



SOUTHEAST BOULEVARD

Planning Study

June, 2015

Washington, DC

SMITHGROUP JJR



View of study area looking east toward Barney Circle

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GOALS FOR THE FUTURE SOUTHEAST BOULEVARD



COMMUNITY

- 1 Ensure that the SE Boulevard and land uses around it enhance and strengthen the neighborhood fabric
- 2 Ensure new land uses in the SE Boulevard area are compatible in scale with and conserve the character of adjacent neighborhoods
- 3 Integrate uses that activate the streets, sidewalks and public spaces of the SE Boulevard project area
- 4 Complement, support and connect to commercial activity at Pennsylvania and Potomac Avenues SE
- 5 Provide new neighborhood-serving streets
- 6 Provide a regional connector that provides access between major destinations
- 7 Improve physical and visual connections between neighborhoods and the waterfront, especially for pedestrians and cyclists
- 8 Minimize cut through traffic on neighborhood streets



CONNECTIVITY



GREEN SPACE



SUSTAINABILITY

- 9 Create new high-quality parks and green spaces, and trails for outdoor recreation
- 10 Establish linkages between the Southeast Boulevard area and the waterfront to maximize public access to waterfront parks and green space
- 11 Connect to the planned extension of Virginia Avenue SE, between M Street and Water Street
- 12 Increase tree cover and vegetation with any new development in the project area
- 13 Integrate LID and green infrastructure stormwater management practices to reduce runoff, erosion and sedimentation in the Anacostia
- 14 Design SE Boulevard area infrastructure to contribute to the reduction of pollution and GHGs and to withstand climate change impacts
- 15 Integrate public art and commemorative opportunities within the SE Boulevard project area

EXECUTIVE SUMMARY

OVERVIEW

In 2013, the District Department of Transportation (DDOT) initiated the Barney Circle and Southeast Boulevard Transportation Planning Study to determine how to transform the decommissioned right-of-way of Interstate 295 between I-695 and Barney Circle into a boulevard integrated with the adjacent neighborhoods; to reconstruct Barney Circle; to improve pedestrian and bicyclist connectivity to the Anacostia River waterfront; and to evaluate design options that consider multi-modal transportation uses. The study was undertaken as part of DDOT's responsibility for implementing transportation recommendations in the Anacostia Waterfront Initiative Framework Plan. This portion of the freeway was decommissioned as a result of the reconfiguration of

roadways resulting from the reconstruction of the 11th Street Bridge. The freeway was temporarily closed during bridge construction, and was reopened to traffic in December 2014.

After several community meetings at which DDOT presented a number of roadway and parking design concepts for the site, then-Councilmember Tommy Wells, together with commissioners from the local Advisory Neighborhood Committee (ANC) 6B, requested the assistance of the DC Office of Planning (DCOP) to complete a planning analysis that looks at potential land use opportunities for the site and explores connectivity to the Anacostia waterfront.

The Southeast Boulevard Planning Study is a land use, urban design and planning study

which describes and illustrates three possible scenarios for improving roadway and pedestrian connectivity, together with possible land uses that could be established through redevelopment of portions of the transportation right-of-way between the 11th Street Bridge and Barney Circle. The study area is located south of the historic Capitol Hill neighborhood, in close proximity to the Anacostia River, just north of Boathouse Row.

PROJECT ADVISORY TEAM

DCOP convened a Project Advisory Team (PAT) consisting of officials from DCOP and DDOT, as well as Commissioners from ANC 6B, and a representative from the Ward 6 Councilmember's office. The PAT guided the consultant team and provided feedback on the development of





Concept A - Plan



Concept A - Illustrative Rendering



Concept B - Plan



Concept B - Illustrative Rendering



Concept C - Plan



Concept C - Illustrative Rendering

concepts at each stage in the process.

THREE CONCEPTS

After an examination of the existing conditions of the site, the consultant team developed a series of land use and urban design concepts which were reviewed by the PAT, and presented to the local community at a meeting convened by the ANC. Based on comments and feedback from the community and the PAT, three concepts emerged and were explored in greater detail. These concepts were presented at a community meeting during which DCOP and DDOT collected comments and feedback to inform the next steps in the process.

Concept A

Concept A envisions a new tree-lined four lane boulevard, two lanes in each direction, with sidewalks, on street parking and bike lanes, immediately north of the CSX right-of-way. The Capitol Hill neighborhood fabric, and its street and block system, would be extended south toward the Anacostia River ending at the boulevard through the creation of additional development parcels within the existing freeway right-of-way. Connections across the CSX tracks and down to the Boathouse Row

waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps. New rowhouses, mid-rise multifamily buildings, and green spaces could be developed on the new blocks.

Concept B

Concept B envisions a new tree-lined neighborhood street, one lane in each direction, with sidewalks, on street parking and an east-bound bike lane, immediately north of the CSX right-of-way. The Capitol Hill neighborhood fabric, and its street and block system, would be extended south toward the Anacostia River ending at the boulevard through the creation of additional development parcels within the existing freeway right-of-way. Connections across the CSX tracks and down to the Boathouse Row waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps. New rowhouses, mid-rise multifamily buildings, and green spaces would be developed on the new blocks.

Concept C

Concept C envisions a new four lane

boulevard, split around either side of a large new neighborhood park immediately north of the CSX right-of-way. The boulevard's two westbound lanes would be located north of the park and the two eastbound lanes would be located south of the park. The Capitol Hill neighborhood street and block system, would be extended south toward the Anacostia River ending at the boulevard. Connections across the CSX tracks and down to the Boathouse Row waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps.

NEXT STEPS

The next step in the process is a feasibility study of the project led by DDOT, with support from OP and the office of the Deputy Mayor for Planning and Economic Development (DMPED). The DDOT-led feasibility study will evaluate the viability of the project at a high level to determine if the project can move forward. The results of this analysis will be communicated to the community prior to more advanced technical or environmental analysis.



Community meeting photos



View of study area looking west from Barney Circle

1 INTRODUCTION

BACKGROUND

As part of its ongoing oversight of the implementation of the Anacostia Waterfront Initiative, in 2013, the District Department of Transportation (DDOT) initiated the Barney Circle and Southeast Boulevard Transportation Planning Study in order to investigate:

1. Transforming the former Southeast Freeway into a boulevard that is integrated with adjacent neighborhoods between the new 11th Street Bridge and Barney Circle and the Anacostia River Waterfront
2. Reconstructing Barney Circle to accommodate vehicle turning movements
3. Improving pedestrian and bicyclist connectivity to the Anacostia River Waterfront
4. Evaluating design options that consider multi-modal transportation uses. Barney Circle is located at the west end of the John Philip Sousa Bridge where the Southeast-Southwest Freeway, Pennsylvania Avenue SE and various local neighborhood streets converge

DDOT presented a number of roadway and tour/commuter bus parking design concepts for the site, as the alternatives to be evaluated

for the site.

After several community meetings on DDOT's plans, then-Councilmember Tommy Wells, commissioners from the local Advisory Neighborhood Committee (ANC) 6B requested the assistance of the DC Office of Planning (DCOP) to develop an urban land use plan that looks at other potential land use opportunities and explores connectivity to the Anacostia waterfront. This report summarizes that effort.

PURPOSE

The purpose of the Southeast Boulevard Planning Study is to provide DCOP, DDOT, ANC6B, and neighborhood residents and stakeholders with technical planning assistance that accomplishes the following goals:

- Develops concepts for urban design and land use for the area within and immediately adjacent to the right-of-way of the former Southeast Freeway;
- Evaluates concepts in the context of District-wide planning objectives, issues raised through the DDOT transportation study, the Anacostia Waterfront Initiative (AWI) frame-

work and other planning guidance, and legal and physical constraints to improvements within the ROW; and

- Delivers solutions/strategies to inform any future planning work that may be undertaken by District agencies.

GEOGRAPHIC AREA

The study area includes the existing portion of the Southeast Freeway east of 11th Street SE and its immediate environs. The study area bounds are 11th Street SE on the west, K Street SE on the north, Barney Circle on the east, and M Street SE on the south. Because the existing portion of Southeast Freeway east of 11th Street SE was originally funded and constructed as part of the Interstate Highway System, DDOT and the Federal Highway Administration (FHWA) are required to conduct studies under the National Environmental Policy Act (NEPA) to understand impacts to the environment of any proposed change to the former Interstate. Agreements between DDOT and FHWA would also be required if portions of the former Interstate right-of-way are to be made available for private development.

The secondary study area, which was used to

define the land use, transportation, and connectivity context for concepts developed in the primary study area, is bounded by Pennsylvania Avenue SE on the north, the Anacostia River on the south and east, and 11th Street SE on the west.

PLANNING CONTEXT

A number of citywide and local planning documents including the Comprehensive Plan, the Anacostia Waterfront Framework Plan, and Sustainable DC, among many others, provide guidance for developing concepts to rethink and repurpose the decommissioned right-of-way while achieving City transportation and sustainability goals.

DC Comprehensive Plan policies include:

- Strengthening DC as a waterfront city
- Addressing physical and visual barriers to connectivity with the Anacostia River
- Improving waterfront visibility and accessibility
- Establishing linkages between the waterfront and nearby neighborhoods
- Connecting District neighborhoods
- Reusing large publicly-owned sites
- Providing facilities for commuter and tour buses

The Lower Anacostia Waterfront/Near Southeast Area Element of the Comprehensive Plan policies include:

- Conserving existing and establishing new waterfront neighborhoods
- Providing urban waterfront cultural and recreational amenities
- Restoring the urban pattern of the Near Southeast
- Providing housing opportunities in Near Southeast
- Removing barriers to shoreline access

Guidance from the Anacostia Waterfront Initiative includes:

- Returning land used for highways to productive urban land uses
- Minimizing impacts of highway and railroad infrastructure
- Extending the city street grid to the waterfront
- Connecting residents to the waterfront
- Creating tour bus parking while keeping it out of the neighborhoods

PLANNING PROCESS

Review of Background Documentation

The consultant, SmithGroupJJR, began by reviewing the background policy documents

and studies relevant to the site. The documents were summarized in a technical memo describing the most relevant guidance related to redeveloping the Southeast Boulevard. This information was organized under the following five categories:

- Land Uses and the Built Environment
- Parks, Recreation, Open Space, and Amenities
- Transportation and Transit
- Urban Design and Connectivity
- Environment and Sustainability

A summary of this documentation can be found in Appendix A.

Existing Conditions Analysis

The consultant conducted an analysis of existing conditions, including the site's challenges, barriers and constraints, as well as potential land use and connectivity opportunities.

The Existing Conditions findings can be found in Section 2 of this report beginning on page 13.

The summary of the Background Documentation (Appendix A), along with the existing conditions Analysis was presented to and discussed

with the PAT at a meeting on June 17, 2014.

Project Goals

Based on the review of background documents and the analysis of site constraints and opportunities, the PAT and the consultant team developed a set of Project Goals (see page 4) which then became the criteria against which concepts were evaluated at the conclusion of the study.

Initial Concepts

SmithGroupJJR held an internal studio design charrette in early July, 2014 during which eleven concepts for the site were developed by several SmithGroupJJR architects and planners. These concepts were reduced to seven after review by DCOP, and presented to the PAT during a meeting on July 23, 2014. The concepts were accompanied by an analysis of two and four lane street types and a comparison of Washington DC traffic circle types.

DCOP presented these concepts to the community at a meeting on August 4, 2014 for comments and feedback. These initial seven sketch concepts can be found in Appendix B.

Final Concepts

Based on discussions with the PAT, and the comments and feedback from the community

meeting, the initial seven concepts were reduced to three final concepts. The three final concepts were largely based on concepts A1, A2, and C1, while integrating some elements from other concepts. Refined plans and 3-dimensional massing models were created for the concepts and presented to and discussed with the PAT at a meeting on October 30, 2014.

The consultants made final refinements to the concepts based on that discussion after which professional rendered drawings of the three concepts were produced. The three final concepts were then presented to the community at a meeting convened by then-Councilmember Tommy Wells and ANC 6B on December 11, 2014.

Concept Evaluation

The PAT evaluated the three concepts relative to the project goals that were developed earlier in the planning process. The results of that evaluation can be seen in Section 6.

NEXT STEPS

The next step in the process is a feasibility study of the project led by DDOT, with support from OP and the office of the Deputy Mayor for Planning and Economic Development (DMPED). The DDOT-led feasibility

study will evaluate the viability of the project at a high level to determine if the project can move forward. The results of this analysis will be communicated to the community prior to more advanced technical or environmental analysis.



