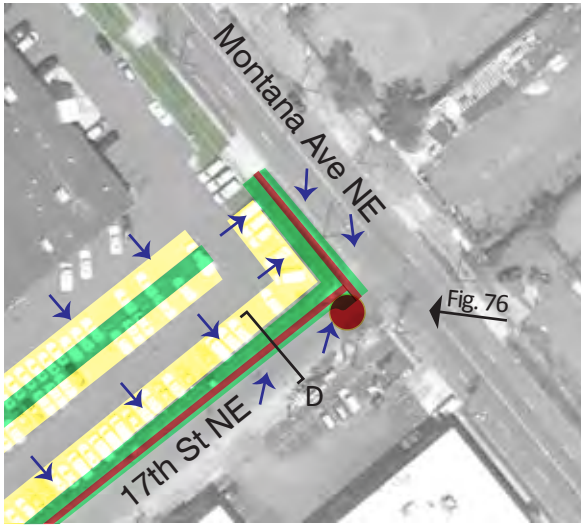

Figure 77: Location Plan. (Source: Google Maps)

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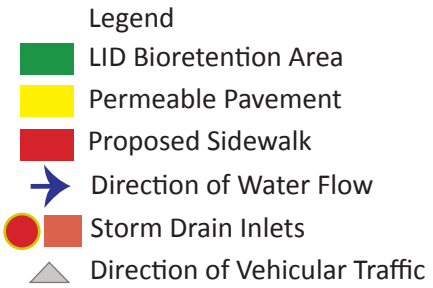
could be treated by a combination of rain gardens and permeable pavers, and restriped as a one-way in some sections, reducing the aisle width and allowing for the retrofit of a linear rain garden between the parking lanes. This treatment would also allow for some planting of trees in the lot, and the installation of permeable pavers, or permeable concrete in the parking stalls around the perimeter of the site. A permeable parking stall that is nine feet wide by 20 feet long with a storage depth of two feet and a void ratio of 30 percent will have a capacity of approximately 100 cubic feet (108c.f. = 9 ft. x 20 ft. x 2 ft. x 0.3 void ratio). Approximately 50 parking spaces could be permeable if the site requirements will not allow for rain gardens or vegetation in or around the building perimeter.



