



The Anacostia Waterfront Framework Plan

District of Columbia, Office of Planning November 2003



Completed in Coordination with the Anacostia Waterfront Initiative Partner Agencies

Government of the District of Columbia, General Services Administration, United States Department of the Interior, Naval District Washington, District of Columbia Housing Authority, District of Columbia Sports and Entertainment Commission, District of Columbia Water and Sewer Authority, Marine Barracks of Washington, National Capital Planning Commission, National Capital Revitalization Corporation, United States Army Military District of Washington, United States Army Corps of Engineers, United States Department of Labor, United States Department of Transportation, United States Department of Housing and Urban Development, United States Environmental Protection Agency, United States Office of Management and Budget, United States Department of Agriculture, United States Small Business Administration, Washington Metropolitan Area Transit Authority



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Dear Waterfront Stakeholder,



It is my distinct pleasure to present to you the Anacostia Waterfront Initiative Framework Plan. The completion of this Framework Plan, and the process that created it, is an unprecedented achievement. For the first time, we have brought together all of the District and Federal agencies that have a stake in the Anacostia waterfront and created a process to include our citizens in formulating solutions to the vast challenges of the long-neglected Anacostia River. I truly believe the Anacostia Waterfront Initiative is one of the most important partnerships ever created between the District, its citizens and the Federal government.

This Framework Plan outlines a powerful vision for the future of the Anacostia waterfront. It reconnects our diverse neighborhoods to the river and along the river with the Anacostia Riverwalk and Trail. It creates widespread access to the river for recreation with new and improved parks and facilities. It makes the Anacostia waterfront a place people will soon enjoy and come back to over and over and over. Most importantly, it reintroduces the river into our lives and to the life of our city.

If you look at the river today, you see that freeways, railroad tracks, fences and large tracts of barren space isolate many waterfront neighborhoods. New connections and access proposed in this Framework Plan will mean new patterns of movement, new definitions of community and a new understanding of the river and its urban ecosystem. The neighborhoods of the Anacostia River are not limited to its shoreline but include the river's entire watershed – streams, tributaries and even underground storm water sewers – which interconnect us all: the District of Columbia to Maryland, communities east of the river to those west of the river. This Plan guides us in how to forge, enhance and ensure these new connections.

I have long had an interest in the Anacostia River. I started my first election campaign for Mayor on Kingman Island. I canoe its waters and walk its shores. I strongly believe that the river is one of our city's most undervalued resources, but in order to face the challenges of the river, we must join together.

The revitalization of the Anacostia waterfront represents an unparalleled opportunity to work together in pursuit of the revitalization of our City. When I think of the Anacostia River, I think of the splendid scenery and the fragile natural beauty of the river. But even more so, I think of the people and the neighborhoods that owe their history and identity to their location along the Anacostia's edge. People

make up our city's neighborhoods and neighborhoods make our city great. This effort has been, and will continue to be, a partnership between all levels of government joining together with the people of our neighborhoods. By working together in partnership, we can raise the quality of life and the stature of our neighborhoods to levels worthy of our great city.

Recognizing that the Anacostia River and its waterfront are one of the most precious resources in the District of Columbia, this Framework Plan responds to community objectives for the Anacostia waterfront by achieving the following five goals:

- 1 Charting a course for the environmental healing and rejuvenation of water-dependent activities on the Anacostia River;**
- 2 Rethinking transportation infrastructure to improve access to waterfront lands and better serve waterfront neighborhoods;**
- 3 Creating a system of interconnected and continuous waterfront parks, joined together by the Anacostia Riverwalk and Trail;**
- 4 Enlivening the waterfront to celebrate and explore the cultural heritage of our city and the nation;**
- 5 Promoting sustainable economic development by reconnecting the city across the river and to a vital waterfront that offers opportunities to live, work and play.**

I wish to thank the White House; Congresswoman Eleanor Holmes Norton and our many friends in the United States Congress; Chairman Linda Cropp, Councilmember Sharon Ambrose and the members of DC Council; the District and Federal agencies and especially the citizens of the District of Columbia for their commitment to the Anacostia. I challenge all of you from today forward to continue this momentum. We must strive to set our sights high and create one of the greatest waterfronts of any international Capital. Working together, we can ensure that gains are shared equitably, and that our accomplishments will benefit the city and the nation for generations to come.

Respectfully,

Anthony A. Williams
Mayor, District of Columbia

Memorandum of Understanding

Signed March 2000

MOU Signatory Agencies

Government of the District of Columbia

General Services Administration

United States Department of the Interior

Naval District Washington

District of Columbia Housing Authority

District of Columbia Sports and Entertainment Commission

District of Columbia Water and Sewer Authority

Marine Barracks of Washington

National Capital Planning Commission

National Capital Revitalization Corporation

United States Army Military District of Washington

United States Army Corps of Engineers

United States Department of Labor

United States Department of Transportation

United States Department of Housing and Urban Development

United States Environmental Protection Agency

United States Office of Management and Budget

United States Department of Agriculture

United States Small Business Administration

Washington Metropolitan Area Transit Authority

The Parties, each of whom owns land on, or otherwise has an interest in the waterfront of the District of Columbia, have joined together to create a new partnership that will help to attain a vision for the waterfront areas. This partnership will build on the great historic plans for the District of Columbia as an investment undertaken in partnership with the people of the District of Columbia (the "Waterfront Revitalization Endeavor" or "Endeavor").

The Waterfront Revitalization Endeavor envisions a new, energized waterfront for the next millennium that will unify diverse waterfront areas of the District of Columbia into a cohesive and attractive mixture of recreational, residential, and commercial uses by capitalizing on one of the City's greatest natural assets, its shoreline.

The Waterfront Revitalization Endeavor will contribute to the revitalization of surrounding neighborhoods, provide enhanced park areas, and develop Government-owned land for the benefit of the people of the District of Columbia and the federal and District of Columbia Governments, where appropriate. It will increase access to the water, where appropriate, and enhance visitor participation in the activities and opportunities provided along the new waterfront.

The Waterfront Revitalization Endeavor will contribute to urban revitalization through better coordination of waterfront development, as well as providing greater access to adjacent neighborhoods, where appropriate, and connecting the waterfront and its adjacent neighborhoods with Downtown, the Mall, Georgetown, Capitol Hill, Southwest, and the Anacostia neighborhoods.

The Waterfront Revitalization Endeavor will provide for investment in building the capacity of surrounding communities to create wealth and jobs, as well as mechanisms for enhancing local labor force development through training and apprenticeships. Upon completion of the Waterfront Revitalization Endeavor and concurrent private and community efforts, the Parties believe that the waterfront of the District of Columbia will rival that of any of the world's great cities, and serve to maintain Washington as one of the world's most beautiful capital cities.

The Waterfront Revitalization Endeavor is made possible by the commitment of the United States Government and the federal parties listed above to devote time and resources, as agreed upon by the parties to the Waterfront Revitalization Endeavor, and by the willingness of the District of Columbia Government to engage in the Waterfront Revitalization Endeavor. In furtherance of this Endeavor, the District of Columbia Office of Planning will develop a plan for the Anacostia Waterfront in partnership with the National Park Service and the General Services Administration. Over seventy percent of the subject land area and over ninety percent of the subject shoreline is currently publicly owned, with the Department of Defense and the National Park Service among the major landowners.

The Parties have joined together to sign and implement this Memorandum of Understanding to set forth their goals and requirements for the Waterfront Revitalization Endeavor in a spirit of cooperation and shared vision. By working together, the Parties believe that they can cause the dream of a new waterfront for the Federal City and the District of Columbia to become a reality.

This is a great and good endeavor which will leave an inspired legacy for the future citizens of the District of Columbia and the people of this great nation. It will be one of the most important partnerships ever made between the District of Columbia and federal governments.

The full text of the MOU can be found in the appendix.



The Anacostia Waterfront Initiative Framework Plan

September 2003



Near Southeast Neighborhood Workshop, May 2000.

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Artist's rendering of a reconstructed Near Southeast neighborhood featuring the restored Washington Navy Yard, residential buildings at the waterfront and the proposed headquarters at the U.S. Department of Transportation at New Jersey Avenue.



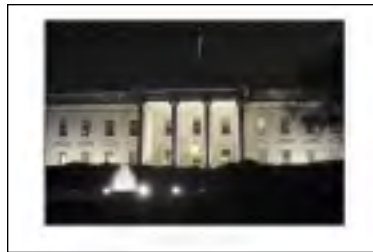
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Preface: Change Along the Anacostia is Necessary and Inevitable: the Opportunity is to Shape it



The Washington D.C. of popular imagination does not include the Anacostia River and its neighborhoods.



The postcard Washington, D.C – monumental marble buildings amid lush greenery – is recognized by schoolchildren across the nation and people around the world as a symbol of the United States of America. The National Mall and the historic street grid express the democratic urban ideal of two great planning visions for the capital: Pierre L’Enfant’s original plan for Washington and the Senate Park Commission Plan of 1901 (the McMillan Plan), which created the National Mall and Rock Creek Park. In today’s Washington, the realities of modern urban life overlay this idealized vision – residential neighborhoods, vibrant commerce, overburdened highways, and millions of people living their daily lives in one of America’s most dynamic cities.

Since the signing of the Anacostia Waterfront Initiative Memorandum of Understanding (MOU) in March 2000, the District of Columbia Office of Planning has had the privilege of coordinating the vision for the future of the Anacostia waterfront. The MOU is an unprecedented partnership between 20 District and federal agencies that own or control land along the Anacostia River. This AWI Framework Plan is the product of a three-year public process involving extensive stakeholder engagement.

The Vision: Anacostia as the Center of 21st Century Washington

The Anacostia River Corridor will unite the city economically, physically, and socially as the center of 21st century Washington and a cornerstone of the National Capital Region.

The destiny of the city as the nation’s capital and a premiere world city is inextricably linked to re-centering its growth on the Anacostia waterfront and making its long-neglected parks, environment, and infrastructure a national priority. The waterfront will bridge every aspect of Washington’s

urban life in the next century and be the hallmark of a new civic identity. Transforming the Anacostia to become the center of 21st century Washington will demand nothing less than a fundamental redefinition of the image, identity, and growth pattern of the city and the complex federal, city, and regional relationships that have defined the city’s existence since its founding.

The Strategy: From Edge to Center

The strategy is supported through economic, physical, and social connections that link east and west, federal government to neighborhoods, and city to region.

Washington, D.C. enters the 21st century at the center of a prosperous and rapidly urbanizing region, yet the Anacostia River symbolizes a social and physical divide within the nation’s capital. Our challenge is to preserve the city’s vitality and distribute new benefits equitably. Bringing population back to Washington will generate commerce, create jobs, and expand the District’s tax base. The Anacostia waterfront stands to become an amenity which lifts adjacent neighborhoods to new prosperity.

Being the center of 21st century Washington means that the river will no longer be a widening social and economic boundary separating “east of the river” from west. Rather, it will be a source of economic opportunity generating resources to spur revitalization and narrow the gap between wealth and poverty in neighborhoods along its shores. New links between west and east can be accomplished by directing resources generated by the development of the west shoreline to neglected areas east of the river.

Being the center of 21st century Washington also means the Anacostia River will no longer divide our neighborhoods,



Vision of the Anacostia waterfront at the center of growth of 21st century Washington.

but rather will serve as a great new civic space and common ground. Crossing the river will be accomplished with ease, just as one traverses the Charles River in Boston or the River Thames in London. Bridges will be reconstructed to serve neighborhoods, a light-rail line will create easy access to jobs, and the Anacostia Riverwalk and Trail will make both sides of the river publicly accessible. Just as Frederick Douglass once walked to work across the 11th Street Bridge from his Anacostia residence, so too will future residents be able to walk across each of the Anacostia's bridges. Local streets and parks will be reconstructed in order to reinstate the original L'Enfant plan of Washington, reconnecting the city's grid to the river after centuries of neglect and compromise.

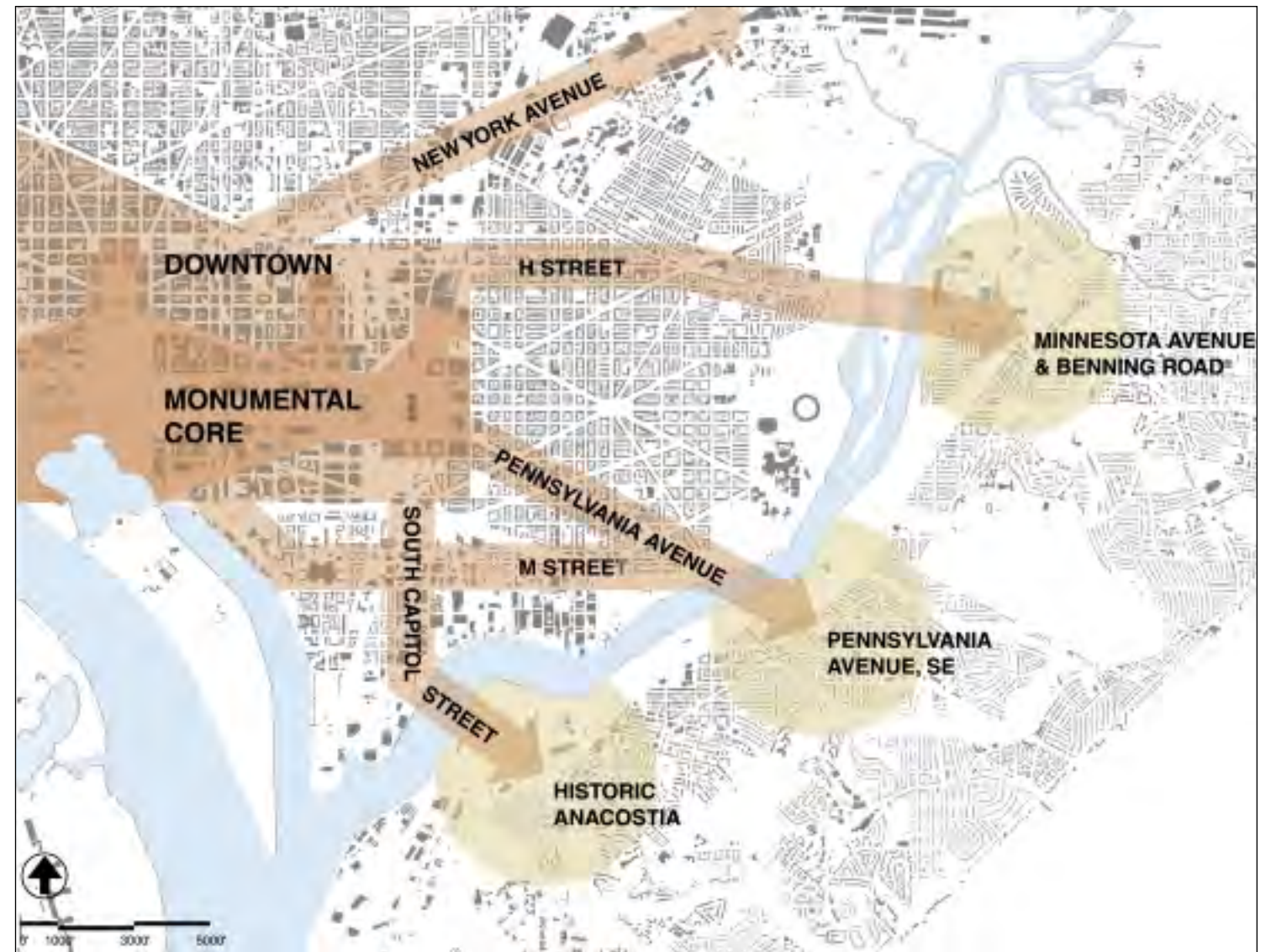
A unified and continuous park system, the Anacostia "RiverParks", will bring to life the green spaces found on the city's map. The diversity of people from every neighborhood, the region, and the nation will be drawn to the river and claim it as their shared public space for celebration and enjoyment. One hundred acres of new waterfront public spaces will create one great park system, inter-connected by the 20-mile Riverwalk and Trail system. The Anacostia RiverParks will be the 21st century rival to the great parks of the 19th century that distinguish and define American cities, such as Central Park in New York City, the Emerald Necklace in Boston, and Golden Gate Park in San Francisco.

As the nation's capital, Washington has a special responsibility to educate the nation about its past, present, and future. The Anacostia waterfront will complement the Mall with cultural venues, museums, and monuments that will draw 20 million visitors to its shores. The success stories of Sydney, Bilbao, London, Cleveland, Seattle, and Baltimore inspire a distinctive waterfront revitalization effort along the Anacostia.

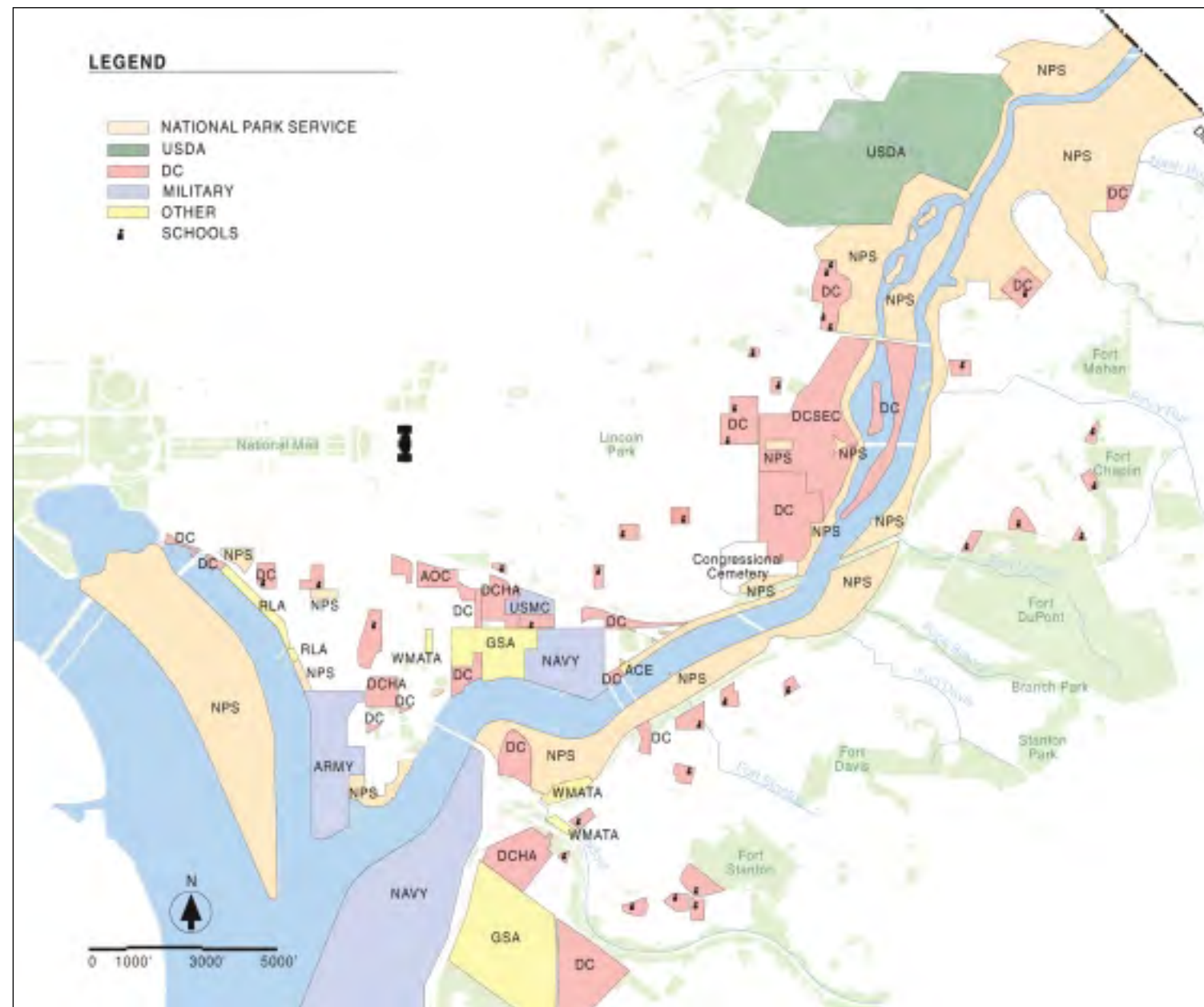
Finally, the Anacostia waterfront's role as the center of 21st century Washington implies a change in the city's pattern of growth that is already underway. With the downtown nearly built out, the Anacostia waterfront is emerging as the new growth corridor of the city, anchored primarily by M Street in the Near Southeast. Four hundred million dollars of reinvestment at the Washington Navy Yard, where 10,000 employees were consolidated from across the region, has led to the regeneration of an entire area of the city as new businesses and contractors vie for adjacency to this powerful economic engine. In the past three years, over 2 million square feet of office space has been built along M Street, SE and more is on the way.

Reinvestment at the Navy Yard has not only been a catalyst for immediate growth, but has altered the perception of the area as a dynamic place for investment. As a result, the long vacant Southeast Federal Center will become the home for a federal cabinet agency – the U.S. Department of Transportation – bringing another 7,000 employees to the neighborhood. Further driving the development momentum, a \$35 million Hope VI grant will transform the Arthur Capper/Carrollburg public housing complex into a new, mixed-income, residential neighborhood. Investment along the M Street corridor extends to the Southwest as well, with Waterside Mall, a largely abandoned urban renewal-era mall, being redeveloped as a neighborhood mixed-use town center.

The city's growth towards the Anacostia is fueling one of the largest transformations of any urban waterfront in the United States. Market-driven development on the western side of the river offers the potential to reinvest future resources in waterfront neighborhoods on the east bank that currently do not have the same market conditions as the Near Southeast and the Southwest.



Following generations of growth and economic development in the Northern and Western portions of the District, Washington's future and investment is poised to move eastward towards and across the Anacostia. During the 21st century the Anacostia will gradually emerge as the center of a vital and prospering city rather than as an economic and cultural divide.



Nearly all the Anacostia shorelines are held by public agencies.

Areas such as Historic Anacostia, Poplar Point, Anacostia Park, and Pennsylvania Avenue, SE are all in dire need of public investment to catalyze the private development market. A portion of the resources generated from the growth of the western waterfront can be used to support reinvestment activities in these areas for housing, commercial revitalization, public parks, and community facilities. In this way, the prosperity of Washington’s emerging waterfront can be shared equitably by neighborhoods on both sides of the river, uniting them around a unique resource.

Urban development and natural resource conservation will not be mutually exclusive propositions, but will go hand-in-hand. As the city seeks to retain residents, attract new economic opportunities, and achieve Mayor Williams’ goal of increasing Washington’s population by 100,000 people, the Anacostia waterfront will be at the forefront in accommodating 20 percent of this growth in new, sustainable neighborhoods. The environment will be protected by a commitment to watershed stewardship that will make the Anacostia swimmable by 2025, and by the conservation of over 1,100 acres of parkland.

The Anacostia will truly be the center of 21st century Washington when Washingtonians speak with pride of the Anacostia waterfront – as the place that all will want to see, visit, and experience. The image of the city and its civic identity will be radically altered as the Anacostia waterfront becomes one of the great waterfronts of the world, rivaling Paris and Barcelona. No longer the “second river,” it will assume its rightful place at the center of 21st century Washington envisioned a century ago by the McMillan Plan.

The Imperative: A Call to Action

Achieving this goal will require a fundamental redefinition and refocusing of the roles, priorities, and relationships of the federal government, the regional entities, the state governments of Virginia, Maryland, and the District, and a new engagement of the private sector and community organizations. This Framework Plan is a call to action: the Anacostia will not achieve its potential unless the current priorities and relationships of the federal, regional, and District governments are radically changed.

As the owner of 70 percent of the shoreline, the federal government will have to redefine its support for the Anacostia waterfront through two basic areas: land and resources. As with military base closures across the nation, federal lands not dedicated to open space should be redeveloped with the private sector as new residential neighborhoods and not as government enclaves. The city's fiscal stability depends on a strong residential base, and federal lands along the waterfront can enable the city to achieve its needed population increase without compromising the federal budget. Federal infrastructure investment will need to make the Anacostia waterfront a matter of national priority.

For regional entities, and Maryland, Virginia, and the District, the restoration of the environment along the Anacostia Corridor is a region-wide issue that transcends jurisdictions. Only through commitments of all three jurisdictions to new forms of collaboration and funding can the polluted environment be reclaimed; federal support of such watershed collaborations will also be required. Containing sprawl, controlling runoff, and curbing dangerously high levels of air

pollution are also a shared regional responsibility. Regional investment in public transportation systems serving the Anacostia Corridor will need to be prioritized over additional road-building to provide access to employment and neighborhoods.

