

Corridors for Focused Investment

- **K Street NW and NE** - A Grand Boulevard and Transit Corridor Between Union Station and Georgetown
- **7th Street NW and SW** - Transit Corridor Connecting Mount Vernon Square District, the National Mall, and the SW Waterfront
- **4th Street NW and SW** - Urban Greenway to the SW Waterfront
- **South Capitol Street** - Southern Gateway to the Capitol Connecting Poplar Point/Anacostia, SE and SW Waterfronts
- **First Street NE** - NoMa's 'Main Street'
- **M Street SE and SW** - 'Main Street' of the Capitol Riverfront and Southwest Waterfront Neighborhoods
- **I4th Street NW and SW** - Mixed Use Corridor to the National Mall

Center City DC, like many other great cities, has a highly distinguished plan of streets that provide a framework for building. The great diagonal avenues radiate from and connect national monuments. The grid of north-south and east-west streets establish a potentially stunning framework within which there is an opportunity for connectivity—destination to destination, strength to strength, neighborhood to neighborhood.

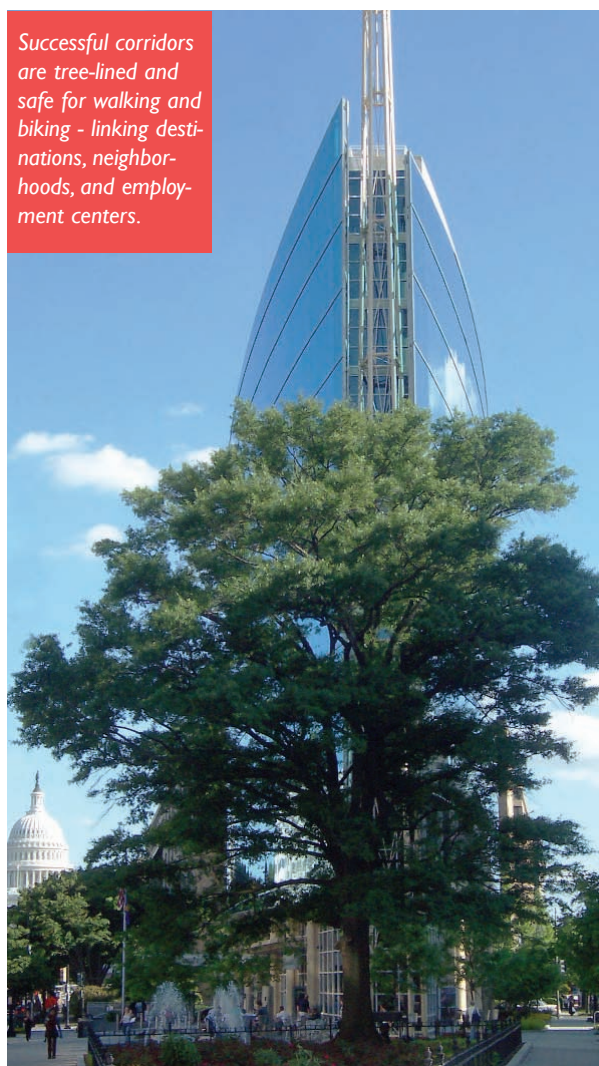
Greening, improved pedestrian safety, expanded transit options, and pedestrian-oriented land uses are the ingredients for highly appealing streets that unify areas experiencing scattered development. Well-designed and functioning streets with ground level uses that result in activity during evenings and weekends enhance the identity and perceived safety of emerging areas. These types of streets encourage walking, biking and transit use, and instill market confidence in residential and office customers, ensuring that the neighborhood gets fully built.

We focus here on investment in seven priority corridors that connect the established areas to emerging districts and the priority 'places' discussed in Chapter 2. These investments have the potential to achieve the highest impact on Center City's emerging areas, areas that are still perceived as isolated and disconnected. Even though some new development projects are occurring there,

their future success as dynamic neighborhoods is not yet assured. Timely investment providing connections to other important places in Center City can perceptively shorten distances and create memorable public environments in the space of the street.

Some of the priority corridors are dedicated to improved public transit while others are better suited to an enjoyable pedestrian experience and a route for cyclists. Each is an opportunity to make the Center City greener, to reduce storm water flows and heat island effects with increased street tree planting and to encourage walking, bicycling and transit use, improving air quality and lowering climate change impacts.

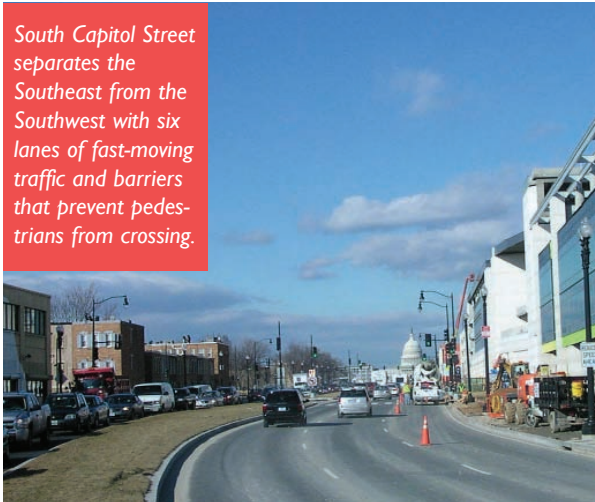
Successful corridors are tree-lined and safe for walking and biking - linking destinations, neighborhoods, and employment centers.



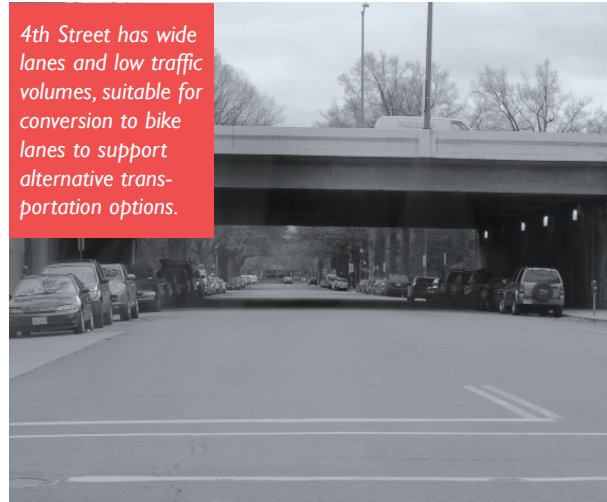
“Washington's wide avenues are a lasting legacy of the 1791 L'Enfant Plan and are still one of the city's most distinctive features. The “great streets” of the city should be reinforced as an element of Washington's design through transportation, streetscape and economic development programs.”