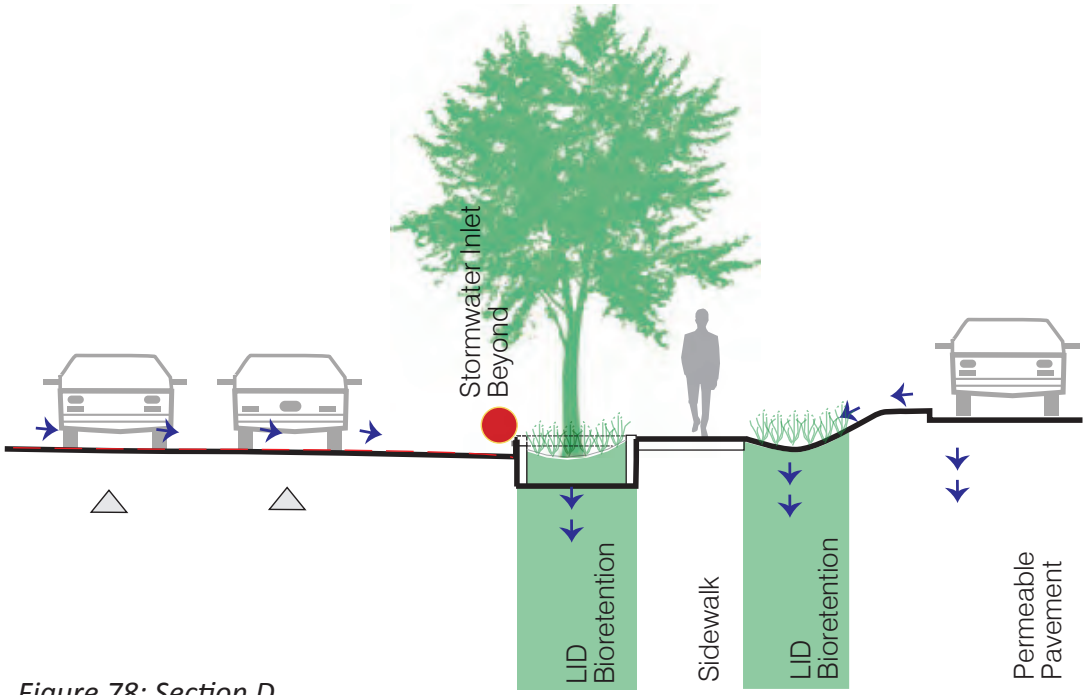


Figure 78: Section D.

Mt. Olivet Road and Capitol Avenue NE

The intersection of Mount Olivet Road NE and Capitol Avenue NE is a low point in the local topography. It is directly adjacent to a long slope on Mount Olivet Road NE. At this location there are a dozen existing stormwater inlets that capture runoff from the surrounding streets. LID techniques such as bioretention areas can be implemented uphill from the existing inlets, with bump-outs to help calm traffic and create a focal point for the intersection.

Stormwater

The Mount Olivet area is the drainage area from the roadway near the intersection of Corcoran Street NE. This area serves residential, office, and institutional uses, and offers a point of transition that would help signify the difference between the two land uses. The retrofit area would be between the curb inlets at the intersection and the first set of inlets uphill from the intersection. This is a length of approximately 450 feet. The amount of impervious area from the street is approximately 22,500 square feet (22,500 s.f. = 450 l.f. x 50 l.f. street width) or 0.5 acres (22,500 c.f. /43, 460 s.f. per acre). Treatment of the first one-half inch of runoff results in a storage volume of 1,800 cubic

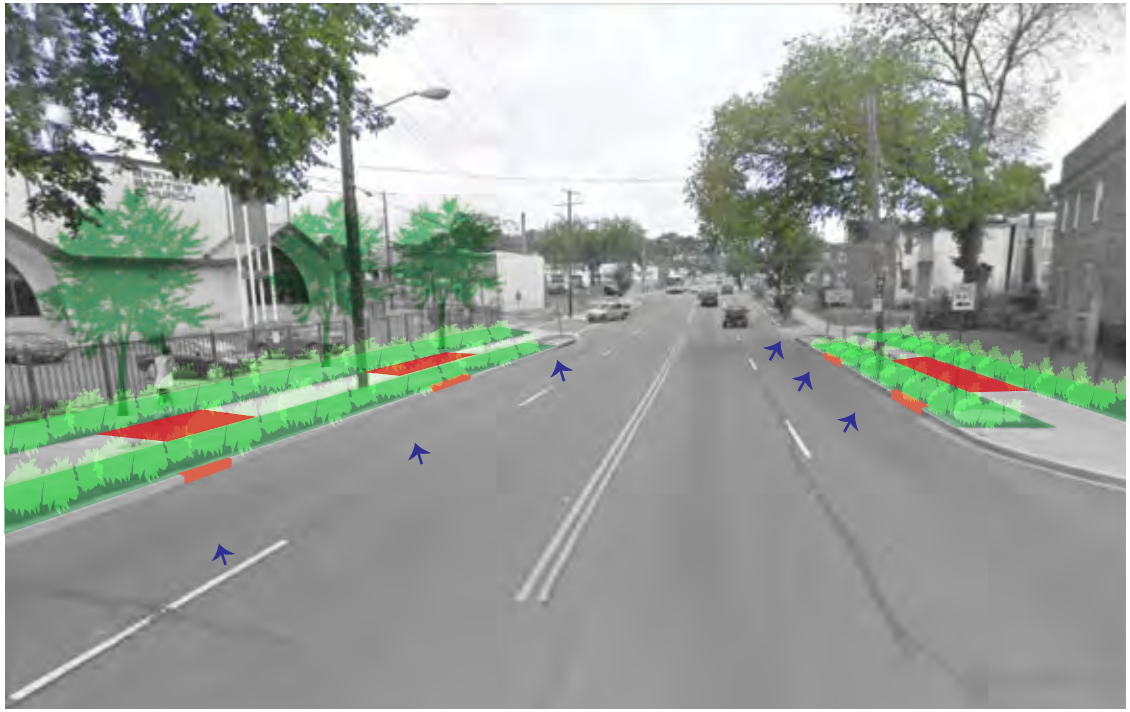


Figure 79: Recommendations for Mount Olivet Road and Capitol Avenue NE. (Source: Google Maps Street View)