The District of Columbia government will need to make the Anacostia a priority and consider reinvesting resources generated from development of the waterfront back into neighborhoods along its shores. A strong city role will be necessary to establish local residents' access to employment opportunities and businesses created through new development.

Implementing the Vision

To be achieved, great visions require the establishment of institutions with sufficient powers, resources, and responsibilities to enact them. The Pennsylvania Avenue Redevelopment Corporation, for example, was instrumental to the success of redeveloping the nation's premiere avenue, as are the Presidio Trust in San Francisco and the Battery Park City Authority in New York City. Restructuring the complex federal and city relationships necessary to achieve the Anacostia waterfront vision will require the creation of new implementation entities. These entities will need to be equipped with the mission, capacity, and powers equal to the scale and complexity of the challenge.

The AWI Framework Plan serves as the guide to reclaiming the river and the waterfront and reconnecting it to neighborhoods. The effort to implement the waterfront vision is already underway. Some projects are completed,

others are under construction, and a number are funded and in design. It is our responsibility as a city to ensure that future land-use decisions, transportation improvements, and public and private investments come together to create a lively urban waterfront for both our neighborhoods and this gracious international capital. This document is the compass that will guide the future of the waterfront, one of our city's most valuable resources, for decades to come.



Andrew Altman, Director
District of Columbia Office of Planning

The AWI Goals
These goals provided the guiding principles for planning decisions:

- 1 Create** a lively urban waterfront for an international capital city.
- 2 Produce** a coordinated plan for the waterfront that can be implemented over time.
- 3 Restore** the Anacostia River's water quality and enhance its natural beauty.
- 4 Develop** a network of distinctive green parks, varied maritime activities, and unique public places.
- 5 Connect** neighborhoods along the river to each other and link surrounding communities directly to the water.
- 6 Promote** sustainable and low-impact development in waterfront neighborhoods.
- 7 Stimulate** economic development in neighborhoods through job creation and commercial activity.
- 8 Engage** all segments of the community as stewards of the river and its banks.
- 9 Address** community concerns, including those of residents, property and business owners, and visitors.
- 10 Promote** excellence in design in all aspects of the endeavor.

A Legacy of Planning for the Nation's Capital and its Relationship to the Anacostia River

The nation's capital has benefited from a history of innovative urban plans. The Anacostia Waterfront Initiative aims to extend this tradition of planning excellence into the 21st century – and especially into the environs of the Anacostia River.



"Plan for the City, intended for the Permanent Seat of the Government of the United States . . ." Pierre Charles L'Enfant (with several conceptual assists from Thomas Jefferson) 1793.

It began in 1791 with Pierre Charles L'Enfant, or rather with his patron George Washington, who commissioned the French expatriate and Revolutionary War veteran to produce a plan for the future capital. L'Enfant rose to the challenge brilliantly, producing a remarkable plan that has determined the development of Washington ever since.

Notably, L'Enfant had only brief direct involvement with the planning of Washington. Having shown considerable inflexibility and lack of diplomacy in dealing with major area landowners – the neighbors, colleagues, and rivals of George Washington – he was relieved of his post by the President within the year. Nonetheless, perhaps no other initial vision for a city has had an equally lasting impact on that city's form, or led to a more steadfast local belief in the value of long-range planning.

L'Enfant's vision was faithfully translated into an "official plan" of streets and lots by Andrew Ellicott, the surveyor to whom the task was entrusted. The city, however, grew slowly during much of the 19th century, requiring neither exact adherence to the L'Enfant/Ellicott plan nor the resolution of compromises between plan intent and specific growth pressures. It was not until the capital's centennial approached – amidst the confidence in civic planning of the City Beautiful Era and corresponding to a period of rapid expansion of the federal government – that a new round of progressive planning commenced.

Throughout the final decade of the 19th century, calls to expand upon L'Enfant's vision culminated in the formation of the Park Improvement Commission of the District of Columbia, (often referred to as the Senate Park Commission) in 1901. Subsequent generations would come to call it the McMillan Commission, in honor of Senator James McMillan of Michigan, the Commission's chairman and principal advocate. The work of the McMillan Commission would prove as valuable as that of L'Enfant and Ellicott a century earlier.

The McMillan Commission had a twofold mandate. The formalization and completion of the Mall became its primary mission, including the creation of the Federal Triangle to accommodate the growing federal bureaucracy. This was ultimately regarded as the Commission's greatest achievement. However, the broader goal at the time, as the official name of the Commission implies, was to lay out a metropolitan park system, with the Mall as its nucleus. Rock Creek Park, the parks along the banks of the Potomac, and the initial conceptualization of the Fort Circle Trail were among the other major (not always heralded) contributions of the Senate Park Commission.

While L'Enfant's plan stretched from the Potomac to the Anacostia, in its formal arrangement it clearly privileged the former. Similarly, the McMillan Commission did not thoroughly address the Anacostia River or its environs. One reason for this continuing geographic bias was the initial rationale for locating the nation's capital along the Potomac. To Washington, Jefferson, Madison, and other founding fathers, the Potomac River offered the best access to the Ohio River valley from the various ports along the Atlantic seaboard, and thus to the future heartland of the nation. As such, the capital's destiny, like that of the nation overall, was assumed to lie westward along the banks of the Potomac, not along the "Eastern Branch," as the mouth of the Anacostia was labeled on most early maps.

Furthermore, since the Eastern Branch was bounded by broad lowlands subject to tidal and seasonal flooding, and was dedicated early on to military enterprises such as the Navy Yard, planning attention to this part of the city was sporadic. Unlike the Potomac, towards which the monumental Mall reached, the Anacostia was primarily treated as the capital's back yard – vital for military uses, local industrial enterprises, and early settlements like Uniontown, largely occupied by Navy Yard laborers.

A characteristic heroic rendering from the era of the McMillan Commission; highlighting the grandeur of the Mall and the completion and extension of the axial geometries promised in the L'Enfant Plan.



The Mall, The McMillan Plan 1901. "...that the President of the United States be authorized to appoint two architects and one landscape architect, eminent in their professions, who shall consider the subject of the location and grouping of public buildings and monuments to be erected in the District

of Columbia and the development of the entire park system of the District of Columbia and report to Congress in December of 1901." From the Joint Senate Resolution of 17 December 1900 that eventually led to the establishment of the McMillan Commission.

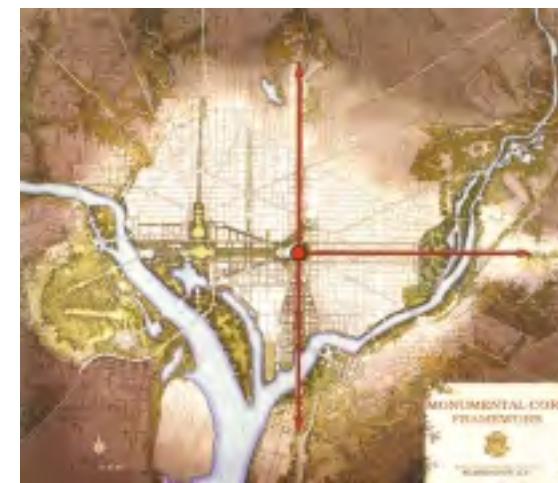
During the early 20th century the Army Corps of Engineers played the principal role in molding the character of the Anacostia. The Corps dredged the riverbed, filled in the flats, and constructed levees to reclaim land, improve sanitation (against the prevalence of malarial diseases), and promote navigation and commerce. However, as early as 1914 the head of the Corps concluded that the Anacostia flats were not needed for commercial purposes – the city was already growing primarily in the northwest quadrant. He proposed instead that the reclaimed flats should be developed as a public park. Anacostia Park was formally declared in 1919, and became public policy with the publication of the 1928 Potomac River Park Plan by the National Capital Park and Planning Commission.

Despite their brilliance, neither the L'Enfant plan nor the McMillan Commission ultimately foresaw the Anacostia's potential to accommodate and direct the city's growth a century or two hence. This responsibility has fallen to the present generation. In 1997 the National Capital Planning Commission published its Legacy Plan, which highlighted some of the opportunities for development along the Anacostia and throughout the Southeast quadrant. The Anacostia Waterfront Initiative advances these and related ideas, and seeks to establish a framework of planning for the Anacostia River and its environs that will prove as useful, powerful, and enduring as the visionary planning endeavors of the city's past.



Plan for the Metropolitan Park System. The Senate Park Commission, 1902. This was to be Washington, D.C.'s version of Boston's Emerald Necklace. It sprang from the determination of Frederick Law Olmsted Jr. – a McMillan Commission member – to produce for the nation's

capital an open space system comparable in magnitude to those which his famous father designed for several other American cities a generation earlier.



"Monumental Core Framework" from the Legacy Plan, NCPC, 1997. This simple diagram describes one of the major recommendations of the Legacy Plan: that future planning and growth should strengthen the eastern quadrants of the capital, balancing out emphasis in the 19th and 20th centuries on the western quadrant and on the monumental core.

Heritage and History Along the Anacostia

An Environmental History

The tributary streams of the Anacostia watershed drain 176 square miles of Maryland and Washington into the Potomac River and the Chesapeake Bay. This watershed contains lush habitat and diverse ecosystems, which in pre-colonial times supported the Nacotchtank Indians. In the late 17th century, the Anacostia River served as a primary transportation route and sustained extensive farming and fishing along its basin. Ocean-going vessels enjoyed a navigable channel up to the port of Bladensburg, Maryland; farmers found the land fertile and the Anacostia full of sturgeon and shad.

Dating to the founding of the nation's capital, the Washington Navy Yard, established in 1799, served as the main port for receiving materials to construct the new city's monumental buildings, including the Capitol. But by the time of the Civil War, clear-cutting of forests, the farming of tobacco, and industrial activities had silted and polluted the Anacostia. The tidal river, a sediment trap, had shrunk from depths of 40 feet to barely eight feet, making it too shallow for navigation by sea-bound vessels. The Navy Yard built its last large ship in 1876.

With the construction of Washington's sewage system in the 1880s, the Anacostia River was receiving the sewage from the growing capital city. The tidal wetlands along its shore were the source of mosquito-borne malaria outbreaks, which were studied by Walter Reed at Fort McNair. In 1901, the Senate Parks Commission advanced the idea (through what is known as The McMillan Plan) that riverfront open space be constructed in the place of wetlands as a means to improve public health conditions and establish parkland for a growing city. Extensive dredging and filling was completed by the U.S. Army Corps of Engineers (1902-1926) to fill in wetlands and mud flats, and construct the seawalls along the riverbank in order to create Anacostia Park. Tons of dredged river-bottom was used to form two artificial islands, Kingman and Heritage Islands.

While the McMillan Plan resulted in significant construction along the Anacostia River, its vision of a grand, interconnected, public park system was never realized. Unlike the National Mall, the vision for a major park along the Anacostia was discarded and, piece by piece, the Anacostia waterfront became the location for unwanted land uses and neglectful land management practices.

Upriver in the early 20th century, within view of the Capitol, cows still wandered to the river from their pastures, but urban development was rapidly spreading north from Historic Anacostia and the Navy Yard. Population growth in the Washington area exploded after World War II. The Anacostia watershed saw the disruption of its stream tributary system and suffered from increases in pollution and industrial waste. As regional suburbanization, highway-building, and industrial uses increased, contaminant-laden runoff flowed into the river.

Today, the Anacostia's watershed is 70 percent urbanized and forms the most densely populated sub-watershed in the Chesapeake Bay regional watershed. About one-quarter of the original forest cover remains. In addition to non-point-source stormwater pollution carried from the suburbs of Prince George's and Montgomery counties in Maryland, Washington's combined sewer system still overflows with sewage into the Anacostia River at times of heavy rain.

The long-abused Anacostia has attracted the concern of citizen groups and environmentalists, and is now the focus of numerous coalitions of non-profit organizations, neighborhood groups, and government agencies. Advances in science and technology, along with the will and investment of government, citizens, and non-profit groups, have combined to reverse the decline of the Anacostia with a bold set of initiatives for making the river swimmable once again.



Aerial photograph of the Anacostia watershed today; the location for unwanted land uses and neglectful land management practices (1999 Orthophoto).



A 19th century engraving of Poplar Point in the foreground, with the Navy Yard across the Anacostia, and Capitol Hill beyond. ("City of Washington from beyond the Navy Yard," Painted by George Cooke, engraved by William Bennett, 1834).



A Social History

When John Smith sailed up the Chesapeake Bay from Jamestown, Virginia in 1608, the Nacotchtank Indians had lived along the Anacostia River for over 1,000 years. By 1650, however, the Native Americans were being forced away by disease and a brutal fire set by colonists in retribution for the Jamestown massacre of 1622. Maryland colonists arrived in 1634 and recognized the Anacostia River as a primary transportation route. Along its banks they established the first tobacco plantations and, as soon as 1700, the slash-and-burn method of tobacco farming had begun to deplete soils and silt the river.

In 1790 Congress decided that the new federal capital was to be built on the peninsula formed by the Potomac and the Anacostia Rivers, with the site for the Capitol at its center, elevated on a hill. Lands west of the Potomac and east of the Anacostia were incorporated into the capital's limits for strategic defense reasons. A military garrison, today Fort McNair, was positioned where the Anacostia empties into the Potomac in 1791. Fort McNair has been in continuous use since its establishment and is one of the oldest military posts in the United States. The Washington Navy Yard was sited on the Anacostia's west bank in 1799. The Navy Yard is the nation's oldest continuously operating naval installation and has been the source for much of the neighborhood growth around it for generations.

By the mid-1800s, the neighborhood development around the Navy Yard reached across the river via the 11th Street Bridge to Historic Anacostia. In 1854 "Uniontown" was established as a whites-only working-class settlement for Navy Yard workers at the corner of Good Hope Road and Nichols Avenue. Uniontown remained a white enclave until 1877, when the abolitionist Frederick Douglass bought Cedar Hill from one of Uniontown's bankrupt founders. Through a program to construct housing and fund schools for African-

Americans, the Freedmen's Bureau in 1867 obtained land at Barry's Farm, just north of St. Elizabeth's Hospital, that it then sold, rented, and leased to African-Americans.

Until the end of the Civil War, large tobacco plantations dominated the landscape along the Anacostia River. After the war, the plantations were broken up into smaller farms or altogether abandoned. The Civil War had boosted Washington's African-American population to approximately 60,000, half the city's total population. The liberal attitudes of the Washington County federal circuit court toward property ownership by African-Americans attracted former slaves, and the working-class neighborhoods growing around the Washington Navy Yard, which employed freed slaves, housed many of them, beginning a long history of African-American neighborhoods along the Anacostia River.

From the 1940s to the 1960s, Washington's urban renewal and public housing projects greatly affected the neighborhoods along both sides of the Anacostia River. The largest urban renewal project in the nation was the redevelopment of the Southwest neighborhood that displaced a predominantly black population to neighborhoods and housing projects further east and resulted in concentrations of public housing projects along the river. Regional suburbanization in the 1950s and 1960s introduced new highways (I-395 and I-295) to the river corridor, replacing the local bridges and streets that connected neighborhoods to the river.

In recent decades, a series of neighborhood- and environmentally-based initiatives have successfully fought additional incursions into the river corridor, including the Barney Circle Connector project and the proposal to construct a theme park on Kingman Island. Recent efforts to clean up the Anacostia watershed have focused on ways to recover the river as an essential natural resource for all to enjoy.

Putting the Anacostia Back on the Map!



© Carol Mendel

The Anacostia is entirely absent from a typical tourist map of Washington D.C.

Reasons for Change

- The Anacostia waterfront is part of an abused regional watershed.
- The shores of the river are hard to find, difficult to reach, and impractical to traverse.
- Existing highways and infrastructure separate neighborhoods from the river.
- The river represents a line of social and economic division in Washington and the region.
- New commercial and residential development is rapidly moving east towards the river corridor.
- Communities along the river are not always heard, and economic opportunities are not always shared.
- The river's cultural heritage and scenic geography are undervalued.

Many maps of Washington – especially those oriented to visitors – do not show the Anacostia River. The Anacostia waterfront, its neighborhoods, and the river itself, have often been out of sight and out of mind – seen mainly from the commuter highways that cross it and isolate its banks. In short, the Anacostia has been “off the map” far too long.

Now, as Washington faces environmental and economic challenges that have long needed addressing, we find the Anacostia River at the heart of these challenges. The Anacostia Waterfront Initiative restores the river to the local map and puts the Anacostia waterfront at the center of 21st century Washington. However, the AWI is not just about building a spectacular waterfront; it is also about environmental justice and bridging the physical and social divide that isolates east-of-the-river neighborhoods and the Anacostia waterfront from the rest of the city and the region.

The Opportunity

Growth in Washington is rapidly reaching the eastern half of the city. Neighborhoods on both sides of the Anacostia River are currently experiencing both residential and commercial growth. The AWI has the opportunity to coordinate this growth with infrastructure and public-realm improvements to create a vibrant, well-used waterfront.

The AWI is targeting 900 acres of land along the eight-mile-long Anacostia waterfront and Washington Channel, 90 percent of which are publicly owned. These acres offer an unmatched opportunity to increase public access to the waterfront, build new parks, and create mixed-use and mixed-income waterfront neighborhoods without displacing current residents.



The river as envisioned by the Anacostia Waterfront Initiative.



The Vision

One hundred years ago, visionary civic leaders boldly planned new and grand public projects that shaped modern Washington. Washington again faces a historic opportunity, virtually unmatched in scale in other American cities, to transform upwards of 2,000 acres of a long-neglected and abused river corridor into a model of 21st century urban life – socially heterogeneous, culturally diverse, and environmentally and economically sustainable across future generations.

All major urban transformations must begin with committed public leadership as the catalyst to revitalization. For the waterfront vision to be realized, continued public partnership and investment are imperative. The Anacostia Waterfront Initiative sets its sights on nothing less. Its ultimate goal is the creation of an urban waterfront cherished by the citizens of Washington and considered an international symbol for rebuilding cities. The vision is formed around a generous public space and a substantial expansion of those indelible images of place that Americans associate with their nation’s capital. No longer to be Washington’s unheralded river, the Anacostia is to become the central feature of the city’s revival and growth – a growth distinctly sensitive to restoring natural systems and responding to social and economic needs for the broadest range of citizens.

The actualization of this vision will mean reinvestment and stewardship for a host of neighborhoods that border the Anacostia but have never had sufficient access to its unique natural assets. It will mean the preservation and expansion of existing neighborhoods, as well as the creation of new neighborhoods, fulfilling the growing demand for additional urban housing and employment opportunities. The neighborhoods of the Anacostia waterfront will provide a mix and diversity of urban lifestyles sought by Americans interested in alternatives to the traffic-plagued, unsustainable sub-urban experience.

Benefits to Be Gained

This strategic long-term partnership between the District and the federal government will result in:

- 1 The Anacostia RiverParks: an integrated open-space system connecting 1,800 acres of park land, including over 100 acres of newly created public parks.
- 2 Twenty miles of a continuous Anacostia Riverwalk and Trail along both banks of the Anacostia waterfront.
- 3 Substantially improved water quality for the Anacostia through the implementation of a combined sewer containment plan, wetland restoration, tributary stream daylighting, and environmental guidelines governing future development along the Anacostia watershed.
- 4 A reconfigured transportation system which serves neighborhood citizens and regional traffic patterns.
- 5 Fifteen thousand to 20,000 additional housing units for Washington, D.C.
- 6 New mixed-use neighborhoods at the Southwest Waterfront, the Near Southeast Waterfront, and the Hill East Waterfront.
- 7 Prominent sites for 10 additional museums and/or cultural destinations, and for more than a dozen future memorials and monuments.
- 8 Over 20 million square feet of commercial, retail, and service-oriented space.
- 9 A revitalized South Capitol Street Corridor in the form of a grand, urban boulevard, creating a monumental gateway to the nation’s capital.
- 10 A signature cultural park at Poplar Point celebrating the area’s history and heritage, with improved access to the river from Historic Anacostia and other adjacent neighborhoods.
- 11 An enhanced Boathouse Row in the Near Southeast and two new boat launching sites in Anacostia Park.
- 12 Additional tax revenues for the District estimated at \$1.5 Billion over 20 years.

Great Urban Waterfronts Depend Upon...



Fishing in the Allegheny River, Pittsburgh.



Waterfront Park in Charleston, S.C.



The banks of the Charles with the Esplanade in the background, Boston.

In developing this Framework Plan, the member organizations of the Anacostia Waterfront Initiative and agencies of the District of Columbia government have worked together to define the elements of a great urban waterfront. Cities like Boston, Chicago, London, and New York have reclaimed their waterfronts by pursuing strategies and objectives like the ones below. In doing so, they have created a whole that is greater than the sum of its parts.

1 Waters That Are Clean and Safe

The success of most waterfront neighborhoods is intrinsically tied to the appeal of the water itself, to its environmental quality, and thus to the range of possible uses both in the water and along its shores. The Anacostia waterfront, burdened for many years with a contaminated river, has repelled people and development along its untended shores.

Nowadays urban waterfront settings offer opportunities for living, playing, and working. But constant human activity must also be tempered by the repose, tranquility, and beauty that natural settings offer. We love urban waterfronts because they provide a theater for human activity yet simultaneously offer places of respite from that same “urban buzz.”

Each new initiative along the Anacostia must replenish qualities that invigorate, rather than deplete, urban life. Such qualities are found in the Anacostia River’s natural habitats and to a lesser extent elsewhere along its banks; they must be preserved and enhanced.

2 Clear and Easy Access To and Along the Water

The public desires and expects access to the water’s edge; the city needs to provide that access for the sake of its economy, image, and quality of life. The era of industrialization, with roads, railroads, power plants, and factories, has reduced access to urban waterfronts, abetted by ownership restrictions and even habits of mind.

Cities that have reclaimed their waterfronts for public use have transformed both their quality of life and their image. Fortunately for Washington, large tracts of the Anacostia’s banks are already in public ownership. Overcoming the many physical – and psychological – barriers that separate citizens from their public riverfront is therefore the real challenge.

3 A Continuous Network of Great Parks and Open Spaces

Today, one of the most sweeping endeavors in riverfront reclamation is taking shape in the City of Toronto. The city is working with 31 sister communities spanning the Canadian shore of Lake Ontario. Motivated by the goal of gaining continuous public open space, the effort has, within a decade, resulted in over 200 miles of greenway trails linking nearly 200 natural areas, 150 public parks, promenades and beaches, dozens of marinas, and scores of historic sites.

A similar potential exists in Washington, where the Anacostia, Potomac, and Rock Creek park systems can be connected to create a continuous network of great open space corridors for the city and the region.



The Guggenheim Museum, on the Nervion River in Bilbao, Spain.



Waterfront housing in Boston's North End.



Puerto Madero, Buenos Aires, Argentina.



The Seine and the Anacostia Rivers drawn at the same scale comparing the number of river crossings in Paris and Washington.

4 Special Destinations and Attractions

Urban waterfronts are stunning settings for civic gatherings, celebrations, monuments, and commemorative spaces. In Washington, civic spaces and memorials adorn both the Tidal Basin and the Potomac River. And as the National Capital Planning Commission's recent Monuments and Memorials Master Plan made clear, there are many exceptional places along the Anacostia waterfront that are well suited to host additional attractions and destinations.

Indeed, it is inevitable that the greatest imprint of the 21st century upon Washington will be along the reclaimed shores of the Anacostia River.

5 Vital Neighborhoods for Living, Working, and Learning

The mixing of different types of activities and people creates healthy and vibrant neighborhoods. It is also evident that few places attract a richer variety of urban activities than city waterfronts, which commonly host parks, recreation, retail, housing, and culture.

The Anacostia waterfront offers a great opportunity both to revitalize existing neighborhoods – those that have borne the burden of disinvestment – and to create several new, mixed-use, waterfront neighborhoods on currently underutilized lands.

6 Celebrating Diversity and Cultural Heritage

Moving down or along the shores of urban waterways is often the best way to explore a city's history and heritage, and the nation's capital is no exception. But one has to look harder for the rich – yet often unheralded – stories of the neighborhoods along the Anacostia and their historic relationships to the river's edge.

In particular, the extraordinary history of the African-American experience in the mid-Atlantic region, and especially in Washington, deserves to be featured in appropriate settings along the public shores of the Anacostia River.