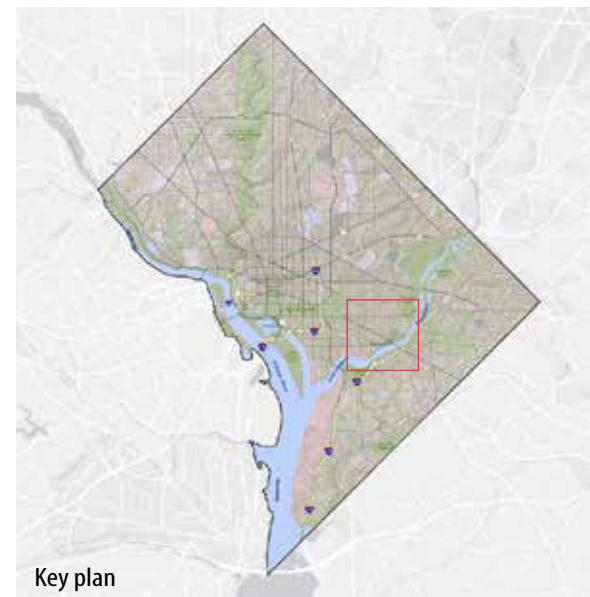
Aerial view of study area (source: Google)

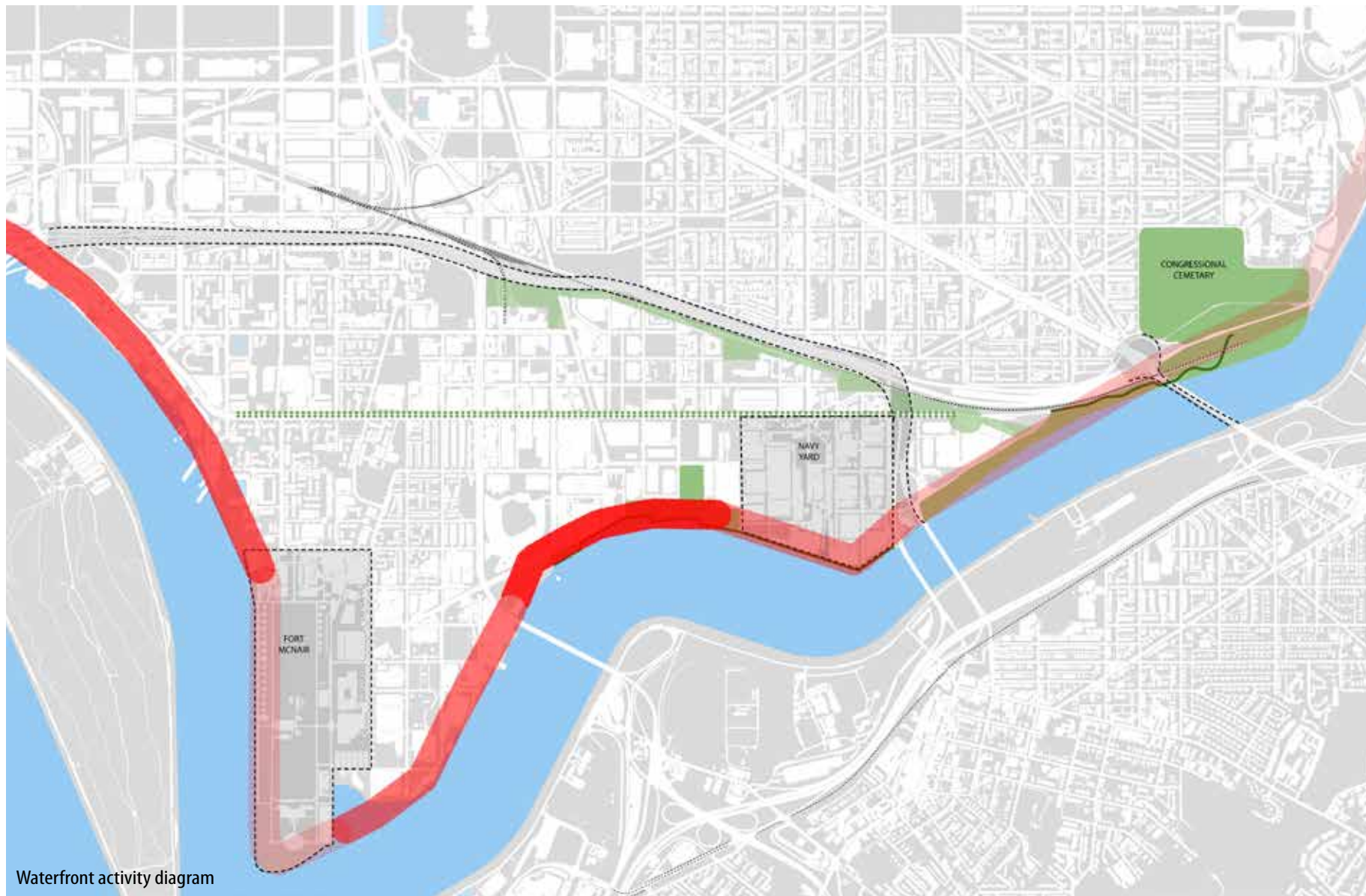
2 EXISTING CONDITIONS



Site Location and Context

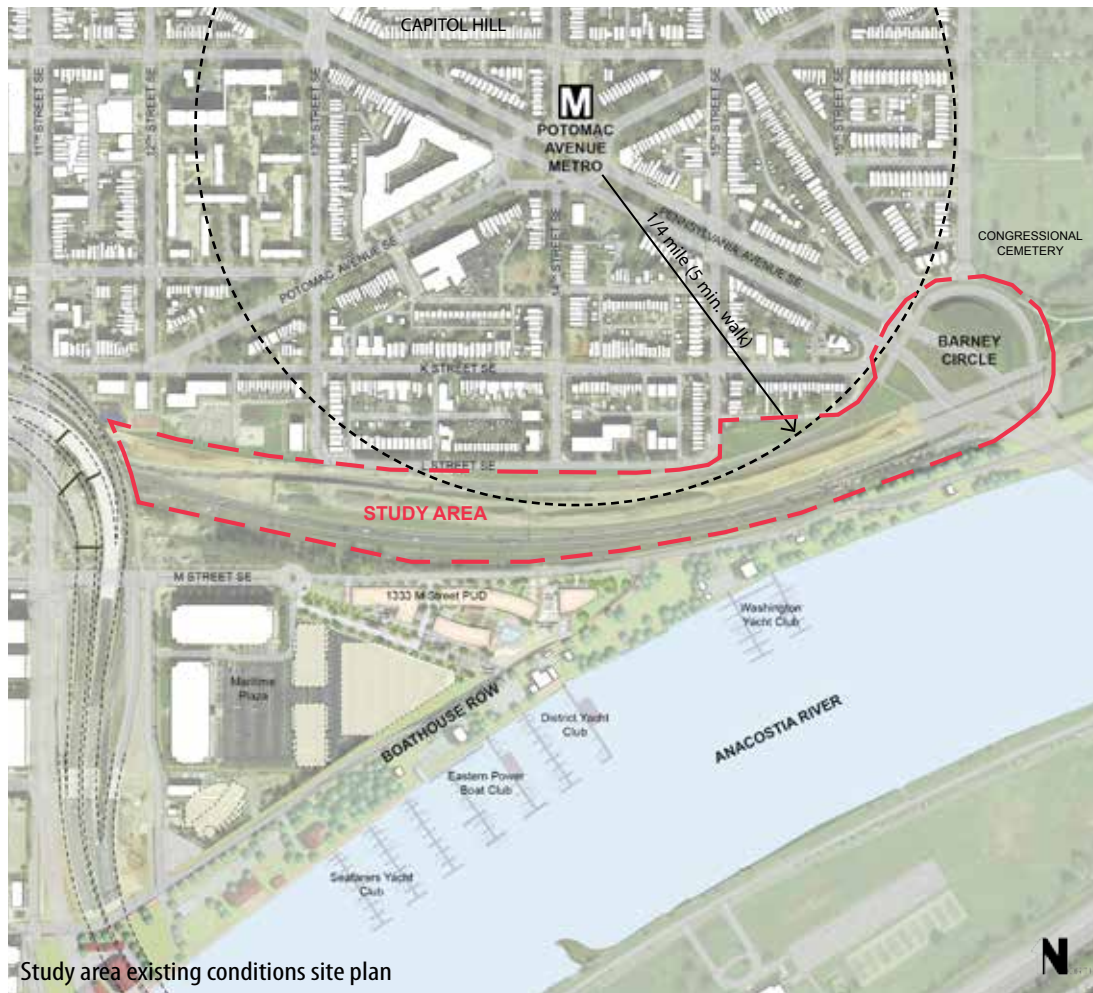
The study area is located south of the Capitol Hill neighborhood in the District of Columbia. The surrounding context includes the Navy Yard and 11th Street bridges to the west, Capitol Hill and the Potomac Avenue Metrorail station to the north, Congressional Cemetery to the east, and Boathouse Row and the Anacostia River to the south.





Waterfront Activity

This diagram illustrates the level of uses and activity along the Washington Channel and Anacostia waterfront. The waterfront south of the study area transitions between more active uses to the west, and the quiet waterfront past the CSX bridge to the east.



Study area existing conditions site plan

Study Area

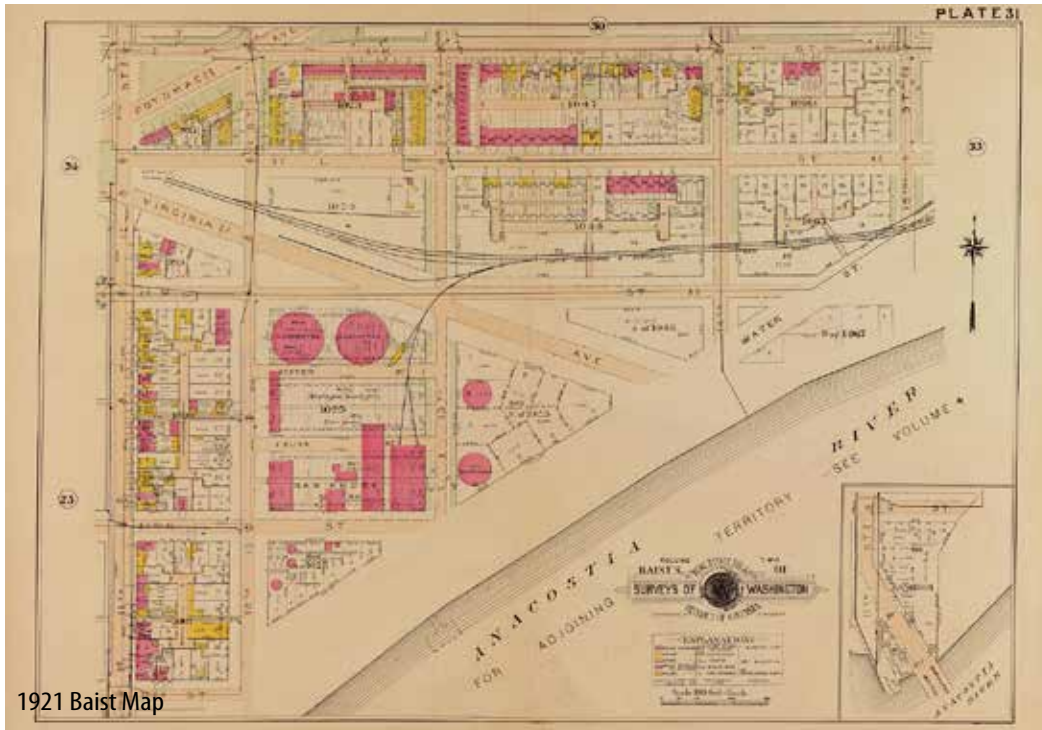
As shown on the site plan to the left, the Southeast Boulevard study area is located between the Capitol Hill neighborhood to the north and the Anacostia River to the south. It is approximately 1/4 mile, or a 5 minute walk, from the Potomac Avenue Metro Station.

The neighborhood fabric of grid streets and blocks to the north of the site consists of rowhouses, low and mid-rise multifamily buildings, with some commercial along Potomac and Pennsylvania Avenues SE. The area south of the study area is home to Maritime Plaza, a Navy Yard contractor; and Boathouse Row, a series of boat clubs, a rowing club, and green spaces on the Anacostia River. 1333 M Street SE is a proposed residential and retail Planned Unit Development (PUD) between the study area and Boathouse Row.

As part of the construction of the 11th Street Bridge Project, the former Southeast Freeway was temporarily closed for 18 months to support construction activities. The roadway was reopened in December 2014.

