Introduction
The Capitol Riverfront is a new urban neighborhood on the Anacostia River just five blocks south of the U.S. Capitol building. Approximately 500 acres in size, at build-out it will contain over 36 million square feet of development and 60% of the neighborhood will have been built as new construction for office, residential, retail, hotel, entertainment and park uses. The neighborhood is anchored by the historic Navy Yard campus, the Washington Nationals Ball Park, the federal DOT headquarters building, numerous private office buildings, and an established and growing residential population. A series of new parks has been developed, including the 5.5 acre Yards Park that provides direct access to the Anacostia and a 20-mile riverwalk trail.

The neighborhood evolved as an industrial and manufacturing center, and expanded with the growth of the Navy Yard, which employed over 25,000 workers during WWII. After the war effort, the neighborhood went largely un-noticed as the industrial backyard of the District. However, due to the build-out of downtown and increasing development pressures on Metro accessible, downtown adjacent neighborhoods, the Capitol Riverfront has been discovered as a riverfront redevelopment site with close proximity to the Hill and the CBD, with excellent regional accessibility.

As a “new city” within the District, certain elements of its maritime and industrial heritage will be preserved and renovated with new uses – office, entertainment/restaurant, retail, and residential. However, most of the neighborhood outside of the Navy Yard campus has been a blank slate for new development, with a new architectural language exhibited by office and residential buildings alike. The neighborhood has been master planned and zoned as a high density, mixed-use community and in recent years we have realized approximately 11 million SF of new development. Please reference the development chart in a subsequent section for a full description of the neighborhood’s development dynamic.

This shift from an industrial/manufacturing area to a high density, mixed use TOD community is creating a new cityscape with a public realm connecting a variety of sub-districts. One of the goals of the BID and our board of directors is to create a high quality public realm that is functional, attractive and memorable. We will not have the advantage of retail and restaurants in every neighborhood block face to serve as a connector and animator of the public realm. We will need attractive landscape and streetscape systems to help frame the public right-of-way, effective signage to give direction and information, public art to enliven smaller public
spaces, and an M Street corridor that serves a variety of surface transportation modes as well as the pedestrian.

Purpose of the Urban Design Framework Plan
The Capitol Riverfront Business Improvement District (BID) is seeking proposals from firms to establish an Urban Design Framework Plan for the public realm in the 500 acre area of the BID. This proposed framework plan will establish a range of guidelines, standards, and strategies for investments in the public realm to create a comprehensive look and feel to the BID’s public spaces – streets, sidewalks, street furniture, landscape systems, signage, etc. This will be a strategic investment plan for our public realm setting a range of policies and standards that will define the quality of the public realm and the key public and private investments that will fulfill the vision of the framework plan. The investment strategy will establish a schedule of priority actions to maximize the impact of public and private investment while achieving the goals of the overall framework plan.

Key Themes to Consider:

- **A Comprehensive Street Hierarchy** – a hierarchy of streets should be established based on their connectivity to other sub-districts in the BID and activity centers outside the BID. These primary and secondary corridors can be highlighted through streetscape and landscape systems, signage, retail frontage, etc.
- **Streetscape & Landscape Systems** – how can these systems be used to define the street hierarchy and create a high quality public realm while exhibiting high functionality? How can lighting systems help define the public realm, as well as individual buildings and storefronts?
- **Retail Experience & Integration** – how can the streets and sidewalks support the emerging retail and restaurant clusters and make logical connections to these activity centers? How do we accommodate outdoor dining zones along a variety of streets?
- **M Street Corridor** – M Street, SE is the BID’s major east/west corridor that links the entire BID to other neighborhoods and provides options for transit modes. How can we make this a special public realm while accommodating a variety of surface transit modes, including the proposed street car line?
- **Connectivity/Circulation** – how does the current street network support connectivity and linkage to activity centers in the BID and to other neighborhoods? How can it be improved, especially at connection points at the SE/SW Freeway underpasses?
- **Civic Art + Infrastructure** – how can public art be incorporated into the public realm to animate and enliven it, especially in areas lacking retail frontage? How can public infrastructure projects exhibit quality design that is perceived as civic “art”?
- **Placemaking** – how can we design the public realm to be a true place with its own special feel and destination qualities, and not just an area that provides transition from one activity center to another?
- **Arrival at the BID** – how do we create a sense of arrival at the gateways to our neighborhood, especially at the SE/SW freeway underpasses? What are the most significant gateways or arrival points for our neighborhood and how should they be defined and treated?
- **Stormwater Run-Off + Green** – the Capitol Riverfront neighborhood is committed to storm water management and the “greening” of the BID. How do we employ storm water capture systems that are not only functional but aesthetically pleasing? How do
we create a functional and beautiful street tree canopy that reinforces the streetscape and landscape systems?