7 Convenient and Frequent Links Across the River

The great active, urban rivers, such as the Seine in Paris and the Chicago, are characterized by numerous, frequent, and human-scale crossings. Over the centuries, Paris has built three times as many bridges over the Seine as Washingtonians have built over the Anacostia. The majority of these bridges are not built, as the Anacostia's are, to accommodate highway traffic, but rather to serve local or pedestrian traffic. This helps keep the Seine at the heart of Parisian life.

Residents on either side of the Anacostia can greatly benefit from increased local crossings to establish a variety of neighborhood-to-neighborhood connections.

AWI Framework Plan Themes and Study Areas

Some Facts about the Anacostia

- Linear length of Anacostia River:** 36 miles
- Linear length of Anacostia River within the District of Columbia:** 6.8 miles
- Linear length of Washington Channel:** 1.8 miles
- Area of Anacostia River watershed:** 170 sq. miles (108,800 acres)
- Area of Anacostia River watershed within District of Columbia:** 38 sq. miles (24,000 acres)
- Waterfront Initiative planning area:** 4.4 sq. miles (2,830 acres)
 - Southwest: 550 acres
 - Near Southeast: 340 acres
 - Poplar Point: 110 acres
 - RFK Stadium Area: 180 acres
 - Anacostia/Kenilworth/Arboretum Parks Area: 1,650 acres
- Land ownership in planning area:**
 - Publicly Owned Land: 70%
 - Publicly Owned Waterfront: 95%
- Anacostia Riverwalk and Trail:**
 - Existing Trail Segments: 3 miles
 - Planned total length: 20 miles
- Total Population:** 43,348
- Total Households:** 19,585
- Median Income:** \$29,771



Seven Target Areas are slotted for more detailed planning efforts.

The boundaries of the Anacostia Waterfront Initiative study area include over 2,800 acres of land along a river corridor stretching nearly seven miles from the Potomac River to the Maryland border. This is a large and complex territory made up of various urban and environmental landscapes. The AWI Framework Plan, as it has evolved over the course of two years, has undertaken a broad analysis of the entire study area.

Five themes have guided the analysis of the problems facing the Anacostia River and its waterfront areas. The same five themes have helped the AWI planners to outline broad objectives and to prioritize planning initiatives. The AWI Framework Plan is organized according to these critical themes as it conjures the vision of a great waterfront along the Anacostia River and lays out the steps that will create it. Each of the next five chapters of the Plan is devoted to one of these themes.

More detailed planning efforts have focused on seven neighborhood districts, or "Target Areas." Public presentations and meetings helped guide the plans for these areas; a separate planning and design team directed each of the target area studies. The diagram to the left identifies these target areas, and Chapter Six presents a summary of findings and recommendations for each of them.

PLANNING ISSUES

CHALLENGE

GOALS

FRAMEWORK PLAN THEMES: THEMES OF REVITALIZATION

Environmental Healing
Improving water quality.
Eliminating sources of pollution.
Restoring natural systems.
Completing landscape networks and continuity.
Defining various park boundaries.

Charting the course for environmental healing and the rejuvenation of water-dependent activities. Pollution must be eliminated, runoff controlled, streams and wetlands restored, and water activities must be promoted.

- Goals of AWI Environmental Theme**
- Provide a river suitable for swimming in by 2025.
 - Restore riparian function in the watershed in both urban and natural environments.
 - Implement “green” guidelines and standards to require sustainable development.
 - Increase all types of maritime activity.
 - Enhance environmental education on the river’s watershed.

1
A Clean and Active River

Enhancing Movement and Connections
Getting to the river.
Moving along the river.
Crossing the river.
Using the river for commuting.
Minimizing/eliminating barriers.

Rethinking the design of transportation infrastructure in order gain access to waterfront lands and to better serve waterfront neighborhoods. The community must be able to get to the waterfront on beautiful streets and bridges that become gateways to the river’s parks.

- Goals of AWI Transportation Theme**
- Provide continuous pedestrian and bicycle access along the entire waterfront..
 - Aggressively promote a modal shift to public transit..
 - Create great urban boulevards with mixed uses, landscaping, and great civic spaces.
 - Redesign bridges across the Anacostia in the tradition of great civic architecture.
 - Redesign highways and freeways to become less of a barrier between neighborhoods and waterfront parks.
 - Reconnect the city street grid to waterfront parks.

2
Breaking Down Barriers and Gaining Access

Enjoying the River
Maritime activities and boating.
Active recreational and sports facilities.
Special/memorable places.
Special view-corridors and vistas.
Great public and open spaces.
Completing/enhancing promenades and trails.

Creating a system of interconnected and continuous waterfront parks joined by the Anacostia Riverwalk and Trail. No longer a series of isolated parks, the new network of green open space should provide parks worthy of a great capital city.

- Goals of AWI Parks Theme**
- Improve circulation to and between waterfront open spaces in order to create an interconnected park system.
 - Enhance underutilized parkland along the river to become important public amenities.
 - Ensure continuous access along the waterfront for pedestrians and bicyclists.
 - Increase recreational opportunities along the waterfront parks system.
 - Create distinct park destinations at the neighborhood, regional and national scales.

3
A Great Riverfront Park System

Facilitating Sustainable Economic Development
Transit-oriented development corridors.
Major adaptive reuse and infill opportunities.
Catalytic projects: public and private.
Identifying markets.
Financing strategies and incentives.

Enhancing and protecting the distinct character of regional destinations along the waterfront. Bring life to the waterfront and celebrate the cultural heritage of the city and the nation.

- Goals of AWI Cultural Theme**
- Highlight the unique character of the river heritage and basins, including natural and urban elements.
 - Seek to find locations along the waterfront that enhance and reinforce existing assets as emerging cultural institutions begin to look for sites beyond the National Mall.
 - Create park destinations for public concerts, picnics and local neighborhood festivals.
 - Make the Anacostia a regional destination for special events, such as concerts and sporting events.
 - Construct memorable shorelines that appropriately relate to each basin.

4
Cultural Destinations of Distinct Character

Housing and Community Reinvestment
Revitalizing existing neighborhoods.
Restoring environmental health and equity.
New places to dwell along the river.
Places to work along the river.
Neighborhood amenities and local services.

Promote sustainable economic development and reconnect the city to the river and the waterfront park system. Promote a vital waterfront by encouraging opportunities to live and work along the river.

- Goals of AWI Neighborhood Theme**
- Promote mixed-use waterfront neighborhoods with opportunities to live, work, and play.
 - Invest in existing neighborhoods to ensure that current residents have improved services and amenities.
 - Create the opportunity for over 20,000 additional mixed-income households to live in waterfront neighborhoods.
 - Revitalize existing commercial areas and connect these historic centers to new public amenities.

5
Building Strong Waterfront Neighborhoods



A Day in the Life

It's a gorgeous Saturday morning. From your home at River Terrace, you look across the Anacostia River to Kingman Island and decide it's a perfect day to take your kids on a short canoe trip. The three of you walk across the Benning Road Bridge to the Kingman Island footbridge. In the wetlands of Kingman Lake you spot a big, beautiful heron. At the Environmental Learning Center, you rent a canoe and eagerly unfold a water trail map. Following the Kingfisher Canoe Trail up the Anacostia River, you are intrepid explorers of everyday wonders.

Artist's rendering of a new environmental learning center on Kingman Island

1. ENVIRONMENT

A Clean and Active River

Common Citizen Concerns

- Degraded water quality deters active use of the river.
- Lack of maritime activities.
- Need for greater environmental education focusing on a restored river watershed.
- Need for sustainable development that preserves regional natural resources and habitat areas.

Actions

- Accelerate cooperative efforts with Maryland to address existing pollution loads that flow into the Anacostia.
- Implement Long Term Control Plan to reduce combined sewer overflows in the Anacostia by 98 percent by 2015.
- Daylight tributary streams east of the river, including Watts Branch, Stickfoot Creek, and five others.
- Create six new wetland areas in the middle and upper reaches of the Anacostia by 2005.
- Promote maritime activities, such as canoeing, rowing and kayaking, to expand people's experience of the river.
- Create and enhance boat-landing sites, including new landing sites east of the river.
- Restore over 300 acres of restored habitat along the Anacostia shores.
- Build an interpretive Nature Center on Kingman Island.
- Implement low-impact development practices throughout the watershed.

This section of the Framework Plan charts the path toward vastly improved water quality for the Anacostia. Achieving that goal entails acknowledging the region's role in restoring the watershed, re-establishing natural systems and habitats, and enhancing shoreline and water-based activities. Also vital will be the improvement of river stewardship and the promotion of responsible, low-impact, new development through smart-growth policies and sustainable design.

The Anacostia has for too long been Washington's less-valued river. It has yielded its natural beauty to industrial infrastructure, absorbed too much of the region's surface run-off and pollutants, given its banks over to highway and railroad corridors, and formed a boundary between more- and less-desirable neighborhoods.

Today the Anacostia River is severely polluted and deteriorated. The river suffers from a combination of non-point-source pollution from 176 square miles of urbanized regional watershed, combined sewer overflows (CSOs) from the District of Columbia's antiquated sewer system, and toxins that have settled in the river's sediment. More than 80 percent of the stormwater pollutant load on the Anacostia River originates in Maryland.

Despite decades of abuse and neglect, the banks of the Anacostia contain remarkable assets: great historic neighborhoods and cultural landmarks, opportunities for vital new neighborhoods and economic growth, a significant amount of publicly held land and open space, national destinations such as the National Arboretum and Kenilworth Aquatic Gardens, and areas of remarkable tranquility and natural beauty. Few American cities have better opportunities to re-orient themselves around comparable natural and cultural amenities.

The promise of a great river does run through Washington, but the Anacostia's ecology and natural beauty must be restored to bring people back to its shores. Various restoration initiatives have been in place for almost two decades, involving many government agencies, non-profits, and community groups.

Regional contracts, such as the Anacostia Watershed Restoration Agreement and the Chesapeake Bay Program, have made progress in restoring the watershed's ecosystem but still face challenges in inter-jurisdictional coordination. They also lack binding restoration benchmarks that require environmental cleanup by a certain date. Effective cleanup requires regional prioritization of restoration projects, and an integrated strategy covering the entire watershed.

If urban growth during the 19th and 20th centuries celebrated urban expansion, the 21st century will be about urban conservation. To flourish, Washington must continue to grow, but no longer at the expense of an impoverished natural or social realm. Much of the Framework Plan is dedicated to raising public awareness of the Anacostia's potential and guiding the smart growth of the nation's capital across succeeding generations. A more sustainable approach must govern the ways in which we inhabit and re-inhabit Washington. The joy with which urban residents seek out natural assets such as the Anacostia River reflects a growing recognition of the local ecology's enduring value.

Cleaning, restoring, activating, and protecting the river go hand-in-hand. As more people interact with the Anacostia in their everyday lives, the imperative for environmental healing will grow. A cherished and wisely used urban river is far more likely to become a well-tended river.

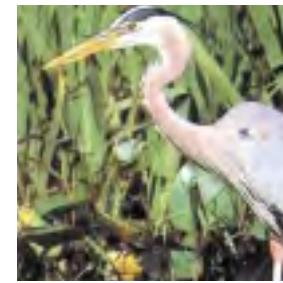
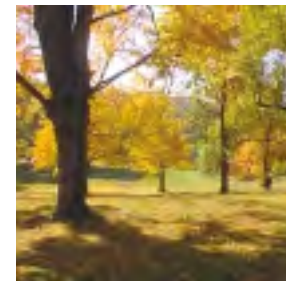
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A Cherished and Well-Used Anacostia Demands Environmental Healing

THE ENVIRONMENTAL AGENDA

The goals of the AWI Environmental Agenda will chart the course for environmental healing and the rejuvenation of water-dependent activities on the Anacostia River. The AWI

seeks to eliminate pollution, control run-off, restore streams and wetlands, and promote water activities.



“Look at the Anacostia River. We must clean it up! We must make the river that once divided us a symbol of our unity and the engine for a thriving waterfront. Let’s make clean air and clean water a standard for every one of our communities.”

Mayor Anthony A. Williams,
State of the District Address 2001

Water Quality

- Eliminate combined sewer overflows (CSOs) into the river.
- Seek to eliminate pollutant discharges into the watershed, including those originating in Maryland.
- Restore natural riparian functions and expand fringe wetlands along the watershed.
- Explore ways to increase oxygen levels in the water to support flora and fauna.

Air Quality

- Aggressively promote public transit use and reduce automobile emissions.
- Mitigate poor air quality with natural woodland filters.
- Reduce single point-source air pollution.

Toxins Remediation

- Eliminate ongoing sources of toxic pollution entering the river.
- Remediate toxins in the river bed to improve water quality.
- Remediate and redevelop contaminated brownfields.
- Promote best management and bio-engineering of contaminated landfill sites.

Habitat Enhancement

- Bio-engineer the water’s edge to create and restore wildlife habitat along the upper reaches of the river.
- Daylight tributary streams and restore estuary environments.
- Manage the river’s riparian buffers throughout, and introduce native plant species.
- Punish dumping of refuse, and support habitat cleanup.

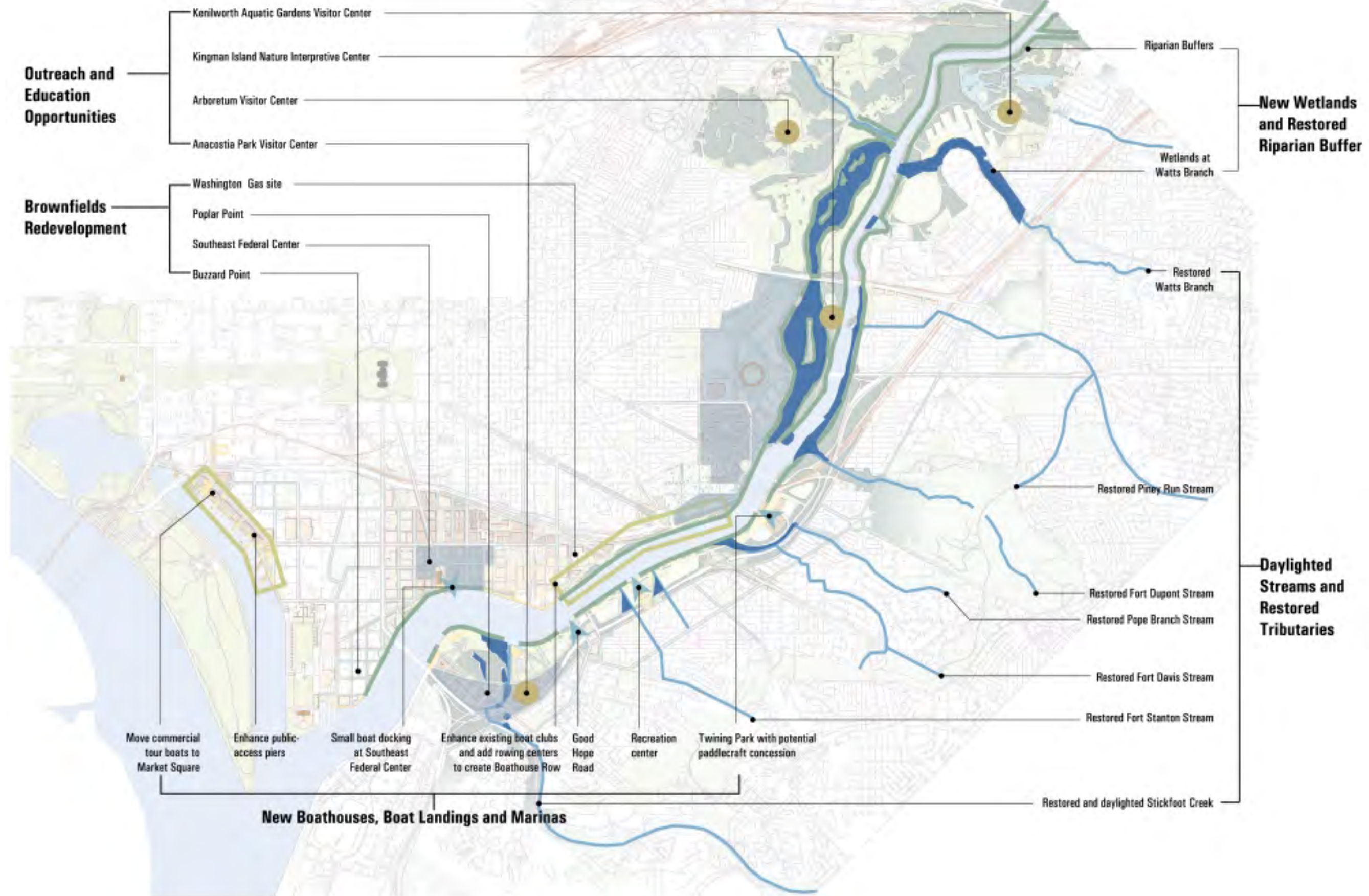
Sustainable Design Practices

- Promote stormwater recycling, retention, and filtration.
- Minimize all impervious surfaces and mitigate the urban heat-island effect.
- Promote “Green Marina” management.
- Introduce sustainable building regulations and incentives during public land disposition.

Outreach and Education

- Integrate and celebrate the environmental history of the Anacostia River along the waterfront.
- Promote education and interpretation centers.
- Promote on-site “living classroom” approaches to learning.
- Promote individual stewardship, explaining how individuals can help keep the river clean.

THE ENVIRONMENTAL INITIATIVES MAP



Healing at the Scale of the Watershed

“For a clean and active river to become a reality, stakeholders must implement the recommendations made by government agencies, and must support the work of environmental and neighborhood groups.”



Anacostia Watershed with Jurisdiction Boundaries

The Anacostia River watershed is approximately 170 square miles. Its network of urban streams crosses many political boundaries. With headwaters in Maryland, the Anacostia's tributaries flow through Montgomery and Prince George's counties before converging and flowing through the District of Columbia and into the Potomac River.

The once-lovely Anacostia has a message for us. With its vestiges of lost beauty and its polluted waters, a silted-in channel and the sickened remains of a once-thriving fish population, it asks us to reconsider the way we build, the way we commute, the way we make things, and the places we make – in short, the way we live.

The silting and pollution of the Anacostia began with colonial farming practices. As population in the watershed and the city of Washington has grown over the centuries, the load of silt and wastes dumped into the Anacostia – human, agricultural, and industrial – has grown too. Today the Anacostia watershed is the most densely populated in the Chesapeake Bay watershed system. As a result, the Anacostia is the most polluted tributary of the Chesapeake Bay.

Although the Anacostia River has historically served as a recreational setting for the surrounding population, the D.C. Department of Health currently warns against swimming in the river, having secondary contact with the water, or eating the river's fish. The Department of Health also observes that the river's low level of oxygen limits its ability to support fish and other aquatic life.

The Problem

The Anacostia watershed spans roughly 170 square miles and includes Maryland's Montgomery and Prince George's counties and Washington, D.C. Most of the watershed – 83 percent – lies in Maryland; over 80 percent of pollutants in the Anacostia originate there.

Most of the pollutants generated in the watershed cannot be traced to specific points. These non-point-source pollutants – including gas, oil, and contaminants that settle on the ground from car exhaust, construction projects, and chemical spills, as well as loose dirt and sand – wash into the Anacostia and its tributary streams with every rain. This process is a consequence of urban development everywhere; vegetated areas absorb rainwater while the building materials and paving of urban development do

not. In urban areas, most rainwater is not absorbed. Instead, it runs over vast expanses of paving into storm sewers and from there to streams and rivers. Over the years, industrial uses have also damaged the river. Toxins from manufacturing and power plants have settled into the river's sediment, where any disturbance re-releases them into the water, further damaging its quality.

Combined Sewer Overflows

Approximately one-third of Washington is served by a combined sewer system. Built in 1871, this system once conveyed both sanitary sewage and stormwater in one piping system to the Potomac and Anacostia Rivers. One hundred years later, the Blue Plains Wastewater Treatment Plant was built to intercept and treat wastewater before it is discharged into the rivers. This system works during dry weather. However, during significant rainfall, stormwater from city streets overwhelms the capacity of the combined sewer system, and the excess flow – a mixture of stormwater and sanitary wastewater called Combined Sewer Overflow (CSO) – is discharged directly into the Anacostia River, the Potomac River, Rock Creek Park, and tributary streams at CSO outfalls.

There are 17 CSO outfalls emptying into the Anacostia River. Over 60 percent of the system's annual combined sewer overflow enters the Anacostia, dumping a total of two billion gallons of dilute wastewater and stormwater into the river. But even when stormwater alone enters the river, it includes an array of urban contaminants from streets and other paved surfaces.

What Is Being Done

Thanks to citizen activism, environmental monitoring and research, and government enforcement, the Anacostia now benefits from the attention and energies of many people, and with good reason. The restoration of the Anacostia is widely seen as key to creating new recreational settings, revitalization projects, and incentives to spur commercial and economic development in neighborhoods along the river.

Montgomery County and Prince George's County in Maryland have both entered agreements to protect portions of the Anacostia watershed. Both counties are part of the Anacostia Watershed Restoration Agreement of 1987. In addition, Maryland is a member of the Chesapeake Bay Program to restore the Chesapeake Bay and its tributaries. (See the figure labeled "Important Environmental Initiatives" on page 28 for a full list of environmental agreements relating to the Anacostia River).

Fixing the Sewer System: WASA's Long-Term Control Plan

The District of Columbia Water and Sewer Authority (WASA) has prepared a Long-Term Control Plan (LTCP) proposing modifications to the combined sewer system. The control measures proposed for the Anacostia River will reduce CSO events (the number of times CSOs are discharged into the river) from 80 each year to two each year. The LTCP for the Anacostia River has four main recommendations:

- 1 Rehabilitate WASA's Main, O Street, and Eastside Pumping Stations .
- 2 Build a storage/conveyance tunnel to intercept CSOs when it rains.
- 3 Consolidate CSO outfalls on the west side of the river near the Anacostia Boathouse Row area.
- 4 Construct a pipeline from Fort Stanton to Poplar Point to address CSO outfalls on the east side of the river.

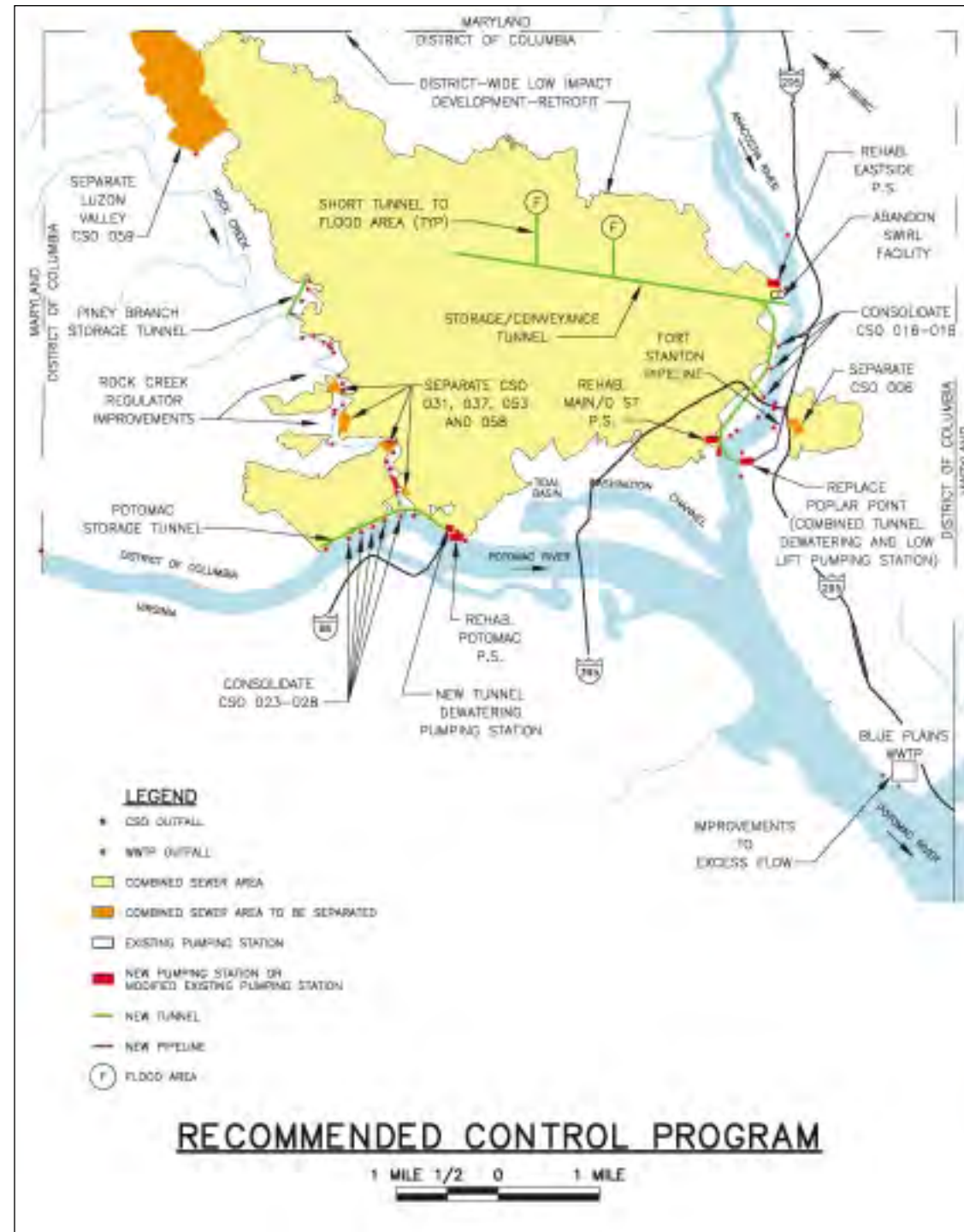
The LTCP also recommends a system-wide Low-Impact Development Retrofit (LID-R) throughout the city. This requires implementing measures at the neighborhood scale that will mitigate stormwater discharge into the river. Retrofitting and rehabilitating the neighborhoods' stormwater infrastructure can be achieved by disconnecting downspouts, planting rain gardens, using pervious paving, and introducing state-of-the-art urban forestry techniques like "green" roofs. WASA has committed to providing technical and regulatory assistance to the District government and will implement LID-R projects on WASA facilities where feasible.