Legend

- LID Bioretention Area
- LID Runoff Intake Structure
- LID Sidewalk Bridge
- Direction of Water Flow
- Storm Drain Inlets
- Direction of Vehicular Traffic

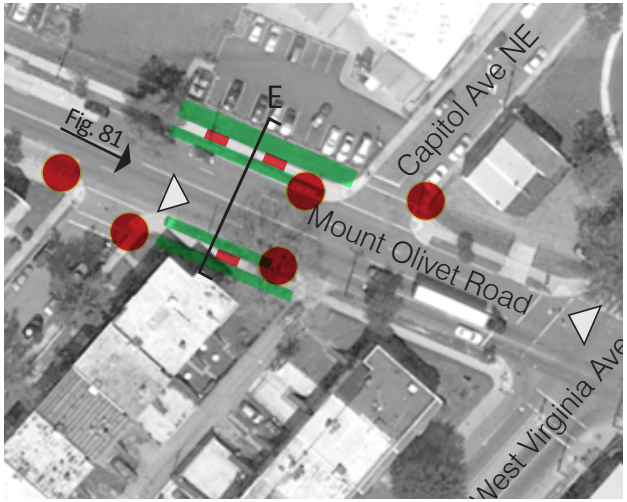


Figure 80: Location Plan. (Source: Google Maps)

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feet per acre for each impervious acre. The requirement for this area is approximately 900 cubic feet (900 c.f. = 1800 c.f. x 0.5 acres).

A rain garden that runs along the street, between, or in back of the sidewalk that is 20 feet long by ten feet wide with a surface ponding area of 0.5 feet, a soil media depth of 2.5 feet, and a void ratio of 30 percent, would provide approximately 250 cubic feet of storage. Two linear rain gardens that are approximately 40 feet long on each side of the street could be placed above the inlet to intercept the runoff, and satisfy the requirement for water quality treatment (1,000 c.f. for 80 linear feet of rain gardens exceeds the requirement of 900 c.f.).