- **The Private Envelope** – how do we encourage good design of the building facades that front on major public realms (the private envelope but could be public buildings as well). Not every façade will have retail, but should serve to enliven or visually animate the public realm in some capacity.

- **Access & Modality** – how do we insure that the public realm accommodates all forms of access and transportation modality – autos, buses, pedestrians, bicycles, street cars, delivery vehicles, etc.?

**Neighborhood History**
Throughout its history the Capitol Riverfront has been anchored by the Washington Navy Yard, the longest continually operating naval facility in the country. From the 18th century until the end of World War II, the Capitol Riverfront was a lively waterfront with vibrant commercial districts, streetcars, and a riverfront residential community. After WWII, the Washington Navy Yard reduced its manufacturing operations, which slowed the economic activity of the area. Around this same time, the elevated portion of the Southeast-Southwest Freeway was completed, creating a physical barrier between Capitol Hill and the Anacostia River. The neighborhood then languished as a development area until the late-1990s.

**Transformation**
The 1995 Base Realignment and Closure Act (BRAC) decision consolidated the Naval Sea Systems Command (NAVSEA) operations to the Navy Yard and refocused attention and investment in the Capitol Riverfront. Over 7,000 NAVSEA employees relocated to the Navy Yard campus, causing a small office development boom along M Street to house the defense contractors working with NAVSEA. In 2003 the City began to re-envision the Anacostia River and the Capitol Riverfront neighborhood with The Anacostia Waterfront Initiative (AWI). The AWI, adopted by then Mayor Williams and the District Council, is a framework plan to advance the Anacostia River’s clean-up, identify opportunities to increase access to the river, target areas for new development and pioneer innovative Green practices in new development. Following the implementation of the AWI Plan, the Capitol Riverfront has benefited from significant public and private sector investments (click here for detailed timeline). The neighborhood has seen over $1.2 billion in public investment that has leveraged more than $2 billion of private sector investment.

Key points in the transformation and future development of the Capitol Riverfront include:

- The 1995 BRAC consolidation of Naval Sea Systems Command headquarters operations at the Navy Yard campus.
- The Anacostia Waterfront Initiative (AWI Plan) adopted by Mayor Williams and the District Council in 2003 advanced the river’s clean-up and identified opportunities to increase access to the river and target new areas for development.
- The site for Nationals Park in the Capitol Riverfront was chosen by the DC government as the most viable of four possibilities for the MLB ballpark. The ballpark construction broke ground in early 2006, and 2008 marked the Washington Nationals’ first season in Nationals Park.
- In 2003 the Arthur Capper Carrollsburg public housing complex received a HOPE VI grant for its demolition and total reconstruction. Demolition began in 2004 and the new construction began in 2005.
The site for the new U.S. Department of Transportation headquarters was selected on M Street in the former SE Federal Center campus in 2003. The new 2 million SF headquarters building opened in 2007, and is home to 7,000 employees.

Also in 2003, Forest City Washington was chosen as developer for the 42-acre SE Federal Center campus, bringing national attention to this mixed use neighborhood development. The Yards development will include 2,800 residential units, almost 2 million SF of commercial space, 400,000 SF of neighborhood retail and restaurant space, and the 5.5 acre Yards Park (completed).

Today, the Capitol Riverfront is a vibrant 500-acre, high density, mixed-use urban neighborhood, featuring one and a half miles of river frontage with direct Metro access at the Navy Yard Station and within walking distance to Capitol South and Eastern Market Stations. Upon build-out, the Capitol Riverfront will contain approximately 36+ million SF of development in the following land use categories:

- Office – 17 million SF (currently 7 million SF built, 35,000 employees)
- Residential – 10,000 units (currently 2,677 units built, 3,600 residents)
- Retail – 1 million SF (120,000 built, 150,000 under construction)
- Hotel – up to 1,500 rooms (currently 204 room Marriott Courtyard)
- Parks/Open Space – Diamond Teague Park & Piers, Yards Park, Virginia Avenue Park, Canal Park under construction, Tingey Plaza planned. The three new parks will create approximately 10 acres of new open space, while the Anacostia River offers 1.5 miles of river frontage in the Capitol Riverfront.