Reducing Runoff and the Contaminants It Carries

The District Department of Health (DOH) has prepared Total Maximum Daily Load (TMDL) standards for fecal coliform bacteria and other organics, metals, and suspended solids. The Anacostia receives such high daily doses of bacteria, metals, silt, oil, grease, and other pollutants that it cannot meet current Department of Health standards. It will only do so when this daily load of contaminants is reduced through environmental reforms to curb runoff, reduce periodic sewer overflows, and reduce automobile-generated pollution.

With contaminants coming from so many sources, various District government agencies are involved in trying to reduce pollution. Together, they will need to modify transportation systems, adjust construction standards and practices, and plan to retain or absorb rainwater as much as possible on private and public property, as discussed later in this chapter. Many local agencies are also working with state and federal agencies through the Anacostia Watershed Toxics Alliance (AWTA) to evaluate pollution sources and recommend remedies.

New industrial uses along the river are no longer permitted. Some recent non-industrial developments have included exemplary measures. For instance, the \$400 million Navy Yard reconstruction included state-of-the-art, low-impact development, stormwater filter systems, and remediation of residual chemicals. Likewise, the newly renovated Matthew Henson Earth Conservation Center near Buzzard Point has a “green” roof that filters stormwater before it runs into the river.



What is Combined Sewer Overflow (CSO)?



CSO or “Combined Sewer Overflow” is a mixture of stormwater from city streets and untreated sewage wastewater that is released directly into marine waters, lakes and rivers during significant rainfall.

Most sewer systems constructed since 1950 conduct sewage and stormwater separately. Furthermore it has become standard to treat

sewage water before it discharged. However, many cities such as Washington D.C. still have older combined sewers; during heavy or long duration storms, the volume of the stormwater runoff may become too large for the combined sewers to handle, and the overflow which includes sanitary wastewater is released directly into the river.

CSO Long-Term Control Plan Projects

The primary feature of the Water and Sewer Authority plan is the new storage/conveyance tunnel, which would run from the northeast corner of Washington to Poplar Point, collecting rainwater and sewage overflows. This new tunnel would reduce the number of combined sewer overflow events in the Anacostia, from approximately 80 occurrences per year to two occurrences per year, which would be a 92 percent reduction from current volumes. The plan is scheduled to take 30 years to complete, with the Anacostia portions completed in 13.5 years. [Source: WASA Stakeholder Meeting January 24, 2002].

Important Environmental Initiatives

Efforts to restore the Anacostia and its watershed began almost two decades ago. Since that time, more than 60 government agencies, non-profit organizations, and tenacious community groups have created a number of powerful alliances and

initiatives dedicated to the river's restoration. Although the river has experienced decades of neglect, the political jurisdictions through which it flows are now cooperating in an effort to bring back the river's once vibrant ecosystems.

Year	ALLIANCE/ORGANIZATIONS	GOAL	ACHIEVEMENTS
1983 & 1987	Chesapeake Bay Program The State of Virginia The State of Maryland The State of Pennsylvania The District of Columbia The Chesapeake Bay Commission The U.S. Environmental Protection Agency	To restore the waters, habitats, and life of the Chesapeake Bay to the greatest extent possible, and to increase awareness of the bay's fragile ecosystems.	Ongoing monitoring and public awareness programs. Environmental work and public education funded at the county level.
1987-2001	The Anacostia Watershed Restoration Agreement (AWRA) The State of Maryland Montgomery County Prince George's County The District of Columbia The Metropolitan Washington Council of Governments The Interstate Commission on the Potomac River Basin The U.S. Army Corps of Engineers The D.C. Water and Sewer Authority Maryland-National Capital Park and Planning Commission The U.S. Environmental Protection Agency The National Park Service The Department of Agriculture	To restore the Anacostia River and its watershed.	Six-Point Action Plan: a framework to guide a lasting restoration effort. Environmental indicators to track restoration progress. Coordination and implementation of restoration projects throughout the watershed. Special Protection Areas: Upper Paint Branch Anacostia Headwaters Greenway: an existing network of stream valley parks, including Anacostia River tributaries like Beaverdam Creek, Indian Creek, Little Paint Branch, Northeast Branch, Northwest Branch, Paint Branch, and Sligo Creek. (Most of the northern third of Prince George's County).
	The Anacostia Watershed Toxics Alliance	To bring together a variety of local, state, and federal agencies, working in good faith as partners to evaluate the presence, sources, and impacts of chemical contaminants on the Anacostia River.	The Phase 1 Interpretive Summary Report, a baseline ecological and human health risk assessment based on existing data and information.

What Needs to Be Done – Work for Everyone

For a clean and active river to become a reality, stakeholders must implement the many policy recommendations made by government agencies, and must support the work of environmental and neighborhood groups that have tended the river for years. Government agencies, environmental groups, citizen groups, and individuals throughout the Anacostia watershed must actively cooperate. Funding for environmental initiatives must be provided, and incentives must be offered to implement "green" building techniques and low-impact development. Neighborhoods must cooperate in controlling litter and trash, and in using landscaping techniques, rain barrels, and porous paving to retain or absorb stormwater. The common goal: to create better community-wide stewardship of the river's water quality and the corridor's ecological needs.

A clean and active river also requires new ways of living, with less reliance on cars and a regional shift to sustainable modes of transportation like public transit, walking, and cycling. Public transit, bicycle, and pedestrian path systems must be further expanded to help curb auto-generated pollution. Zoning and tax structures can create incentives for transit-oriented development (TOD) – development concentrated around transit stops rather than on new, green sites. Providing housing close to employment centers will also help to cut down commuter-generated pollution and alleviate the notorious congestion of the regional road system.

Reestablishing much of the lost habitat and ecological systems along the river's edge is a fundamental element of the Anacostia Waterfront Initiative's environmental agenda. Environmental restoration is part of the process of providing great parks and natural assets for the neighborhoods around the river and the region.

While revitalizing the Anacostia waterfront will involve new construction and increased numbers of people using the river, developers, planners, and users must all work to mitigate the environmental impact of the revitalization process.

Environmental education, public information campaigns, and technical guidelines will be fundamental in instilling a broad sense of stewardship for the Anacostia River. Such guidelines must cover land use, construction, retrofitting of sewer and stormwater drainage systems, and natural resources management.

A River with Many Owners

The more users the river has, the more caretakers it will have. The proposed initiatives for the Anacostia are aimed at inviting people back to the river by building new parks, expanding recreational activities, improving access to the river, and investing in waterfront neighborhoods. As a great natural resource for the city of Washington, the Anacostia River must be the symbolic centerpiece for revitalizing the neighborhoods along its banks; currently, the river's degraded condition reflects the neglect of these neighborhoods.

Benefits of a Clean River

Improved water quality and restored natural habitats will attract more people to the river. A usable river with an appropriately developed waterfront will increase local pride as people take pleasure in its benefits and amenities: fish for the fishermen, clean water for boaters and swimmers, beautiful settings for walkers, and a rich variety of wildlife for all to discover and enjoy.

Boating

To enliven the Anacostia River, more opportunities for maritime activities must be created. Currently, the lower Anacostia hosts seven marinas and boating clubs, with slips for 600 boats, all on the west side of the river. A small boat ramp exists on the east side, at the northernmost reach of Anacostia Park, just below the CSX trestle. To improve access to the water from the neighborhoods on this side of the river, a full refurbishment of the boat ramp facility is proposed, including a paddle craft boating concession. New boat landings are also proposed at Good Hope Road and at the Recreation Center in Anacostia Park, just north of the 11th Street Bridges.

On the west side of the river, the existing boat clubs and marinas will be enhanced to create a Boathouse Row. Potential new marinas are also envisioned at Buzzard Point. There are no boating facilities in the upper reaches of the Anacostia within the city's boundaries, although there is a marina at Bladensburg, Maryland. The Department of Parks and Recreation is working to create a small boat launch on the eastern edge of Kingman Island. From there, canoeists, kayakers, and paddle boaters can enjoy the river basin's natural habitat and row upstream to Kenilworth Park, the National Arboretum, and points further north in the Anacostia Valley. Due to the more sensitive natural conditions in the upper reaches of the river, motorboats will not be permitted north of the CSX railroad bridge.

Fishing

Fishing in the Anacostia River has been a long-standing and very popular activity for people who live along its banks. Current warnings advise that people not eat catfish, carp, or eel from the Anacostia due to the presence of PCBs in the fish population. Reducing the bioaccumulation of toxins in the fish population is a long-term process, since PCBs not only circulate in the water but also settle in the riverbed sediment. While achieving a river clean enough to support healthy fish is a long-term goal, improved park facilities and increased points of access to the river can provide short-term benefits for recreational anglers.

Swimming

A long-term objective of improving the water quality of the Anacostia River is to make the water clean enough for swimming. As discussed in this chapter, cleaning the Anacostia River is a massive effort that calls for dedicated, multi-jurisdictional participation from the entire Anacostia watershed – encompassing neighborhoods in Washington and Maryland – to curb non-point-source pollution and restore natural systems. A sustained river stewardship effort started today will create a swimmable river for Washington by 2025. While further analysis is necessary to determine the location of swimming beaches, these beaches certainly must be located in multiple areas, on both sides of the river, for all to enjoy.

Environmental Education on the River

The Anacostia River is a natural learning laboratory for children and adults alike. Its ecological history and that of its watershed exemplify the degradation of the natural environment by the incursion of unbridled urban growth. Likewise, the restoration of wetlands, tributary streams, and habitats provides an unparalleled opportunity to learn about natural systems and their function in cleaning the river's polluted waters.

Three existing environmental education programs provide excellent models for creating "living classrooms" where the ongoing cleanup of the Anacostia offers superb firsthand learning experiences:

- The Earth Conservation Corps is a non-profit youth corps committed to reclaiming our nation's most threatened resources: the environment and poor, inner-city youths. At the Matthew Henson Center, a restored pump house on the Anacostia River, members learn about the local ecology and wildlife, and work on all aspects of habitat restoration: removing debris, placing booms to contain combined sewer overflow (CSO), planting trees and gardens, and educating the community about the environment. The ECC has built the first "green" roof in the city and is currently constructing three demonstration segments of the Anacostia Riverwalk and Trail.
- The Anacostia Watershed Society (AWS) is a non-profit group dedicated to restoring and protecting the Anacostia River. It offers a variety of educational programs and events that seek to connect people to the river in a personal manner. These involve river cleanups, tree plantings, river tours by canoe or pontoon boat, and educational slide presentations. Through its Watershed Explorers and River Habitats programs, AWS engages children in environmental education by bringing slide presentations and water testing kits into the classroom and taking students canoeing on the river for more water quality testing and wildlife and habitat discovery.
- The National Park Service runs "Bridging the Watershed," a summer program at Kenilworth Park aimed at high school students. This program promotes national parks as learning laboratories, adopting a scientific approach to under-

standing the Chesapeake Bay watershed and its problems. Students receive educational activity kits to help them perform environmental research, such as collecting and interpreting data. The rangers at Kenilworth Park have designed their educational programs in coordination with local teachers.

As these programs show, environmental education can serve the goals of social and economic revitalization for the people who live along the river. Environmental education can be combined with job training to help broaden young people's exposure to different fields of learning and future employment possibilities, just as environmental programs can be combined with recreation.

In addition to the above benefits, educational programs associated with the river serve less tangible goals. They draw people to the river, introduce them to its potential, and involve them in its stewardship. Educational programs can give Washingtonians a sense of ownership and pride in this valuable local resource – provided the educational opportunities are part of other ongoing improvements to the waterfront area and surrounding neighborhoods.

Such river-based education programs offer inspiration for further development by non-profits and public agencies, such as the National Park Service and the District Department of Parks and Recreation. They are likely candidates to develop park-based programs as public lands along the river are developed. In addition, they can create educational or interpretive exhibits on ecology to communicate the cultural heritage of the Anacostia waterfront and its neighborhoods. For further discussion of opportunities for cultural heritage programs, please see Chapter Four: Cultural Destinations and Places of Distinct Character.

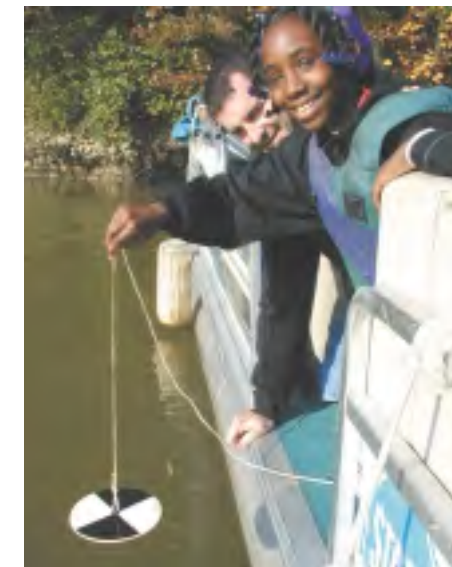
The Living Classroom



Birdwatching at Kingman Island.



Participants in the Anacostia Watershed Society's "Day on the River".



Students test the Anacostia's water quality in one of the Anacostia Watershed Society's educational programs.

Restoring Natural Systems: Wetlands and Floodplains

“Approximately 90 percent of land in the Anacostia’s flood plain is parkland or open space.”

Restoration Projects Underway

The D.C. Department of Health, working with the U.S. Army Corps of Engineers and the National Park Service, is implementing a variety of restoration projects in the Anacostia watershed.

Kingman Lake

The U.S. Army Corps of Engineers, the National Park Service and the District of Columbia have partnered to restore more than 40 acres of tidal wetland around Kingman Island. This project includes modifying a section of the seawall to facilitate voluntary growth of emergent tidal wetlands.

Pope Branch Restoration

The U.S. Army Corps of Engineers, in partnership with the District of Columbia Department of Health and the National Park Service, is developing a restoration plan for Pope Branch and the lower end of Anacostia Park. Today, the downstream end of Pope Branch runs through a concrete pipe underneath Anacostia Park, and this situation inhibits fish access to the upstream reaches. The Corps is exploring daylighting opportunities for this portion of the tributary, while restoring upper sections of the creek. The project will be designed to provide fish and wildlife habitat without affecting the recreational uses of the park. In addition to daylighting the stream, project elements include adding wetlands and riparian buffers, and upstream stabilization. (<http://www.nab.usace.army.mil/projects/WashingtonDC/LowerAnacostia/brief.htm>).

Poplar Point Cleanup

The District of Columbia is working with the National Park Service and the National Oceanic and Atmospheric Administration to help investigate contaminants on Poplar Point and restore this prominent waterfront site on the eastern bank of the Anacostia River. Plans also include restoring on-site wetlands and partially daylighting Stickfoot Creek. This activity will involve a multi-year partnership with the District.

Watts Branch Cleanup

The grassroots organization Washington Parks and People, in partnership with the District Department of Parks and Recreation, has spearheaded an ongoing initiative with the District Department of Health to restore the water quality of Watts Branch Creek in northeast Washington.

The habitats of the Anacostia watershed have changed dramatically in the past three centuries. Until the mid-17th century, the Anacostia watershed was a focus for Native American life, and its waters contained such fish species as sturgeon, American and hickory shad, white and yellow perch, redbreast sunfish, pickerel, catfish, and herring. Forests full of wildlife dominated the landscape. But with the arrival of European settlers and the intensification of agriculture in the region, the Anacostia and its streams began to erode, and fill with silt and pollutants.

The 20th century saw the greatest changes to the river and watershed, as local population and development increased dramatically. Intense urbanization resulted in the ongoing loss of forest and wetland habitat, stream alterations, increased pollution, and discharges of combined sewer overflow and industrial waste. The shape of the Anacostia also changed dramatically. Between 1902 and 1926, the Army Corps of Engineers dredged the river bottom, filled and eradicated most of the river’s remaining fringe wetlands, and radically transformed the river’s edge by constructing seawalls.

Today, approximately 70 percent of the watershed has been developed, and only about 25 percent of the original forest cover remains. The environmental healing of the Anacostia watershed will reestablish natural systems to reduce the effects of sedimentation, erosion, and runoff on the river’s water quality and will restore habitats along the river to support plants and wildlife.

Restoring Soils and River Sediments

The Anacostia River acts like a tidal lake, trapping approximately 85 percent of incoming sediment. This helps explain why, by the end of the 19th century, the river had become impassable to all but small boats.

The sediments that have accumulated over the centuries have absorbed many of the contaminants that have entered the river. Sediment toxicity poses a difficult long-term restoration challenge, as sediments are continually re-released into the water, especially when disturbed. Sediments in the river and the watershed have absorbed PCBs, PAHs, lead and other trace elements, and pesticides. Although these sediments can be found throughout the river, the largest concentrations are on the lower half, below Kingman Lake.

Sediment has also spoiled tributary stream habitats. Fine sediments such as sand, silt, and clay accelerate stream bank erosion and cloud water for sight feeders, or clog and irritate the exposed gills of certain species.

The restoration process typically includes dredging to remove the sediment, capping the sediment to isolate contaminants, or monitoring contaminants as they naturally weaken over time. In addition to these traditional approaches, restoration measures can address the contamination through new technologies that destroy organic contaminants or inject oxidants into the contaminated area to enhance bioremediation.

Protecting the Flood Plain, Managing the Seawall

The flood plain – the area covered by periodic natural flooding of the Anacostia – is a natural part of the river habitat. Fortunately, most of the Anacostia’s flood plain is in parklands. Of the total 2,800-acre AWI project area, about 20 percent is located in the 100-year flood plain. Another 10 percent of the land is located in either the 500-year flood plain or in the 100-year flood plain that is protected by a levee. Approximately 90 percent of the land in the flood plain is parkland or open space. The remaining 10 percent is in residential, mixed development, or commercial and industrial

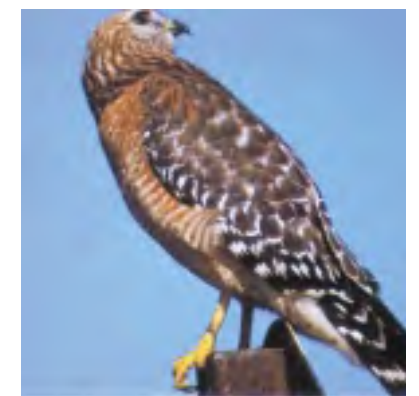
uses, which require protection from flooding. A flood protection levee on the east bank of the Anacostia River – earth in places, concrete in others – extends almost two miles north from Poplar Point to the southwest corner of the Naval District of Washington Anacostia Annex.

Within the AWI project area, a seawall stabilizes both the west and east banks of the Anacostia River. Conditions of the seawall vary: some portions are deteriorating due to vegetation growth, age, soil erosion, and leaking stormwater systems. Sections are currently being replaced. In parklands where streams are being daylighted, portions of the seawall where tributary streams enter the river will be replaced by vegetation to stabilize the river’s edge. Marshes will be created to help contain stormwater and absorb pollutants before they reach the river. Where a seawall is not required, the restoration of the Anacostia requires various interventions to recreate the river’s edge habitat and control runoff.

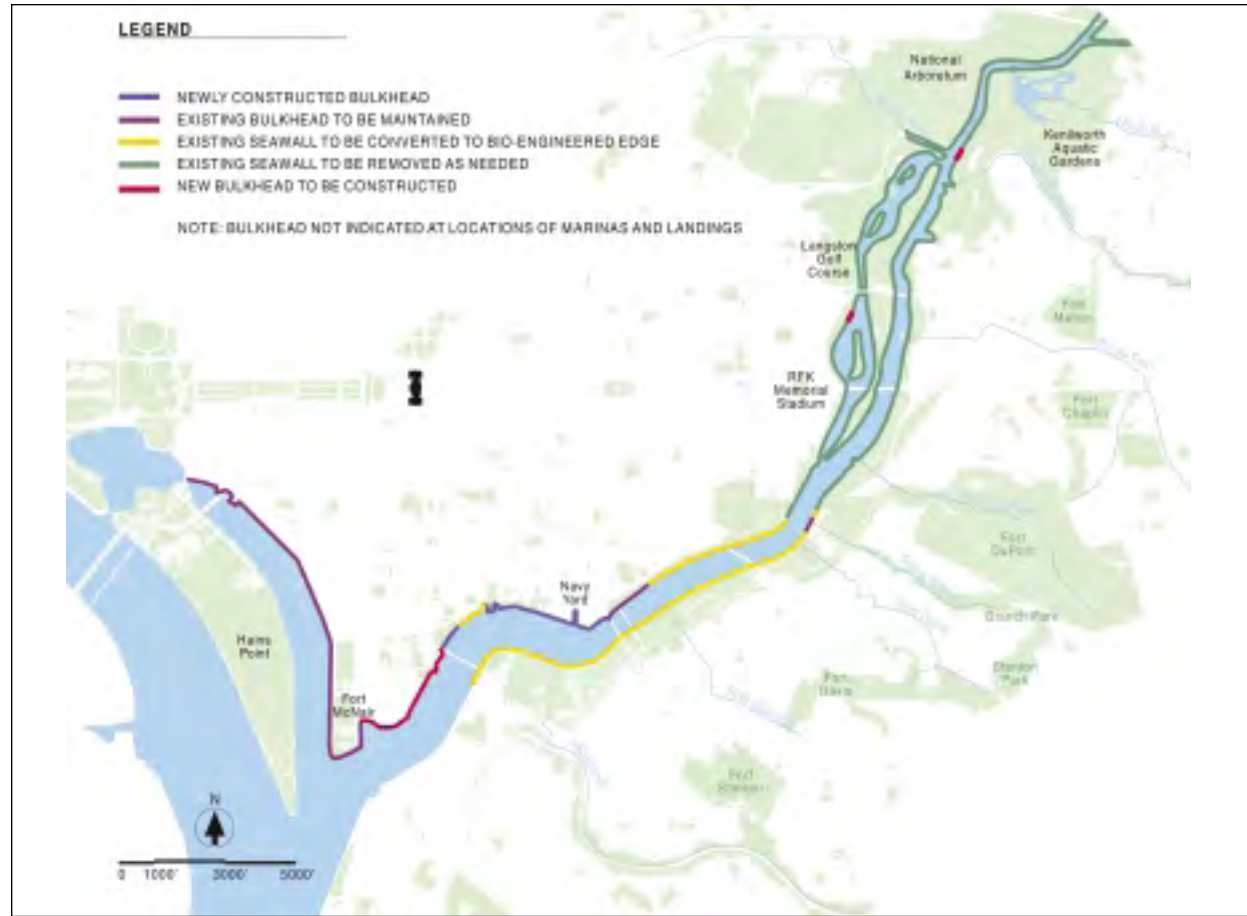
Continued monitoring of the seawalls will be necessary to protect the developed portion of the flood plain. Any redevelopment located in the 100-year floodplain will need to comply with the District’s Flood Hazard Rules.