Connecting the City: Guiding Principles, Citywide Elements, page 2-26, The Comprehensive Plan for the National Capital: District Elements 2007

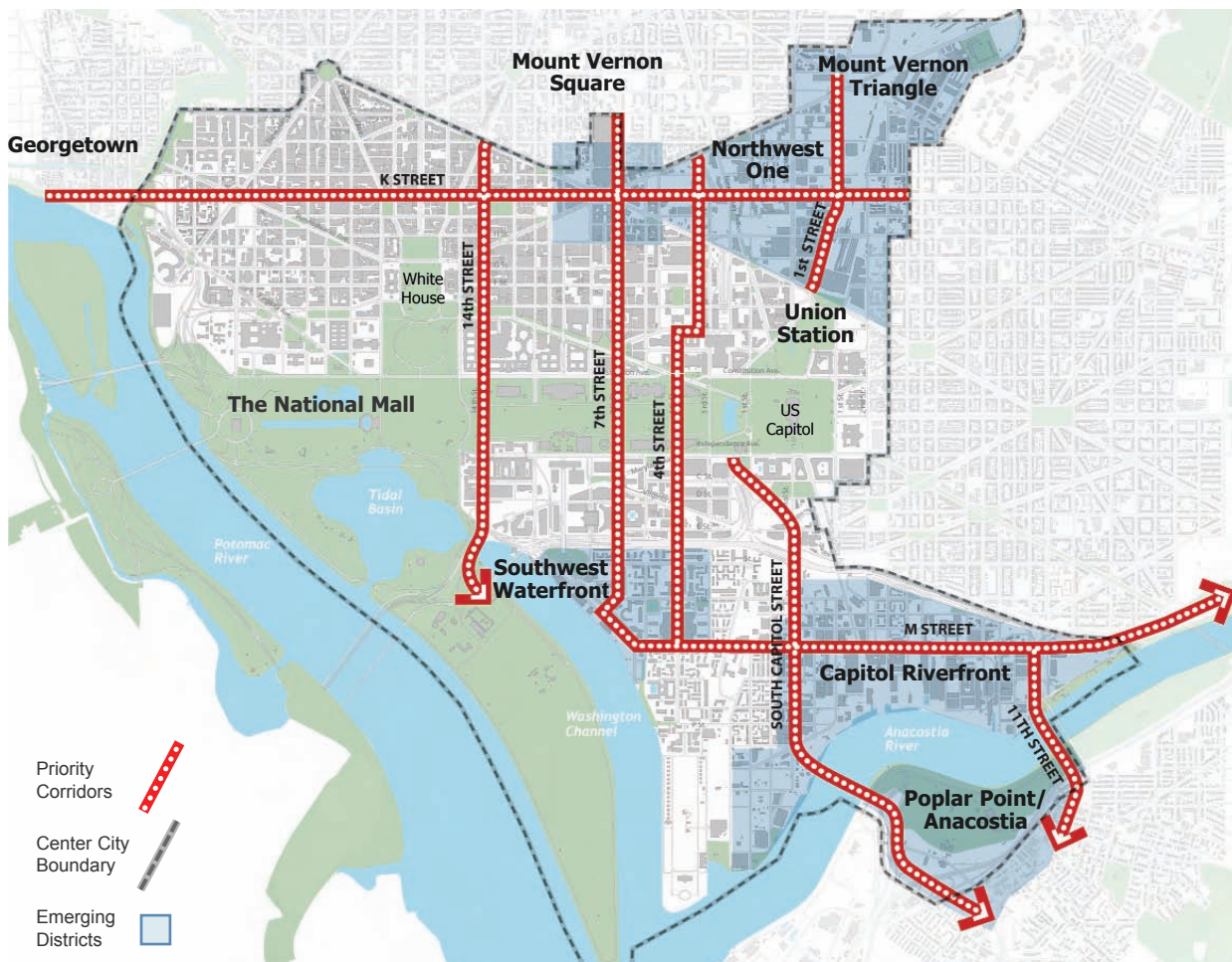
South Capitol Street separates the Southeast from the Southwest with six lanes of fast-moving traffic and barriers that prevent pedestrians from crossing.



4th Street has wide lanes and low traffic volumes, suitable for conversion to bike lanes to support alternative transportation options.



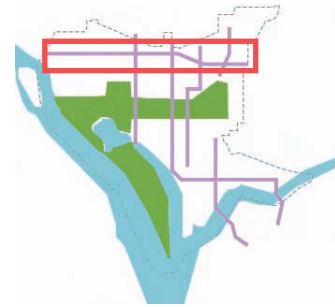
Priority Corridors



Corridors for Focused Investment

K Street NW and NE

A Grand Boulevard and Transit Corridor Between Union Station and Georgetown



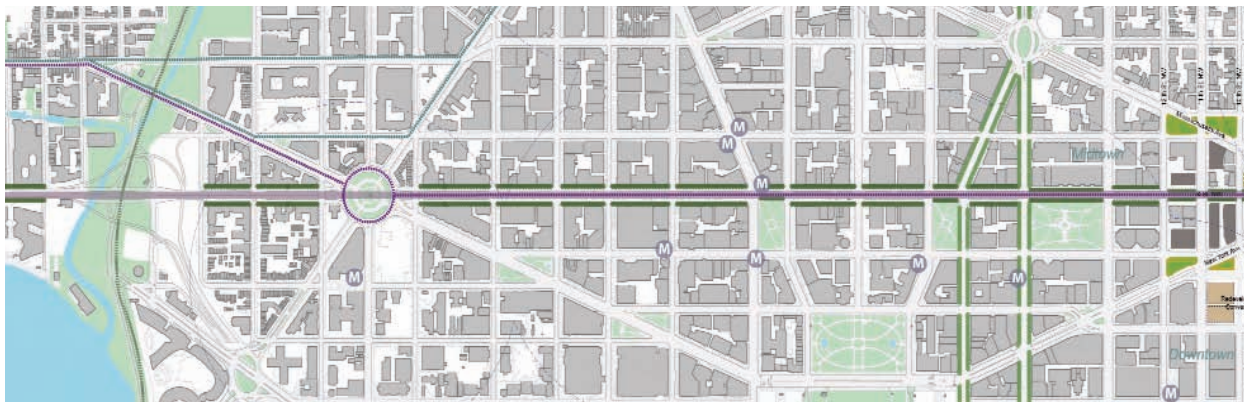
VISION

K Street, both east and west of Mount Vernon Square, has the potential to be a great pedestrian street and transit way connecting Union Station to Georgetown, with transit in a dedicated center lane that provides fast efficient travel along this high-image route. Mount Vernon Square and Connecticut Avenue function as major multi-modal cross-roads. K Street west of Mount Vernon Square is the premier address for business, legal lobbying, financial, and consulting firms in the District and the major east-west Circulator route. There are a growing number of building replacements, significant additions, and comprehensive renovations that are repositioning existing office buildings in this marketplace. Efforts to enhance the Connecticut Avenue streetscape, including a tree lined median and public art, are already underway. If fully implemented, K Street will link many of the city's high-potential destinations for retail and dining. Public parks along K Street, including Franklin, McPherson, and Farragut Squares have the potential to eventually be well-designed, programmed, and maintained to truly serve the growing resident and office population of Center City. K Street east of Mount Vernon Square is planned as a linear park, with a mix of uses that include significant amounts of residential and retail, in addition to hotels and offices, continuing all the way to the rail tracks just north of Union Station, through Mount Vernon Triangle, Northwest One and NoMa - all emerging urban neighborhoods.