### Planning Context

As a result of the Anacostia Waterfront Initiative (AWI) Framework Plan and the work of NCPC and the DC Office of Planning on the Capitol Overlay District, the Capitol Riverfront has largely been master planned and zoned for a high density, mixed-use neighborhood. The transition from an industrial/manufacturing based neighborhood to the mixed-used neighborhood we see today creates identity and sense of place issues for the neighborhood, particularly in the public realm. While the Front is on the cusp of a critical mass of buildings and uses that will firmly establish it as an urban, high density TOD neighborhood with a mix of uses, there are still vestiges of our former industrial heritage that do not reflect the ultimate vision and desired public realm qualities.
Large public planning and construction projects have also begun to initially define the character of the neighborhood and to create critical mass:

- **Nationals Park** – this 17 acre baseball stadium and parking facilities were completed in 2008, bringing the team and fans to the area. The stadium construction also achieved numerous infrastructure upgrades including water and sewer, new streets, an expanded Navy Yard Metro Half Street entrance, and the lowering and re-engineering of the South Capitol Street Bridge.

- **Arthur Capper Carrollsburg** – the demolition and reconstruction of this DCHA public housing complex brought physical and perceptual change to the neighborhood. The rebuild features a one to one replacement of all 770 publically subsidized housing units, plus the construction of an additional 1,100 blended income units. The rebuild also incorporates an upgrade of underground utilities for the higher densities, and new streets, curbs and gutters.

- **Federal Department of Transportation (DOT) Building** – the 2 million SF Federal DOT headquarters building opened in 2007 bringing approximately 7,000 to the neighborhood, and the new construction upgraded underground utilities and surrounding streets as well.

- **Yards Project** – the 42-acre Yards project by Forest City Washington will be a major mixed-use activity center in the neighborhood. Preliminary site and utility work, financed by the SEFC PILOT bond, is complete, including new water and sewer lines, new streets for the project, the construction of the 5.5 acre Yards Park, and flood plain and environmental remediation.

- **Anacostia Riverwalk Trail System** – a 1.1 mile segment of this riverfront trail system has been completed and is open to the public.

- **Eye Street, SE** – Eye Street is a secondary east/west connector street through the neighborhood and a missing section east of New Jersey Avenue, SE will rebuilt and opened in 2013, thereby enhancing our east/west circulation patterns.

Over $1.2 billion has been invested in the neighborhood by the Federal and DC Governments on a variety of public infrastructure and building projects. It is anticipated that another $1 billion will be invested in the Capitol Riverfront on the South Capital Street Bridge and corridor reconstruction, and the M Street streetcar line project.

**Problem Statement**

The Capitol Riverfront neighborhood is going through a rapid transformation and will experience multiple development cycles in achieving its ultimate build-out scenario. As with any major development project of this size involving multiple property owners and development groups, there is no master developer to phase construction, create critical mass, or make large scale improvements to the public realm. The recession of 2007-2011 also caused many projects to delay building starts. The neighborhood has benefited from the City’s overall vision and a zoning framework established by the Office of Planning to support that vision. As of second quarter 2012, we have achieved approximately 11 million SF of development, representing roughly 28% of our ultimate 36 million SF of build-out. But the development has not been in a sequenced or phased scenario that has resulted in a critical mass of buildings that creates a “town center” feel and there remain significant vacant parcels and “gaps” in the proposed urban street wall system. With this large inventory of vacant, undeveloped parcels still waiting for future development, the lack of a comprehensive look and feel to the neighborhood’s public realm is evidenced by:

- Multiple sidewalk paving materials, often with sections of sidewalk missing
- Multiple street light fixtures
- Different style and size tree boxes/planters
- No coordinated, neighborhood wide streetscape system in place – benches, bike racks, planters, etc.
- No overall tree/landscape plan for the neighborhood
- A lack of coordinated informational and directional signage
- No real plan for sidewalk café/outdoor dining space
- No sense of hierarchy to streets and pedestrian ROW
- No sense of arrival at gateways or entry points into the neighborhood, especially at the SE/SW Freeway underpasses

A comprehensive and well designed public realm could provide an overall feel of quality to the neighborhood while serving to link together many of the individual building projects. This framework of public realm investments would serve to illustrate the future vision for the neighborhood, link emerging activity centers and public parks to one another, and provide definition to an uncoordinated public environment in certain areas of the neighborhood.

