

The Vision

The Capitol Riverfront is uniquely positioned to become a new kind of DC waterfront; a connected, vibrant neighborhood of urban density, regional attractions and distinct local amenities.

The neighborhood is gaining momentum and has significant attractions, however development to date has often been diffused and disconnected. Barriers exist between destinations that interrupt the sense of community and allow emerging vibrancy to dissipate. It will take an emphasis on achieving strategic regional connections and developing an undeniably walkable character for the



Concept of future potential conditions along New Jersey Avenue at Tingey Square

Capitol Riverfront to optimize its potential and become, in effect, a new downtown by the water.

To achieve this goal, walkability must go beyond the sidewalk to permeate

the atmosphere and lifestyle of the community. To maximize its potential, the Capitol Riverfront must become increasingly engaging, accessible, comfortable, and convenient.



Conceptual rendering of the PEPCO substation as future industrial art on Half Street, SW looking south

A Critical Moment

32% of the projected build-out has been achieved. The neighborhood is now enjoying new restaurants and emerging retail destinations. Significant infrastructure projects like the 11th Street Bridges, South Capitol Street Bridge, Virginia Avenue Tunnel, and the DC streetcar system are under construction or in concurrent planning processes. Now is the time to align these

regional transportation components to maximize the opportunities in the Capitol Riverfront and adjoining destinations. This is also the opportune moment to enhance the finer grain circulation, build a sense of civic critical mass, optimize open space systems, and plan for the amenities necessary for an engaging and inclusive community.

Stakeholder Objectives

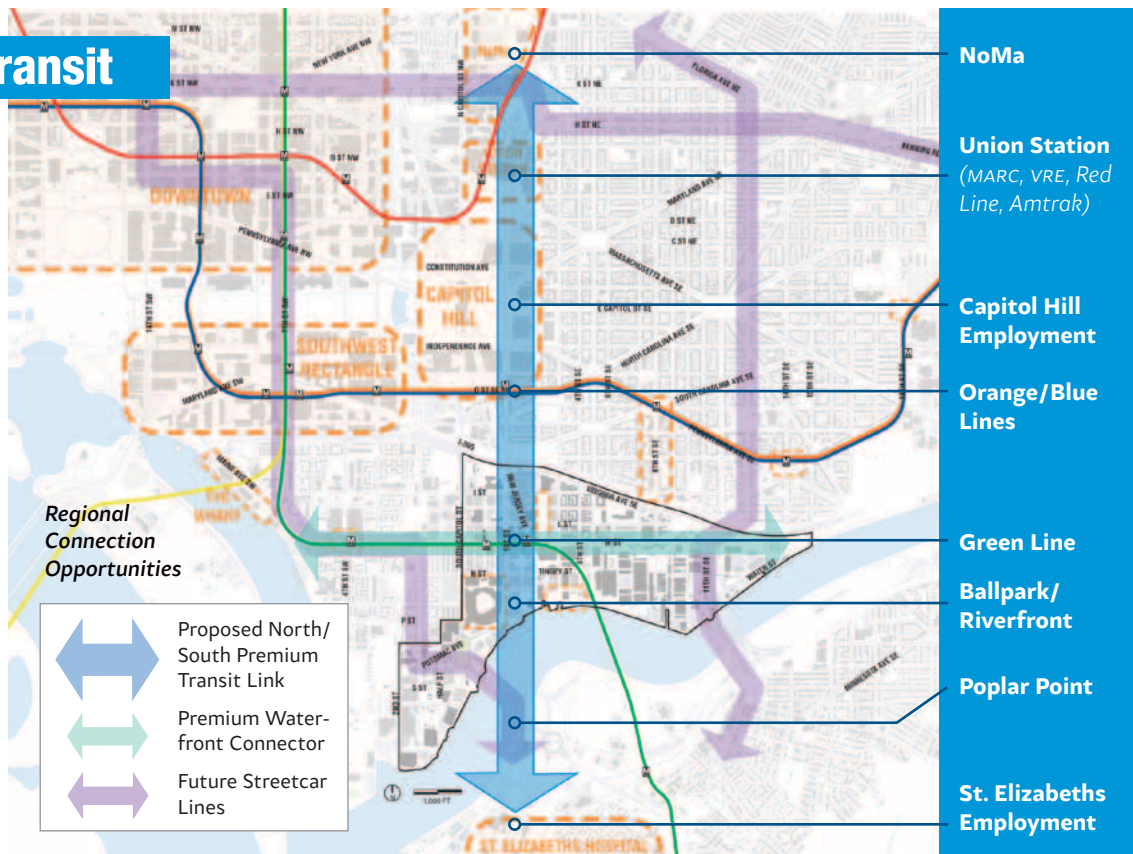
- Access and celebrate the river and parks.
- Create faster connections to Capitol Hill, Union Station, L'Enfant Plaza, & Downtown.
- Provide links to the SW Waterfront and St. Elizabeths Campus.
- Establish new transit choices to relieve pressures on the Green line and M Street, SE.
- Interconnect and animate the street and Riverwalk Trail network creating a pedestrian friendly environment.
- Continue tradition of creating and activating signature urban parks.
- Establish civic infrastructure for children and families.