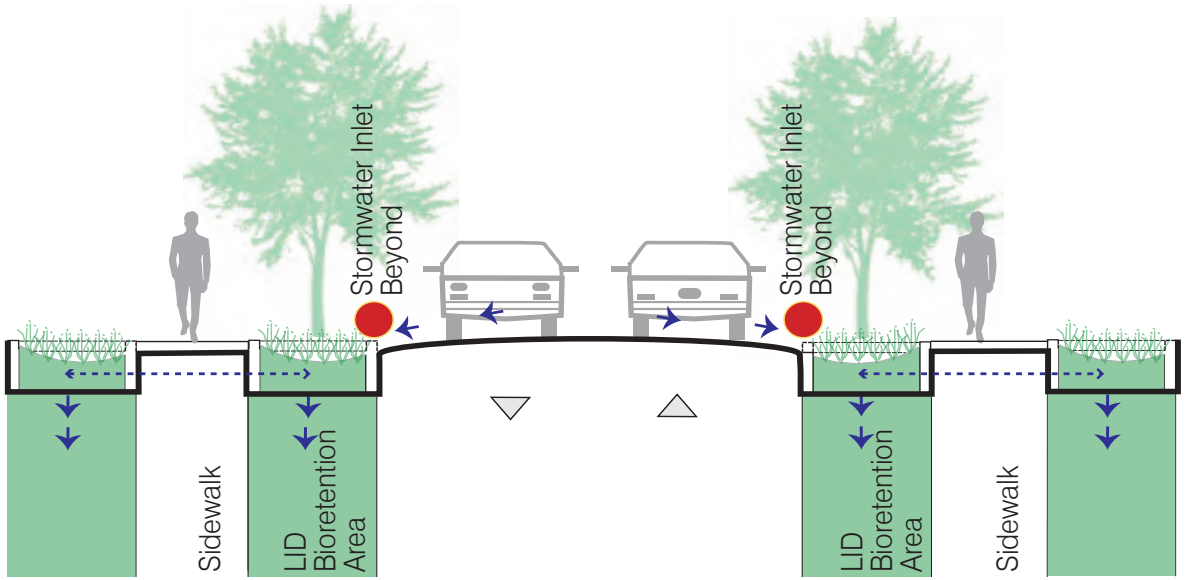

Figure 81: Section E.

Potential Funding Sources

Below is a list of helpful resources that identify funding sources available to support green infrastructure projects. Grant sources are particularly well-suited for the implementation of pilot and demonstration projects and for providing seed money for building local support. The potential to leverage additional funding for green infrastructure projects will likely include smaller grant opportunities and the formation of partnerships. However, for long-term success, more sustainable funding sources must be established. The following is a list of resources for potential funding of green infrastructure projects.

EPA Green Infrastructure Funding Opportunities

- Provides a regularly updated list of links to both EPA sponsored and non-EPA sponsored funding resources, including EPA's annual Community Action for a Renewed Environment (CARE) Grants, Clean Water Act Nonpoint Source Grant (Section 319 Grants), and the Department of Housing and Urban Development's Community Development Block Grant (CDBG) program.
- http://cfpub.epa.gov/npdes/greeninfrastructure/fundingopportunities.cfm

EPA Managing Wet Weather with Green Infrastructure: Municipal Handbook – Funding Options

- Identifies and discusses the two most common funding options communities use to fund green stormwater infrastructure – stormwater fees and loan programs – as well as a brief discussion on grant opportunities. Includes case study examples.
- http://cfpub.epa.gov/npdes/greeninfrastructure/munichandbook.cfm#munic_funding

Green Infrastructure Digest

- A green infrastructure blog which provides brief, up-to-date discussions of what cities are doing to incorporate and fund green infrastructure projects in their communities.
- http://hpigreen.com/tag/funding/

Clean Water State Revolving Loan Fund (SRF) Green Project Reserve

- EPA's Clean Water SRF provides local governments with low interest loans for water infrastructure projects. In 2010, Congress set aside 20 percent, or $414 million, of the more than $2 billion designated for the fund to be used for a "green project reserve." The Green Project Reserve funding must be spent solely on green infrastructure, water and energy efficiency, and environmentally innovative projects. Eligible recipients for funding under the Clean Water SRF include Publicly Owned Treatment.
- http://water.epa.gov/grants_funding/cwf/cwsrf_index.cfm

The Chesapeake Bay Program Small Watershed Grants

- A program administered by the National Fish and Wildlife Foundation (NFWF) that provides grants ranging from $20,000 to $200,000. Since 2000, these grants have been available on a recurring, annual basis for implementing community-based projects that improve the water quality conditions in local Chesapeake Bay watersheds. One of the program's major goals is to fund projects that involve innovative stormwater management practices.
- http://www.chesapeakebay.net/smallwatershedgrants.aspx

Chesapeake Bay Innovative Nutrient and Sediment Reduction Grants Program

- Also administered by the National Fish and Wildlife Foundation, this program awards grants of $200,000 to $1 million on a competitive basis to support innovative, sustainable, and cost-effective approaches for dramatically reducing excess nutrient and sediment

loads to the Chesapeake Bay and its tributaries.