The Urban Design Framework Plan can also serve as an investment strategy for the public realm and suggest which investments will leverage the best results – look and feel of the neighborhood, connectivity, new private development, etc.

The selected firm will need to be fluent in the IMI walkability index and work with Brookings/GWU to conduct an ‘IMI census” of the block units within the Capitol Riverfront. This census will serve as a benchmark to measure the effectiveness of future investments in the public realm as well as help guide and target the BIDs resources to leverage the highest returns.

**Other Studies as Resources**
Fortunately, as a part of the AWI planning process, a series of design standards was created for the AWI corridor: the *Anacostia Waterfront Transportation Architecture Design Guidelines*. This project should review that document for its ongoing relevance and applicability to the Capitol Riverfront.

Other planning documents and studies that should be referenced as background for this project include:
- *2006 Revised Comp Plan*
- *Center City Action Agenda (2008)*
- *Capitol Gateway Overlay*
- *SE/SW Waterfront Transportation & Planning Study (currently underway)*
- *Anacostia Waterfront Initiative (September 2003)*
- *Anacostia Waterfront Initiative: 10 Years of Progress (September 2010)*

These documents are all summarized in the attached Appendix A.

Several other public infrastructure and transportation/access projects are currently underway and will impact the public realm of the neighborhood, while hopefully improving accessibility and infrastructure capacity. These projects are summarized in the attached Appendix B and are as follows:
Map & Boundaries
The Capitol Riverfront BID is a 500-acre neighborhood located 5 blocks south of the U.S. Capitol and on the northern banks of the Anacostia River. Our official boundaries are as follows:
- To the north by I-395 (SE/SW Freeway)
- To the south by the Anacostia River
- To the east by 15th Street, SE
- To the west by South Capitol Street and the Frederick Douglass Bridge (an extension west to 2nd Street, SW and Q/P Streets, SW includes the Buzzard’s Point area)

Possible Scope of Services
The following is a draft outline of a possible scope of services for the project. Please use this as a guide when preparing your own scope of services response to the RFP request.

I. Kick-Off Meeting & Interviews
   A. Finalize Scope of Services
   B. Goals & Objectives
   C. Deliverables
   D. Set Schedule of Meetings with Board & Stakeholders
   E. Set Schedule of Meetings with DC Agencies

II. Research & Data Collection
   A. Assemble & Review all Relevant Planning Studies & Documents
   B. Field Analysis & Data Collection
   C. Meetings with Appropriate DC Agencies

III. Analysis
A. Lessons from Previous Studies
B. Physical Framework – streets, parks & open space, landscape & streetscape systems, etc.
C. Urban Design Analysis
D. Linkages & Activity Centers
E. Pedestrian, Vehicle & Transit Analysis

IV. Conceptual Framework Development
A. Recommendations on Framework Plan
B. Street Hierarchies
C. Landscape & Streetscape Systems
D. Connectivity & Circulation
E. BID Gateways
F. M Street Corridor
G. Art in the Public Realm
H. Open Space, Stormwater Management & Linear Green
I. The Retail Experience
J. Private Building Responses
K. Public Signage

V. Urban Design Principles, Standards & Policies
A. Design Guidelines
B. Streetscape & Landscape System Standards
C. Policies for the Public Realm
D. M Street Standards – a multi-modal “complete street”

VI. Finalize Framework Plan
A. Finalize Recommendations
B. Final Report & Support Graphics

VII. Implementation Plan & Cost Analysis
A. Priority of Implementation Strategies – public & private
B. Return on Investment & Leverage
C. Cost Analysis
D. Action Agenda – schedule of implementation for next 10 years

BID & Stakeholder Participation
The Capitol Riverfront BID anticipates meetings with the following groups and stakeholders:
- Kick-Off Meeting with BID Staff and select board members
- Meeting with full board at regular board meeting
- Follow-up interviews with groups of board members and property owners grouped by geographic sub-districts – these will serve as planning charrettes
- Other stakeholder interviews – Nationals Baseball Club, Navy Yard reps, etc.
- Interviews with relevant DC Agencies – Office of Planning, DDOT, DMPED, etc.