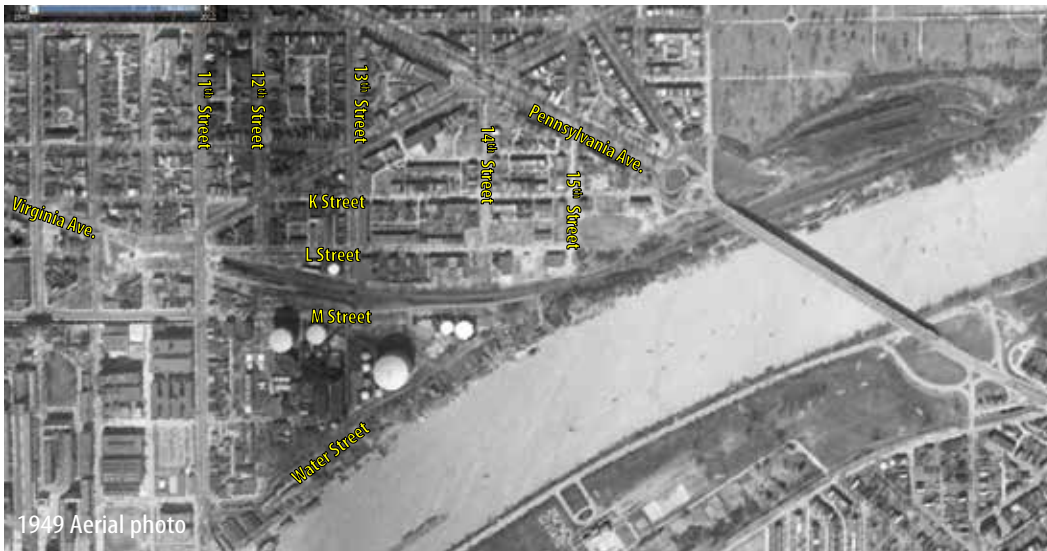


View of existing study area looking west



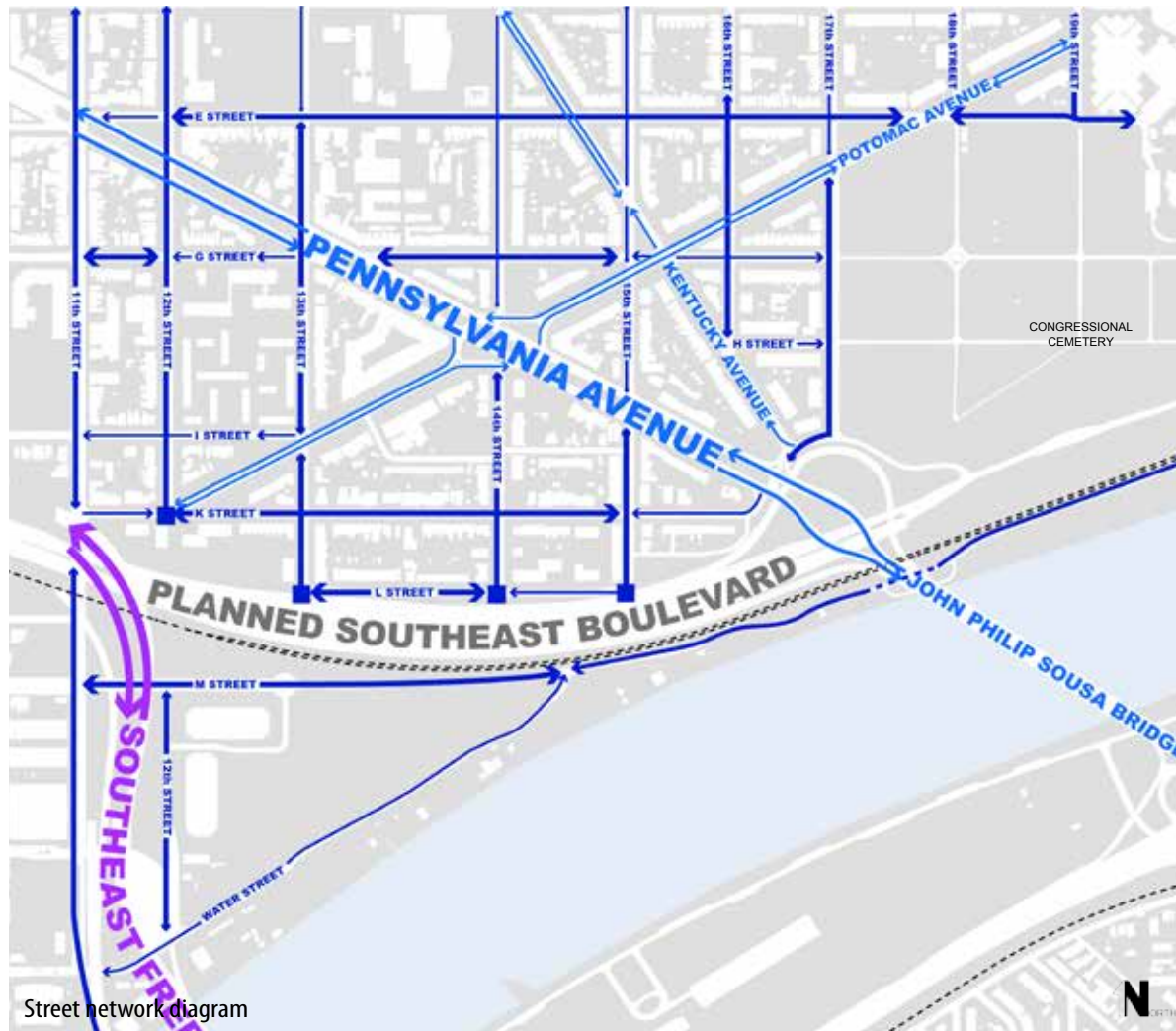
Historic Context

Prior to the construction of I-695 (the Southeast Freeway), or the 11th Street bridges, the Southeast Boulevard study area was the site of a branch of the Philadelphia, Washington, and Baltimore Railroad. A 1921 Baist Map shows the grid of streets and boundaries of properties in the area, only some of which had structures on them, as well as the site of Washington Gas facilities south of Virginia Avenue SE. This map also shows L Street SE as a double-sided street - with properties and structures on both the north and south sides of the street.



A 1949 aerial photo shows the study area with more residential development, including both sides of L Street SE. It also shows that Virginia Avenue SE was never fully completed, as planned in L'Enfant's design for the City.

The Freeway was constructed in the late 1960s, including the span between 11th Street and Barney Circle. As a result of the Freeway construction, properties on the south side of L Street SE were removed. This condition remained in place until the reconstruction of the 11th Street bridges began in 2009, which resulted in the re-routing of access to I-295 from 11th Street, upon its completion in 2013, and the decommissioning of the stretch between 11th Street and Barney Circle.



Street network diagram

Street Network

The study area lies south of the historic neighborhood of Capitol Hill. This area has a well-defined grid of walkable streets and blocks. It is also traversed by two diagonal streets - Potomac Avenue SE, ending at the southwest at K Street SE and Pennsylvania Avenue SE, which continues southeast across Barney Circle and beyond.

The former Southeast Freeway right-of way forms a barrier, cutting off the north-south street grid abruptly at L Street SE, with no connections beyond to the waterfront. South of the right-of-way is another barrier to waterfront connectivity, the CSX rail right-of way.

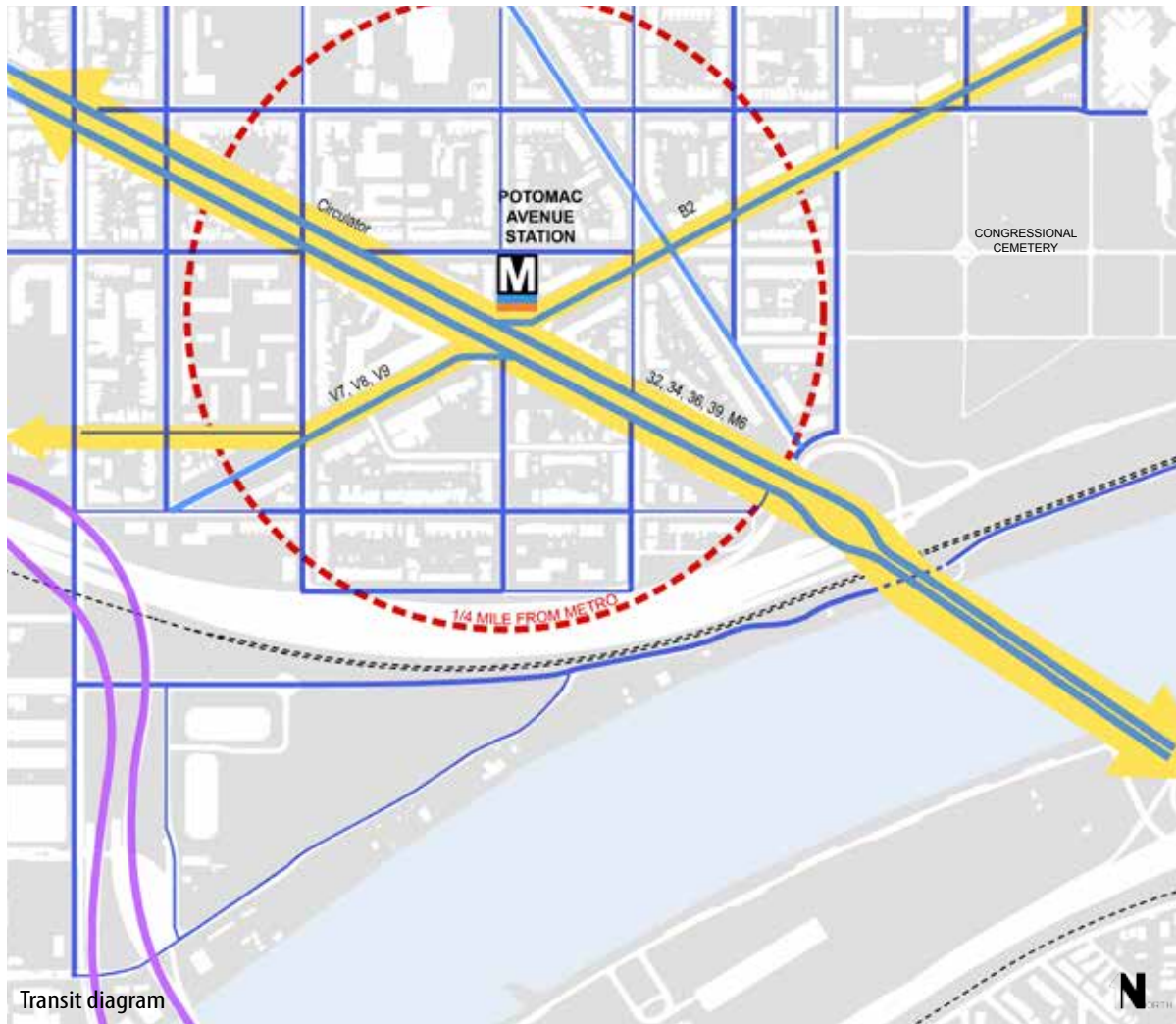


From Left to Right

Photo-1
Barney Circle

Photo-2
L Street SE

Photo-3
15th Street SE



Transit diagram

Transit

The study area is well-served by transit. A number of bus lines circulate through the neighborhood north of the study area. The Potomac Avenue Metro Station is located at the intersection of Pennsylvania and Potomac Avenues SE, and is generally within a quarter-mile, or 5 minute walk, of the study area.

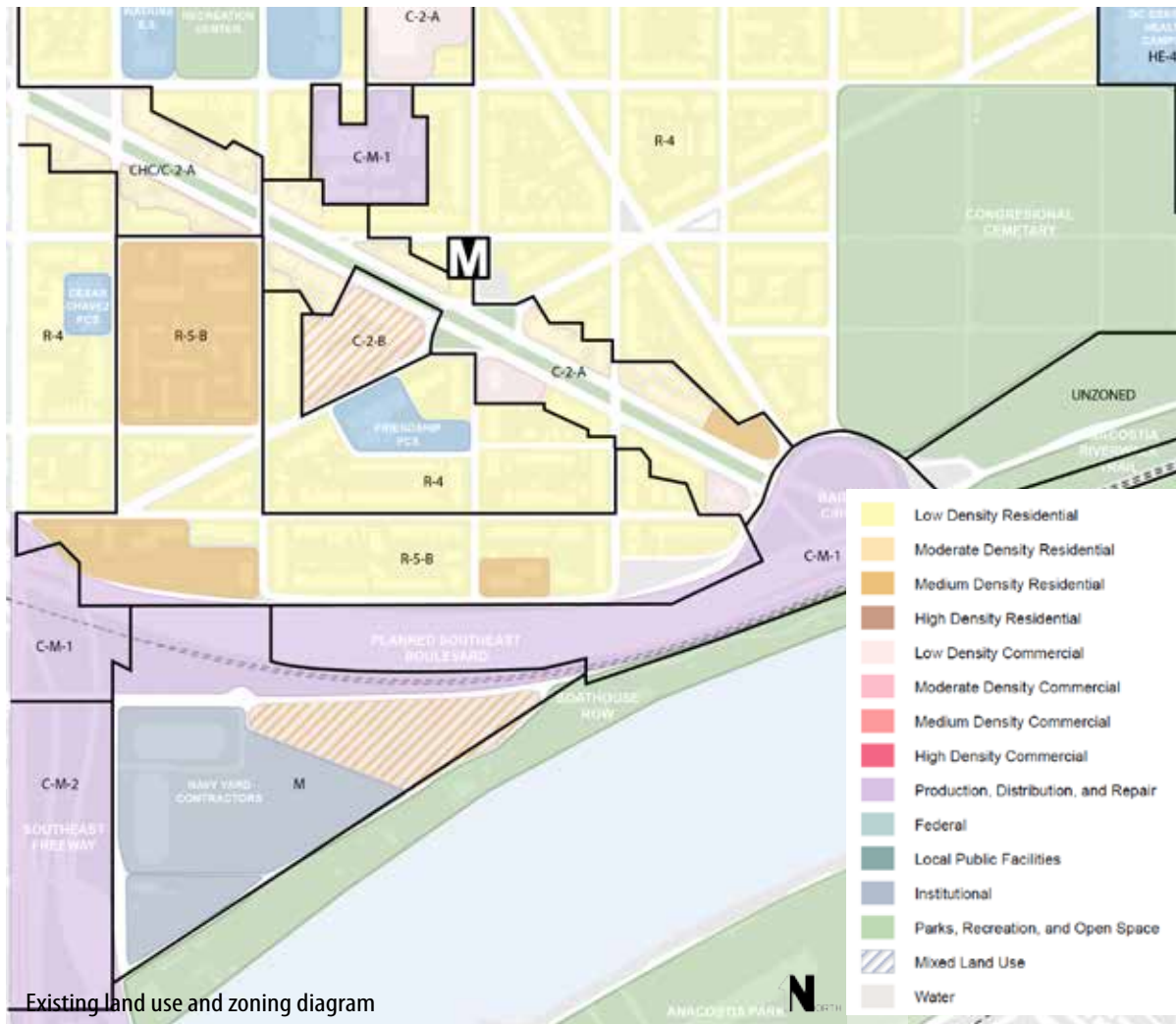


From Left to Right

Photo-4
Circulator bus

Photo-5
Metrobus

Photo-6
Potomac Avenue Metro Station



Land Use and Zoning

The Southeast Freeway right-of-way is currently classified as production, distribution and repair (industrial), and it is predominantly zoned C-M-1. This classification permits development of low bulk commercial and light manufacturing uses to a maximum FAR of 3.0, and a maximum height of 3 stories or 40 feet.

The predominant land use north of the study area is residential with mostly rowhouses and some multifamily. A mix of commercial and residential is found along Pennsylvania Avenue SE. South of the study area are office buildings and a proposed multifamily residential project. The future land uses along the right-of-way will transition between Capitol Hill and development along the waterfront and should be compatible with the surrounding context.



From Left to Right

Photo-7

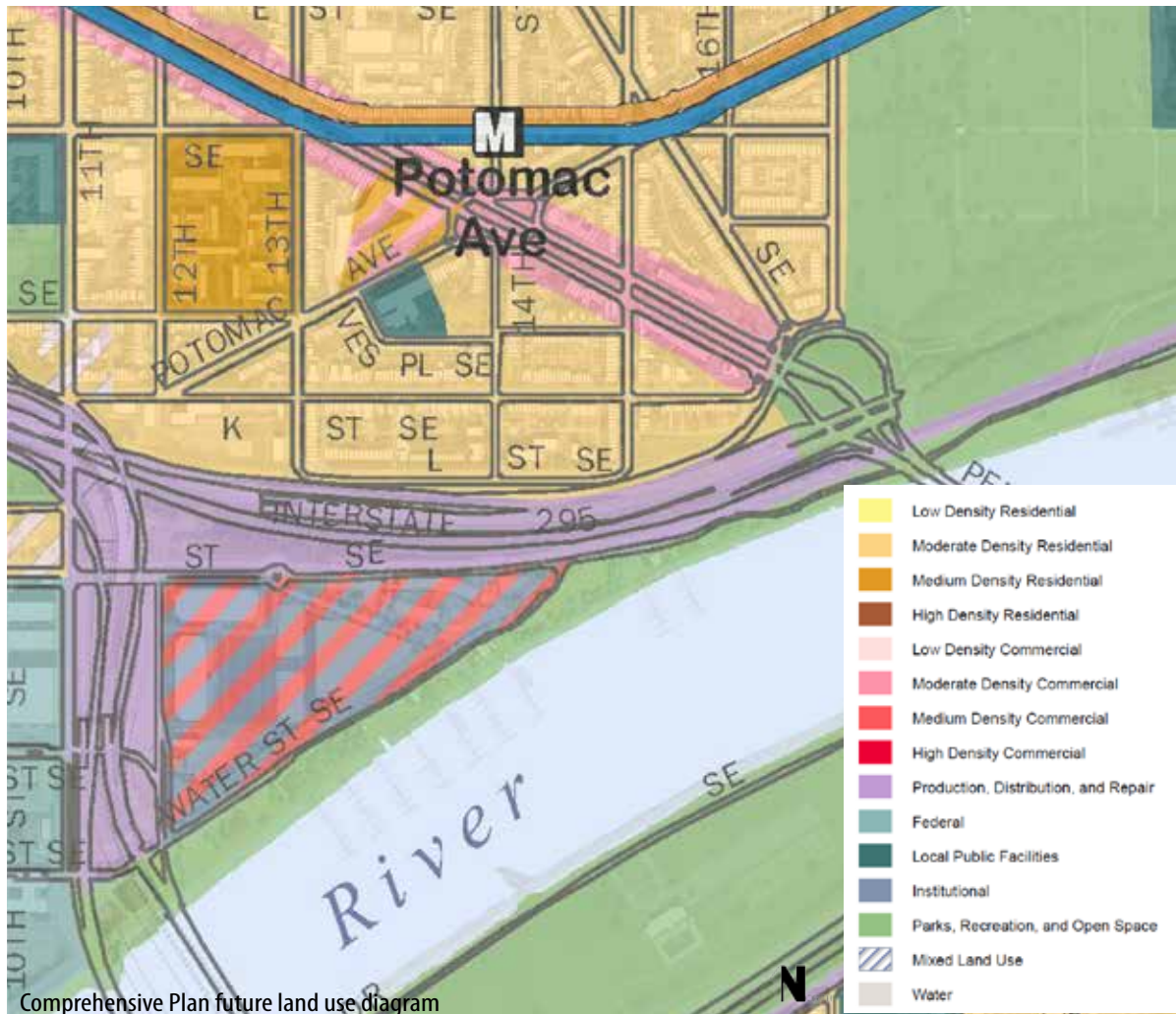
L Street SE

Photo-8

Infill housing on K Street SE

Photo-9

Jenkins Row on Potomac Ave. SE



Comprehensive Plan future land use diagram

Comprehensive Plan

The DC Comprehensive Plan future land use map does not vary significantly from the current land uses in and around the study area.