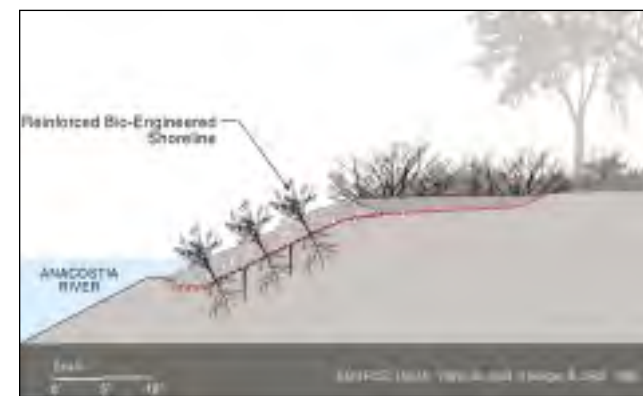
Wildlife of the Anacostia



The Anacostia hosts many species, including the great blue heron, the bald eagle, the large mouth bass, and the red sea hawk.



A Range of Strategies to Address Differing Environmental and Habitat Conditions

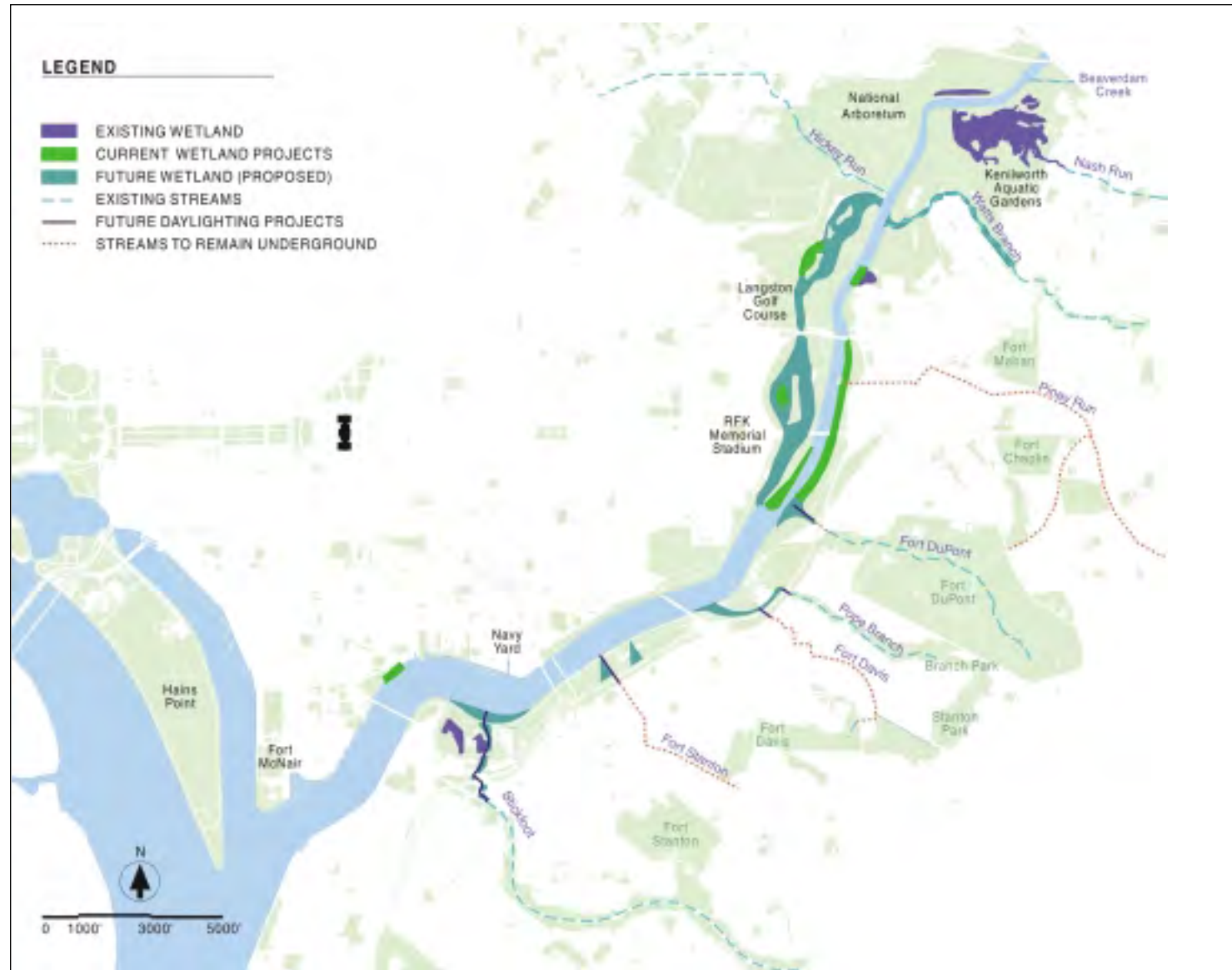


Proposed River Edges

Some portions of the seawall (left, on facing page) are deteriorating due to vegetative growth, age, and soil erosion. In the more "urban" basins of the Anacostia, a bio-engineered edge (left) that would build an environmental buffer off the existing bulkhead along the river is proposed. In the upper reaches of the river, a soft edge (right) will be maintained.

Restoring Streams, Riparian Buffers, and Wildlife Habitat

“Three goals of the AWI environmental agenda will benefit wildlife: cleaner water; naturalized edges with native plants; and contiguous green parks that add up to a larger territorial range for animals.”



Creating New Wetlands and Daylighting Streams

Area Name	Area (ac)	% Impervious	Average Pool Depth (ft)	SA/DA Ratio*	Estimated Surface Area
Fort Dupont	432	18.9	3	0.97	4.2
Watts Branch	2,405	29.0	3	1.34	32.2
Stickfoot	670	44.5	3	1.73	11.6
Fort Stanton	252	43.1	3	1.73	4.4
Fort Davis	235	31.4	3	1.34	3.2
Pope Branch	240	30.3	3	1.34	3.2

*Recommended SA/DA Ratio for Permanent Pool Sizing for 85 percent Pollutant Removal Efficiency in the Piedmont.

Estimated Stormwater Wetland Size

This table shows the land area required for the construction of stormwater wetlands along each of the six tributary streams that empty into the Anacostia from its eastern bank.

Urban development has destroyed approximately 2,500 acres of tidal marshes along the Anacostia River between Bladensburg and the Potomac River, according to U.S. Army Corps of Engineers (USACE) estimates. Today, fewer than 100 acres of marshes remain, indicating a loss of more than 90 percent of the original tidal wetlands.

The destruction of the Anacostia’s tidal marshes has contributed heavily to the river’s degradation. The loss of wetlands and the underground piping of streams allows untreated urban stormwater runoff to enter the Anacostia River directly. The AWI proposes restorative new treatments of the river’s edges as follows.

Reducing Runoff

The diagram, “Location and Type of Riparian Buffers,” on page 33 shows the new bio-engineered edge that will help contain and filter stormwater along developed areas of the waterfront. This edge includes underground stormwater holding areas plus two types of landscaping along the water’s edge to catch and filter runoff.

New Stormwater Wetlands

In less developed areas, manmade stormwater wetlands will be created. These wetlands will be designed and constructed to mitigate the impacts of urban stormwater runoff. They will work by temporarily storing runoff in shallow pools where wetland plants can thrive, slowing and filtering runoff. This process removes sediments and pollutants, such as phosphorus, trace metal, and hydrocarbons; organic matter that contributes to biological oxygen demand (BOD); oil and grease from impervious surfaces; and bacteria. Stormwater wetlands, properly landscaped and maintained, also contribute aesthetically to a natural, park-like setting (Schueler 1987 and Shaver 1992).

Although stormwater wetlands help manage runoff, they occupy more land than alternative methods. The table labeled “Estimated Stormwater Wetland Size” shows the land area required for the construction of stormwater wet-

lands along each of the six tributary streams that empty into the Anacostia from its eastern bank. Calculations were based on: 1. area of tributary watershed; 2. percentage of impervious surface in the watershed; 3. average pool depth; and 4. surface-area-to-drainage ratio for desired pollutant removal.

Daylighting of Streams

Part of the process of restoring an urban watershed such as the Anacostia involves rebuilding or recreating damaged tributary streams. Daylighting is the process of taking a river, stream, or stormwater drainage route out of buried pipes and integrating it into the landscape.

Daylighting of streams offers several environmental benefits. It improves water quality, expands stream channel capacity, and expands wildlife habitat. Open streams can slow runoff, and reduce flooding and erosion downstream. Daylighting improves water quality by exposing water to air, sunlight, vegetation, and soil, all of which help to transform or neutralize pollutants. Open streams make possible the recreation of a riparian habitat where the stream meets the river. They also benefit neighborhood residents by creating natural areas and enhancing public spaces.

The Anacostia Waterfront Initiative includes plans to daylight streams wherever practical. The USACE is currently working with the D.C. Department of Health to develop a restoration plan for Pope Branch and Fort Dupont, which lie near each other on the eastern side of the river. Both streams are to be partially restored and opened to daylight in 2003. The Watts Branch has been daylighted already, and plans are underway to restore its water quality.

Research continues on the possibilities of daylighting other streams such as the Stickfoot, which will become a central feature of the new Poplar Point Park. Obstacles include issues of ownership, maintenance, and liability, and potential technical problems with the type of soils, the minimal topography, and current land uses. However, these challenges are being explored through the planning process.

Enhancing Wildlife Habitat

Despite its poor water quality, the Anacostia River and parklands provide important habitat for an impressive array of wildlife. Bird species are found on open water and throughout wetlands, scrub, fields, woodland, and urban environments. These include rare and majestic birds, such as the great blue heron, great egret, bald eagle, red-bellied woodpecker, willow flycatcher, red-tailed hawk, and song sparrow, in addition to the normal array of city dwellers, such as the American robin, house sparrow, blue jay, and Northern mockingbird.

Parts of the riverbanks also support beavers, river otters, mink, and red and gray foxes, plus mammals adapted to city life, such as raccoons and squirrels. Amphibian fauna include the spotted salamander, Eastern painted turtle, bullfrog, and black rat snake. Anadromous fish species (fish that move up-river for breeding) such as blue-back herring and white perch live in the river, in addition to freshwater species like largemouth bass, brown bullheads, spottailed shiners, banded killifish, and catfish.

Three goals of the AWI environmental agenda will benefit wildlife: cleaner water; naturalized edges with native plants; and contiguous green parks that add up to a larger territorial range for animals.

Additional measures are aimed specifically to protect wildlife. In the naturalized portions of the river above the CSX railroad crossing, where the majority of wildlife lives, the Framework Plan proposes the creation of a 300-foot continuous riparian buffer, a combination of woodland and wetland. Designed by the scientific community to approximate the natural habitat and needs of river-related fauna, such a buffer will also help filter storm runoff, retain sediment, mitigate flood impacts, and stabilize the riverbanks.

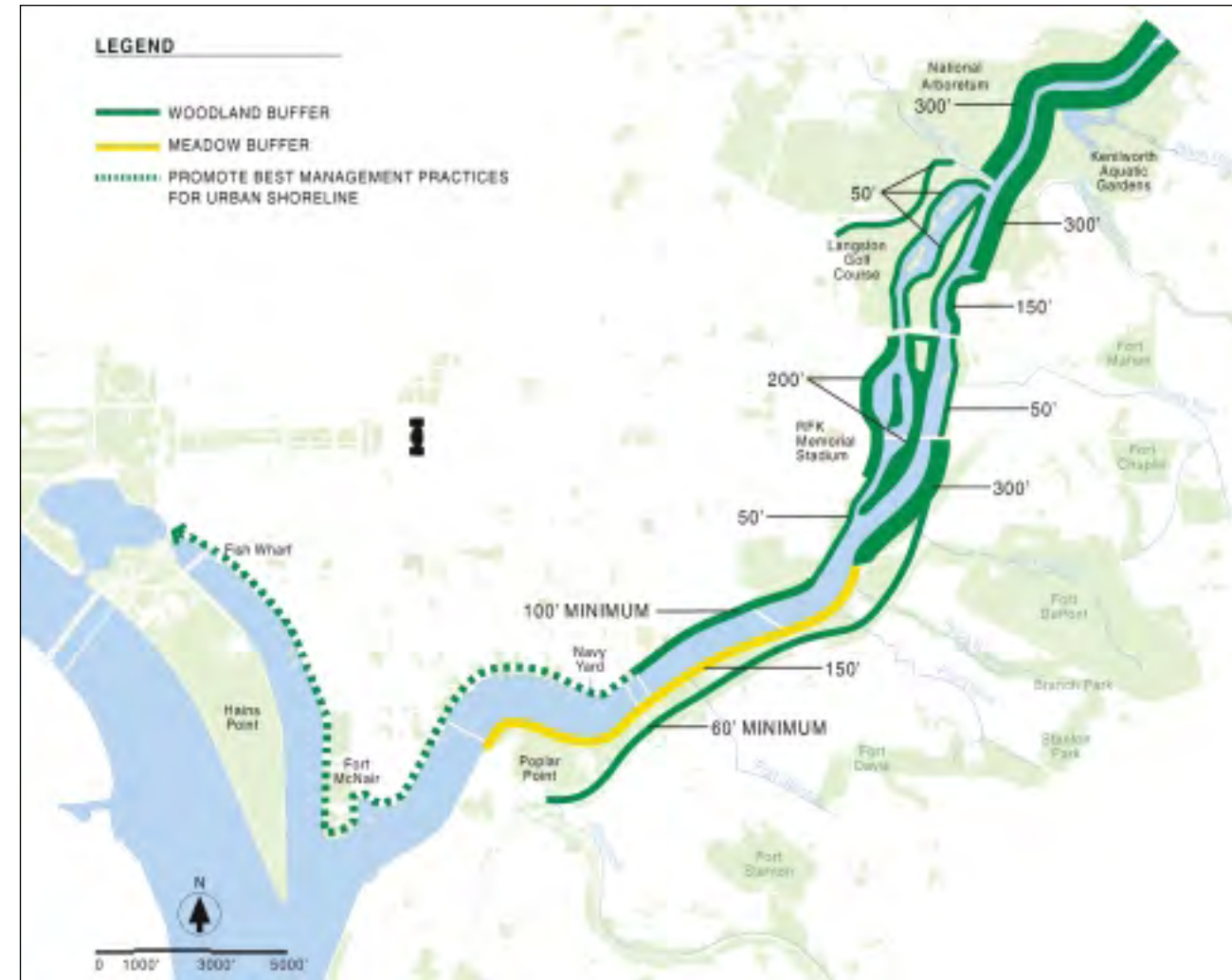
As the natural systems of the Anacostia reach the river's heavily developed lower banks, the design of green spaces should acknowledge the importance of continuous patches of habitat for wildlife. Wildlife is known to fare better when small green areas are joined to form a larger habitat system through which birds and animals can move.

To enhance the ecological health of the lower eastern bank of the river, including Anacostia Park, the Framework Plan proposes, wherever possible, a twofold approach: the creation of a continuous, 150-foot minimum, managed meadow along the shore, and a 60-foot minimum, woodland buffer against the Anacostia Freeway.

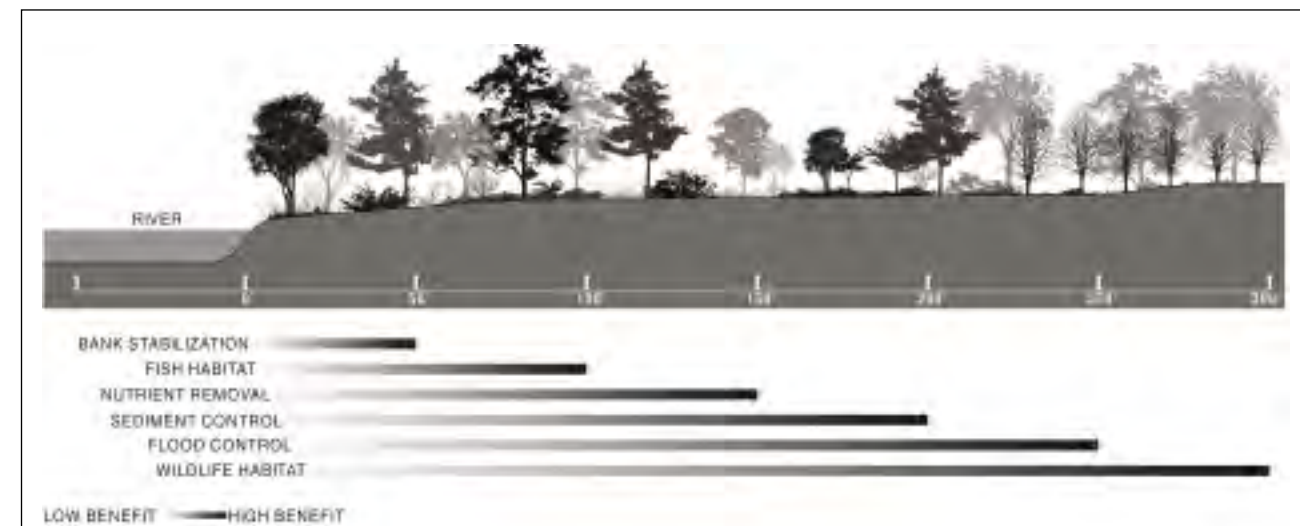
Wooded and/or wetland links along daylighted tributary streams and bridge crossings will be part of a network of wildlife corridors. The forest buffers between the river and the Anacostia Freeway may be periodically interrupted to address concerns about pedestrian safety or to provide views to the water, but the proposed 60-foot buffer is optimal. In the same area, a natural shoreline can be restored, preserving the existing bulkhead only where necessary for boat docking, viewing, fishing, and interpretive exhibits.

The urbanized western bank of the river, downstream from the CSX railroad crossing, features marinas and boat clubs, the Navy Yard docks, and the bulkheads associated with the Southeast Federal Center and Buzzard Point. A bio-engineered shoreline can be created along approximately 10 percent of this area, but is proposed wherever possible to achieve the Anacostia waterfront's environmental goals.

The bio-engineered edge will consist of willows and/or buttonbush embedded in a stabilized, sloping bank, forward of existing bulkheads or, in their absence, behind approved bulkhead lines. Preliminary hydrologic modeling (HEC II) will help to ensure that any proposed shoreline modifications do not raise flooding hazards and that such modifications can withstand the sometimes flashy flows of the Anacostia River.



Location and Type of Riparian Buffers



Woodland Riparian Buffer

Recommended depth of buffer for various levels of environmental protection and habitat types. Source: Connecticut River Joint Commission.

Reducing the Environmental Impact of Development

“All consideration of automobile transportation in Washington should mitigate the system of high-speed access through neighborhoods that encourages regional through-traffic and automobile use at the expense of neighborhood air quality.”

Green Site Design Techniques



Two examples of how a bio-swale catches and filters rainwater around a building, while also functioning as a beautifully designed landscape.

In order to restore the Anacostia River, Washington must become a leader in the use of environmentally sensitive building techniques. Redesign and reconstruction of the combined sewer/storm drain system will help reduce the load of bacteria in the river, but many other pollutants and kinds of silt will continue to wash into the Anacostia unless those who use it act responsibly and with vision. Any redesign will need to reduce the runoff that currently flows from the watershed into the Anacostia, and the pollutants carried by the runoff.

To effect these reductions, planners and developers will have to reconsider paving and runoff strategies on public and private lands, use landscaping more effectively to absorb rainwater and some pollutants, apply “green” standards to new construction, and address the regional transportation burden.

Development Practices That Minimize Runoff

New development must retain and filter runoff on-site, or route stormwater to green swales or filtering wetlands in adjacent parkland. Filtering wetlands can be designed as attractive and functional water features, so-called “living fountains” that enliven public areas and provide recreational amenities. Poplar Point, Buzzard Point, the RFK Stadium area, and the new parks in the Southwest and Near Southeast are candidate sites for such features. Other building features, such as vegetated or “green” roofs, rain gardens, and porous paving in parking areas, can also help minimize stormwater runoff.

With these and other innovations in mind, a study is currently underway to retrofit RFK Stadium’s vast north parking area in order to minimize the runoff into Kingman Lake and the river as a whole. In the Southwest and Near Southeast, where the location and density of the development preempt surface-water treatment, the use of localized, below-grade storm retention and filtration systems is an option. Using the proposed waterfront promenades for this purpose should be con-

sidered in these areas, where perforated pipes running the length of the promenades can collect, store, and filter runoff.

“Green” design and development standards will govern the construction of new buildings, roadways, parking lots, parks, buffers, marinas, and landscaping of all kinds. The process of construction itself must also be governed by sustainable standards. Through new regulations and incentives, construction processes will be encouraged to be more sensitive to the waterfront environment. Private property owners all along the watershed should also be encouraged to install rain barrels and porous paving to handle stormwater at the neighborhood scale.

Environmentally Sensitive Landscape Planting

Within urban areas, plantings can significantly improve the local microclimate, including conditions such as reflected light, airborne dust, and overall temperature. Deciduous trees, in particular, can reduce energy consumption by providing shade during the heat of summer while allowing sun to shine through in the winter. In addition, certain trees have the capacity to absorb particular toxins, such as lead.

Many plantings can be provided in the public realm, along sidewalks, in green buffers, and in parks. More can be provided in setbacks and easements exacted from private developments. In general, the following practices will be helpful.

- A street-tree program for all thoroughfares within the study area.
- Yards planted with trees, shrubs, and ground covers, especially on the south and west sides of buildings where heat gain can be substantial.
- High-reflectivity paving materials, such as brick or concrete, used throughout.
- Green roofs to help mitigate the albedo effect, (the extent to which a surface reflects back the sun’s energy) and to absorb rainwater.

- Planted buffers along major highways to help mitigate traffic noise and absorb toxic emissions

- Significant woodland buffers along both sides of the Anacostia Freeway, including all interchange areas

- Use of vegetation to stabilize erosion-prone slopes

Existing tree cover should be conserved wherever possible. New development should conserve natural areas and restore damaged areas to provide habitat, promote biodiversity, benefit wildlife, and create the microclimate advantages described above. Development should reduce footprints by stacking floorplates where possible to reduce environmental damage, and replanting the site.

Sustainable Development

A significant increase in housing, such as the 10,000 to 20,000 residential units envisioned in this plan, will reduce commuting loads on regional highways by allowing more people to live near Washington’s large federal employment base. This will reduce both auto-generated pollution and the need for new roadways.

In addition, new development in Washington must be well served by transit. The eight existing Metro stations that currently serve the waterfront present a great opportunity to begin implementing the District’s Transit Oriented Development (TOD) policy. For example, mixed-use development is proposed along the entire waterfront, including the portion of Howard Road that connects Historic Anacostia to Poplar Point. People living in this development will enjoy a short walk to the Anacostia Metro station, new water transit, a light-rail service, and the Anacostia Riverwalk and Trail.

Mixed-use, mixed-income neighborhoods contribute to sustainable development because they allow people with a range of employment prospects to live near a range of jobs, and they offer residents a selection of services and amenities within a short distance. For example, a neighborhood might include retail stores, housing, and recreational opportunities. These mixed amenities serve not only neighborhood

residents, but also employees of neighborhood businesses, who can shop before heading home. In turn, this shopping contributes to the neighborhood's economic development and spreads the commute home over a longer period, reducing congestion and associated pollution. Mixing uses also allows for the sharing of parking resources, reducing the amount of land allotted to cars.

With the Anacostia Riverwalk and Trail, people living or working in neighborhoods along the river will enjoy the option of commuting by bicycle or on foot. The new pedestrian and bicycle paths associated with the Riverwalk will connect to bike lanes throughout the city and other trail systems in the region. Accommodating these alternative modes of transportation can go a long way to improving the quality of life of neighborhoods. For example, bike parking and storage should be provided at transit stations and along commercial corridors. Larger business tenants, or developers building over 100,000 square feet, should provide showers and bike storage facilities for up to five percent of employees or occupants.

Finally, no new industrial uses will be permitted near the river. Existing waterfront industries must establish plans to coexist with new neighbors and waterfront uses.

Building to Save the Environment

The concept of "green" building standards is gaining wide acceptance. The Leadership in Energy and Environmental Design (LEED) rating system, established by the Green Building Council, outlines development practices that conserve energy, water, and other natural resources. LEED recognizes both the pollution created during construction of a building and the long-term pollution resulting from the building's lighting, heating, and cooling needs. The LEED system will be used to evaluate future developments along the waterfront and should be applied throughout Washington and the Anacostia watershed.