Proposal Selection Process
Once the RFP for services has been released, there will be a pre-bid conference with all interested firms wishing to submit a RFP proposal. The pre-bid conference will occur on
Wednesday, May 9, 2012 at 3:00 p.m. at the offices of the Capitol Riverfront BID. BID staff and board members will be available at the meeting for Q&A after a brief presentation on the neighborhood and its development dynamic. The briefing will be followed by a tour of the neighborhood should any participants which to do so.
Proposals to the RFP are due by 5:30 on Wednesday, May 30, 2012 (see details below).

Submitted proposals will be evaluated on the following elements:

- Team composition
- Experience with similar projects
- Understanding of the Assignment – response to the problem statement and overall approach to the project
- Response to scope
- Project Schedule
- Cost Proposal
- Deliverables
- References

CRBID Staff and Board Members will select a consulting firm based on the submissions and will notify the chosen firm of the proposal by mid-June 2012. Several firms could be invited for presentations and Q&A with the selection committee before a final selection is made.

Proposal Submission Requirements
On or before Wednesday, May 30, 2012, please submit proposals including the following information:

- Team Composition & Project Lead
- Experience with Similar Projects
- Response to Problem Statement & Project Approach
- Response to Suggested Scope Items
- Schedule for the Project
- Cost Proposal
- Project Deliverables
- References

Please submit three (3) copies of your proposal by 5:30 pm on Wednesday, May 30, 2012 to:
Michael Stevens, AICP
Executive Director
Capitol Riverfront BID
1100 New Jersey Avenue, SE, Suite 1100
Washington, DC 20003

Submissions can be electronic or hard copy. If hard copy, please submit 3 copies. Electronic submissions should be emailed in PDF form.
APPENDIX A: Summaries of Relevant Planning Documents

The Center City Action Agenda (2008)
The Center City Action Agenda plan called for a redefined central Washington that now extends north of Union Station to NoMa and to the southeast, and southeast to the waterfront areas, including the Capitol Riverfront on the southeast bank of the Anacostia River. This newly defined area more than triples the size of what was considered downtown DC and the National Mall is now the centerpiece of this large area. The Capitol Riverfront is one of seven Priority Places discussed in that plan and recommended for focused investment.

CCAA plan and presentations:
http://planning.dc.gov/DC/Planning/In+Your+Neighborhood/Center+City/Center+City+Planning/Center+City+Plans/Center+City+Action+Agenda+2008

District of Columbia Revised Comprehensive Plan (2006)
The Home Rule Act requires the District government develop a Comprehensive Plan. This Plan is a general policy document that provides overall guidance for future planning and development of the city. The first Comprehensive Plan was adopted in 1984 and 1985. The Plan is updated periodically. The Comprehensive Plan of the National Capital is comprised of two parts, the District Elements and the Federal Elements. The District’s Comprehensive Plan constitutes the District Elements. The National Capital Planning Commission develops the Federal Elements. The District Elements contain 11 citywide elements that provide goals, objectives and policies for land use issues that impact the whole city, e.g. transportation, environment, parks and open space, arts and culture. There are also 10 Area Elements which provide goals, objects and policies that are specific to geographic areas of the city.

Website and full plan:
http://planning.dc.gov/DC/Planning/Across+the+City/Comprehensive+Plan/2006+Comprehensive+Plan

DDOT Public Realm Design Manual
DDOT has created the Public Realm Design Manual to provide straightforward guidelines for the redevelopment of public space. Included guidelines address opportunities for pervious surfaces, healthy street trees, placemaking, and appropriate design for pedestrian, bicycle, and transit facilities. This reference manual is a comprehensive review of the District’s public space policies and regulations. It allows District agencies and the public to develop plans and evaluate proposals that are consistent with District policies and regulations.

District of Columbia Transit Alternatives Analysis (2005)
The DCAA is a comprehensive analysis of intra-district transit connectivity. The study is the result of an 18-month public engagement process that included stakeholders from across the District providing insight on current gaps in transit and identifying the potential transit technologies and services necessary to meet the transit needs of District residents. The results of the study include a long-range vision and a short term implementation plan for major transit investments in the District.