It is likely that the right-of-way would require a land-use designation change and potential rezoning, should non-transportation uses be planned in the future for this area. New uses could bring additional residents to activate the waterfront area.



From Left to Right

Photo-10

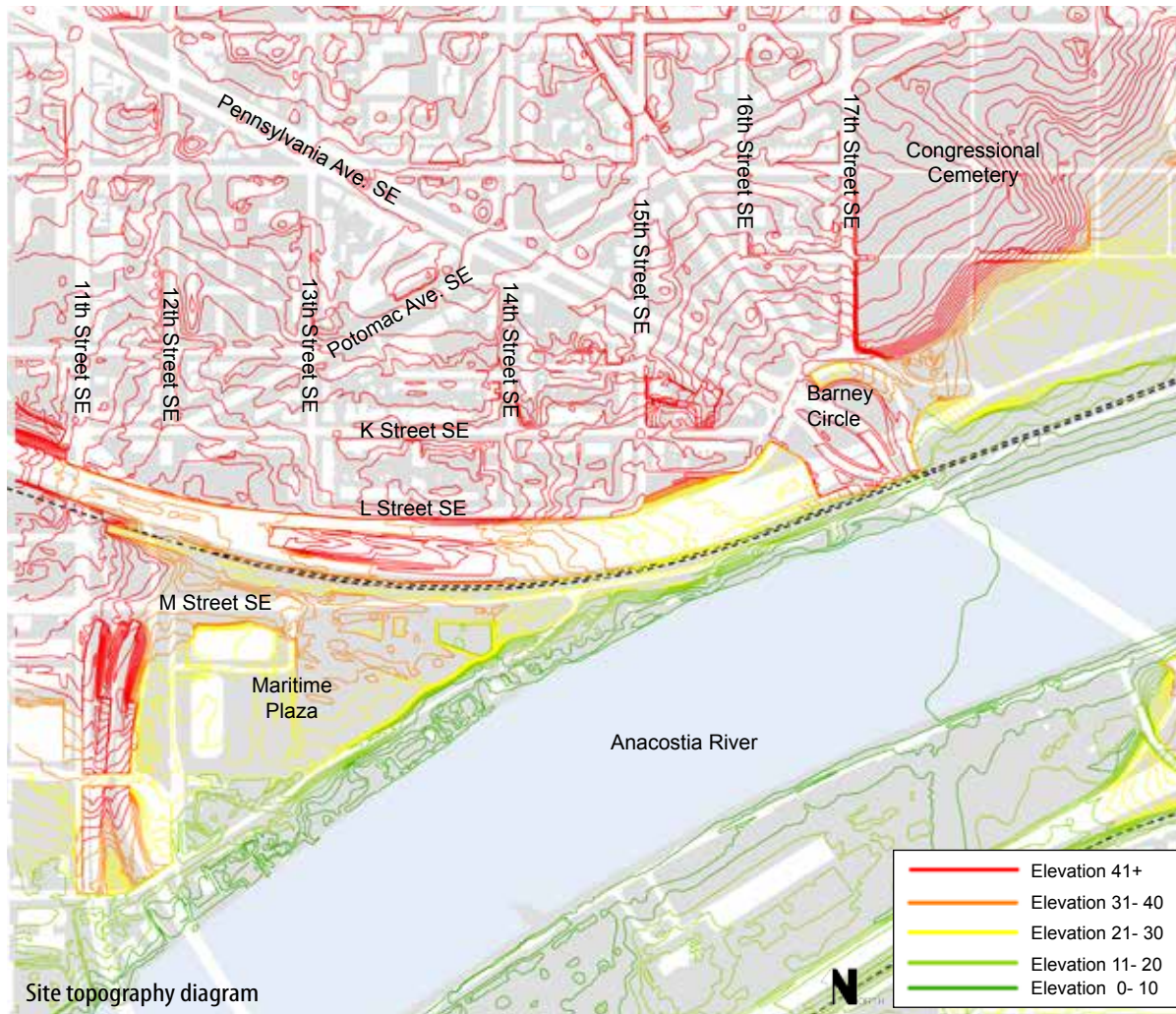
Photomontage of future planned Maritime Plaza expansion; and proposed 1333 M Street SE PUD

Photo-11

Maritime Plaza

Photo-12

Anacostia River along Boathouse Row



Topography

The study area has significant topography and elevations ranging from 41 feet and higher, along the west, L Street SE, and Capitol Hill to the north, down to elevations between 20 and 30 feet on the east side near Barney Circle. Significant drops in elevation are found in the study area - one at the southern edge of L Street SE dropping down to the decommissioned freeway; a slight drop from the freeway to the CSX railway right-of-way; and another drop from the CSX right-of-way to M Street SE. This topography must be addressed in any scenario, and offers the opportunity to create potential space for bus or streetcar storage below new public space (roads or parks) and at an elevation lower than, and away from, L Street SE and the neighborhood to the north.



From Left to Right

Photo-13

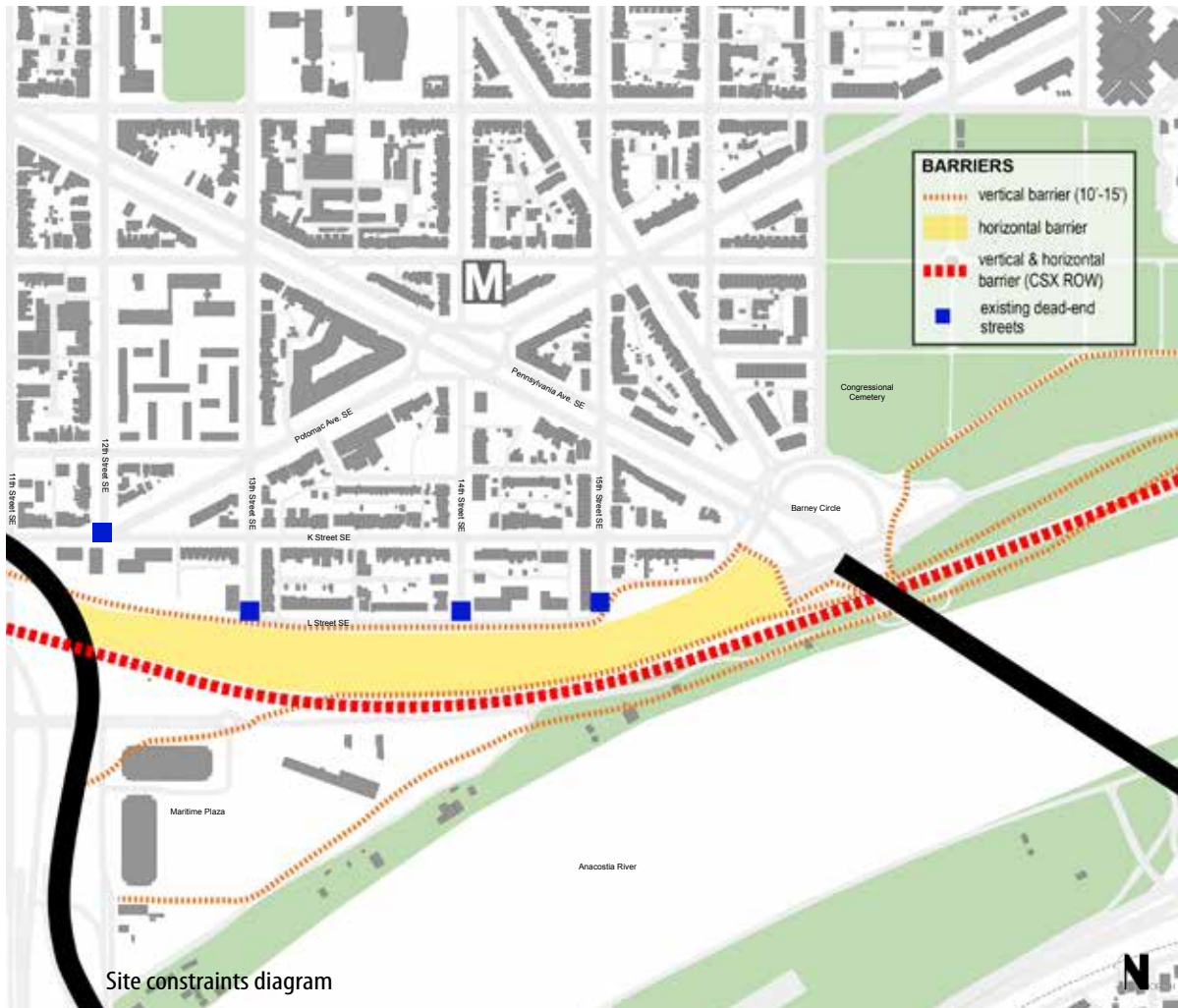
Existing underpass at Barney Circle

Photo-14

20-foot grade change from L Street SE to decommissioned freeway level

Photo-15

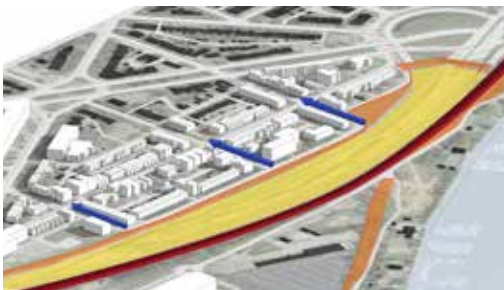
Grade changes at CSX tracks and decommissioned freeway



Site Constraints

A number of vertical and horizontal barriers exist in and around the study area, preventing connectivity between the Capitol Hill neighborhood to the north and the Anacostia River and waterfront to the south:

- 12th Street SE ends at K Street SE.
- 13th, 14th and 15th Streets SE end at L Street SE.
- There is a large drop in elevation between L Street SE and the SE Freeway right-of-way.
- There is a drop in elevation between the SE Freeway right-of-way and the CSX tracks.
- The CSX railway right-of-way is a barrier and makes vehicular connection to the waterfront challenging except at 12th Street SE.
- There is a drop in elevation from M Street SE to Boathouse Row and the Anacostia River.



From Left to Right

Photo-16

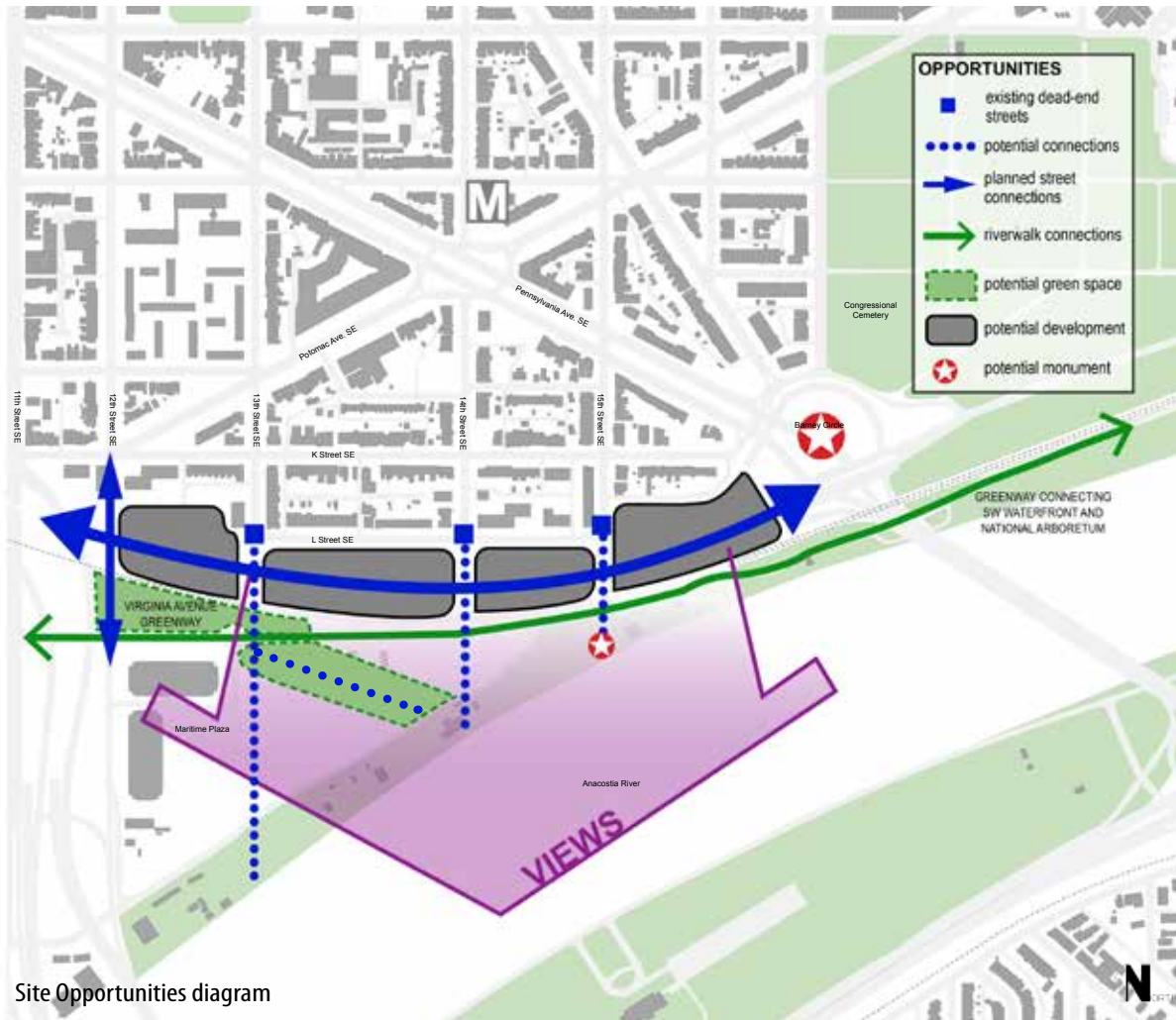
3-D diagram showing barriers to connectivity

Photo-17

View of drop in elevation at southern edge of L Street SE

Photo-18

CSX railroad tracks south of study area



Site Opportunities diagram

Site Opportunities

Opportunities to connect the Capitol Hill neighborhood and the Anacostia River waterfront exist by creating ways to mitigate or minimize the existing physical barriers with the potential reuse or redevelopment of the SE Freeway right-of-way:

- Grid streets that now dead-end could be extended south to the boulevard.
- Pedestrian and bicycle connections could be created across the CSX rail right-of-way with stairways and ramps down to M Street SE and the waterfront.
- Pedestrian/bike crossings could connect to Virginia Avenue SE, proposed to be enhanced in the future.
- Take advantage of views south to the Anacostia River and opportunities to integrate cultural elements or memorials/monuments.