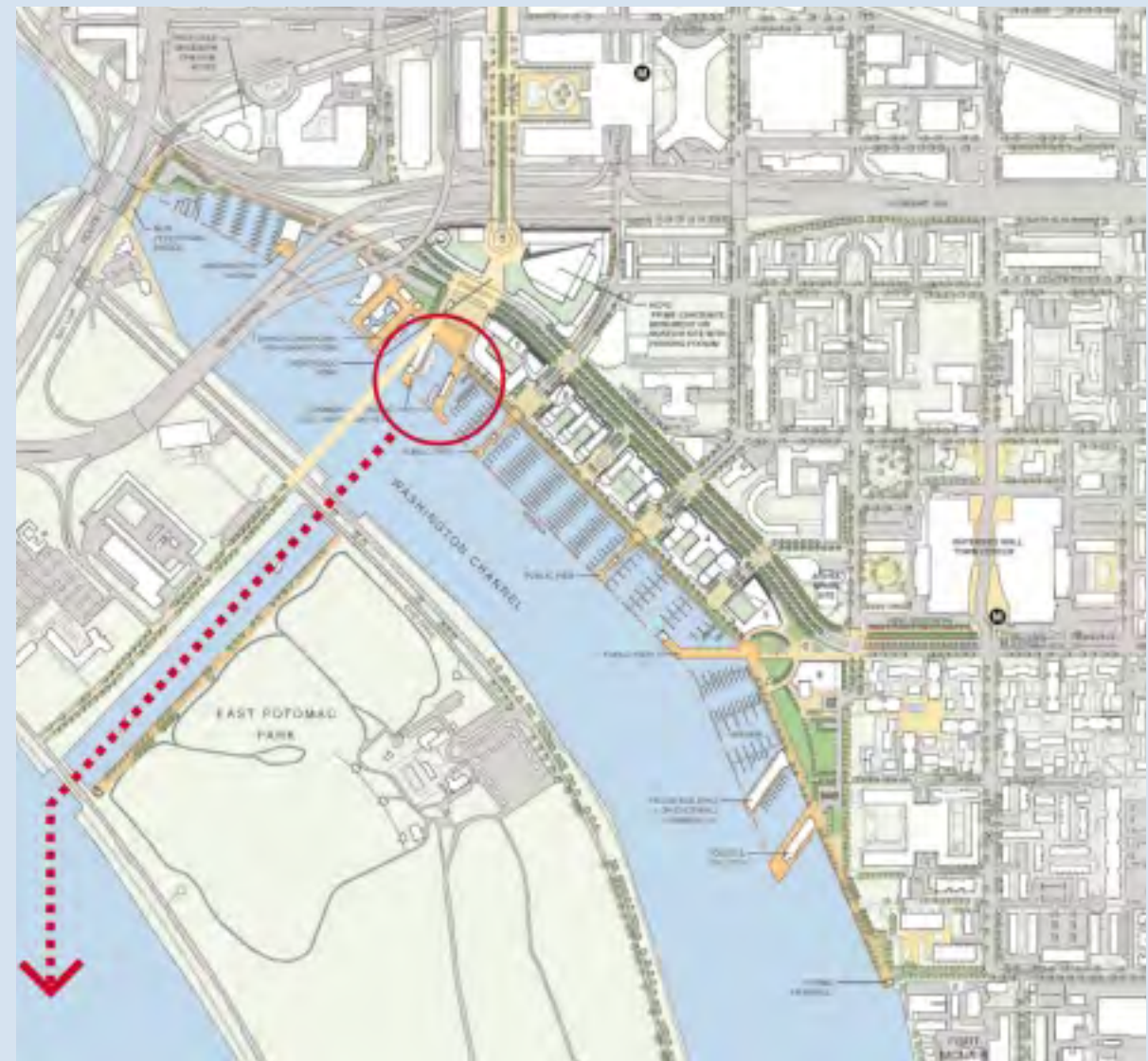
In addition to using porous paving, new developments should provide shade on at least 30 percent of non-roof impervious surfaces within five years. Alternative strategies to reduce heat buildup include the use of light-colored, high-albedo paving materials for at least 30 percent of paved areas. Some parking areas with sufficient drainage might be able to use an open-grid pavement system on some or all of the paved areas to reduce runoff and heat buildup.

Within 500 feet of the river, buildings, roads, and parking areas should strive to reduce light pollution that will interfere with nocturnal wildlife or the diurnal rhythms of trees and other plants. Methods include not exceeding footcandle (appropriate lighting level) recommendations set by the Engineering Society of North America (IESNA) in their Recommended Practice Manual. Fixtures should be designed to keep light from spilling into undeveloped parklands and wildlife habitats. In areas immediately adjacent to wild or wetland zones, decorative architectural lighting should be avoided.

Sustainable Transportation

This plan seeks to meet any potential increases in transportation demand associated with waterfront development through the expansion of public transit and alternative modes of transportation, including light rail, buses, water transit, cycling, and walking. The creation of pedestrian and transit-oriented developments should contribute to the success of public transit – both existing and future. All consideration of automobile transportation in Washington should mitigate the system of high-speed access through local neighborhoods that encourages regional through-traffic and automobile use at the expense of neighborhood air quality. Other modes of transit, such as walking, biking, and public transit – including ferries – are outlined in Chapter Two of this report. In essence, the AWI Riverwalk is intended to serve as a model of an alternative transportation system.

What If... A Canal Bisected East Potomac Park?



What if a canal flowed through East Potomac Park, connecting the Southwest marina to the Potomac River?

The large tour boats currently at the southern end of the Washington Channel could be relocated closer to the Fish Market, the National Mall, and L'Enfant Plaza. Here they would have

direct access to the Potomac and Anacostia Rivers, without disturbing the no-wake zone of smaller marinas or new housing along the southern stretch of the Washington Channel.

Today, a range of boats uses the Washington Channel and marinas. The new plan for the Southwest waterfront proposes new marina

space to accommodate smaller craft at the M Street terminus. A canal through East Potomac Park would give tour boats direct access to the Potomac River, cutting down on noise and pollution in the Washington Channel, and creating space for more recreational boats.

A Day in the Life

You live in Twining and work at a new office building on M Street, SE by the Washington Navy Yard. You usually ride your bicycle across the Pennsylvania Avenue Bridge, but it's a rainy morning. No problem; you can ride the waterfront light rail to work today. By bike or by light rail, it's just a 10-minute ride to work, door-to-door.

Artist's rendering of Pennsylvania Avenue, SE – Sousa Bridge with a new light-rail line and pedestrian access to the RiverParks.



MCCANN

2. TRANSPORTATION

Gaining Access to, Along, and Across the River

Common Citizen Concerns

- Inadequate access to waterfront parklands from neighborhoods.
- Highways create barriers to open space and recreation.
- Bridges have been designed to discourage local traffic and pedestrians.
- Regional traffic crowds local boulevards.

Actions

- **Construct 20 miles of Anacostia Riverwalk and Trail** with three new pedestrian and bike crossings at Kenilworth Aquatic Gardens, Massachusetts Avenue, and the Washington Channel.
- **Create the new Waterfront Light Rail Line**
- **Connect regional traffic from I-395 to I-295 and Suitland Parkway** via a new tunnel under South Capitol Street.
- **Replace the existing Frederick Douglass Bridge** at South Capitol Street with a new river crossing that creates a grand gateway to the Capitol and accommodates local traffic and pedestrians.
- **Rebuild the 11th Street Bridges** as local bridges to improve neighborhood connections across the river.
- **Extend main streets**, including MLK Avenue, Pennsylvania Avenue, SE, and Benning Road, from neighborhood centers east of the river to the waterfront.
- **Extend neighborhood streets**, including Howard Road, W Street, Good Hope Road, 16th Street, and Naylor Road, to the waterfront.
- **Transform Anacostia Freeway into a green parkway** to slow traffic and introduce scenic elements.
- **Create a new park road at the Hill East waterfront** for access to the RiverParks and Riverwalk to ensure a safe waterfront environment.

Transportation is a dominant force in the shaping of cities, and for the Anacostia waterfront it has been a negative force. The Anacostia is cut off from the neighborhoods around it by a regional highway system whose function was never to connect the city and the river, but only to get people over the river to points farther away. While the Potomac’s monumental bridges and well-used trails create a memorable and engaging waterfront, the Anacostia’s highway-like bridges and crumbling trails make getting to the waterfront almost impossible. The area suffers the consequences of favoring regional mobility over neighborhood accessibility and livability.

The Anacostia must be unburdened of its barriers and made into a safe, accessible public resource for all to enjoy. Its river crossings should serve as extensions of city streets, allowing pedestrians and cars to easily travel among neighborhoods and the waterfront’s many attractions. Fortunately, the aging infrastructure requires major repair, reconstruction, or replacement – an opportunity for recovery.

The highway system, introduced in the mid-20th century, is not the only impediment keeping residents and visitors away from the river. Public transit is inadequate near the waterfront, especially in light of new development rapidly occurring along the river corridor. Pedestrians have few convenient routes to the river or continuous trails along the waterfront. Bridges over the Anacostia are few, generally absent of pedestrian amenities, and without connections between local streets and the waterfront. Streets that should link neighborhoods and neighborhood commercial centers to the waterfront instead block access to the river and its parks.

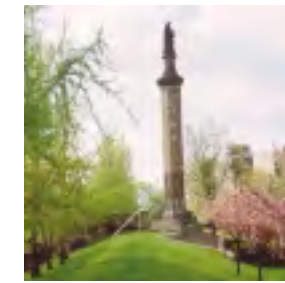
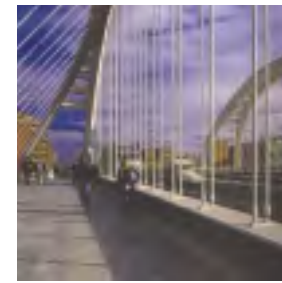
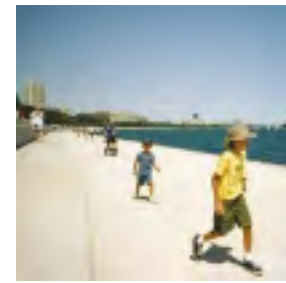
As our highway-building era demonstrated, transportation solutions can impede as well as catalyze urbanity. The next investments in infrastructure along the Anacostia must be multi-modal examples of well-designed public works to ensure a higher quality of life for all. While there will always be a need to maintain current traffic capacities, the AWI Framework Plan seeks to improve the overall transportation system with a multi-pronged approach that promotes access to, across, and along the river:

- 1 All activities along the waterfront must be linked by the Anacostia Riverwalk and Trail. This multi-use trail system serves both as an alternative mode of regional transportation and as the spine of the RiverParks network of green open spaces, intended to create continuous, safe access to public lands along the river.
- 2 Public transportation must be enhanced and increased to afford more residents direct access to the Anacostia River and its neighborhoods. A waterfront light-rail line is central to this vision.
- 3 The bridges across the Anacostia River must be designed in the tradition of great civic architecture and must allow for bicycle and pedestrian access that is easy, attractive, and enjoyable.
- 4 The highways and freeways that frame the Anacostia River must be transformed to become less of a physical and visual barrier to the waterfront and adjacent neighborhoods. Selected segments should be lowered below grade to allow local streets direct access to the waterfront.
- 5 All streets and boulevards that lead to the Anacostia River must be multi-modal and designed in the tradition of great Washington boulevards. They should include appropriately scaled, mixed-use densities, street trees and landscaping, and great civic spaces as they reach the water’s edge.

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THE TRANSPORTATION AGENDA

The AWI Transportation Agenda reconsiders the design of transportation infrastructure in order to gain access to waterfront lands and to better serve waterfront neighborhoods. People must be able to get to the waterfront using accessible public transportation, beautiful streets, and distinctive bridges that become gateways to the Anacostia RiverParks.



“ Our commercial corridors – H Street, Georgia Avenue, MLK Avenue, New York Avenue, and all of Pennsylvania Avenue – must be the arteries of this city, carrying us from one neighborhood to another, and pumping new life into communities too long ignored.”

Mayor Anthony A. Williams,
State of the District Address 2002

Smart Growth

- Promote Transit-Oriented Development (TOD) to reduce regional commuting.
- Reduce land designated for highways and return to productive urban land uses.
- Reduce surface parking wherever feasible.
- Introduce incentives for bicycle commuting, including bike racks and showers in new developments.

Waterfront Access

- Restore the city grid to extend to the waterfront.
- Mitigate regional transportation impacts on local neighborhoods.
- Provide exclusive bike lanes on roadways, and build the Riverwalk.
- Improve and increase the number of pedestrian under/overpasses on highways.

Streets and Streetscapes

- Minimize visual and physical impacts of railroad and highway infrastructure.
- Incorporate place-making and public art along roadways and inside traffic circles.
- Encourage parkway-standard design, materials, and signage on roads and bridges.
- Promote landscaping design in all roadway projects.

Inter-Modal Transit

- Promote inter-modal opportunities at key activity centers.
- Maximize use of existing waterfront Metro stations.
- Introduce light-rail and water-taxi service to the waterfront.
- Promote the Riverwalk as a transportation/commuting alternative.

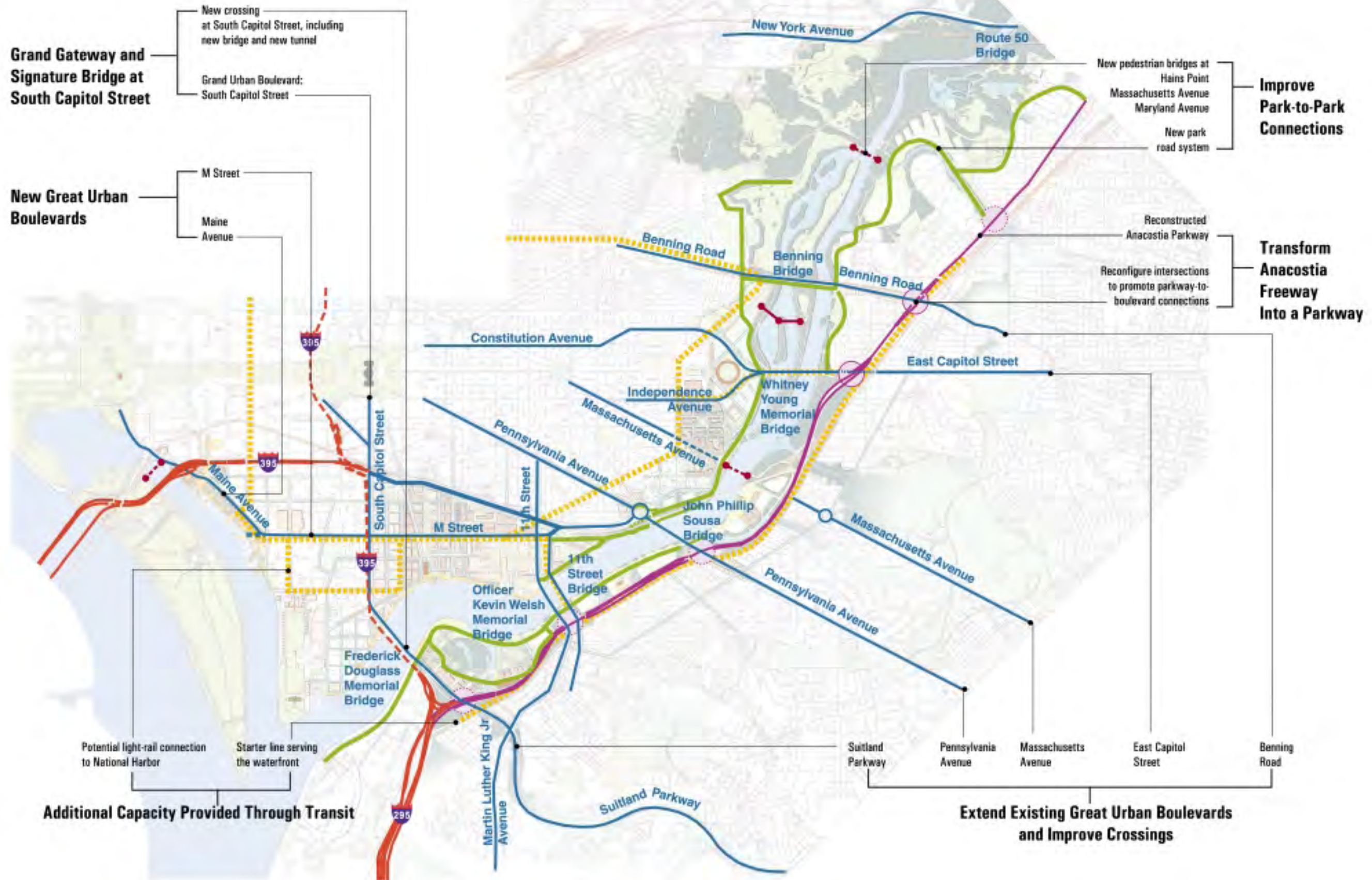
River Crossings

- Promote pedestrian, bicycle, and transit access on all bridges.
- Increase the number of bridge crossings to enhance the efficiency of the traffic network.
- Lower the height of bridges wherever possible.

Sustainable Design

- Minimize all impervious surfaces.
- Mitigate the urban heat-island effect through roadway landscaping.
- Introduce sustainable design regulations and incentives for roadway design.

THE TRANSPORTATION INITIATIVES MAP



Transportation for the Next Century

“The first step in getting people out of their cars is to provide alternatives.”

An Emphasis on Alternative Transit Modes



Boston Harbor Ferry.



Light-rail in Boston, Massachusetts.



Biking can be a faster and more effective mode of commuting than driving.



Washington must work to find alternate modes of transportation for commuting.

The Framework Plan replaces deteriorated and outmoded infrastructure with state-of-the-art transportation. In an era where transportation planning must encompass local livability issues, such as air pollution and neighborhood vitality, this opportunity could not be more advantageous. The planning of the AWI and Anacostia RiverParks will:

- **Better connect people to the Anacostia River and the new RiverParks system.**
- **Promote alternative modes of transportation, including, walking, bicycling, public transit, and water taxi, and ensure that these systems link to and support each other.**
- **Unburden the river and the nearby neighborhoods of the worst effects of interstate and freeway traffic.**
- **Take advantage of the imminent need to replace or rebuild aging roads and bridges by implementing innovative improvements.**

A New Transportation Model

Three objectives dominate the AWI’s transportation agenda: improving and expanding public transit; supporting alternatives mode of transportation, such as walking and cycling, with trails; and directing regional traffic away from residential neighborhoods and local street systems.

The first two concerns cannot be fully addressed without first solving regional traffic patterns. Because the waterfront area is threaded with interstate highways, freeways, and congested parkways, any effort to improve transportation and livability at the local level requires an overhaul of this vast, incomplete, hard-to-navigate system. The redesign of the highway and street system will improve the experience of local residents, pedestrians, cyclists, and motorists. In fact, waterfront neighborhoods will not be able to enjoy the economic, cultural, and recreational resources of the RiverParks and new, alternative transportation networks

without a redesign of the current highway and road system. Public transit can serve the waterfront in two vital ways. First, it will bring people to the waterfront and to the many proposed areas of development. Second, by keeping commuters off the highways and streets near the river, it will help reduce traffic congestion, pollution, and noise impacts on neighborhoods. Metro service to, through, and within the Anacostia Corridor should be expanded in ways that serve both residents and commuters.

Washington’s Metrorail provides six stations serving neighborhoods along the Anacostia and connecting them to downtown. The Washington Metropolitan Area Transit Authority (WMATA) is studying transit-corridor expansions, including two potential light-rail corridors that will affect the Anacostia: one along the existing CSX Blue Plains spur line, parallel to the east bank of the river, and one along M Street, SW/SE, connecting the Southwest waterfront to the Southeast waterfront and RFK Stadium. Metrobus service along M Street already has been expanded to serve new development.

Water taxis will serve development on the shores of the Anacostia by connecting large employment centers and visitor destinations, such as the Navy Yard, the Southwest waterfront and a new Anacostia Park at Poplar Point. This service could begin by focusing on high-volume destinations and then expand to other locations to better integrate modes of transit, such as water-to-land connections from Metro and light-rail corridors.

Getting People Out of Their Cars

The first step in getting people out of their cars is to provide alternatives. Safe and convenient paths from neighborhoods to employment centers will increase use of alternative modes of transportation, such as walking and bicycling. As growth in the Washington area continues, transportation burdens on highways, roads, and Metro will increase. For residents along the Anacostia, pedestrian and bicycle path systems will provide alternative routes to jobs and leisure activities.

Park-and-Ride facilities along the Anacostia – such as at Poplar Point – have been lightly used in the past. More aggressive advertising and direct pedestrian connections to the Riverwalk will increase the attractiveness of these facilities. Metrorail should expand the ability of riders to bring bicycles onto trains to make cyclists part of a fully inter-modal system for recreation as well as commuting.

Modifying the Highways That Isolate the Anacostia and Divide the City

The Anacostia River historically has divided neighborhoods east of the river from the majority of employment opportunities in Washington. The city’s northern and western suburbs extend along L’Enfant’s numerous radial avenues, but the Anacostia blocks such extension to the southeast, limiting it to just three major crossings, at South Capitol Street, Pennsylvania Avenue, and East Capitol Street. Additional Crossings at 11th Street, Benning Road, and Route 50 (New York Avenue) increase the number of crossings to six, with a total of seven bridges. These bridges are insufficient to serve both the neighborhoods of the Anacostia River Corridor – where about a quarter of Washington’s population lives – and the regional traffic that passes through the area from more distant suburbs.

The need for a regional highway system began with the growth of federal employment opportunities in the mid-20th century. That growth combined with suburban development patterns to increase commuter traffic. In 1940, the modestly scaled Suitland Parkway was built to connect Southeast neighborhoods and Andrews Air Force Base with the Capitol. After World War II the Anacostia Freeway was constructed along the southern shore of the river, to provide direct connections from Maryland to destinations such as the Navy Yard and downtown. In the 1960s, the Southeast (I-395) and Southwest Freeways were constructed as the first and only segments of a proposed downtown loop system (see 1955 Loop Freeway System map at left). The negative impacts of the Southeast/Southwest Freeways were so severe that public protests helped lead to the abandonment of the Washington interstate highway system loop project.



The “Inner Loop” Freeway System, as proposed in 1955 by the District of Columbia Department of Highways.



Existing highway conditions: an incomplete system spread over a large territory, compromising both local and regional traffic needs.

The Anacostia Freeway and the Southeast and Southwest Freeways provide urban interstate connections from the Baltimore- Washington Parkway and the Capital Beltway in Maryland to employment centers downtown and Arlington County, Virginia. About 400,000 cars now traverse the Anacostia on this interstate system, many originating in Maryland with destinations in Virginia.

This urban freeway system affects waterfront residents, bisects neighborhoods, and isolates residential areas from the river. The Southeast Freeway and its highway-like bridges at 11th Street have the unfortunate effect of sending regional highway traffic on a circuitous route through residential riverside neighborhoods. Regional traffic often spills into Capitol Hill neighborhoods when freeways become congested. Incomplete intersections on the Anacostia Freeway at Pennsylvania Avenue and the 11th Street Bridges have the unintended result of forcing regional drivers onto local streets, looking for the shortest routes.

The crossings at East Capitol Street, Pennsylvania Avenue, and 11th Street all carry large volumes of regional traffic, making them less desirable as neighborhood-to-neighborhood connections over the Anacostia. In the case of the 11th Street Bridges, no pedestrian accommodations were built at all, severing the most historic river crossing, which once connected Washington's oldest African-American neighborhood to the Navy Yard and the Capitol. On the remaining bridges, such as the Frederick Douglass and the Sousa bridges, pedestrians must struggle across narrow, inhospitable sidewalks next to high-speed traffic.

An Historic Opportunity to Rebuild the Regional Highway Network

Three of the seven bridge structures along the Anacostia will need significant repair or replacement within 10 years. The reconstruction of these spans at South Capitol and 11th Streets should redirect regional traffic away from neighborhoods and reconnect residents to the river and to each other across the Anacostia.



Recommended actions: Build a South Capitol Street Tunnel to clarify and consolidate highway traffic while removing commuter traffic from local roads.

The best opportunity to redirect regional traffic lies with the long-range redevelopment of the South Capitol Street corridor, which deserves to become a beautiful, ceremonial, vibrant, and mixed-use southern gateway to the Capitol. This transformation can be achieved only if much of the regional traffic that the corridor currently carries is redirected to a high-speed tunnel. Such a tunnel would more directly connect the Anacostia Freeway (I-295) and the Southwest Freeway (I-395). Regional traffic would travel from the Anacostia Freeway under the Anacostia River in the new tunnel, below South Capitol Street to I-395 at the Southwest Freeway. The Suitland Parkway approach to Washington would maintain its parkway quality, cross a new bridge at the Anacostia River, and move along a more boulevard-like South Capitol Street, lined with a mix of office, retail, and residential uses.