CURRENT CHALLENGES

The current environment and image along K Street falls short of its potential as the premier boulevard with the best addresses in the District. Much of its length is dominated by undistinguished office buildings, branch banks in key corner locations, crumbling street infrastructure, frequent garage entries, and large curb cuts limiting the continuity of retail and services. Due to the loss of much of the alley system, access to underground garages and delivery of goods occurring directly off K Street causes congestion and limits on-street parking.

The segment of the street between Mount Vernon Square and Washington Circle is being considered for complete reconstruction sometime after 2010. Identifying a funding source to undertake this project as soon as possible with high-image transit stations and information technology poses a significant challenge. East of Mount Vernon Square, there are challenges associated with continuing a transit vehicle on K Street, though it carries less traffic. It may be determined that bus and trolley service should be re-routed onto Massachusetts Avenue while still creating a link with the proposed inter-modal center at Union Station and a connection to the proposed streetcar route on H Street NE.



Current condition of K Street. This wide street offers the opportunity to introduce dedicated lane for public transportation.



Dedicated Bus Rapid Transit stations shown in Nice, France.

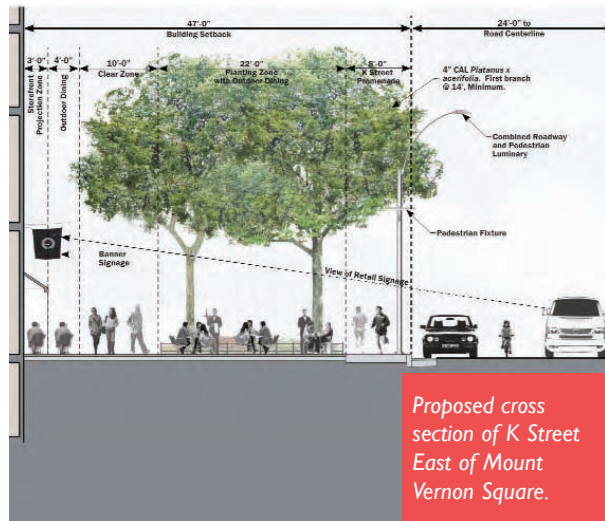


PRIORITY ACTIONS

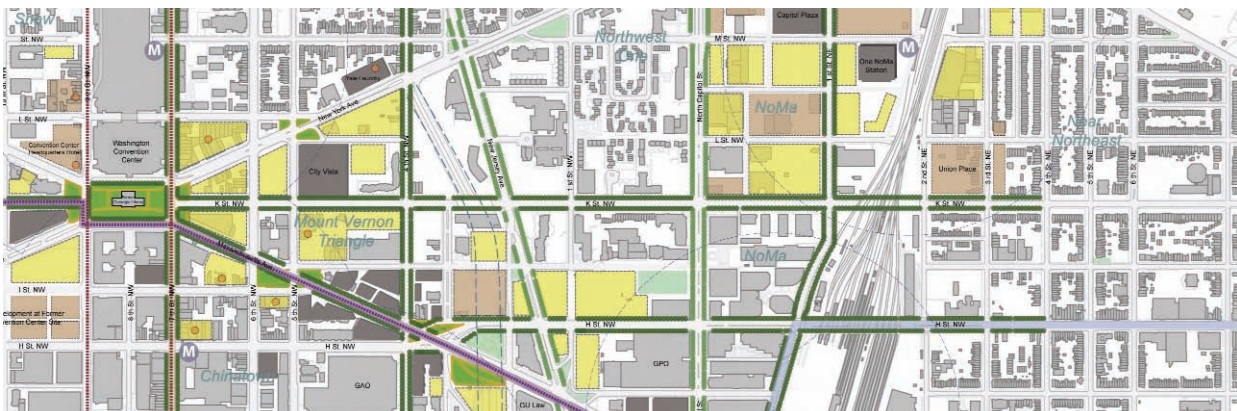
Complete design and engineering plans for K Street transit way west of Mount Vernon Square. Develop an urban design plan to accompany the transportation planning, describing ways to create a street of distinction based on its design, architecture, retail mix, lighting and creative signage, environmental considerations, and landscape options. *Responsible entities: DDOT, DCOP, Golden Triangle BID, Downtown BID*

Undertake a study of the impact and feasibility of extending the K Street transit way east of Mount Vernon Square to Union Station. Evaluate this in conjunction with the implementation of the K Street linear park design already prepared for the segment of K Street between Mount Vernon Square and New Jersey Avenue, NW and consider alternative routes. *Responsible entities: DDOT, DCOP, BIDs*

Linear park on K Street East of Mount Vernon Square.



Proposed cross section of K Street East of Mount Vernon Square.



Corridors for Focused Investment

7th Street NW and SW

Transit Corridor Connecting Mount Vernon Square District, the National Mall, and the SW Waterfront



VISION

7th Street is the great two-way, north-south street that extends across the National Mall. It connects the Southwest Waterfront area, the National Mall, the Verizon Center, Chinatown, Mount Vernon Square, the Walter E. Washington Convention Center, and continues north through Shaw where it becomes one of the District's "Great Streets," Georgia Avenue. It is a major commercial corridor with lively retail, offering the opportunity to extend the National Mall experience to the surrounding city and to bring the surrounding city to the National Mall.

7th Street is envisioned as an important transit corridor, connecting the established northwest neighborhood areas of the city with the emerging Southwest waterfront, replacing or augmenting the Circulator and bus routes with rapid bus or streetcar. Improved environmental performance and streetscape design includes energy efficient street lights, trees, and safer pedestrian crossings.

Shade trees lining 7th Street within the Mall, along with outdoor programming, exhibits, kiosks, and pavilion-type year-round restaurants could provide services and amenities for visitors and workers. This will encourage pedestrian crossing along the three blocks between the National Gallery of Art and the Hirshhorn Museum, day and evening, without detracting from the monuments and view corridors.

CURRENT CHALLENGES

Closing gaps in the corridor, in order to achieve a continuous pedestrian experience from the Convention Center to the Southwest Waterfront, poses challenges due to cost as well as the complexity of the required coordination with federal agencies. Because both the Southwest Federal Center and the National Mall are under federal control and outside the control of the District, overcoming these gaps poses a significant challenge that will require continued joint planning efforts.

The cost and construction logistics of lining the current bridge over I-395 with new buildings containing shops and offices has not been measured or studied for feasibility. In addition, bridging the gap caused by single-use office environments in the Southwest Federal Center calls for a greater level of activity, particularly at night. It is necessary to overcome security issues and introduce new ground-level uses, perhaps replacing some federal uses with residences or offices that do not have onerous security requirements. Additional transit on 7th Street, such as street car or rapid bus service, would bolster emerging districts within the Southwest Waterfront area by offering quick, visible service to the established downtown and points north; however, no funding is currently appropriated to implement this project.