From Left to Right

Photo-19

3-D diagram showing connectivity opportunities

Photo-20

Opportunities to connect from L Street SE to waterfront

Photo-21

Waterfront views along study area

3 CONCEPT A

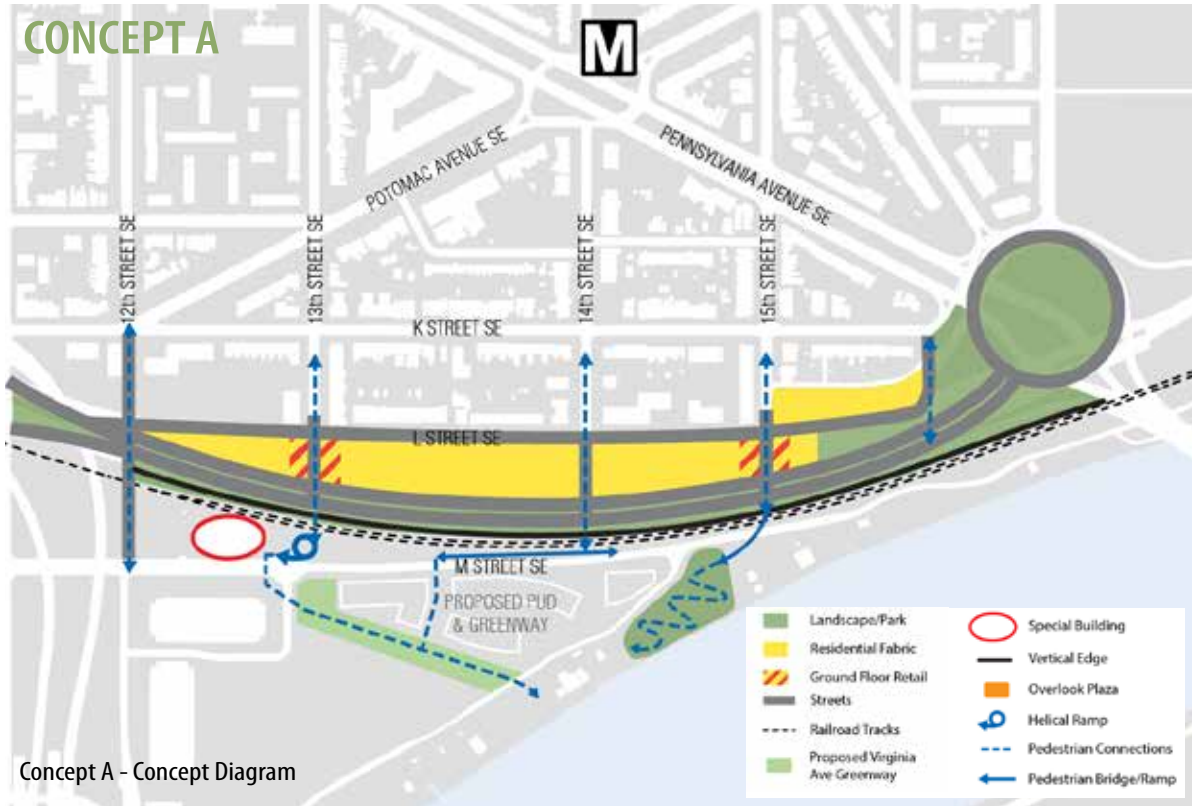
Concept A envisions a new tree-lined four lane boulevard, two lanes in each direction, with sidewalks, on street parking and bike lanes, immediately north of the CSX right-of-way. The Capitol Hill neighborhood fabric, and its street and block system, would be extended south toward the Anacostia River ending at the boulevard through the creation of additional development parcels within the existing freeway right-of-way. Connections across the CSX tracks and down to the Boathouse Row waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps. New rowhouses, mid-rise multifamily buildings, and green spaces could be developed on the new blocks.



Concept A - Illustrative Rendering



CONCEPT A



Concept A - Concept Diagram

NEW STREETS

- New 4-lane boulevard at the same elevation as L Street SE extends from 11th Street SE to Barney Circle.
- New boulevard integrates bike lanes and on-street parking.
- Grid streets - 12th, 13th, 14th, and 15th Streets SE extend south and connect to the new boulevard.
- L Street SE becomes double-sided with residential added to the south side of the street.

POTENTIAL LAND USES

- Moderate to medium density residential - predominantly multifamily and/or rowhouse.
- Potential for a small amount of new neighborhood commercial at ground floors of buildings along extension of 13th Street, SE close to Potomac Avenue SE and future extension of Virginia Avenue SE.
- Potential for a small amount of new neighborhood commercial at ground floors of buildings along extension of 15th Street SE, close to commercial uses near Barney

Circle.

- Potential future new park at Boathouse Row, in keeping with the Boathouse Row Planning Study.
- Potential for a future commercial or recreational building along M Street SE between 12th and 13th Streets SE.

CONNECTIONS TO WATERFRONT

- Pedestrian/bicycle connections across CSX tracks to Boathouse Row at 13th, 14th and 15th Streets SE.
- 13th Street SE connection could be a spiral ramp for pedestrians and cyclists. Allows connection across M Street SE to a future revitalized extension of Virginia Avenue SE.
- 14th Street SE could connect to M Street SE and to the waterfront via pedestrian stairs and ramp.
- 15th Street SE could connect to a new park at Boathouse Row, implementing an element of the Boathouse Row Planning Study.

BUS/STREETCAR PARKING

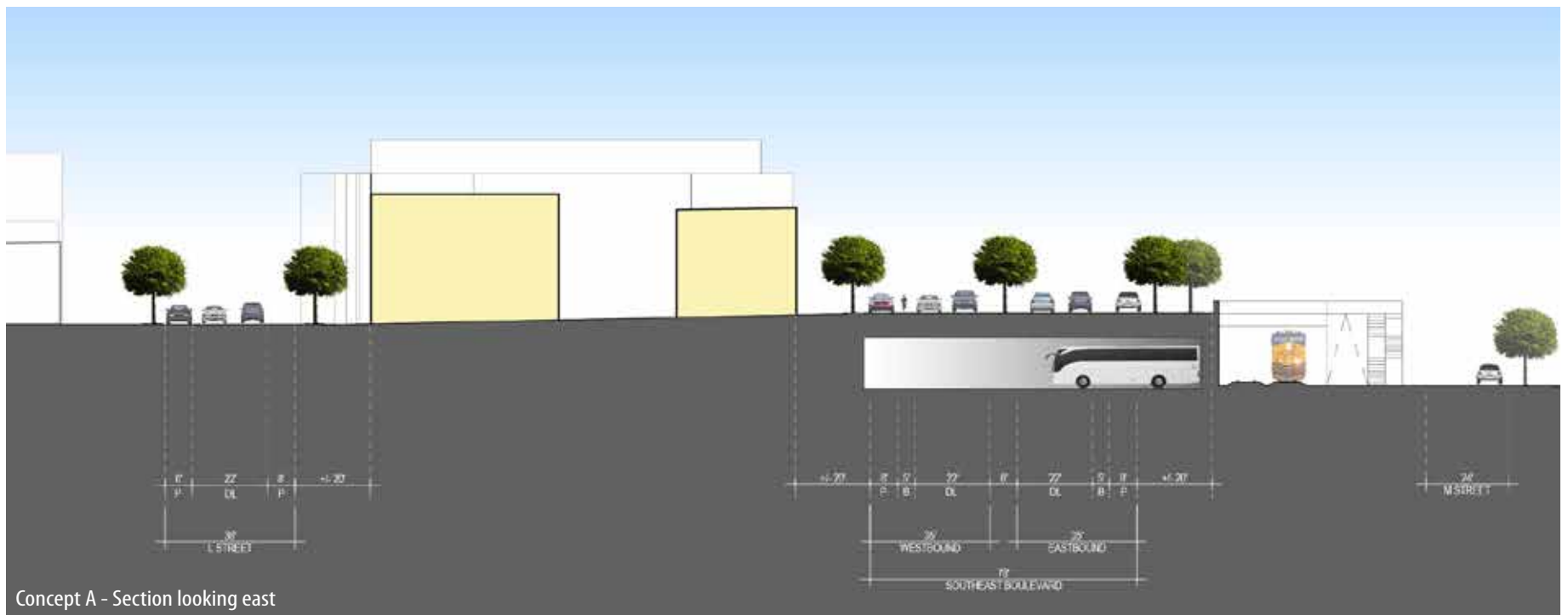
- Under-deck commuter/tour bus or streetcar parking could potentially be located below the new boulevard right-of-way.
- Entry/exit points for this parking area would be from 11th Street SE and/or Barney Circle only, ensuring vehicles do not circulate through the residential neighborhood.



Concept A - View looking southeast



Concept A - View looking southwest



Concept A - Section looking east



Concept A - View looking northeast

4 CONCEPT B

Concept B envisions a new tree-lined neighborhood street, one lane in each direction, with sidewalks, on street parking and an east-bound bike lane, immediately north of the CSX right-of-way. The Capitol Hill neighborhood fabric, and its street and block system, are extended south toward the Anacostia River ending at the boulevard through the creation of additional development parcels within the existing freeway right-of-way. Connections across the CSX tracks and down to the Boathouse Row waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps. New rowhouses, mid-rise multifamily buildings, and green spaces could be developed on the new blocks.



Concept B - Illustrative Rendering



CONCEPT B



Concept B - Concept Diagram

NEW STREETS

- 2-lane neighborhood street at L Street SE elevation extends from 11th Street SE to Barney Circle.
- New neighborhood street integrates bike lanes and on-street parking.
- Grid streets - 12th, 13th, 14th, 15th, and 16th Streets SE extend south and connect to new neighborhood streets.
- L Street SE becomes double-sided with residential buildings added to the south side of the street.

POTENTIAL LAND USES

- Moderate to medium density residential - predominantly multifamily and/or rowhouse.
- Potential for a small amount of new neighborhood commercial at ground floors of buildings along extension of 13th Street SE, close to Potomac Avenue SE and future revitalized Virginia Avenue SE.
- Potential for a small amount of new neighborhood commercial at ground floors of buildings along extension of 15th Street SE, close to commercial near Barney Circle.
- Potential future new park at Boathouse Row,

in keeping with the Boathouse Row Planning Study.

- Potential for a future commercial or recreational building along M Street SE between 12th and 13th Streets SE.

CONNECTIONS TO WATERFRONT

- Potential pedestrian/bicycle connections across CSX tracks to Boathouse Row at 13th, 14th and 15th Streets SE.
- 13th Street SE connection could be a spiral ramp for pedestrians and cyclists. Allows connection across M Street SE to future revitalized extension of Virginia Avenue SE.
- 14th Street SE could connect to M Street SE and waterfront via pedestrian stairs and ramp.
- 15th Street SE could connect to a new park at Boathouse Row, implementing an element of the Boathouse Row Planning Study. The park could be animated with a harbor bath (floating pool) on the Anacostia.

BUS PARKING

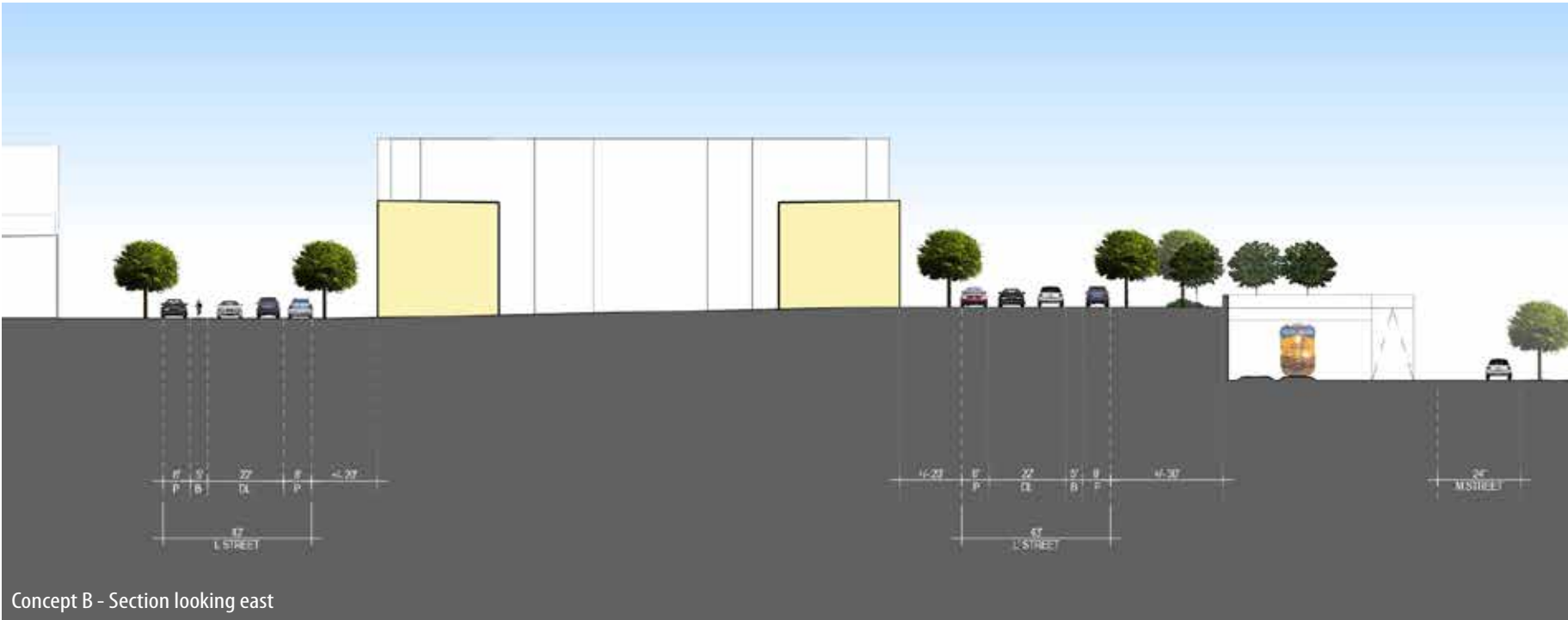
- Under-deck commuter/tour bus or streetcar parking may not be possible with this concept due to narrowness of street right-of-way.