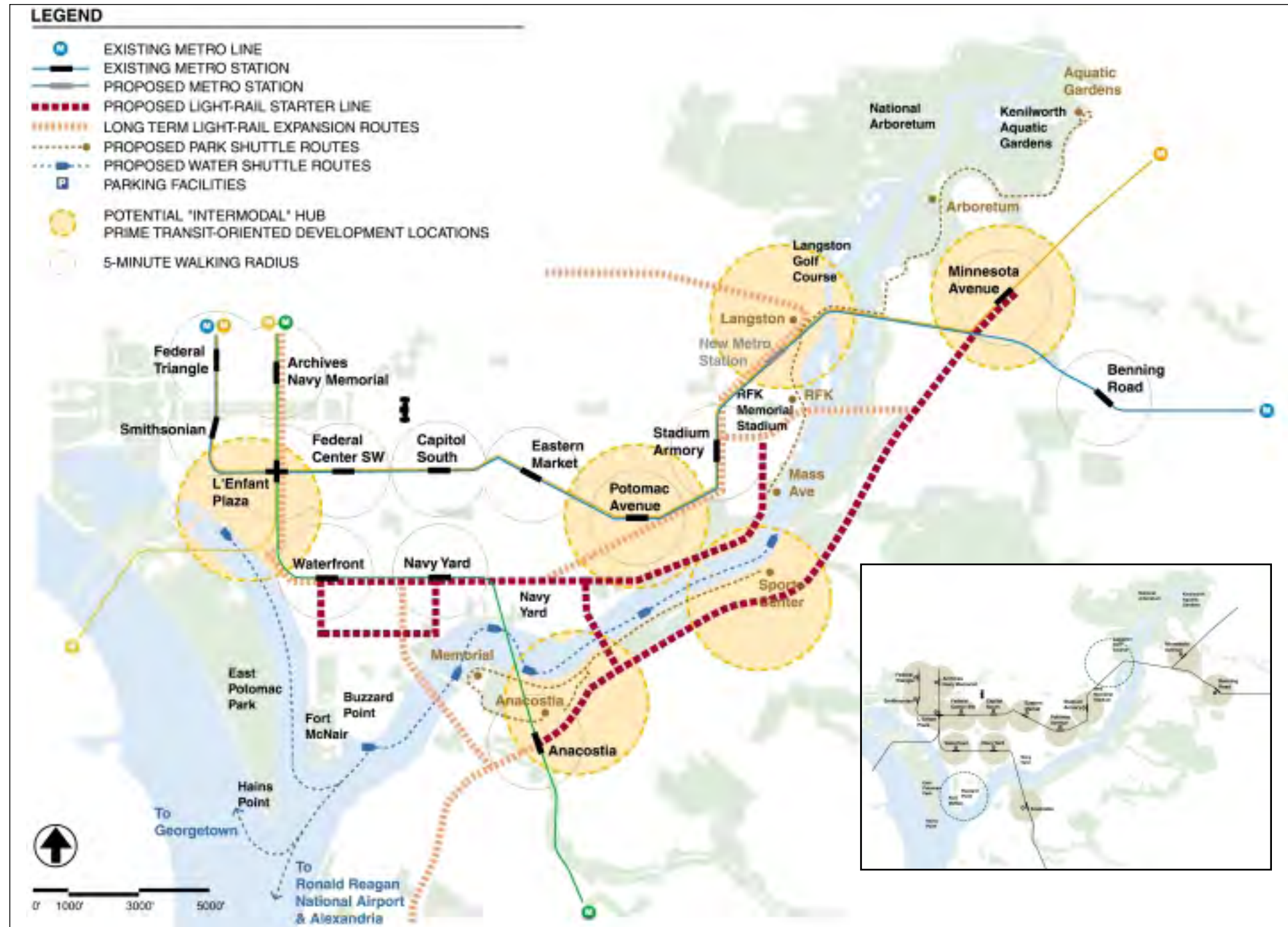
Redirecting regional traffic to a South Capitol Street tunnel would enable the eventual dismantling of the Southeast Freeway (I-295) along the alignment of Virginia Avenue.

Returning Virginia Avenue to a surface boulevard (with simultaneous burying of the CSX railroad line) would reunite Capitol Hill with the Anacostia waterfront and the Near Southeast neighborhood. Freeway (and railroad) structures over South Capitol Street could be removed to restore the view of the Capitol dome. Rerouting regional traffic from the 11th Street Bridges would allow these high-speed spans to be lowered and returned to pedestrian and local traffic use. Future light-rail alignments could then be accommodated on one or both bridges to serve Historic Anacostia.

A tunneled interstate connection along the South Capitol Street alignment will allow for traffic reduction at all river crossings and lead to lower vehicular speeds, wider sidewalks, added cycling lanes, and safer pedestrian crossings. Great boulevards such as Pennsylvania Avenue could thus be relieved of choking levels of regional traffic and be restored to provide retail shops and services for neighborhoods, and sites for new national monuments.

A Waterfront Better Served by Public Transportation

"Connections between light rail and other modes of transportation will be of utmost importance in solving Washington's transportation problems."



New Transit-Oriented Development Along the Anacostia

New light-rail lines should serve the proposed Buzzard Point mixed-use neighborhood, Carver-Langston neighborhood, and the golf course. Circles (inset) indicate areas under served by transit.

Washington's extensive Metrobus and Metrorail network serves District residents and commuters from Maryland and Virginia. The monumental core and downtown attract crowds of riders and are well served by the Metro system. The waterfront is also well served by Metro, but connections between the waterfront and Metro facilities are lacking.

Connecting the Waterfront and Metro Service

New public and private investment should strive to connect Metro stops to waterfront lands. Indeed, the pace of redevelopment will quicken with the prospect of better transit options, as has occurred on M Street, SE. Innovative light-rail service and water-taxi service will supplement the Metro system. Efficient inter-modal connections will require close coordination of all types of transit, supporting, not detracting from, the revitalization of waterfront lands.

The L'Enfant Promenade

The L'Enfant Promenade, ripe for improvements, will connect the Mall and Southwest Waterfront. A major museum or memorial of national significance – proposed for the waterfront terminus of the promenade at the 10th Street Overlook – will help catalyze improvements to the Promenade, which will in turn enhance pedestrian access to the waterfront from the L'Enfant Metro station (serving four of the city's five Metro lines). Public garage parking at this site will serve Maine Avenue, the Southwest waterfront, and new parks and development.

Public Transit at Buzzard Point

Recent zoning changes are paving the way for a vital mixed-use neighborhood at Buzzard Point, an area now underserved by transit. (See inset diagram to the left.) Light-rail lines will connect this area to multiple waterfront destinations, such as the Near Southeast neighborhood, the revitalized Southwest waterfront, and the new Poplar Point Park. Buzzard Point's location also lends itself to shuttle and water-taxi systems.

Metrorail at RFK

An additional Metro station at RFK Stadium (Orange and Blue Lines), to the north, would enhance the stadium’s potential as a Park-and-Ride facility as well as serve future development or expansion of facilities. The stadium offers generous weekday parking capacity. If another station cannot be built, then an additional portal can be created, using underground walkways from the Stadium-Armory station to the surrounding areas, including the waterfront. Physical constraints and portal locations require further study.

Metrorail in the Southeast

Improved sidewalks along M Street, SE, will encourage employees in Near Southeast to ride Metro. A water-taxi station will make Near Southeast a true multi-modal transportation site, serving the Navy Yard and development at the Southeast Federal Center, and bringing visitors from across the river to the waterfront via the Anacostia Metro at Poplar Point. The Anacostia Metro station (Green Line) is separated from the waterfront by large parcels of underused land. The proposed park and cultural developments will be served by a new pedestrian walkway from the Metro station’s entrance near the existing parking garage and, at the other end, by the Riverwalk.

Other opportunities for waterfront access via Metro include:

- A station entrance at the Waterfront-SEU station (Green Line) closer to Maine Avenue and the Southwest waterfront.
- A station entrance at the Potomac Avenue station (Blue and Orange Lines) closer to the waterfront.

Light Rail

Light rail is a state-of-the-art strategy in Washington’s efforts to reduce auto congestion and pollution. The District of Columbia has studied the possibility of using light-rail service to supplement Metro service along nine potential corridors, five of which lie near the underserved Anacostia waterfront. Connections between light rail and other modes of transportation – such as the water-taxi system, the Riverwalk, and other bicycle and pedestrian corridors – will be of utmost importance in solving Washington’s transportation problems,

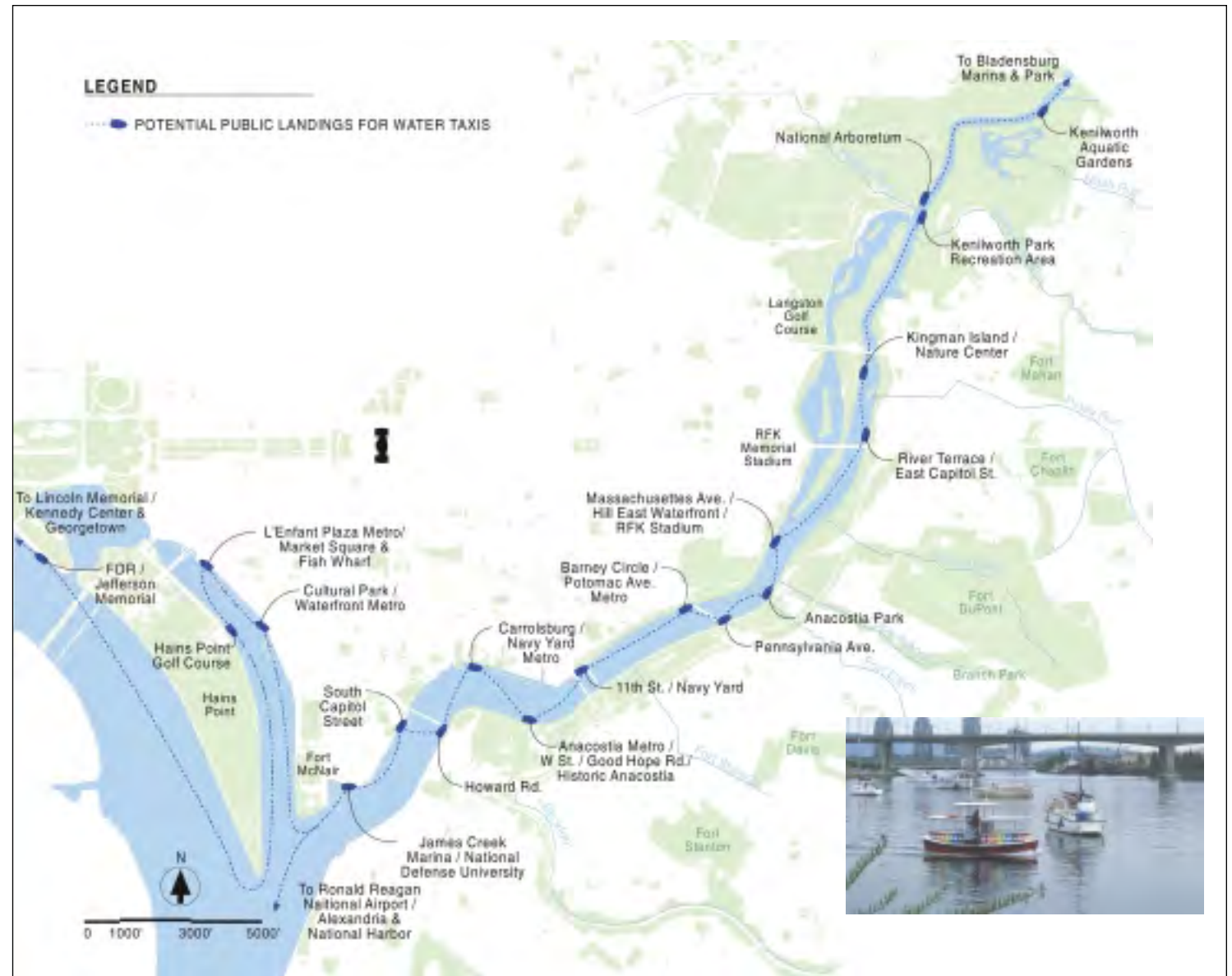
improving the quality of the city’s air, and enhancing the experience of the city’s residents. Two light-rail corridors in particular will serve development near the riverfront:

- A proposed light-rail corridor connecting downtown, the Southwest waterfront, Near Southeast, and Hill East/RFK stadium, will serve the most popular destinations along the Blue, Orange, and Green Lines, using an existing traffic lane on M Street, SE. This line could also dip south of M Street to connect to Buzzard Point.
- Another proposed light-rail line will serve M Street and cross the Anacostia on one of the reconstructed 11th Street Bridges to Martin Luther King Jr. Avenue in Historic Anacostia. This line will connect the Minnesota Avenue and Anacostia Metro stations via the decommissioned CSX Railroad Blue Plains spur, running up the eastern side of the Anacostia. If the spur’s right-of-way is wide enough, a pedestrian trail will be developed connecting to the Riverwalk along this route. This light-rail line will serve primarily the east of the river neighborhoods and will be a key connector between the inter-modal Anacostia Metrorail and bus station, the Minnesota Avenue Metro station, and neighborhoods on the western side of the river.

Water Transportation

The NCP’s Legacy Plan designated a major role for water transit. Proposed stops include the Southeast Federal Center, the Navy Yard, Anacostia Park, Poplar Point, Buzzard Point, and Washington Channel. The exact location of the water-taxi stops will be determined through more detailed analysis of origins and destinations.

The water-taxi concept fits beautifully into the vision of a vibrant, redeveloped waterfront and into Washington’s strategies for getting commuters out of their cars and tourists out of their tour buses. The only cautionary note concerns the economics of implementing water-taxi service. Examples from other cities show that water taxis must be publicly assisted in order to succeed. Additionally, any development of a water-taxi system should conform to “Green Marina” principles and standards.



Using the River to Connect

These riverfront tourist/cultural sites could be connected by a water-taxi system. Water taxis in Vancouver (inset) serve both tourists and residents.

Extending Neighborhood Streets to the Waterfront

“People need places along the waterfront where they can live and visit unencumbered by cars.”

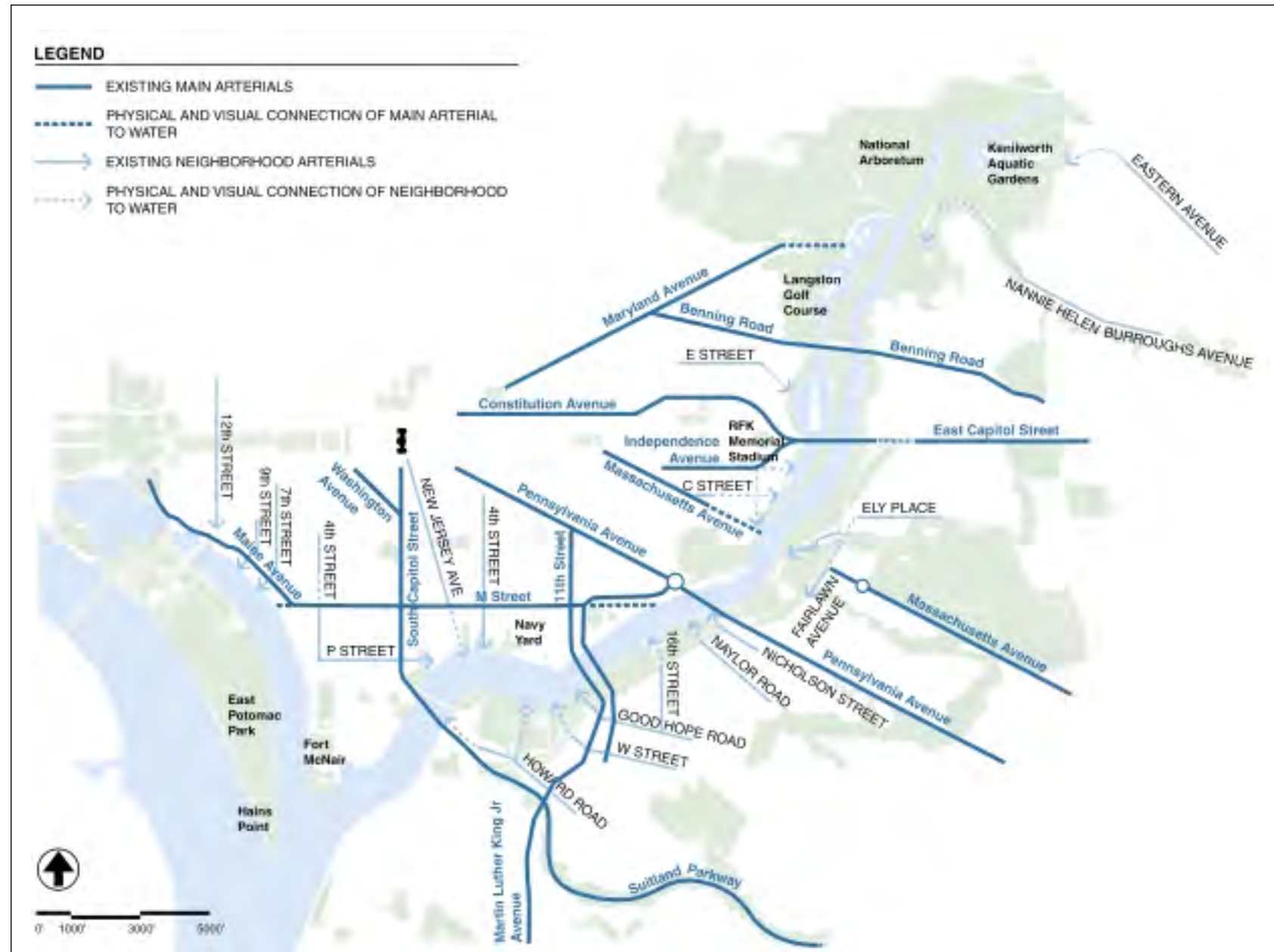
Connecting Cultural Assets to the River



The Anacostia Freeway at 16th Street, above. Below, improvements that could be implemented if the highway is lowered.



Site topography makes this the most logical location for extending streets and playing fields over a lowered Anacostia Highway.



Access to the Waterfront

Local streets, that should be considered primary local arterials to the water are in light blue. Light blue lines indicate where the street or access paths can be extended to reach the water or park system. Dark Blue lines indicate major boulevards that connect the neighborhoods.

Nearly all existing connections from neighborhoods to the river and its parks are minor, accidental, and inconvenient routes. Not all are safe. Few provide direct connections from existing landmarks, such as the Frederick Douglass National Historic Site, or from routes that connect the Anacostia waterfront parks to other open-space systems within Washington, such as the Fort Circle Parks.

Any future work on existing bridges should be viewed as an opportunity to reconnect neighborhoods to the river and to provide safe and convenient access to neighborhoods and the RiverParks for residents and visitors alike. Lowering a portion of the Anacostia Freeway to allow local streets to pass over it, for example, would be a most effective solution. Existing streets can be extended across the freeway, either as streets with sidewalks or as pedestrian and bicycle ways, to create ideal gateways between the neighborhoods and the park system. Streets supporting automobile use could connect to the Park Road (See Chapter 3 for a detailed discussion of the Park Road), from which motorists can reach parking areas. Pedestrian and bike routes could link into the Riverwalk and the local neighborhood street network.

Extended Streets

Howard Road

Howard Road runs beneath the Anacostia Freeway, connecting the Anacostia Metro station to Poplar Point. This road will become increasingly important as Poplar Point is redeveloped into a major park and cultural destination. It will become a primary gateway to Washington from the south and will serve as a primary entrance to Poplar Point and the RiverParks. Since the majority of privately held land on Poplar Point lies adjacent to Howard Road, the Howard Road Corridor is the likely area for any new private redevelopment associated with Poplar Point.

Howard Road currently crosses under the freeway. To create safer, more pleasant routes for pedestrians and local traffic, this road should cross above the freeway. The same holds true for all local roads that cross freeways. Wherever

this measure is not possible, improvements to cross streets – including lighting, streetscape and landscape improvements – will help them achieve the standards of park-to-neighborhood gateways. In the case of Howard Road, if the interchange of the Anacostia Freeway (I-295) (see Initiative Map, p.39) can be submerged, than Howard Road will be able to cross at grade. Otherwise, increasing side-walk width and development adjacent to the underpass will make this particular route safer and more pedestrian-friendly.

W Street

W Street provides the potential to connect the Frederick Douglass National Historic Site to the Anacostia Park via an overpass – either pedestrian or vehicular. (See Poplar Point Target Area description in Chapter 6 for more details).

Good Hope Road

The intersection of Good Hope Road and Martin Luther King Jr. Avenue marks the historic core of the Anacostia neighborhood. But the Anacostia Freeway and ramps serving the 11th Street Bridges separate this area from the river. Studies aimed at making this a safe, welcoming park-to-neighborhood conduit should be undertaken in conjunction with the design and development of the Anacostia Government Center.

16th Street and Naylor Road

Between Good Hope Road and Pennsylvania Avenue, the Anacostia Freeway runs for nearly a mile, with only one pedestrian overpass connecting schools and neighborhoods to Anacostia Park and its recreational fields and field houses. (See “Connecting Cultural Assets to the River.” page 44) Naylor Road, 16th Street, and several other streets in the neighborhood could, if extended over the Anacostia Freeway, establish better local connections to the park for pedestrians, cyclists, and residents with physical disabilities. Of all the sections of the Anacostia Freeway, this section near Naylor Road may be the most logical location for extending surface streets, parks, and playing fields over a lowered highway.

The following section, “Reclaiming Washington’s Great Urban Avenues,” addresses a similar extension of the larger-scale L’Enfant avenues to and across the river.

Making Places for Pedestrians and Cyclists

People need places along the waterfront where they can live and visit unencumbered by cars. They need pedestrian spaces from which to window shop and venture into stores; they need recreational settings; and they need casual places to gather and socialize. Places designed for pedestrians and cyclists are also accessible to personal vehicles, such as wheelchairs, used by people with disabilities.

Meeting the needs of pedestrians and cyclists achieves three AWI goals. First, pedestrian-friendly development creates the kind of places that people want to live in and visit. Second, pedestrian and cycle paths provide easy access from nearby neighborhoods to the assets of the waterfront. Third, such development offers commuters and visitors alternatives to cars.

The waterfront area, with its parks and underused land alongside river scenery, offers the perfect venue for pedestrian and bicycle trails. Designing and creating these trails, and connecting them to public transit, neighborhood commerce, and park and recreational offerings, will be among the most important endeavors of the District of Columbia and the National Park Service (a major waterfront landholder) in coming years. These achievements will also provide the city with its most potentially rewarding opportunities for partnership with the new private developments that choose to locate near the waterfront.

The RiverParks and Riverwalk will provide an extensive transportation and recreation network for pedestrians and cyclists. The AWI also recommends three additional pedestrian bridges and the reconstruction of three existing bridges – the Frederick Douglass and the two 11th Street bridges – to better accommodate pedestrians and cyclists. Also of great importance to these groups, especially to the residents of east-of-the-river neighborhoods, is the AWI proposal to reconnect neighborhood streets in Anacostia to the RiverPark by lowering a portion – or multiple small portions – of the Anacostia Freeway.

The Anacostia Riverwalk and Trail

The Riverwalk will attract new visitors to the waterfront, serve local residents and commuters with transportation options,

provide new riverfront recreational opportunities, and support neighborhood commerce with an infusion of new life and activity. The Riverwalk will connect diverse settings including neighborhoods, recreational facilities, urban parks, cultural sites, and commercial districts. It will also connect several modes of transportation by linking bicycle and walking paths to public transit and water-taxi stops. The Anacostia Riverwalk and Trail is central to the AWI’s alternative transportation strategy, and is described in greater detail in Chapter 3.

Standards for Riverwalk Trails

All future trails must provide facilities and amenities for cyclists and pedestrians, including benches, bicycle racks, and well-placed comfort stations. They must encompass connections to other trail and commuter-transit systems, including those under development, such as the new light-rail corridors. Designed and constructed according to the most environmentally sensitive standards, the Riverwalk will help achieve low-impact development goals among the river’s edge.

Standards for New Development

Some have expressed concern that the net result of extending the city grid to the waterfront (as well as the construction of trails and a park road along the waterfront) will result in an increase in impervious surfaces and transportation-generated pollution of the river. The AWI recommends that any new construction and development be implemented according to environmentally sensitive principles. Chapter 1 discusses Sustainable Development in more detail.