- http://www.chesapeakebay.net/innovativegrants.aspx

Community Development Block Grant Program (CDBG)

- A Department of Housing and Urban Development (HUD) grant program offering a flexible source of funding that provides communities with resources to address a wide range of unique community development needs.
- http://www.hud.gov/offices/cpd/communitydevelopment/programs/

Office of Sustainable Housing and Communities

- A Department of Housing and Urban Development program that provides grants through programs – such as the Community Challenge Planning Grant Program and the Sustainable Communities Research Grant Program – that support their mission to create strong, sustainable communities by connecting housing to jobs, fostering local innovation, and helping to build a clean energy economy.
- http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities

Pedestrian and Bicycle Improvements

The following funding sources are specific to pedestrian and bicycle improvements and multi-use trails that are relevant to the New York Avenue Green Infrastructure Assessment.

FHWA/DDOT Recreational Trails Program

- Provides funding for a comprehensive program including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and to examine private sector based initiatives. Pedestrian and bicycle projects meet several Transportation, Community, and System Preservation (TCSP) goals, and are generally eligible.
- http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Trails/Recreational+Trails+Program+Overview

FHWA Transportation Enhancement Funding

- Lists funds available for pedestrian and bicycle facilities improvement or construction, landscaping and scenic beautification, and environmental mitigation of highway runoff pollution.
- http://www.fhwa.dot.gov/environment/te/

FHWA Transportation, Community and System Preservation Program (TCSP)

- Provides funding for a comprehensive program including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and examine private sector based initiatives. Pedestrian and bicycle projects meet several TCSP goals, and are generally eligible.
- http://www.fhwa.dot.gov/tcsp/

- **FHWA Congestion Mitigation and Air Quality Improvement Program**
- Eligible projects include secure bicycle facilities, programs facilitating non-automobile travel, and new construction of paths and tracks or areas solely for the use of pedestrians and non-motorized vehicles. Bicycle and pedestrian facilities that are not exclusively for recreational use and outreach programs promoting safe bicycle use are also included.
- http://www.fhwa.dot.gov/environment/air_quality/cmaq/

FTA Alternative Transportation in Parks and Public Lands

- The purpose of this program is to enhance the protection of national parks and public land and increase enjoyment of those visiting the parks

and public land. Projects must be in the vicinity of any federally owned or managed park, refuge, or recreational area open to the general public (e.g., the National Arboretum).

- http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Potential Partnerships

In 2008, the Philadelphia Water Department (PWD) explored how cities with stormwater and CSO control programs similar to those in Philadelphia have been able to fund the design and installation of green infrastructure. At that time, PWD was trying to develop a policy that would enable it to use capital funds (e.g., revenue bonds and rate revenues) to invest in green infrastructure on private and public lands. To facilitate this process, the PWD investigated two topics:

1. How other cities have successfully funded the design and installation of green infrastructure; and

2. How these cities have dealt with the maintenance of green infrastructure assets on lands that they do not own (i.e., lands outside of the public right-of-way).

A summary of findings has been compiled: http://www.phillyriverinfo.org/WICLibrary/PSMGM%20V2.0.pdf

Although no city has implemented a green approach to CSO/stormwater control that is on scale with the one being planned in Philadelphia, the PWD's investigation identified some interesting issues regarding the funding of green infrastructure. These issues vary by city and with the scope of the city's green program.
Portland and Seattle seem to have struggled with some of the same issues as Philadelphia (e.g., using capital funds to invest in green infrastructure). In Portland, as long as a "green project" meets certain requirements, the City can fund it using capital bonds. These requirements are most easily met on public lands. Portland has been able to fund a limited number of green projects on private lands (primarily downspout disconnects) using capital (bond) funds based on flexibility in their bond language.

Portland has also implemented a "One Percent for Green" program that has helped fund some projects. For most capital/construction projects, developers and agencies must comply with the City's Stormwater Management Manual. When a construction project is not in compliance with the manual, the developer/agency must put one percent of construction costs into a special stormwater fund that can be used to fund green infrastructure projects. Developers and other agencies can tap into this fund to implement green projects. They cannot use the funds to comply with the stormwater manual but can use them to implement projects that go above and beyond.