Concept B - View looking southeast



Concept B - View looking southwest



Concept B - Section looking east



Concept B - View looking northeast

5 CONCEPT C

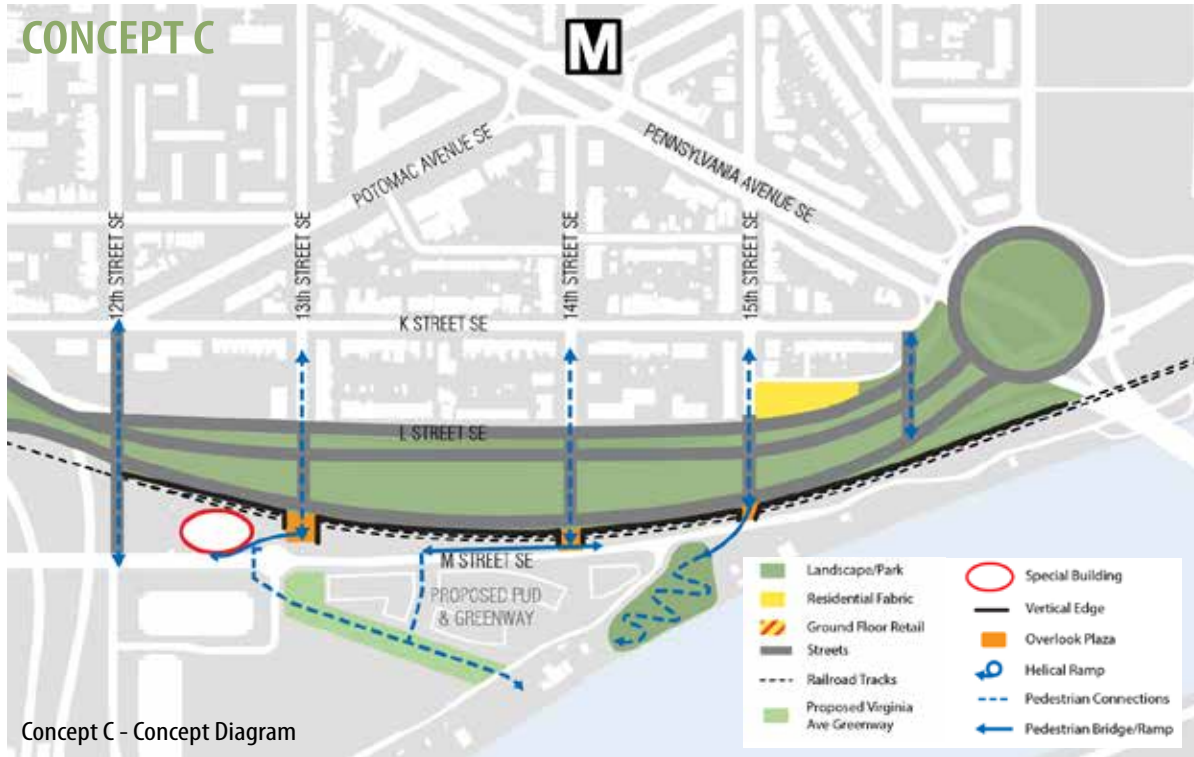
Concept C envisions a new four lane boulevard, split around either side of a large new neighborhood park immediately north of the CSX right-of-way. The boulevard's two westbound lanes would be located north of the park and the two eastbound lanes would be located south of the park. The Capitol Hill neighborhood street and block system, would be extended south toward the Anacostia River ending at the boulevard. Connections across the Boulevard and the CSX tracks and down to the Boathouse Row waterfront would be provided for pedestrians and cyclists at the ends of 13th, 14th, and 15th Streets SE via stairs and ramps.



Concept C - Illustrative Rendering



CONCEPT C



Concept C - Concept Diagram

NEW STREETS

- 4-lane boulevard extends from 11th Street SE to Barney Circle and splits around the new park with two westbound lanes north of the park and two eastbound lanes south of the park.
- Grid streets - 12th, 13th, 14th, 15th, and 16th Streets SE would extend south and connect to new park and split boulevard.
- L Street SE would be separated from the new roadways and park by a tree-lined promenade.

POTENTIAL LAND USES

- The predominant land use within the existing transportation right-of-way would be park space.
- A small amount of residential infill could be located at the extension of 15th and L Streets SE.
- Potential future new park at Boathouse Row, in keeping with the Boathouse Row Planning Study.
- Potential for a future building along M Street SE between 12th and 13th Streets.

CONNECTIONS TO WATERFRONT

- Potential pedestrian connections across CSX tracks to Boathouse Row at 13th, 14th and 15th Streets SE.
- 13th Street SE connection could be a spiral ramp for pedestrians and cyclists. Allows connection across M Street SE to future revitalized extension of Virginia Avenue SE.
- 14th Street SE could connect to M Street SE via pedestrian stairs and ramp.
- 15th Street SE could connect to a new park at Boathouse Row, implementing an element of the Boathouse Row Planning Study.

BUS PARKING

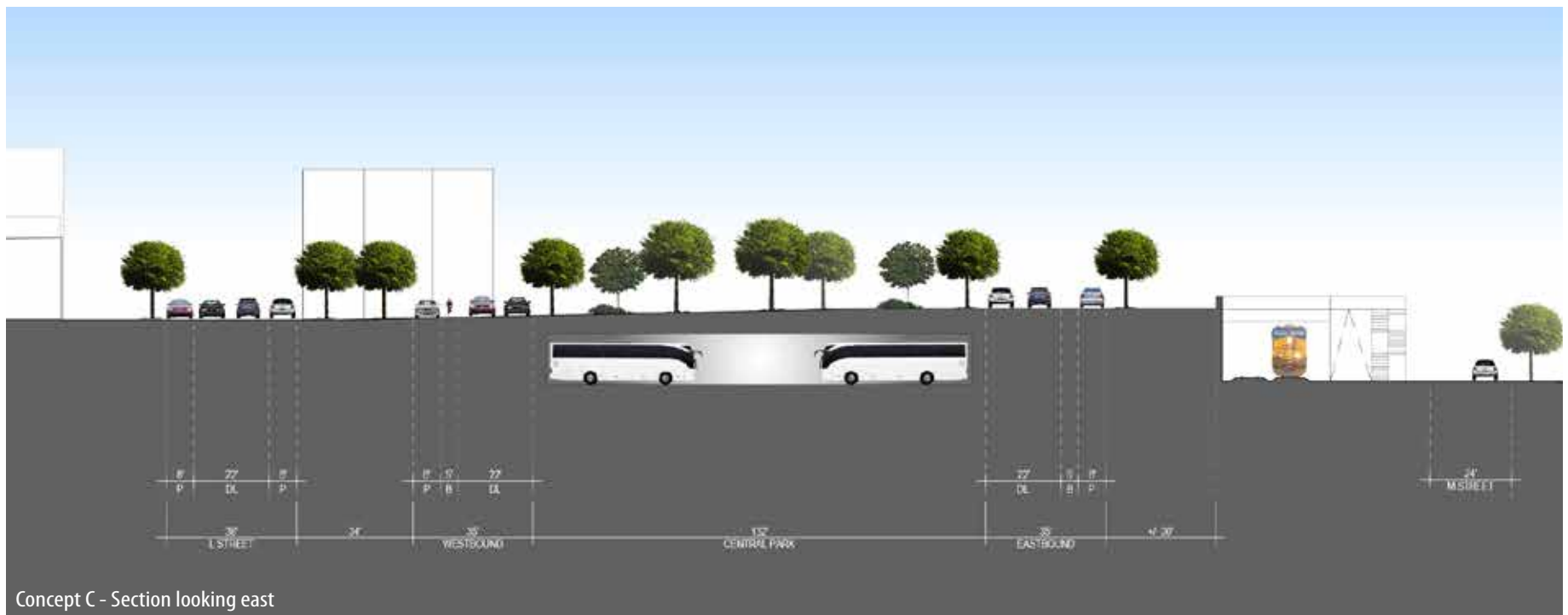
- Under-deck commuter/tour bus or streetcar parking could potentially be located below the new park and boulevard rights-of-way.
- Entry/exit points for this parking area would be from 11th Street SE and/or Barney Circle only, ensuring vehicles do not circulate through the residential neighborhood.



Concept C - View looking southeast



Concept C - View looking southwest



Concept C - Section looking east



Concept C - View looking northeast

6 COMMUNITY AND STAKEHOLDER INPUT

In addition to the participation of ANC 6B in the Project Advisory Team, this planning study provided two major opportunities for members of the public to weigh in on the concept designs and provide feedback. The first was a public meeting hosted by ANC 6B on August 4, 2014, where OP presented the initial set of seven concepts to the public. Comments received at that meeting were used to refine the concepts to a final set of three design options. OP presented these three design options at a public meeting hosted and facilitated by the ANC and the Ward 6 Councilmember on December 11, 2014. DDOT also attended and responded to community questions. In addition, OP provided two informal briefings to the Capitol Riverfront Business Improvement District (the BID), and received comments from BID staff on the concepts.

Because of the limited scope of this study, outreach efforts were focused primarily on residents of ANC 6B. Further study of the proposed Boulevard should involve additional public outreach efforts and engage a broad range of stakeholders, including users of the Anacostia bridges that connect to the study area.

The following is a summary of stakeholder and community comments received during and subsequent to the December 11, 2014 meeting on the three design concepts (Concepts A, B and C), as well as the resulting considerations for further refinements.

CONCEPT A

Many community members expressed support for the level of vitality that the new buildings

and residents would bring to the neighborhood. Some L Street SE residents expressed concern regarding the height and bulk of buildings shown. Several residents expressed interest in a hybrid approach to Concept A, which might include pocket parks or other types of green/open space interspersed with new buildings between L Street SE and the Boulevard, an approach that has the potential to meet multiple goals.

CONCEPT B

Many community members (including the Capitol Hill Restoration Society) expressed the opinion that if development takes place on the right-of-way, low-rise rowhouses are preferable. Some L Street SE residents expressed a concern that the direct connection of L Street





SE to Barney Circle, combined with a two-lane Southeast Boulevard, could lead to a spillover of regional traffic on L Street SE. If this concept is developed further, use of L Street SE as a major commuter connection should be discouraged through facility design and operational measures such as traffic calming.

CONCEPT C

Several community members expressed support for a significant amount of green space on the ROW. Concerns were raised about the programming and maintenance of the amount of green space shown in Concept C, including whether there is a sufficient population to activate it, and whether or not it would take away

from the revitalization of Boathouse Row and the Anacostia waterfront to the south of the study area.

7 CONCLUSION

Upon publication of this report, DDOT will serve as lead agency for a feasibility study of the project, with support from OP and DMPED. The DDOT-led feasibility study will evaluate the viability of the project at a high level to determine if the project can move forward. The results of this analysis will be communicated to the community prior to more advanced technical or environmental analysis.

The purpose of this planning study was not to identify a single “preferred alternative,” but rather to develop concepts that respond to the planning goals and objectives for the District and the community, which could be advanced through further study. If the project is determined to be feasible, OP recommends that the final concepts developed through this study be further evaluated through DDOT’s environmental process, with specific attention paid to the considerations identified through the Project Advisory Team review and public comment process. In addition, OP recommends that DDOT and OP develop a hybrid concept, which would be evaluated in the feasibility study. This hybrid would be based largely on the street network and development

program described in Concept A, but incorporate pocket parks or other public open space interspersed throughout the new development parcels in ways that enhance the neighborhood and support the viability of new development.

Refinements to Concepts A through C and the to-be-developed Hybrid Concept should reflect the following considerations per community feedback:

- Building massing and façade articulation in Concepts A and B should be responsive to the patterns of development on the north side of L Street SE.
- The design of concepts A and C has not advanced in sufficient detail to show potential entrances/exits for vehicles that might be parked in a facility under the Boulevard. It is likely that slip lanes will be needed for the entrances. The feasibility study should examine these issues in more detail, including how to reduce/eliminate/mitigate any impacts of bus or streetcar storage on the immediate neighborhood. Entrances and exits will need to account for pedestrian and bicycle use of the Boulevard, and ensure safety and accessibility for those users. In addition, while

the design of Concept B assumed that a vehicle storage facility would not be feasible due to the limited width remaining for the street right-of-way, creative solutions such as placing the facility underneath the buildings could be investigated.

- New intersections should be designed to ensure safe movements for all users and that pedestrian safety and walkability be prioritized.
- The design of roadways and future development should ensure that L Street SE remain a neighborhood street and not become a commuter corridor.
- In Concepts A and C, the width of the boulevard for general travel lanes has been drawn at 22 feet in each direction (i.e., two 11-foot travel lanes in each direction). In Concept B, the total width for travel lanes is assumed to be 22 feet (i.e., one 11-foot travel lane in each direction). The feasibility study should develop the concept design in further detail, and should assume 11 feet as an upper limit in lane width. Ten-foot lanes may be achievable. In general, narrower lanes have a positive impact on safety.¹ Narrowing the travel lanes may also present the opportunity

to provide protected bike lanes on the boulevard, rather than the 5-foot bike lanes shown in the concept drawings.