Potential development in the air rights over I-395 at 7th Street.



Successful and active street life on 7th Street north of the National Mall.












7th Street at Southwest Federal Center is not pedestrian friendly and lacks street-related uses.

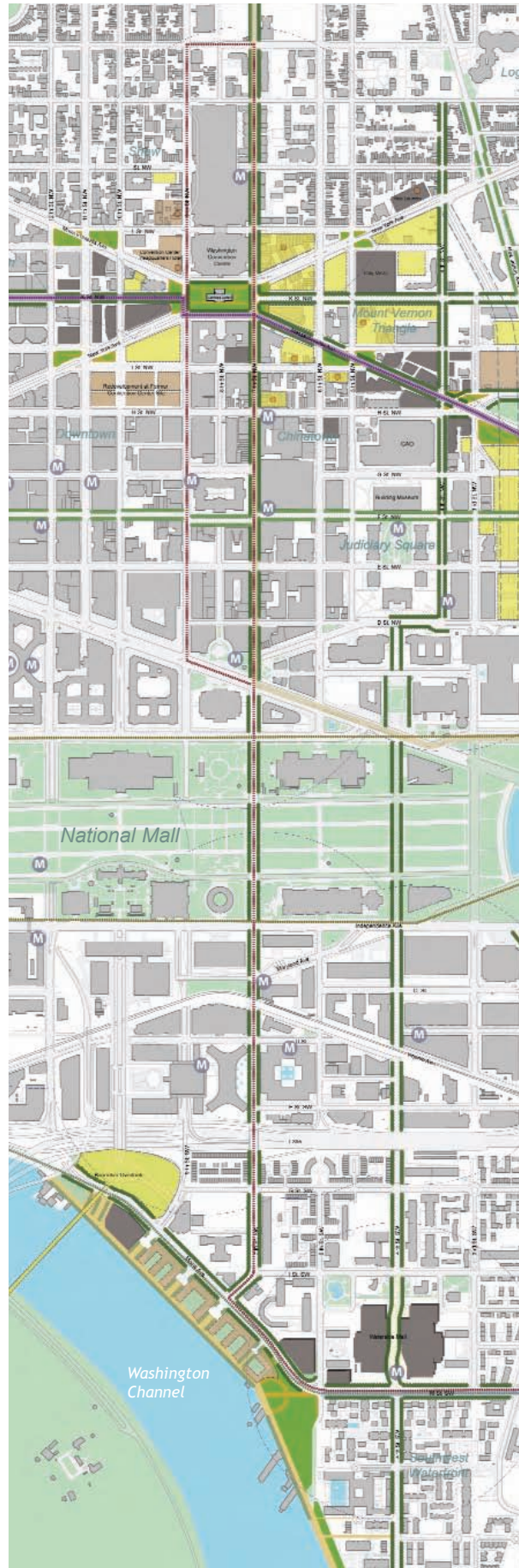


PRIORITY ACTIONS

Develop a plan and streetscape design for 7th Street from Mount Vernon Square to the Southwest Waterfront. Optimize the street's role as the major two-way connector across the National Mall with street-activating land uses, and the retrofit of federal buildings with retail space and other uses. Incorporate pedestrian amenities and signage that encourages people to wander north and south from the Mall into Center City. *Responsible entities: DCOP, DDOT, NCPC, NPS, DCEP, Downtown BID*

Determine feasibility of air-rights development on both sides of SW I-395 overpass. Activate the overpass to create an active pedestrian-friendly street. Continue planning in coordination with the National Park Service and the National Capital Planning Commission on the ongoing National Mall Plan and National Capital Framework Plan. Work collaboratively to implement measures that will bridge the gaps along 7th Street and construct street and pedestrian improvements. *Responsible entities: DMPED, DDOT, DCOP, NCPC, NPS, Downtown BID*

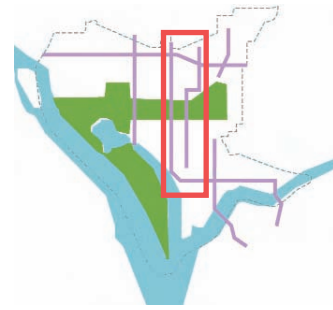
-  Recently Completed or Under Construction
-  Planned or Proposed Projects
-  Development Potential Site
-  Priority Corridor
-  Secondary Corridor
-  Site for Temporary Pavilion
-  Future Rapid Bus
-  Circulator and Extension
-  Bikeway Street



Corridors for Focused Investment

4th Street NW and SW

Urban Greenway to the SW Waterfront



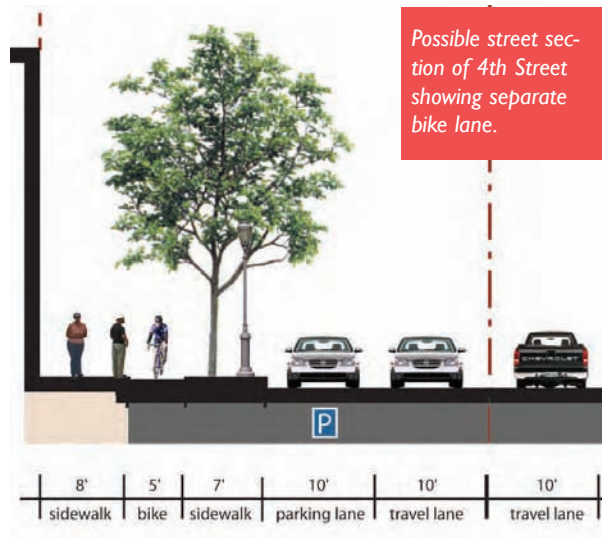
VISION

4th Street presents an ideal opportunity to turn an ordinary street into a model green street, with generous space for street trees and other plantings, wide sidewalks, storm water management areas, and ample bicycle lanes. It has the characteristics to create a pedestrian and bicycle friendly connection between Mount Vernon Triangle, the National Building Museum, Judiciary Square, the National Mall, and the Southwest Waterfront. Traffic-calming features and state-of-the-art signal timings can reduce vehicle speeds, create safer crossings, encourage exclusively local traffic, and favor pedestrian and cyclists over vehicles. Residential uses are encouraged along its length, south of the Mall to the Waterfront. An \$800 million project at Fourth and M Streets will form the commercial heart of the Southwest neighborhood with new retail.

CURRENT CHALLENGES

Though this street has relatively low traffic volumes and a relatively wide right-of-way, major challenges include the barren environment created by large areas of single-use Federal office buildings, elevated railroad tracks and the I-395 overpass south of the National Mall. Creating a richer mix of uses in this area is necessary to achieve a safer and more pedestrian friendly environment.