Seattle Public Utilities (SPU) identified their biggest issue in using capital funds for green projects as being able to show that a green project or program has a higher benefit-cost ratio than a traditional "grey" infrastructure alternative. In the past, SPU has had problems incorporating environmental and social benefits as part of this equation. If a green project can be shown to have a higher benefit-cost ratio, there are generally no problems using capital or operating funds to implement the project. Seattle has funded projects on private lands based on the rationale that it saves ratepayers money downstream.

The Chicago Department of Transportation (CDOT) has been able to implement green infrastructure primarily by "infiltrating" other City programs. They have been able to do this relatively easily because it makes up a very small portion of the overall budget for most programs. CDOT has also been able to mix green projects with the implementation of "hard assets" (e.g., pervious pavement, other street improvements), which has facilitated the use of capital funds.

The largest financing strategy the City of Chicago has developed is known as Tax Increment Financing (TIF), which supports their large streetscape redevelopment projects. Introduced in California in 1952, TIF is a tool local governments can use to finance capital projects in support of economic development. TIF is considered a "self-financing" way to pay for economic development projects because the projects are financed with tax revenues generated by new development. Once a project has been developed, the taxes on all property value growth above this base value are used to pay off the costs of those improvements. Taxes are always collected on the full property value of the new tax increment districts (TIDs), but only the amount generated from the base value are sent to local governments; all remaining tax revenue pays back TID debts until all project costs are repaid.

To use TIF, government officials do not have to impose a new tax. Instead, they simply reallocate new revenues from development to pay for development costs. Officials use TIF to raise money relatively quickly and inexpensively to finance major, large-scale, multi-million dollar capital improvement projects. TIF policies are implemented through the creation of the TIDs (called 'allocation areas' in California), which are distinct geographical areas. Arizona is the only state that has yet to allow TIF.

TIF projects have been successful at financing affordable housing projects, assisting in the revitalization of low-income and moderate-income neighborhoods, and tackling modern, technical redevelopment problems (e.g., redeveloping brownfields). TIF has the revenue raising ability to finance entire projects, but it is flexible enough to be used as part of a larger package of financial incentives to retain and expand businesses or attract new business to the community (e.g., TIF and alternative economic development techniques, particularly impact fees).

In addition to these large cities, the City of Lenexa, Kansas, although small, has a very active green program for stormwater control and has had little difficulty funding green infrastructure. The majority of their revenue comes from a 1/8 cent general sales tax which was approved by City residents by almost 80 percent. They have had a unique opportunity to control stormwater on private lands through restrictions on new development that require green solutions.

Other utilities that were interviewed have had limited roles in actual implementation of green infrastructure but provide funding, technical assistance, and incentives to implement green projects on public and private lands (e.g. San Jose, Minneapolis). Typically, smaller utilities, which do not utilize bond funds and are therefore less restricted, have fewer issues in funding green infrastructure (e.g., Lenexa, KS and Olympia, WA). Very few cities have implemented projects on private lands.

Project Timeframe

The following are potential implementation timeframes for the recommendations in the report that can be used as a guide to help develop scenarios for implementation. The projects can be categorized by how they are typically planned, designed, funded, and constructed. The projects are classified into three categories:

- Short Term: Projects that can be implemented immediately as part of development projects in the design phase or minor street improvements such as sidewalk repair and enhancement. The timeframe for these projects would be two years.

- Medium Term: Projects that can be constructed through grant funding or as part of major public or private projects that are currently in the development stage. The timeframe for these projects would be up to five years.

- Long Term: Projects that are major public sector studies, capital improvement projects, large development projects. These projects would take over five years to implement.