- Design of roadways and future development should protect and enhance existing street trees and incorporate new tree plantings.
- Affordable housing should be a strong component of any concept that moves forward that includes new development. It is anticipated that the site would be subject to the District's "Disposition of District Land Act of 2014" which makes stipulations for the affordable housing levels for development on publicly disposed land based on proximity to transit.
- A mix of housing should be included in any concept that includes buildings. This should include rowhouses for larger households, as well as apartments or condominiums.
- OP and other relevant agencies should explore in greater detail the potential uses of publicly-owned land outside of the transportation rights-of-way, whether for open space, public facilities, or private development.

¹ National Association of City Transportation Officials. Urban Street Design Guide. Washington: Island Press, 2013.

7 ACKNOWLEDGEMENTS

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SOUTHEAST BOULEVARD

Planning Study

Washington, DC

APPENDICES

SMITHGROUP JJR

APPENDIX A

REVIEW OF BACKGROUND DOCUMENTATION

This section provides a matrix summarizing the background information and studies reviewed in preparation for developing concepts for the Southeast Boulevard Planning Study. Documents reviewed include citywide and local plans and studies affecting or related to the Southeast Boulevard study area. This summary highlights and summarizes the most relevant guidance from this background information.

LIST OF DOCUMENTS AND STUDIES REVIEWED

1. Citywide Planning Context Documents
2. DC Comprehensive Plan - Citywide Elements, OP
3. DC Comprehensive Plan - Lower Anacostia Waterfront/Near Southwest Area Element, OP
4. Play DC - DC Parks and Recreation Master Plan - Vision Framework, DPR/OP, 2014
5. Sustainable DC Plan, OP, 2013
6. Capitol Riverfront Urban Design Framework Plan, 2013
7. Middle Anacostia River Crossings Transportation Study, DDOT, 2005
8. Anacostia Waterfront Framework Plan, and Target Area Plan & Riverwalk Design Guidelines, OP, 2003
9. Memorials and Museums Master Plan, NCPC, 2001
10. DC Comprehensive Plan - Capitol Hill Area Element, OP
11. Choice Neighborhoods, Washington DC, U Penn, 2010
12. Boathouse Row Planning Study, DMPED/OP, 2009
13. Hill East Reservation 13 Master Plan, OP, 2003
14. Reservation 13 Hill East Waterfront Draft Design Guidelines, OP, 2003
15. DC Tour Bus Management Initiative, NCPC, 2003
16. 11th Street Bridges final EIS, DDOT, 2007
17. DC Motorcoach Action Plan, DDOT, 2011
18. 17th and 19th Streets Safety Improvements Project, DDOT, 2012
19. Pennsylvania and Potomac Avenue SE Intersection Pedestrian Safety Study, DDOT, ongoing
20. Pennsylvania and Minnesota Avenues Intersection Improvement Project, DDOT, 2013

Comprehensive Plan - Citywide Elements

LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<p>Policy LU-1.2.1: Reuse of Large Publicly-Owned Sites:</p> <p>- Recognize the potential for large, government-owned properties to supply needed community services, create local housing and employment opportunities, remove barriers between neighborhoods, provide large and significant new parks, enhance waterfront access, and improve and stabilize the city's neighborhoods.</p>	<p>Policy PROS-3.2.3: Linkages Between the Waterfront and Nearby Neighborhoods - Establish stronger linkages between the waterfront and adjacent upland neighborhoods including ... Hill East, Capitol Hill, Barney Circle... Maximize public access to the waterfront from these areas through the development of a Riverwalk and shoreline trail, improved public transportation, redesigned bridges and freeways, and the extension of neighborhood streets and avenues to the water's edge.</p>	<p>Policy T-1.1.6: Transportation Support Facilities - Preserve existing transportation infrastructure support facilities where feasible. Locate new, efficient support facility locations for storage and/ or maintenance for Metrobus, commuter bus, tour bus, Metrorail, streetcar, commuter rail, and intercity rail.</p> <p>Policy T-2.2.2: Connecting District Neighborhoods - Improve connections between District neighborhoods through up-graded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. No freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government.</p>	<p>Policy UD-1.3.1: DC as a Waterfront City -Strengthen Washington's civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods.</p>	<p>Policy E-1.2.1: River Conservation - Improve environmental conditions along the Anacostia River and other water bodies, including shorelines, wetlands, islands, tributaries, and the rivers themselves. Particular attention should be given to eliminating toxic sediments, improving river edges to restore vegetation and reduce erosion, enhancing wetlands and wildlife habitat, creating new wetlands, and reducing litter.</p> <p>Policy E-1.2.2: Waterfront Habitat Restoration - Undertake a range of environmental initiatives along the Anacostia River to eliminate combined sewer overflows, reduce urban runoff, restore wetlands and tributary streams, increase oxygen levels in the water, remediate toxins in the riverbed, clean and redevelop contaminated brownfield sites, and enhance natural habitat.</p> <p>Policy E-1.3.1: Preventing Erosion - Ensure that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions. Support the use of retaining walls and other "best management practices" that reduce erosion hazards. Erosion requirements should be implemented through building permit and plan reviews, and enforced through the permitting and regulatory processes.</p> <p>Policy E-1.3.3: Reducing Sedimentation - Prevent sedimentation of rivers and streams by implementing comprehensive stormwater management measures, including regular maintenance of storm drains and catch basins and the use of sedimentation ponds where appropriate.</p> <p>Policy E-2.2.5: Energy Efficient Building and Site Planning - Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals.</p>

Comprehensive Plan - Citywide Elements cont'd.

LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/TRAN-SIT	URBAN DE-SIGN/ CON-NECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<p>Policy LU-1.2.2: Mix of Uses on Large Sites - Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses</p>	<p>Policy PROS-3.2.4: Waterfront Visibility and Accessibility - Improve access to the shoreline parks from across the city, reduce barriers to waterfront access created by railroads, freeways, and non-water dependent industrial uses. No freeway or highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government.</p>	<p>Action T-2.2.F: Commuter Bus Management Initiative - Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with tour bus parking, roaming, and idling around the city's major visitor attractions.</p> <p>Action T-3.5.A: Tour Bus Management Initiative (same).</p> <p>Policy T-3.5.1: Tour Bus Facilities - Develop carefully-planned parking areas, loading zones, and dedicated routes for tour buses and commuter buses to prevent tour and commuter bus parking in residential neighborhoods. Enforce and apply fines and penalties when tour and commuter bus parking and route regulations are violated.</p>	<p>Action UD-1.5.A: Waterfront Barriers - Continue to explore ways to address freeway and highway barriers along the Anacostia waterfront, including the removal of Water Street along the Southwest waterfront and the narrowing of I-395 at the Anacostia River. The city should also continue to study options for addressing the visual barrier presented by the Whitehurst Freeway and the physical barrier presented by the waterfront CSX rail line.</p>	<p>Policy E-3.1.1: Maximizing Permeable Surfaces - Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff.</p> <p>Action E-3.1.B: LID Demonstration Projects - Complete one demonstration project a year that illustrates use of Low Impact Development (LID) technology, and make the project standards and specifications available for application to other projects in the city. Such demonstration projects should be coordinated to maximize environmental benefits, monitored to evaluate their impacts, and expanded as time and money allow. 613.6</p> <p>Action E-3.1.C: Road Construction Standards - Explore changes to DDOT's street, gutter, curb, sidewalk, and parking lot standards that would accommodate expanded use of porous pavement (and other low impact development methods) on sidewalks, road surfaces, and other paved surfaces, or that would otherwise aid in controlling or improving the quality of runoff.</p> <p>Policy E-4.1.5: Improving Air Quality Through Transportation Efficiency - Promote strategies that reduce motor vehicle emissions in the District and surrounding region. As outlined in the Land Use and Transportation Elements of this Comprehensive Plan, this includes the development of a fully integrated regional system of buses, streetcars, rail transit, bicycles, taxis, and pedestrian facilities to make it easier and more convenient to travel without an automobile. It also includes the promotion of trip reduction measures such as videoconference facilities, telecommuting, flextime, and carpooling. Strategies to reduce congestion and idling time, such as improved signal timing and reversible commute lanes also should contribute to air quality improvement.</p> <p>Policy E-4.2.3: Control of Urban Runoff - Continue to implement water pollution control and "best management practice" measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.</p>

Comprehensive Plan - Lower Anacostia Waterfront/Near Southwest Area Element

LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<p>Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods - Revitalize and preserve established neighborhoods in the Waterfront Planning Area. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged.</p> <p>Policy AW-1.1.2: New Waterfront Neighborhoods - Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites.</p> <p>Policy AW-1.1.4: Waterfront Development Amenities - Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements.</p> <p>Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites - Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the city. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places.</p> <p>Policy AW-2.3.1: Restoring the Urban Pattern of the Near Southeast - Facilitate redevelopment of the Near Southeast by breaking down large contiguously owned government properties into individual development parcels in scale with the traditional urban street grid. Encourage high density mixed use development and open space on newly configured parcels, with new buildings designed and oriented to make the most of their waterfront or near-waterfront settings.</p> <p>Policy AW-2.3.3: Near Southeast Housing Opportunities - Significantly increase residential land uses in the Near Southeast, particularly in the Southeast Federal Center, Capper Carrollsburg, Canal Blocks, and South Capitol Gateway areas. Consistent with the existing zoning for these areas, mixed use development that includes housing as well as commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types.</p> <p>Policy AW-2.3.6: Near Southeast Urban Amenities - Leverage new development in the Near Southeast to create amenities such as parks, trails, child care facilities, civic uses, and retail space that serve the area's residents and workforce.</p>	<p>Policy AW-1.2.3: Waterfront Sports and Recreation Destinations - Develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront. Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure.</p> <p>Policy AW-2.3.6: Near Southeast Urban Amenities - Leverage new development in the Near Southeast to create amenities such as parks, trails, child care facilities, civic uses, and retail space that serve the area's residents and workforce.</p>	<p>Policy AW-1.1.7: Multi-modal Waterfront Streets - Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access.</p> <p>Policy AW-1.1.8: Barriers to Shoreline Access - Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, and industrial uses along the Anacostia River shoreline. In particular, the impacts of freeways on waterfront access should be mitigated by supporting the redesign of these facilities as tunnels or landscaped boulevards.</p> <p>Policy AW-2.3.5: Restoration of the L'Enfant Plan in Near Southeast - Restore key elements of the original L'Enfant street plan within Near Southeast, including the city street grid, the extension of New Jersey Avenue and 3rd and 4th Streets SE to the waterfront, and the possible replacement of the Southeast/Southwest Freeway with an at-grade boulevard (Virginia Avenue).</p>	<p>Action AW-2.3.A: Near Southeast Urban Design Plan Implementation - Implement the recommendations of the Near Southeast Urban Design Framework Plan, including zoning, financing, phasing, and infrastructure improvements.</p> <p>Policy AW-2.3.2: Near Southeast Shoreline Access - Improve shoreline access and movement to and through the Near Southeast by eliminating real and perceived barriers, improving public space and street corridors, reducing the amount of land occupied by surface parking and industrial uses, and encouraging new land uses that maximize public activity near the waterfront.</p>	

Anacostia Waterfront Framework Plan

LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<ul style="list-style-type: none"> • Smart Growth: Reduce land designated for highways and return to productive urban land uses. Reduce surface parking wherever feasible. • Streets and Streetscape: Minimize visual and physical impacts of railroad and highway infrastructure. • Incorporate place-making and public art along roadways and inside traffic circles. • Promote landscaping design in all roadway projects. • Neighborhoods: Potential location for new waterfront residential development along M Street 	<ul style="list-style-type: none"> • Continuous Riverwalk esplanade. • New Park at East M Street waterfront. • Park Access: Provide multi-modal access to RiverParks. • Park Access: Design transportation access projects as neighborhood gateways to the park system. • Active Uses: Balance regional and local recreational uses. • Active Uses: Coordinate places for large-scale civic gatherings with transit and infrastructure. • Maritime Recreation Zone - Boat-houses, biking, jogging, picnicking 	<ul style="list-style-type: none"> • Extend M Street to Barney Circle. • Create a new Waterfront Light Rail Line • Create a new park road at the Hill East waterfront for access to the RiverParks and Riverwalk to ensure a safe waterfront environment. • Waterfront Access: Mitigate regional transportation impacts on local neighborhoods. • Paralleling M Street, to the north runs the Southeast-Southwest Freeway. The freeway ends just past the 11th Street Bridges at Barney Circle, but since most traffic passes onto the 11th Street Bridges, the final segment of the freeway is underutilized. This segment could be adapted to form a beautiful park road extension of M Street that follows the river's course all the way to the National Arboretum. At Pennsylvania Avenue, the road will continue under Barney Circle, where it could join the park road system, reconnecting the disjointed neighborhood street network. For the first time, motorists could reach the National Arboretum and Kenilworth Park and Aquatic Gardens from the Mall and Southwest waterfront, via a waterfront route. • Barney Circle could be revamped as a ceremonial gateway. Narrowing the freeway will also allow neighborhood streets and pedestrian access to extend to the river when the CSX freight line is eventually relocated. • Connecting to Waterfront - Alternatively, the railroad could be bridged at each street – a costly but worth-while project – providing residents with an immediate vision of what can be accomplished at the Anacostia waterfront. • Tour Buses - Create tour bus parking that is convenient for drivers and tourists, thus keeping buses out of the neighborhoods. Sites being considered for tour bus parking include RFK Stadium, Buzzard Point, and areas below the Southeast Expressway. 	<ul style="list-style-type: none"> • Extend neighborhood street network to waterfront. • Waterfront Access: Restore the city grid to extend to the waterfront. • Waterfront Access: Provide exclusive bike lanes on roadways, and build the Riverwalk. 	<ul style="list-style-type: none"> • Water Quality - Seek to eliminate pollutant discharges into the watershed, including those originating in Maryland. • Air Quality - Aggressively promote public transit use and reduce automobile emissions. • Sustainable Design Practices - Promote stormwater recycling, retention, and filtration. • Sustainable Design Practices - Minimize all impervious surfaces and mitigate the urban heat-island effect. • Implement low-impact development practices throughout the watershed. • Enhance Boathouse Row.