Signage and other information systems are needed to provide information at the National Mall about attractions north and south of the Mall, including the Arena Stage Theater and waterfront attractions along Maine Avenue. Overcoming these challenges is outside the control of the District and will require continued joint planning efforts with federal agencies. In addition, traffic and streetscape improvements to 4th Street are not currently budgeted by the District.



Existing condition of 4th Street at I-395 overpass.



Improvement at the underpass at I-395 would improve pedestrian safety and offer retail potential.

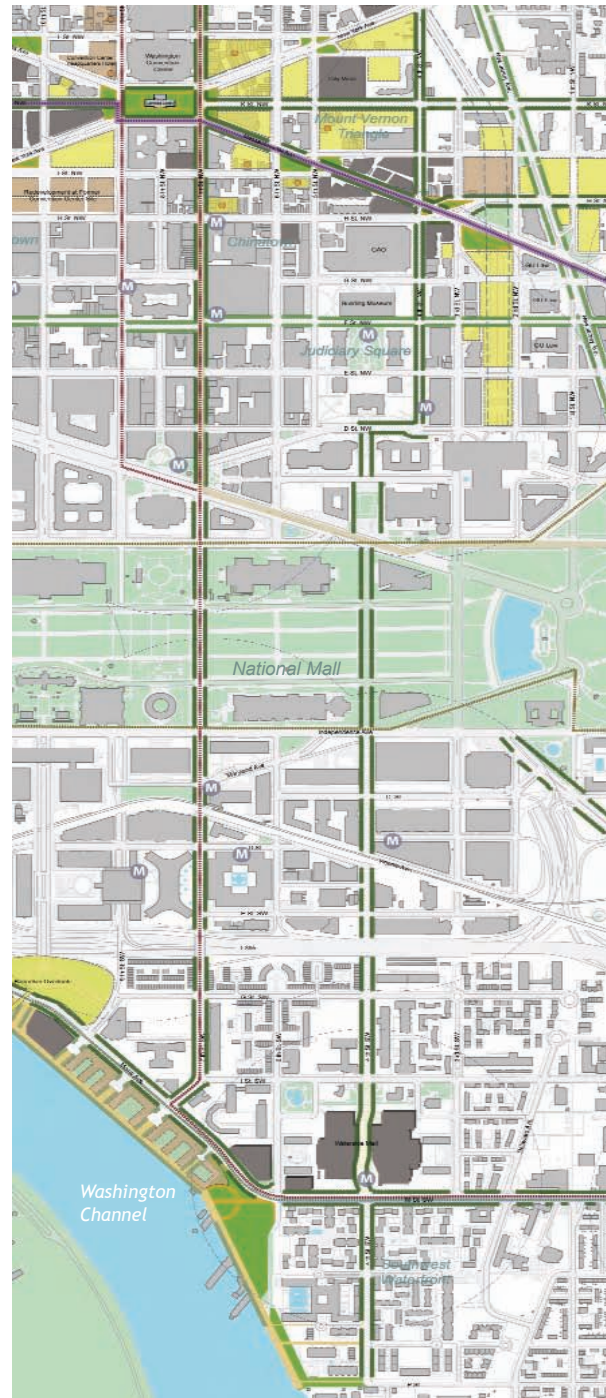


PRIORITY ACTIONS

Initiate planning for 4th Street, extending from New York Avenue on the north, through Mount Vernon Triangle, Judiciary Square, across Pennsylvania Avenue and the Mall to the Waterfront project, and connecting to the SW waterfront. *Responsible entities: DDOT, DCOP, NCPC, NPS, Downtown BID, Mount Vernon Triangle BID*

Partner with NPS and NCPC, and coordinate planning efforts to 1) ensure that connections north and south of the Mall include infill development opportunities and the retrofit of federal buildings with retail space and other active uses, and 2) create active, pedestrian-friendly streetscapes in the vicinity of the National Mall. *Responsible entities: NCPC, NPS, DCOP, BIDs*

Partner with the NPS to develop signage and information systems for visitors. Coordinate planning efforts to ensure that attractions and destinations along 4th Street, north and south of the Mall, are described to visitors on the Mall. *Responsible entities: NCPC, NPS, DCOP, Downtown BID*



- Recently Completed or Under Construction
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Corridors for Focused Investment

South Capitol Street

Southern Gateway to the Capitol Connecting Poplar Point/Anacostia, SE and SW Waterfronts



VISION

South Capitol Street, the grandly-scaled ceremonial entrance to the District from the south is planned to have a double row of large trees lining each edge of the boulevard (similar to Pennsylvania Avenue) and a median that features seasonal plantings. As one of the most important axes in DC, both symbolically and functionally, it is the major access route to the heart of city from the south and a convenient connection between the Capitol building, the new ballpark, and the southeast and southwest waterfronts. Its redesign and reconstruction will support goals for a mixed-use district with a variety of land uses including residential, retail, offices, and the new National's Ballpark, in addition to federal agencies and national monuments. Building setbacks will preserve the 160-foot-wide view corridor to the Capitol Building.

Its three lanes of moving traffic in each direction will be edged with a permanent parking lane on each side to support residential and retail uses along the street. Intersections at P, M, and I streets will be redesigned to

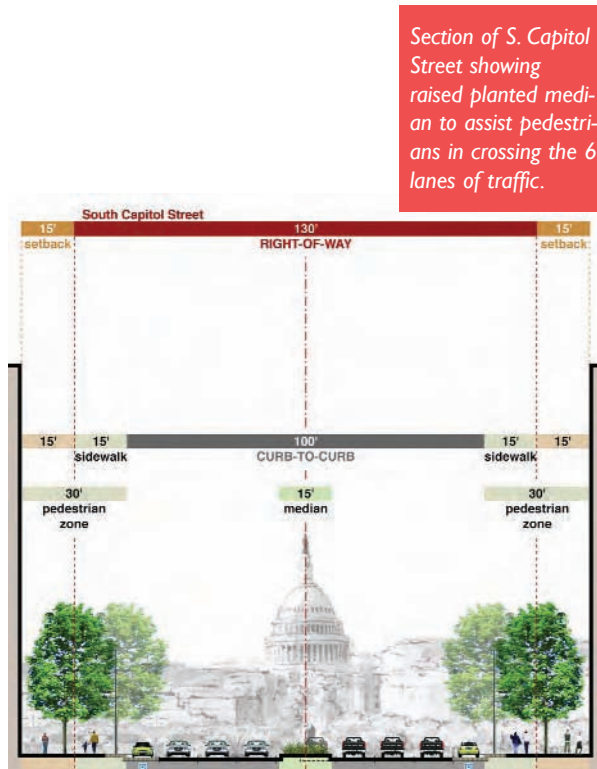
facilitate better connections to the adjacent neighborhood and waterfront areas and reduce the volume and speed of through-traffic. At the Anacostia River, a new landmark bridge will replace the Frederick Douglass Bridge and encourage pedestrians to cross between the Ballpark District and Poplar Point/Anacostia, where South Capitol Street becomes a landscaped boulevard similar to the Suitland Parkway, into which it merges.