Top 5 Initiatives

1 Regional Transit

Providing a direct high capacity transit link from Union Station to the St. Elizabeths campus can provide flexibility, redundancy, and relief to the regional metro system. New district streetcar service and a premium east/west connector between the waterfronts is needed as well to meet regional demands.

These regional transit opportunities should be studied further in the EIS for the South Capitol Street Bridge and explored in DDOT's and WMATA's long range transportation planning.

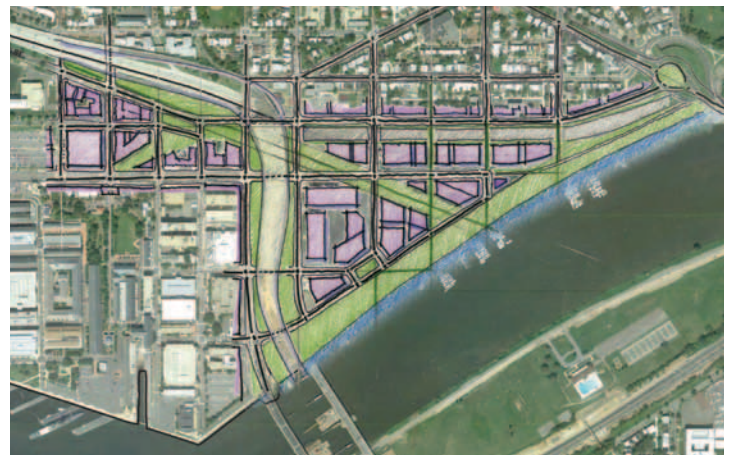


2 Local Circulation

New connections are necessary to better distribute traffic through an interconnected and flexible grid. Connecting Eye Street, SE, Virginia Avenue, SE, and L Street, SE can take pressure off of M Street, SE and allow for greater pedestrian space and other lane configurations to enhance M Street, SE.

The following local circulation initiatives are recommended:

- Potential realignment of CSX tracks will facilitate connections from Capitol Hill to Boathouse Row.
- Improvements to M, Eye, and First Streets, SE, New Jersey and Virginia Avenues, SE.
- A better connected bicycle network.
- Improved South Capitol Street crossings.



Boathouse Row Connectivity: Shifting the rail tracks northward allows for better vehicular and pedestrian connectivity and new development opportunities.