Sustainable DC Plan				
LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/ TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<ul style="list-style-type: none"> • Built Environment 1.1 - Increase affordable housing in the District. • Built Environment 1.3 - Reduce required parking minimums and restrict surface parking for large developments. • Built Environment 2.5 - Locate new affordable housing in walkable neighborhoods. • Built Environment 4.3 - Incorporate best practice sustainability principles into neighborhood planning. • Built Environment 4.5 - Require all new buildings to be net-zero or net-positive. 	<ul style="list-style-type: none"> • Health and Wellness 1.1- Expand public park access and programming to promote healthy lifestyles through physical exercise. • Food 1.4 - Develop orchards or other food-producing landscaping on 5 acres of DC's public spaces. • Nature 1.4 - Develop orchards or other food-producing landscaping on 5 acres of DC's public spaces. • Nature 2.1 - Plant 8,600 new trees citywide per year until 2032. • Nature 2.4 - Require trees and green space on all new development sites. • Nature 2.5 - Stipulate use of native plant varieties for District government plantings and landscaping. • Nature 3.5 - Create small parks and green spaces in areas with inadequate open space. 	<ul style="list-style-type: none"> • Transportation 2.1 - Develop a citywide, 100 mile bicycle lane network. • Transportation 2.2 - Expand the Capital Bikeshare program by 200 stations. • Transportation 4.1 - Strictly limit idling engines. 	<ul style="list-style-type: none"> • Nature 3.2 - Expand the formal trail network for hiking and biking. 	<ul style="list-style-type: none"> • Climate and Environment 2.4 - Ensure transportation infrastructure can withstand the upper ranges of projected climate change impacts. • Energy 2.5 - Develop a wind farm in the region to power District government and private facilities. • Water 2.1 - Install 2 million new square feet of green roofs. • Water 2.2 - Increase the use of green infrastructure along public rights of way. • Water 3.3 - Expand use of neighborhood-scale water collection networks.

Play DC - Vision Framework				
LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
	<ul style="list-style-type: none"> • The Parkland Vision diagram on p. 29 indicates that the study area is not in need of additional park land. It also indicates that the park land along Boathouse Row is "of interest to DPR". • The Recreation Center Square Footage Per Capita by Neighborhood Cluster 2020 Population diagram indicates that the study area has only .39 SF of Recreation Center space per capita, among the lowest in the District. • The Recreation Center Vision diagram show that the study area is in need of a recreation center. Existing nearby recreation centers are shown as inadequate or substandard. • The Aquatic Facilities Vision diagram indicates that the study area is well served by aquatic facilities but is on the edge of an area that could use additional splash pads. • The Outdoor Facilities Vision diagram indicates that the study area is in moderate need of active outdoor recreation facilities. • The Program Needs by Neighborhood Cluster diagram indicates that the program priorities for the study area include Adult Fitness and Wellness programs, and Community Special Events programs. The desired programs for the study area include Youth Learn-to-Swim and Programs for People with Disabilities. • The Environmental Lands and Natural Areas Vision diagram indicates a proposed direct river connection for the study area. 			

NCPC Memorials and Museums Master Plan				
LAND USES/ BUILT ENVIRONMENT	PARKS, RECREATION, OPEN SPACE, AMENITIES	TRANSPORTATION/ TRANSIT	URBAN DESIGN/ CONNECTIVITY	ENVIRONMENT/ SUSTAINABILITY
<p>Barney Circle is identified as Site 15, for a potential museum or memorial:</p> <ul style="list-style-type: none"> • Gateway to L'Enfant City from east • Axis with US Capitol • Could be part of large Economic Development Strategy for area • Pedestrian/ vehicular issues need to be resolved. Redesign is an opportunity to incorporate memorial • Generally good site environmentally • Integrate existing NPS parkland and Anacostia River waterfront • Incorporate reciprocal views across river. <p>Site 63, along the north side of the Anacostia waterfront, at the end of 15th Street SE, is identified as another potential memorial site that could be integrated with future development and a water taxi landing</p>				

SUMMARY OF GUIDANCE FROM OTHER PLANNING CONTEXT DOCUMENTS

DC Comprehensive Plan - Capitol Hill Area Element, OP

- Community needs to be better connected to the Anacostia River
- High level of access to the planned network of shoreline parks and trails and to existing and planned boating facilities
- Continue to evaluate the transportation and land use impacts associated with the freeway's pro-posed replacement with an at-grade boulevard and tunnel.
- Ensure that the proposed Anacostia waterfront parks are designed and planned to benefit Capitol Hill residents, with efforts taken to create safe pedestrian, bicycle, and transit connections to the shoreline and to provide park facilities and services that respond to the needs of Hill East neighbor-hoods.

Choice Neighborhoods, Washington DC, University of Pennsylvania, 2010

- This study by University of Pennsylvania planning students analyzed opportunities for revitalizing and re-imagining existing low-income housing developments located adjacent to and north of the study area. Options for reconfiguring the physical layout of the existing developments into a mixed-income neighborhood included reestablishing the street grid and re-

connecting this neighborhood to the waterfront.

Boathouse Row Planning Study, DMPED/ OP, 2009

- The Boathouse Row Planning study analyzed a formerly National Park Service-owned strip of land along the Anacostia waterfront immediately south of the CSX rail line and the study area.
- The study includes land use, parks, recreation, and open space recommendations for enhancing Boathouse Row, guided by the Comprehensive Plan, the Anacostia Waterfront Framework Plan, and the 11th Street Bridges EIS.
- Recommendations include options for creating passive parks and green spaces along the waterfront between existing boat clubs, relocating the Anacostia Community Boathouse (now implemented), and balancing the needs of existing users and public waterfront access.
- The long-term vision for Boathouse Row is that the site and its users contribute positively to the restoration of the Anacostia River, providing active and passive sources of water recreation; that it is connected and accessible to surrounding neighborhoods and transit locations; that it is part of the larger riverfront park

system, providing areas for stewarding and enjoyment of habitat and vegetation; that it is one of the many memorable and distinct neighborhood destinations in the District; and that it is a focal point and vital element of the waterfront neighborhood of which it is a part.

Hill East Reservation 13 Master Plan and Design Guidelines, OP, 2003

- This master plan re-envisioned the Reservation 13 site, located northeast of the SE Boulevard study area as a beautiful public place that links existing neighborhood to the waterfront while also creating a mixed-use neighborhood that meets the needs of District residents for health care, recreation, civic space, and housing.
- Once implemented and occupied, the new development on this site will bring additional residents and employees to the area who will have the opportunity to enjoy proximity to the waterfront.

DC Tour Bus Management Initiative, NCPC, 2003

- Plan to ameliorate problems associated with tour busses in DC including pollution, pedestrian conflicts, and idling in residential neighborhoods

- Identified Barney Circle as potential site for up to 20 buses with site improvements

11th Street Bridges Final EIS, DDOT, 2007

- The District intends to remove the ramps connecting the 11th Street Bridges to the portion of the Southeast/ Southwest Freeway leading to Barney Circle and replace the roadway with what is de-scribed as the Southeast Freeway Boulevard.
- Each alternative (including the No-Build) assumes that the Southeast/ Southwest Freeway between 11th Street and Barney Circle would be downgraded to a boulevard, as outlined in the MAC Study. In addition, the direct ramps between the 11th Street Bridges and this section of the Southeast/ South-west Freeway would be eliminated. These modifications are being completed by DDOT as a separate project.
- Maritime Plaza expects to expand from two buildings to five. DDOT intends to remove the ramps connecting the westbound Southeast Freeway to the 11th Street Bridges and provide a boulevard treatment for the highway. This could open still more development opportunities.

DC Motorcoach Action Plan, DDOT, 2011

- This plan describes long-term and short-term citywide strategies for managing the activities of motor coaches in the city,

focusing primarily on parking.

- No mention of creating a space to store busses in the study area

17th and 19th Streets Safety Improvements Project, DDOT, 2013

- The 17th and 19th Street project will provide modifications and safety improvements for both vehicular and pedestrian traffic within the corridors between Potomac Avenue, SE and Benning Road, NE. Improvements to the evaluated areas include new roadway markings and signage, curb extensions (also known as bulb-outs), ADA sidewalk ramps, traffic signal upgrades and spot streetlight modifications.
- Improved conditions along 17th and 19th streets may result in increased bicycle and pedestrian activity and connectivity to the study area on the east end and through the neighborhood to waterfront

Pennsylvania and Potomac Avenue SE Intersection Pedestrian Safety Study, DDOT, ongoing

- Enhance safety at these street intersections for neighborhood pedestrians and transit users of the Potomac Avenue Metrorail Station and the numerous area bus stops
- Several comments expressed the need for the study to demonstrate the

connection between the Pennsylvania-Potomac Avenues intersection study, the Barney Circle and Southeast Boulevard transportation analysis and the Minnesota-Pennsylvania Avenue SE improvement projects.

- Better connectivity north/south to/from Metro may see greater use of Potomac Ave area for bicycle and pedestrian connection through neighborhoods to waterfront

Pennsylvania and Minnesota Avenues Intersection Improvement Project, DDOT, 2013

- Provide transportation improvements to the Pennsylvania and Minnesota Avenues, SE intersection in keeping with the District of Columbia's Great Streets Initiative as set forth in the 2007 Great Streets Framework Plan and the 2007 Revitalization of Pennsylvania Avenue, SE for the Great Streets Initiative Concepts Design Final Report (Great Streets Design Final Report).
- The project needs consist of improving pedestrian and vehicular safety; creating a consolidated, usable park space; improving multimodal connectivity and access; and support land use and community needs.
- Intersection improvements may encourage increased pedestrian activity, bringing more foot traffic across the Sousa Bridge to the waterfront.

APPENDIX B INITIAL CONCEPTS



Concept A1 – Avenue



STREET

- 4-lane boulevard at L-Street level
 - Backs up to CSX ROW
 - Vehicular connections to existing streets
 - Bike lanes
 - Parking on north side

DEVELOPMENT

- Medium Density Residential
 - Multifamily and/or rowhouse
 - Residential on north side of boulevard only
- Small amount of neighborhood commercial along 14th Street

SPECIAL PLACES/ SPACES

- New park at Boathouse Row
- Recreation Center along M Street

BUS PARKING

- Potential bus parking under boulevard
 - Entry exit points at 11th Street and Barney Circle only

CONNECTIONS TO WATERFRONT

- Pedestrian connections across CSX tracks to waterfront park at 13th, 14th and 15th
 - Monumental stair bridge connection to park at 14th Street
- Vehicular connection at 12th Street



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Concept A2 – Grid Extended



STREET

- Neighborhood Streets
 - Two lanes plus parking (two-way or one-way)
 - Residential both sides
 - Vehicular connections to existing streets
 - Possible bike lanes
 - Parking on both sides



DEVELOPMENT

- Moderate Density Residential
 - Multifamily and/or rowhouse
 - Separated from CSX ROW by street
- Small amount of neighborhood commercial along 15th Street



SPECIAL PLACES/ SPACES

- Linear Park along CSX ROW with overlooks
- New park at Boathouse Row

BUS PARKING

- None



CONNECTIONS TO WATERFRONT

- Pedestrian connections across CSX tracks at 13th, 14th and 15th
- Monumental stair bridge connection to waterfront at 14th Street
- Vehicular connection at 12th Street



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Concept A3 – L as Boulevard



STREET

- L Street as 4-lane boulevard
 - Residential both sides
 - Vehicular connections to existing streets
 - Bike lanes
 - Parking on both sides

DEVELOPMENT

- Medium Density Residential
 - Multifamily and/or rowhouse
 - Residential on both sides
- Small amount of neighborhood commercial along 14th Street

SPECIAL PLACES/ SPACES

- New park at Boathouse Row
- Recreation Center along new L Street

BUS PARKING

- Potential bus parking under boulevard
 - Entry exit points at 11th Street and Barney Circle only

CONNECTIONS TO WATERFRONT

- Linear Park above CSX ROW with pedestrian connections to waterfront park at 13th, 14th, and 15th Streets
- Monumental stair bridge connection to park at 14th Street
- Potential vehicular connection at 12th Street



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Concept B1 – Split Linear Park



STREET

- Neighborhood Streets surrounding linear park
 - Two lanes, one-way splitting off around park
 - Residential both sides of park
 - Vehicular connections to existing streets
 - Bike lanes
 - Parking along residential edge only



DEVELOPMENT

- Moderate Density Residential
 - Multifamily and/or rowhouse
 - Residential on both sides of linear park
- Backs up to CSX ROW
- No neighborhood commercial



SPECIAL PLACES/ SPACES

- Recreation Center along L Street
- Harbor Bath on the Anacostia

BUS PARKING

- Potential bus parking under boulevard
 - Entry exit points at 11th Street and Barney Circle only



CONNECTIONS TO WATERFRONT

- Pedestrian connections across CSX tracks at 13th, 14th, 15th and 16th Streets
- Monumental stair bridge connection to waterfront at 14th Street
- Potential vehicular connection at 12th Street



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Concept B2 - Parkway



STREET

- 4-lane boulevard at CSX level
 - Backs up to CSX ROW
 - No vehicular connections to existing streets
 - No on-street parking or bike lanes
 - Possible multi-use trail

DEVELOPMENT

- Moderate density residential
 - Rowhouse
 - Residential on north side only
- No neighborhood commercial

SPECIAL PLACES/ SPACES

- Office/Commercial on M Street

BUS PARKING

- No bus parking

CONNECTIONS TO WATERFRONT

- No pedestrian connections to waterfront
- No vehicular connection at 12th Street



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Concept C1 – Central Park



STREET

- Neighborhood Streets surrounding central park
 - Separated from L Street by Promenade
 - Two lanes, one-way, splitting off around park
 - Possible vehicular connections to existing streets
 - Possible bike lanes
 - Possible Parking

DEVELOPMENT

- Park Only (very minor amount of rowhouse residential)
- No neighborhood commercial

SPECIAL PLACES/ SPACES

- New park at Boathouse Row
- Institutional or Commercial Building along M St.

BUS PARKING

- Potential to have bus parking under central park
 - Entry exit points at 11th Street and Barney Circle only

CONNECTIONS TO WATERFRONT

- Pedestrian bridge connections across CSX tracks to waterfront at 13th, 14th, and 15th Streets
- Vehicular connection at 12th Street



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Concept C2 – Linear Park



STREET

- 4-lane boulevard at CSX level, below Linear Park
 - No vehicular connections to existing streets
 - No on-street bike lanes or parking
 - Possible multi-use trail

DEVELOPMENT

- Sculpted Linear Park at L Street level only (no residential)
- No neighborhood commercial

SPECIAL PLACES/ SPACES

- Cultural Building framing Barney Circle

BUS PARKING

- Potential to have bus parking under central park
 - Entry exit points at 11th Street and Barney Circle only

CONNECTIONS TO WATERFRONT

- Pedestrian bridge connections across CSX tracks to waterfront at 13th, 14th, and 15th Streets
- Vehicular connection at 12th Street



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