CURRENT CHALLENGES

South Capitol Street's highway-like features facilitate a high volume of vehicular traffic, while creating hostile conditions for pedestrians, and an inappropriate appearance for this Capitol-oriented and prominent gateway corridor. The complete reconstruction of South Capitol Street has been budgeted and is in the design and construction phases. The environment at the overpass of I-395 remains a challenge in the new design. It will, however, be improved by the introduction of lighting and street furniture.



The Memorial Ellipse is proposed where South Capitol Street meets the Frederick Douglass Bridge at the Anacostia River.

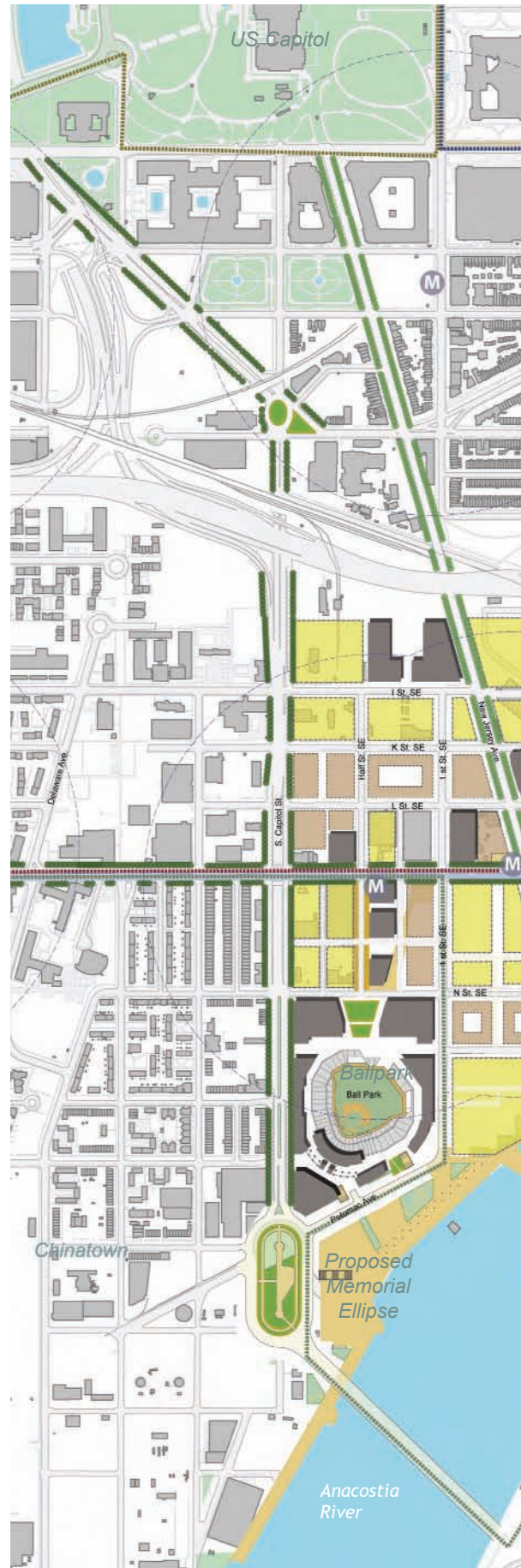


PRIORITY ACTIONS

Implement the South Capitol Corridor Plan elements – bridge, gateway and boulevard.

Prepare final designs and secure local and federal funding for the construction of the new Frederick Douglass Bridge, the Memorial Ellipse gateway, and the reconstruction of South Capitol Street as a ceremonial boulevard, incorporating low impact development (LID) elements. *Responsible entities:* DDOT, DCOP, DMPED, Capitol Riverfront BID, NCPC, DOT, Capitol Riverfront BID

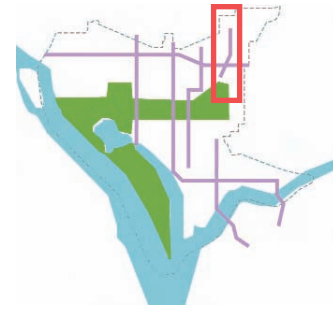
- Recently Completed or Under Construction
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- Site for Temporary Pavilion
- Future Rapid Bus
- Circulator and Extension
- Bikeway Street



Corridors for Focused Investment

First Street NE

NoMa's 'Main Street'



VISION

As envisioned in the *NoMa Vision Plan and Development Strategy*, First Street NE is the centerpiece of the emerging NoMa district and its main public gathering place. It is planned to support a mix of land uses – including housing and office – and to be the location for retail-serving office workers, new residents, and the surrounding neighborhoods. It connects the proposed NoMa gateway at the intersection of New York and Florida Avenues south to Union Station, and beyond, to the Capitol building and the National Mall. On-street parking will encourage retail along First Street, ample sidewalks with lush landscaping, and limited curb cuts will encourage retail, slow traffic, and encourage retailers to create outdoor uses. NoMa is planned as a model of neighborhood sustainability and transit-oriented development based on a new Metrorail station, the construction of the Metropolitan Branch Trail, a proposed inter-modal center at Union Station, and LEED-certified buildings. DDOT's FY 2008 budget includes \$5 million for pedestrian and vehicular traffic improvements to the intersection of New York and Florida Avenues, providing improved access to First Street at its northern end.

CURRENT CHALLENGES

While NoMa has suffered from years of disinvestment, the newly created NoMa Business Improvement District has made notable improvements in the appearance of the neighborhood and has begun to

address public safety concerns. NoMa, however, still needs significant public investments in infrastructure and place making in order to attract and accelerate future development and ensure the creation of a vibrant new neighborhood. Although First Street is envisioned to be NoMa's "Main Street," renovations have been funded but not implemented. The final design should incorporate place-making elements such as landscaping, public art and signage that will define First Street as a prime address. Utility upgrades to accommodate future high density development must also be addressed before large scale development can occur. Delays in delivery of this critical infrastructure will substantially reduce the fiscal benefits to the District of future development.

DDOT has begun street and sidewalk repairs on the underpasses connecting NoMa to Capitol Hill beneath the CSX rail line. To ensure that these areas become inviting and safe, the City should support public art installations and explore options for activating the space with vending, farmer's markets and performances. NoMa also lacks the retail, parks and other amenities needed to attract residents and office tenants to an emerging neighborhood. The City should consider tax abatements and other incentives to attract initial retail, residential and non-government office tenants, and also to ensure a vibrant mix of uses.

First Street NE looking south toward the H Street viaduct, Union Station garage and the Capitol in the distance.



Green roof at the Alcohol Tobacco and FireArms building in NoMa.