Capitol Gateway Overlay District
The Capitol Gateway (CG) Overlay District was established to provide use, height, density (including incentives for bonus density and height), combined lot development, and design requirements to ensure an appropriate mixture of residential and commercial uses and suitable height, bulk, and design of buildings. The overlay is applied to the Buzzard Point and Capitol Gateway areas, which are in the southwest and near southeast quadrants of the city, north or west of the Anacostia River.

Specific development objectives of the overlay are to encourage support and visitor-related uses and continued existing industrial uses; to reduce the height and bulk of buildings along the Anacostia riverfront; to require suitable ground-floor retail and service uses along M Street, near the Navy Yard metro; to provide for a ballpark for major league sport and entertainment and associated uses at Squares 702-706 and Reservation 247; to establish South Capitol Street as a monumental boulevard; and to provide for the development of Half Street, S.E. and First Street, S.E. as active pedestrian-oriented streets. The overlay is mapped on top of the existing underlying zone districts and where there are conflicts, the CG Overlay governs.

Website: http://dcoz.dc.gov/info/overlay.shtm

SE/SW Waterfront Transportation Study (2011)
Beginning in November 2011, this nine-month study is currently being conducted by DDOT as part of the larger Anacostia Waterfront Initiative, is focused on the area from 12th Street SE west to 14th Street SW and from the Southwest/Southeast Freeway south to the Anacostia River/Washington Channel. Factors the study will consider
include current/forecast transportation conditions and planned future land uses, as well as possible transportation enhancements that could improve safety, increase mobility, provide better local connectivity to the regional transportation network and encourage reinvestment in properties within the study area.

Study resources online:

http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Studies+and+Research/M+Street+SE-SW+Study

Anacostia Waterfront Transportation Architecture Design Guidelines
Guided by DDOT’s Anacostia Waterfront Initiative (AWI) Framework Plan, this document catalogues design guidelines for transportation related elements in the public realm. These guidelines have been developed to emphasize: 1) environmental stewardship; 2) waterfront access; 3) safe pedestrian, bike and transit friendly rights-of-way; 4) neighborhood character; and 5) integration with monumental core and the Capitol. These encourage the use of low impact development techniques (LID) and aim to emphasize the history and uniqueness of the Anacostia Watershed Area. The guidelines prescribe infrastructure and design that support the economic and environmental health of the region.

This document is not available online. Hard copies may be available through DDOT or on loan from the Capitol Riverfront BID.

Vision Process for Lower 8th Street SE
The Lower 8th Street SE Visioning Process engaged property owners and community stakeholders along the Lower 8th Street, SE corridor in an effort to gain consensus on a vision for the area and to address issues of height, density, mix of uses, parking and access, as well as what should be the character of a redesigned Virginia Avenue Park as an amenity or community benefit for the Capitol Riverfront neighborhood and Capitol Hill. After a series of 10 public input meetings conducted between November 2009 and February 2010, it appears that consensus has been reached on a vision that could serve as the basis for asking the Office of Planning to develop a small area neighborhood plan or consider a Planned Unit Development (PUD) that could then be used as justification for any agreed upon zoning or density changes.

Final report is available online: http://www.lower8th.blogspot.com/
APPENDIX B: Major Projects Impacting the Public Realm

**Short-Term Projects**

**11th Street Bridge**
The District Department of Transportation (DDOT) began construction of 11th Street Bridge Project in December 2009 to replace the two existing bridges with three new bridges and improve the related interchanges. Projected to serve almost 180,000 vehicles per day by 2030, the bridges will improve mobility by providing separate freeway and local traffic connections to both directions of DC 295, the Southeast-Southwest Freeway and local streets on both sides of the Anacostia River. The two new freeway bridges will provide these connections. The third bridge will carry local traffic between city streets on both sides of the river and provide additional connections to both directions of DC 295. The bridges also facilitate shared paths for pedestrians and bicycles, as well as rails to allow future streetcar connections. When completed in mid-2013, the $300 million project will improve mobility, accessibility, and traffic connections in many ways for the Capitol Riverfront.