M Street, SE
Median Option



M Street, SE
Flex Lane Option





Virginia Avenue Greenway

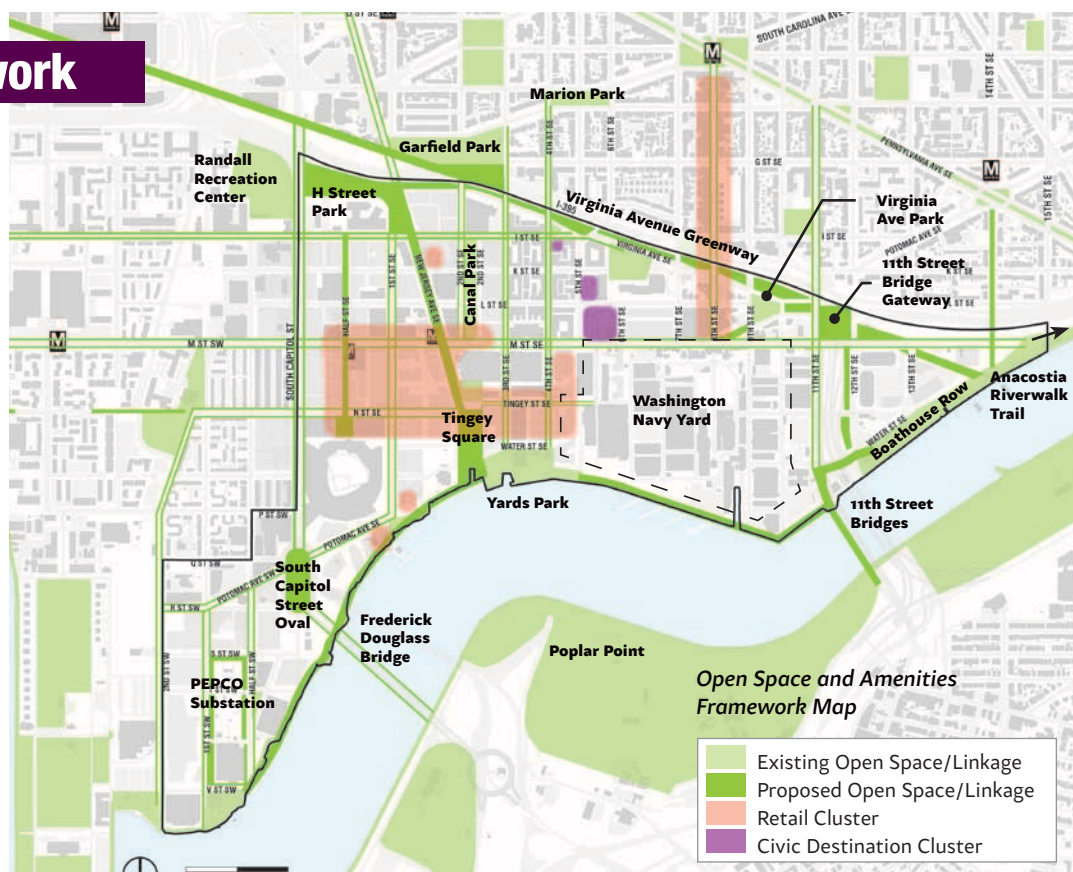
3 Open Space

The **open space framework** seeks to better link existing parks and provide new opportunities for active recreation, relaxation, and community events.

- Half Street Gallery
- Tingey Square
- Virginia Avenue Greenway
- H Street Park
- 11th Street Bridge Gateway
- South Capitol Street Oval
- PEPCO Substation

4 Civic Framework

Civic destinations are as critical to a complete community as retail activators. Two key civic opportunities emerged during the planning process. *The Van Ness school site* and adjacent Joy Evans Recreation Center site can be combined to develop a new school for DCPS as well as parcels for private development. Similarly, a new *Capper Carrollsburg Recreation Center* can support recreation facilities as well as child care, computer labs, a game room and community meeting rooms. Together, these adjacent facilities along with other potential civic uses in the neighborhood, such as a post office and library, will begin creating the civic framework.



Conceptual Triangle Art Park

5 Clustered Retail & Interim Use

Retail uses activate the public realm by attracting residents and visitors and are essential to achieving an urban, high density environment.

Interim uses, such as Triangle Art Park, are proposed to activate the public realm prior to future development and as retail activators continue to be established.

Near term interim uses and future retail should be clustered at the core of the community to create a dynamic synergy with walkable retail, entertainment, and open space attractions.

This activation cluster builds on the findings of the BID's 2012 *Retail Analysis and Absorption Study*.

Action

Early action priorities focus on two fundamental approaches. The first focus area addresses advocacy initiatives aimed at building support for long term infrastructure and development projects. The second focus area is construction projects that will overcome community barriers, animate public spaces, and strengthen neighborhood character.



LEGO bridge in Germany, as example of underpass art installation. (photo: Johnmichael)



A temporary venue for active recreation could occur at the Florida Rock parcel prior to later development phases

Long Term Advocacy Initiatives

- North/south and east/west transit and bicycle connectivity
- Eye Street, SE/Virginia Avenue, SE/L Street, SE two-way connection to Barney's Circle
- Virginia Avenue, SE park system and connective greenway
- Van Ness School site redevelopment and reopening
- Capper Carrollsborg Recreation Center development
- Maritime Plaza/Boathouse Row pedestrian and vehicular connectivity
- South Capitol Street crossings and "oval" refinement
- Tingey Square Piazza and DC Water Pump Station reuse
- Navy Yard Museum relocation within the Capitol Riverfront
- Signature attraction to anchor redevelopment at Buzzard Point

Near Term Implementation

- Triangle Art Park at southwest corner of New Jersey Avenue, SE and M Street, SE
- Linear museum along Navy Yard wall and both sides of M Street, SE from 5th to 8th Streets, SE
- Gateway art installation on 8th Street, SE, south of the underpass
- Pedestrian crossing improvements and art installation at Eye Street, SE and South Capitol Street
- Painted bike lanes/markings on Potomac Avenue, SE/SW, Eye Street, SE, and 1st, 4th, and 6th Streets, SE
- Linear nursery along the southern edge of M Street, SE between New Jersey Avenue, SE and First Street, SE
- Interim recreation elements at Florida Rock Phase II Site
- Initial exhibition at Half Street, SE Gallery
- Underpass art installations at 2nd, 3rd, 4th, 6th, and 7th Streets, SE



Example of a Naval History exhibition on the Navy Yard Wall