PRIORITY ACTIONS

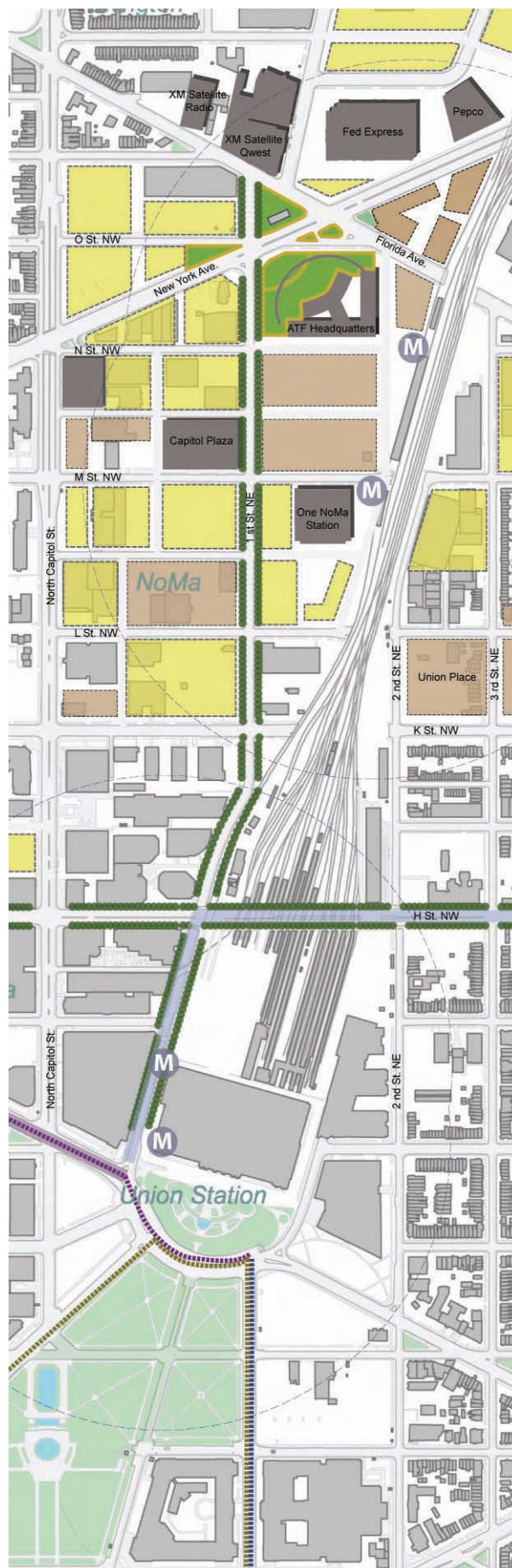
Appropriate funding for critical infrastructure projects. High priority projects like the reconstruction of First Street and utility upgrades (DCWASA) should be implemented in the near term to reduce market uncertainty and stimulate development. *Responsible entities: DDOT, DMPED, DCOP, WASA, PEPCO, DPR, DDOE, NoMa BID*

Invest in incentives that ensure a mixed use neighborhood. Consider tax abatements and other tools to attract the mix of residential, retail, cultural and non-government office uses to this area in the initial phases of development. *Responsible entities: DMPED, DCOP, DCED, NoMa BID*

Support “active retail uses” on First Street. Study zoning changes to ensure retail at key locations and develop a comprehensive retail strategy and incentives to ensure a balance of unique businesses and national tenants. Explore the potential for a restaurant district in NoMa. *Responsible entities: DMPED, DCOP, DCCEP, NoMa BID*

NoMa Neighborhood Park. Identify public resources to create a public park and recreational facilities needed to attract over 10,000 new residents to NoMa. *Responsible entities: DPR, DMPED, DCOP, DDOE, NoMa BID*

-  Recently Completed or Under Construction
-  Planned or Proposed Projects
-  Development Potential Site
-  Priority Corridor
-  Site for Temporary Pavilion
-  Future Rapid Bus
-  Circulator and Extension



Corridors for Focused Investment

M Street SW and SE

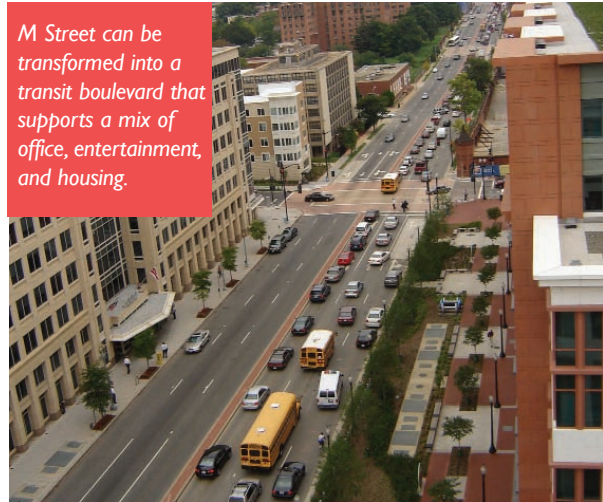
'Main Street' Connecting Capitol Riverfront and the Southwest Waterfront



VISION

M Street will be the critical link between Arena Stage and Maritime Plaza located at Washington's two emerging mixed-use waterfronts. Between the Southwest Waterfront and the Washington Navy Yard, M Street can be transformed into an urban transit boulevard that will support the mix of office, entertainment, and housing uses currently planned. The M Street of the future can have fewer traffic lanes, wider sidewalks, and a new transit option such as a Circulator, bus rapid transit, or a streetcar operating in priority lanes. As residents move into the area there will be support for neighborhood-serving retail that activates M Street SE and SW. Many existing buildings, including the historic Navy Yard, will be preserved. East of the Navy Yard, M Street connects to I 1th Street SE, which is planned as a pedestrian-friendly connection to Historic Anacostia across a new bridge with local two-way traffic and generous sidewalks.

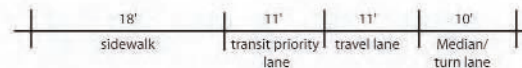
M Street can be transformed into a transit boulevard that supports a mix of office, entertainment, and housing.



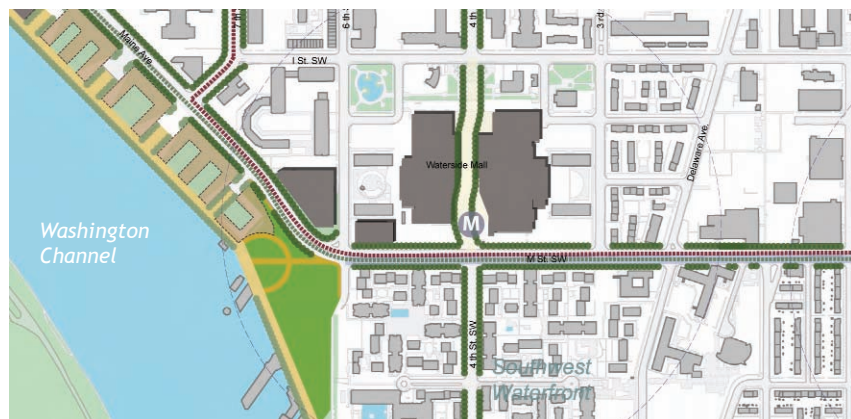
CURRENT CHALLENGES

M Street has narrow lanes and sidewalks, especially alongside buildings that predate more recent setback rules currently being used to create wider sidewalks. Reducing the number and width of roadway lanes would permit widening of sidewalks (two through-lanes and a turn lane are shown in the section). The introduction of transit priority lanes would further limit vehicle throughput and support transit, biking, and walking modes in this corridor.