Table 9: Timeframe for Recommendations

Recommendation	Timeframe	Organizations	Potential Funding Sources
General			
Limit Curb Cuts	○	Private development	Private
Bump-outs	◐	DDOT	CIP
Green Alleys	◐	DDOT/DDOE	CIP/Grants
Landscape Amenities	○	Private development/ DDOT	Private/DDOT
Landscape Identity	●	Private development	Private
Signage and Branding	◐	Private development, DDOT	Private/Public
Big Box Green Roofs	◐	Private	Private/Grant
Transportation			
Bus Stop A	○	WMATA/DDOT	CIP/Grants
Bus Stop B	○	WMATA/DDOT	CIP/Grants
Bus Stop C	◐	WMATA/DDOT	CIP/Grants
Bus Stop D	◐	WMATA/DDOT	CIP/Grants
Bus Stop E	●	WMATA/DDOT	CIP/Grants
Bus Stop F	◐	WMATA/DDOT	CIP/Grants
Bus Stop G	○	WMATA/DDOT	CIP/Grants
Multi-use Trail			
South Side of New York Avenue NE	◐	DDOT	CIP/Grants
Proposed New York Ave NE multi-use trail and Metropolitan Branch Trail Connection	◐	DDOT	CIP/Grants
Florida Avenue NE to New York Avenue Bridge NE	◐	DDOT	CIP/Grants
New York Avenue Bridge NE to Penn Street NE	◐	DDOT	CIP/Grants
Penn Street NE to Brentwood Parkway NE	◐	DDOT	CIP/Grants
Brentwood Pkwy NE to West Virginia Ave NE/Montana Ave NE	◐	DDOT	CIP/Grants
Area-Specific			
Entrance to Florida Avenue Market off New York Avenue	◐	DDOT	CIP/Grants
Montana Circle Bioretention	●	DDOT	CIP/Grants
Montana Circle Curb Cuts	◐	DDOT	CIP/Grants
DC Property Yard at Montana Avenue NE	◐	DDOT	CIP/Grants
Mount Olivent Road and Capitol Avenue NE	◐	DDOT	CIP/Grants

Key:
○ -near term
◐ -medium term
● -long term

CIP: Capital Improvements Program

Summary of Findings

The planning and implementation of green infrastructure in urban conditions at the city-wide or municipal scale is rapidly emerging as an approach to address a wide range of environmental, social, and economic goals of municipalities. This Triple Bottom Line approach to the reconstruction and improvement of infrastructure is based on applying management of runoff and stormwater approaches that uses LID techniques in order to address multiple environmental programs, create economic incentives, and improve the quality and appearance of communities. This assessment focuses on combining green infrastructure stormwater strategies and techniques with the development and improvement of multi-use trails along the New York Avenue NE Corridor in order to create a foundation for the development of a green gateway to the District of Columbia.

The assessment shows that there is a significant amount of planning, design, and implementation of green infrastructure and LID in the District, but it is not fully integrated into public and private sector planning and design. Many of the current regulatory and permit standards for analysis, design, construction, and policies for construction in public property areas will need to be revised for the integration of green and grey infrastructure. The assessment also shows that there are numerous pathways to implementation and that the coordination of different public agency programs, funding sources, and private development is very complex and subject to a great deal of fluctuation in the timing of implementation due to the economy, funding, and changing development patterns. This is addressed in the assessment through the development of general recommendations that could be applied in most street and trail construction and reconstruction projects and recommendations for specific areas or projects that can serve as models, create a green identity, or potentially spur additional green infrastructure construction in adjacent areas.

Nineteen criteria were developed to help select specific projects or areas for implementation within the corridor. The criteria were developed through a review of existing planning documents and studies, proposed public-sector construction projects, site reconnaissance, and the application of the basic principles of green infrastructure and sustainable development. The criteria included quantitative and qualitative evaluations. Some of the criteria have extensive information that can be applied directly to the conditions in the corridor; others may be part of an emerging body of knowledge or cannot be directly applied to the scale of the assessment. For example, the capacity of the Combined Sewer System has been extensively studied before this effort began and the criteria for the reduction of the volume of runoff is well established. The assessment and determination of the economic and social benefits of green infrastructure is an emerging science. The assemblage and consideration of all criteria when collectively applied to the corridor helps create a valuable tool to guide planners in the implementation of green infrastructure in the corridor. The recommendations for green infrastructure and multi-modal improvements along the corridor can be used to reimagine the corridor as a green gateway to the District. The implementation of the recommendations will lead the corridor towards improved environmental quality and repurpose the corridor for new development.

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