Website: [http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Capital+Infrastructure+Projects/11th+Street+Bridge+Project](http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Capital+Infrastructure+Projects/11th+Street+Bridge+Project)

**DC Water (Clean Rivers Project) - M Street Diversion Sewer**
The District of Columbia Water and Sewer Authority (DC Water) is implementing its Long Term Control Plan (LTCP) for the District’s combined sewer system. The LTCP comprises a system of tunnels and diversion sewers for the capture of combined sewer overflows (CSOs) to Rock Creek and the Anacostia and Potomac rivers for treatment at DC Water’s Blue Plains Advanced Wastewater Treatment Plant. Implemented under a Federal Consent Decree between the United States, District Government and DC Water, the LTCP is divided into several contract divisions; the work under Division E will occur on M Street SE, between 9th Street SE and 14th Street SE. Under the project, CSOs will be diverted from existing combined sewers using three diversion chambers, then conveyed to the future tunnel system along M Street SE through a series of 48-inch and 108-inch diameter diversion sewers constructed using trenchless methods. Estimated construction start: April 2012. Estimated construction completion: March 2014.

Long-Term Projects

South Capitol Street (Frederick Douglass) Bridge
In 2002, building on the existing AWI Framework Plan, DDOT began a series of engineering and planning studies to investigate and analyze the area’s existing and future transportation patterns, needs, and opportunities. These studies yielded planned improvements that will increase connectivity on both sides of the Anacostia River and enhance mobility within and through the Capitol Riverfront. The Fredrick Douglass Bridge was lowered in 2008 and now meets Potomac Avenue, SE in an at-grade intersection that allows right turns onto Potomac Avenue in front of Nationals Park. South Capitol Street will continue to be renovated as a grand, urban boulevard, culminating in the construction of a new Douglass Memorial Bridge and elliptical traffic circle that will serve as open space for future monuments and memorials. Estimated completion date: 2016.

Website: [http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Capital+Infrastructure+Projects/South+Capitol+Street+Corridor](http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Capital+Infrastructure+Projects/South+Capitol+Street+Corridor)

CSX Virginia Avenue Tunnel Project
The CSX Virginia Avenue Tunnel is located immediately beneath Virginia Avenue in southeast DC for approximately 4,000 feet and contains a single railroad track. The tunnel is bound by 2nd Street SE near the southern portal and 11th Street SE near the northern portal. The south portal portion of the work will join with the New Jersey Avenue Track Lowering project. From the start of construction, current estimates predict that the project will take three years to complete from the start of construction work.

In addition to re-installing the second track, the height of the tunnel roof will be raised to allow for double-stack intermodal container trains. Also, there may be some lowering of the tracks as part of this project. However due to rail grade, potential water intrusion, close proximity to the Anacostia River and challenges with sewer lines that run under this area, there is a very limited distance that the tracks can be lowered. The project may necessitate the temporary closure of a section of Virginia Avenue while the construction is underway; however, all cross streets will be open for the majority of the project. As of February 2012, this project is currently in the NEPA process and a start date for the tunnel is dependent on the outcome of the NEPA findings. A final NEPA decision is scheduled to be released in summer 2012.

Website: [http://www.virginiaavenuetunnel.com/](http://www.virginiaavenuetunnel.com/)
DC Streetcar
The streetcar construction underway today in D.C. is rooted in a planning process that began several years ago to shape the future of transit in the city. The comprehensive District of Columbia Transit Improvements Alternatives Analysis (DCAA) studied gaps in transit and identified ways to better meet the needs of residents. DC Streetcar aims to link neighborhoods with a modern, convenient transportation choice; provide quality service and new transit options for District residents; reduce parking demand, congestion and air pollution; and encourage economic development and affordable housing options along the streetcar corridors. The proposed Phase 2 Extension of the Anacostia Initial Line Segment extends the streetcar line to the Anacostia Metro station and then to the 11th Street Bridge. Future plans call for the streetcar line to cross the Anacostia River via the 11th Street Bridge, and then continue along the M Street SE corridor, serving the Capitol Riverfront, to a western terminus at Buzzard Point.

Website: http://www.dcstreetcar.com/

DC Office of Planning Streetcar Land Use Study- Phase 1 (2010)
http://planning.dc.gov/DC/Planning/Planning%20Publication%20Files/OP/Citywide/citywide_pdf/FINAL%20for%20Web_Screen%20View.pdf