PROPOSED Section of M Street showing reduced vehicle lanes, bus or light rail service and wider sidewalks.



- Recently Completed or Under Construction
- Planned or Proposed Projects
- Development Potential Site
- Priority Corridor
- Secondary Corridor
- Site for Temporary Pavilion
- Future Rapid Bus
- Circulator and Extension
- Bikeway Street



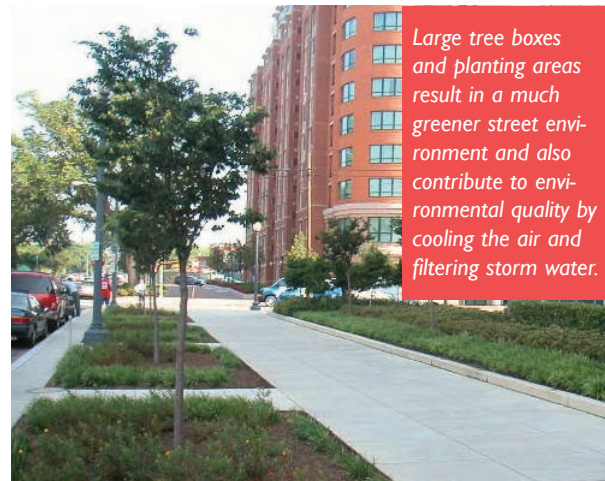


Credit: PN Hoffman

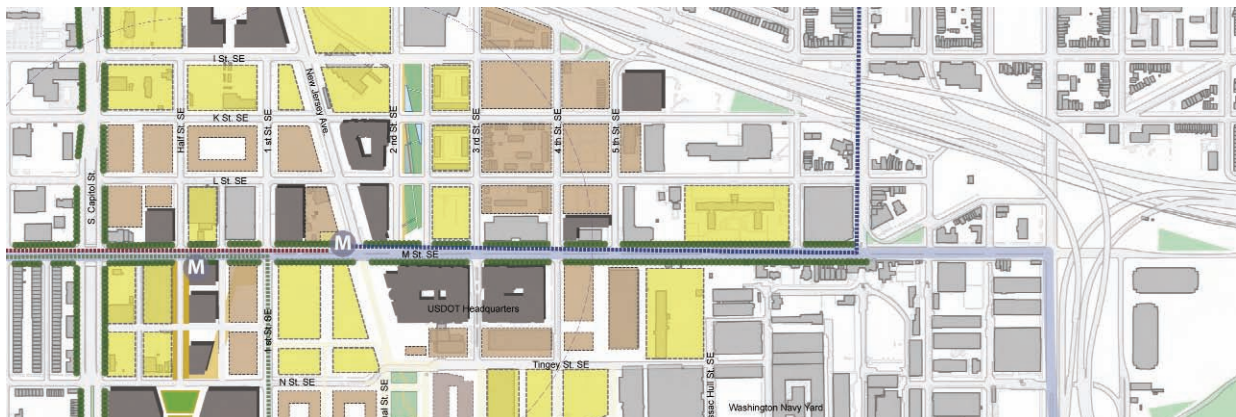
PRIORITY ACTIONS

Evaluate future transit options and fund priority actions. Evaluate M Street as a possible transit/light rail corridor that links SE to SW and beyond to downtown employment centers. Fund the proposed Circulator expansion route from Union Station to the Nationals Ballpark, thereby connecting the Capitol Riverfront to Metro's Red Line service. *Responsible entities: DMPED, DCOP, DDOT, Capitol Riverfront BID*

Develop a plan for the "Main Street" of the SE and SW waterfront districts. Prepare designs for streetscape improvements and retail mix, incorporating multi-modal transportation options, to create a high-quality, pedestrian-friendly, active public environment that ensures successful neighborhood development. *Responsible entities: DMPED, DCOP, DDOT, Casey Trees, Capitol Riverfront BID*



Credit: Casey Trees



Corridors for Focused Investment

I 4th Street NW and SW

Mixed Use Corridor to the National Mall



VISION

I 4th Street is becoming an important cultural corridor, creating a connection from near the White House Visitor's Center, past Pershing Park and the landmark Willard Hotel, the Wilson Building and Freedom Plaza, to the cultural attractions on the Mall, the planned African American Museum of History and Culture, the existing American History Museum, the Washington Monument, the Jefferson Memorial, to East Potomac Park and beyond.

The corridor links the heart of downtown to the Tidal Basin, the Washington Channel and the Southwest Waterfront. Like 7th Street, I 4th Street is one of only a few streets that traverse the Mall. By reducing its role as a commuter route, this corridor could take on a pedestrian-friendly atmosphere that improves access to the open space and recreation amenities along the waterfronts, which are currently difficult to access from Center City.

While I 4th Street will remain an important vehicular access route from Virginia, 9th and 12th Streets serve as the primary vehicular routes for traffic in and out of the downtown to I-395. This provides the opportunity to greatly improve the function of I 4th Street as an important in-city connection between downtown and the waterfront. Improvements to the street, intersection design, signage, and directional flow can greatly improve the clarity for drivers and convenience for walkers, runners, and bicyclists.

CURRENT CHALLENGES

I 4th Street is designed as a vehicular highway south of the Mall, often forcing those seeking access to the waterfront onto the interstate highway system and over the Potomac River into Virginia. Confusing intersections at East Basin Drive are problematic from a way-finding perspective and isolate the Tidal Basin, Washington Channel and open space along the Potomac River from Center City and the District. This highway-oriented design discourages walking and day-to-day recreational use of the great waterfront attractions by District residents and workers.

By reducing its role as a commuter route and removing security barricades, I 4th Street could take on a pedestrian-friendly atmosphere.












The existing condition on 14th Street is dominated by federal buildings and security installations with little or no active street level uses.



PRIORITY ACTIONS

Initiate transportation planning and street redesign for 14th Street to create an active, pedestrian-friendly connection north and south of the National Mall. Include an analysis of traffic movements to improve clarity of access between recreation attractions and open spaces along the various water bodies and Center City. *Responsible entities: DDOT, DCOP, NCPC, NPS, BIDs*

Capitalize upon infill development opportunities. Partner with NCPC and explore infill development opportunities and the retrofit of spaces within federal buildings for retail space and other active uses along the street. *Responsible entities: DDOT, DCOP, NCPC, NPS, BIDs*

-  Recently Completed or Under Construction
-  Planned or Proposed Projects
-  Development Potential Site
-  Retail Improvement
-  Site for Temporary Pavilion
-  Future Rapid Bus
-  Circulator and Extension
-  Bikeway Street
-  Improved Intersection Design