New development near the Anacostia and around the city must share the standards described above for pedestrian and bicycle facilities if the Riverwalk is to reach its full potential as a new transportation corridor for cyclists and walkers. A cyclist traveling via the Riverwalk to a shopping or business district must find bicycle racks or storage facilities at his or her point of arrival. New office developments should include shower facilities for workers who would like to bicycle or jog to work. New development will naturally be attracted to areas served by transit; consequently, WMATA, other city and federal agencies, and potential developers must cooperate closely.

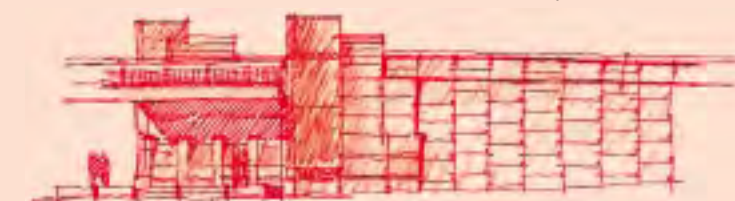
Making the Anacostia Freeway Like a Parkway



The Baltimore-Washington and Suitland parkways establish a precedent for urban highways, with landscaped medians and quality materials.



Use of low stone wall and grass medians on the Baltimore-Washington Parkway.



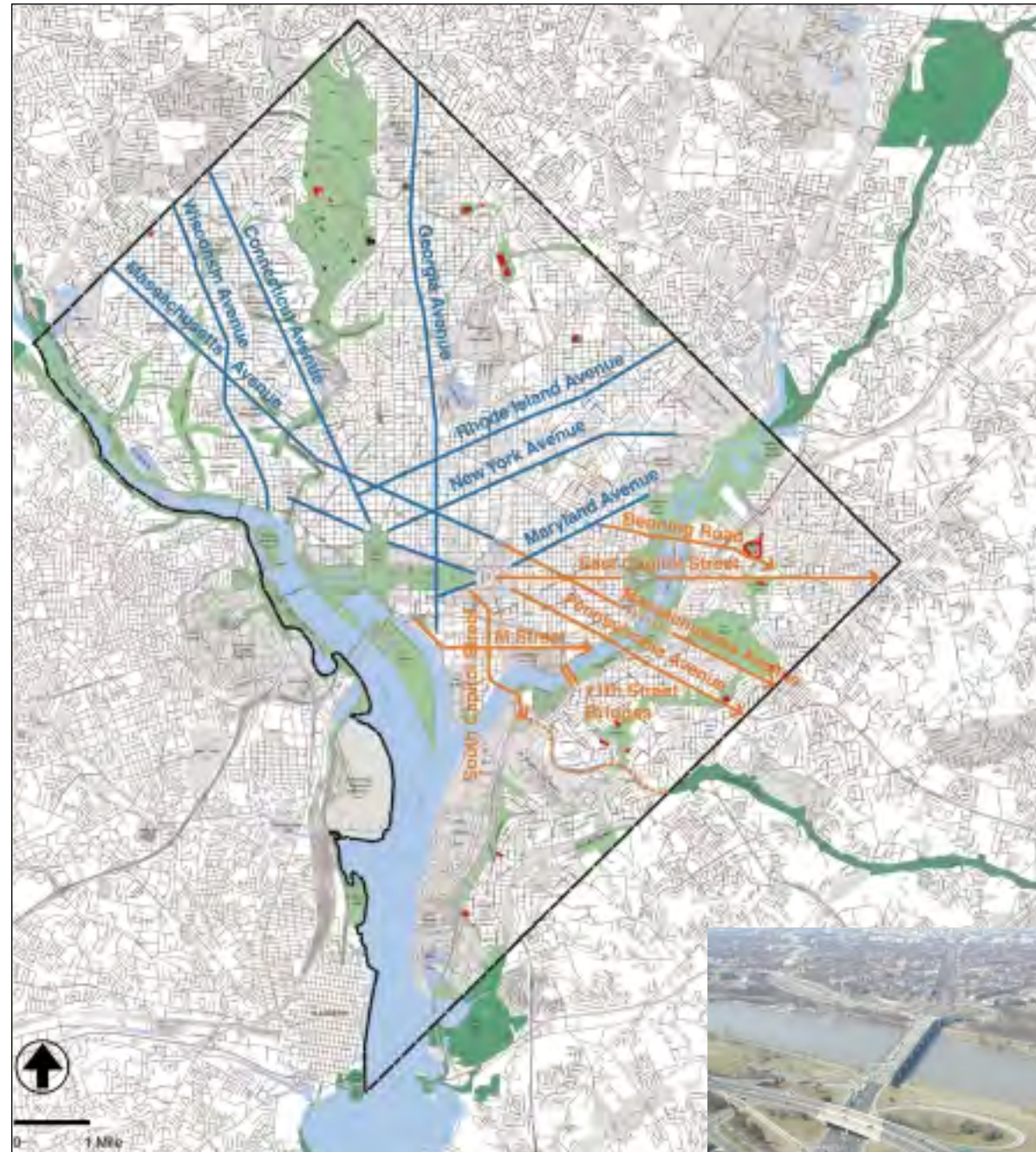
Ideas for typical Anacostia Parkway bridge materials and detailing.

All future work on the Anacostia Freeway should aim to reduce the barrier effect of the highway through street and landscape improvements. The Anacostia Freeway and Kenilworth Avenue can be transformed into the “Anacostia Parkway” through the application of new design standards:

- Improve pedestrian safety and access to the river from neighborhoods, particularly through underpasses and overpasses.
- Introduce a “parkway” character in all site elements and maintenance procedures.
- Lighting should reinforce the parkway character and improve safety under bridges.
- Preserve neighborhood character and scale in approach roads and access routes.
- Seek to improve way-finding for Anacostia RiverParks and cultural destinations through coordinated signage.
- Introduce architectural treatments in the tradition of Washington parkways for medians, curbs, gutters, and exit/entrance ramps.
- Bridge overpasses should incorporate “tower” elements, or a change of material at either end, to distinguish the crossing and correspond to the identity of the adjacent neighborhood.
- Adjoining local roads should be made more pedestrian-friendly through reductions in lane-widths or the number of lanes.
- Berms, plantings, and landscape treatments should be used to contain the sight, sound, and smell of the freeway.

Reclaiming Washington's Great Urban Avenues and Building Better River Crossings

"Bridges slated for imminent repair or replacement create excellent opportunities to revise the entire network of river crossings, and to better serve the disenfranchised pedestrian, cyclist, and local motorist."



Overcoming the Barrier

Few of Washington's great avenues cross the Anacostia. It's time to concentrate on the great avenues that run east, across the Anacostia River, such as South Capitol Street, 11th Street, Massachusetts Avenue, East Capitol Street, Benning Road, and Pennsylvania Avenue.

Pennsylvania Avenue

A quick look at a map reveals that the historic street pattern of L'Enfant's Washington did not cross the Anacostia intact. Of the many historic avenues crisscrossing Washington, for example, only three cross the Anacostia: South Capitol Street, Pennsylvania Avenue, and East Capitol Street. Benning Road, an extension of Florida Avenue, also crosses the river.

Because of the relative infrequency of bridges, and because of the disruptive effect of the Anacostia Freeway, the Southeast-Southwest Freeway, and rail corridors on either side of the river, all of these avenues have become highway-like and overloaded with traffic. They host wide interchanges, tangles of lanes and loops, and numerous overpasses. As a result, they have lost the stately quality of Washington's other grand avenues and any relationship to neighborhood life and commerce.

Highways Becoming Boulevards

Restoring the avenue-like character of these arterial roads, and restoring active commerce along them, will benefit communities along the Anacostia. More and better bridges will begin to alter the urban structure that isolates east-of-the-river neighborhoods by reconnecting them to Washington west of the Anacostia. Pedestrian-friendly avenues will enhance economic and urban design opportunities by creating shopping and business districts with the services and cultural life that high-speed, high-volume roadways prohibit.

In order to accomplish these goals, each of the existing crossings – South Capitol Street, 11th Street, East Capitol Street, Benning Road and Pennsylvania Avenue – must be rehabilitated. Each will require individual treatments, as described later in this chapter. However, a few universal principles of rehabilitation are described below:

- Regional traffic must be redirected off the avenues through a new tunnel under South Capitol Street, as described on the facing page under "River Crossings," and on pages 40-41.

- Slower, local traffic will support concentrations of neighborhood businesses.
- The new bridges should provide access to the riverfront for both cars and people.
- Zoning and design standards for buildings and streetscapes should echo Washington's urban character in density, setbacks, and quality.
- Landscape treatments should grace each avenue, with rows of trees evoking the monumental and gracious character of the city.
- Pedestrian amenities, such as benches, lighting, and paving, should emphasize pedestrian crossing zones and safety features.

In addition to the avenues mentioned, Massachusetts Avenue will be extended to the river through Public Reservation 13 to terminate in a landscaped traffic circle with a memorial. Near its terminus, Massachusetts Avenue will intersect the Park Road and Riverwalk, from which pedestrians and cyclists will have access to a new Massachusetts Avenue Bridge. (See page 54 for details).

River Crossings: The Existing Bridges

Seven bridges currently cross the river – an insufficient number given the density of the city and region. Most of the bridges are burdened by highway traffic. They do not conveniently conduct neighborhood traffic back and forth across the river, and they offer the pedestrian a harrowing experience.

The Anacostia's seven bridges are:

- Frederick Douglass Memorial Bridge (at South Capitol Street).
- Two 11th Street Bridges (one of which crosses at 13th Street).
- John Phillip Sousa Bridge (at Pennsylvania Avenue).
- Whitney Young Memorial Bridge (at East Capitol Street).
- Benning Road Bridge.
- Route 50 Bridge (at New York Avenue).

1 Washington Channel at the potential site of East Potomac Park bridge...



...which could become a pedestrian bridge such as this floating pedestrian bridge in Portland, Oregon.



2 The Frederick Douglass Memorial Bridge...



...could become a prominent gateway like Erasmus Bridge in Rotterdam, the Netherlands.



3 The pedestrian zone on the John Philip Sousa Bridge at Pennsylvania Avenue...



...could become the model for more pedestrian friendly bridges, such as this in Bilbao, Spain.



The Frederick Douglass Bridge carries roughly 70,000 vehicles a day – many making the connection from I-295 to I-395. The 11th Street Bridges also carry high volumes of high-speed interstate traffic and lack sidewalks, while the Frederick Douglass Bridge, with its sweeping highway arc and highway traffic, is also hazardous for pedestrians or cyclists, despite having sidewalks. All three of these bridges are slated for imminent repair or replacement. This creates excellent opportunities to revise the entire network of river crossings, and to better serve the disenfranchised pedestrian, cyclist, and local motorist.

River Crossings The Possibilities

The existing bridges that cross the Anacostia River must be redesigned to serve as great works of urban infrastructure. Reducing the traffic load on existing bridges and avenues is critical for urban design improvements, park access, and economic growth in the area; indeed, for residents' quality of life.

A new South Capitol Street tunnel and dramatic increases in transit access are proposed to reduce the traffic burden on the bridges. With the tunnel in place, older bridges already in need of replacement, such as the Frederick Douglass Bridge and the 11th Street Bridges, can be rebuilt to better serve local traffic, pedestrians, and cyclists – all groups marginalized by the present scheme of high-capacity bridges. Redesigned bridges at these locations will connect neighborhoods to parks and riverfront development.

Riverwalk Bridges

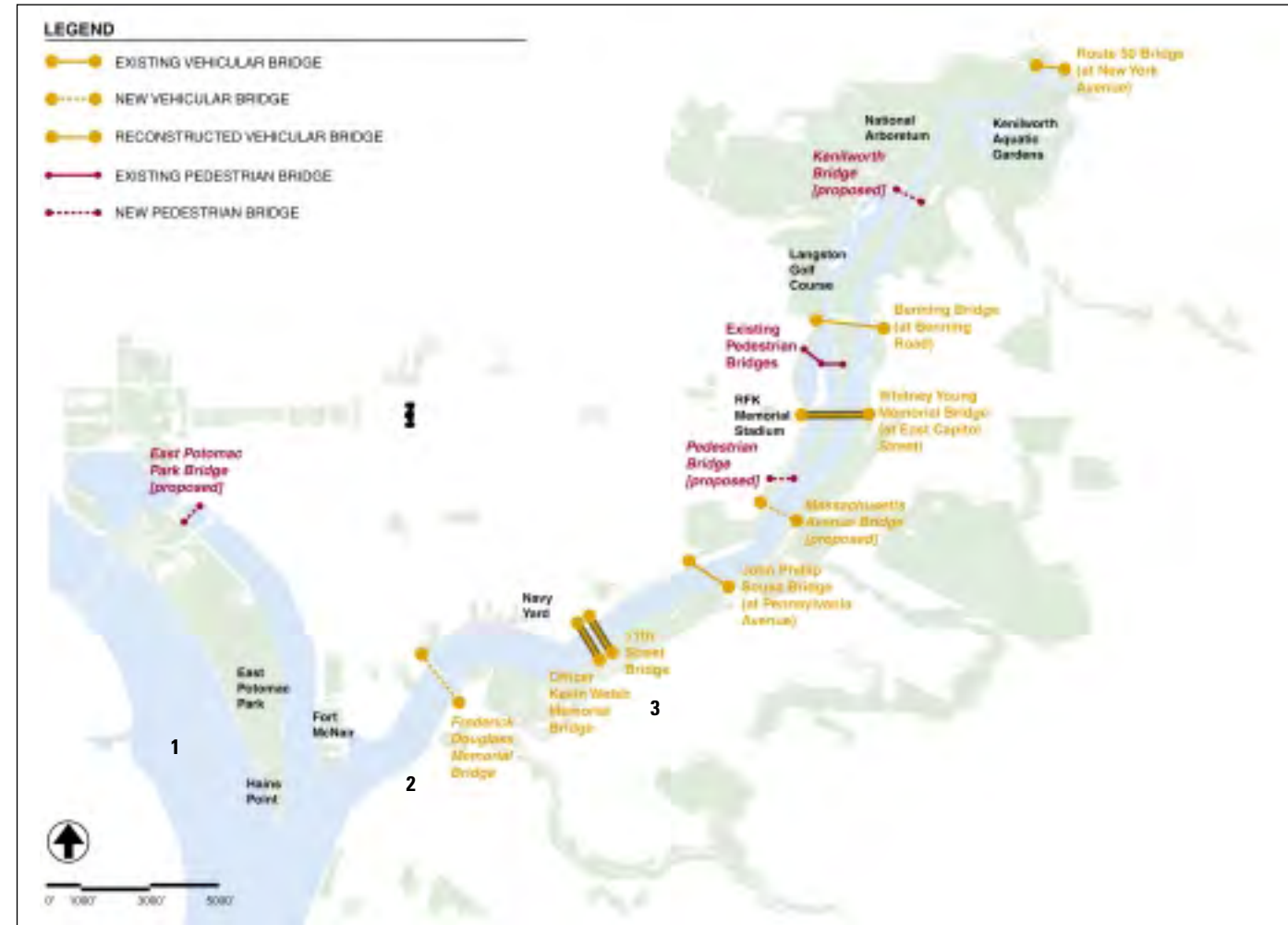
Three new Riverwalk bridges across the Anacostia are proposed, to provide increased connections to both sides of the waterfront.

- A new bridge is proposed across Massachusetts Avenue to serve pedestrians, cyclists, and official park vehicles.
- A second bridge, to serve pedestrians and cyclists only, is suggested for the northeastern tip of Kingman Island at the terminus of Maryland Avenue NE to connect Langston Golf Course and the National Arboretum to Kenilworth Park and Aquatic Gardens.

- A third pedestrian bridge is proposed across the Washington Channel, connecting Hains Point to the Southwest waterfront. This bridge will be located at the terminus of the channel near the new Mandarin Hotel.

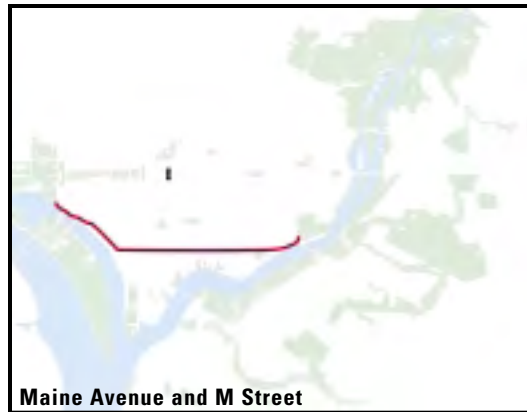
The possibilities for new or reconstructed bridges are outlined below:

- A new South Capitol Street tunnel would pass under South Capitol Street and the Anacostia River, creating a direct connection between Interstate 395 (the Southeast-Southwest Freeway) and Interstate 295 (the Anacostia Freeway). The tunnel would also provide access to Buzzard Point and the Near Southeast.
- When the tunnel described above has been built, a new Frederick Douglass Bridge could serve pedestrians, cyclists, and local traffic.
- Relieved of regional traffic, the 11th Street Bridges could also be reconstructed with wide sidewalks and could serve local traffic. These bridges could connect to the Riverwalk trails.
- A new bridge at Massachusetts Avenue is proposed to serve pedestrians and cyclists, with limited park-related vehicular use. The bridge could support a future shuttle service (see Chapter Three) linking destinations along the Anacostia with transit and relieving the traffic congestion on park roads during peak-use periods. (See page 54 for details).
- A pedestrian-and-cyclist bridge near the National Arboretum, by the northern tip of Kingman Island, is proposed to connect to the Kenilworth Park and Aquatic Gardens and related trails. This bridge also creates important access to recreation and to the Minnesota Avenue Metro station from the Carver Langston Neighborhoods.
- A pedestrian-and-cyclist bridge across the Washington Channel, between Hains Point and the Southwest waterfront, would increase the vibrancy of the neighborhood, linking the very popular East Potomac Park to many attractive maritime, recreational, cultural, shopping, and restaurant amenities in the Southwest.



Rebuilding the Anacostia Bridges

Five of the seven bridges are in need of repair or replacement in the years to come.



A New Maine Avenue and M Street Corridor

“Once the dividing line between residential neighborhoods and the isolated industrial and federal uses along the river, parts of M Street are now experiencing a renaissance.”

Washington has long needed to connect its popular monumental core surrounding the Mall and the Tidal Basin to other nationally significant assets, such as Kenilworth Park and Aquatic Gardens and the National Arboretum.

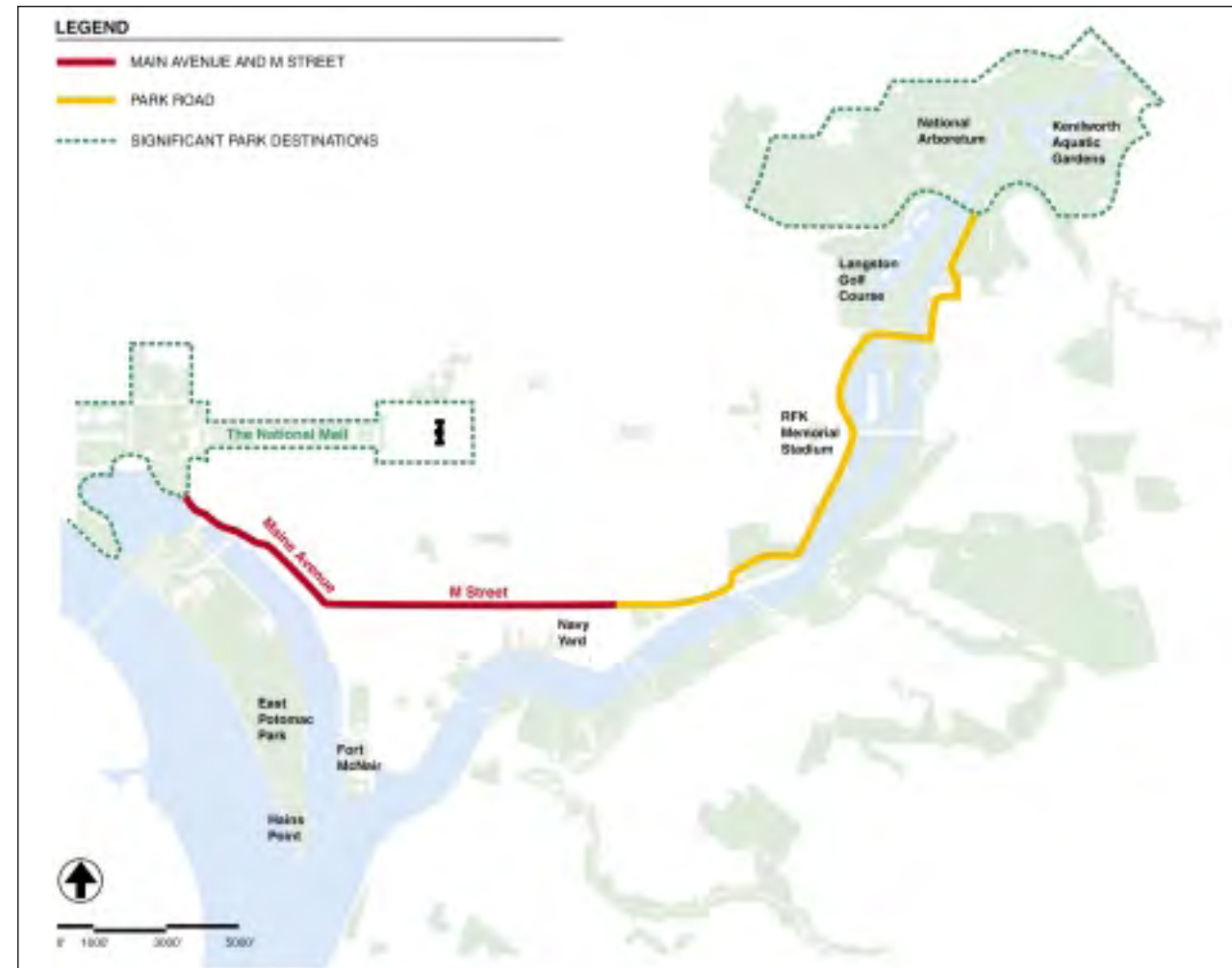
A clear linking of these national treasures can be achieved by connecting the Tidal Basin to the Anacostia River with improvements to Maine Avenue and M Street, SE. Further east from the Near Southeast, a new and comprehensive system of park roadways will clearly lead visitors to the Anacostia RiverParks and various destinations in the upper reaches of the river. Critical pieces of the system are currently under construction, with more in the planning stages, but several key connections must be made for such a route to become a clearly understood part of an urban parkway system.

A New Maine Avenue, SW

At the paved area of the Washington Channel waterfront, where Maine Avenue and Water Street are currently separated by a parking lot, lies an opportunity to create a superb new waterfront destination and to join the adjacent Southwest neighborhood to the water.

Maine Avenue will be rebuilt as a great urban boulevard, graciously landscaped with generous pedestrian amenities. In addition, current plans call for removing Water Street to create greater opportunities for new development and active public spaces. These plans suggest dividing the linear site into five building sites separated by public parks that create access to the waterfront from Maine Avenue. (See Chapter Six, pages 120-121 for further details).

Maine Avenue will continue to carry traffic in this area, but it will be slowed by traffic lights at one-block intervals, pedestrian crossings, and appropriate landscaping. Shops, services, residences, and cultural landmarks, such as the Fish Wharf and Arena Stage, will enliven its length.



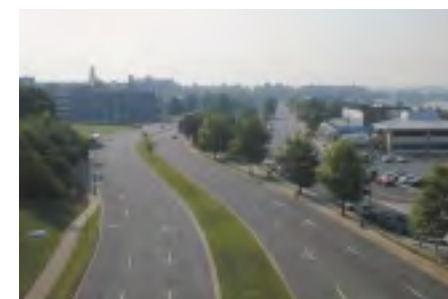
Connecting National Park Attractions

Maine Avenue and M Street, if extended east, will link the Arboretum, Kenilworth Gardens, and Anacostia RiverParks with the park system of the National Mall, and beyond.



A Gracious New Boulevard

Proposed streetscape improvements to Maine Avenue, including wider sidewalks and gracious landscaping to create a new urban boulevard.



Maine Avenue Today

A highway-like, pedestrian-unfriendly road.

Removing Water Street



The Southwest waterfront today has a disproportionately high amount of paved surface compared to the existing quantity of open space and buildings. The excessive paved surfaces are primarily due to the redundancy of Water Street, an access road that runs along the water's edge parallel to Maine Avenue. The existing waterfront is isolated by vast amounts of surface parking, making it feel unsafe at night and unwelcoming during the winter. The removal of Water Street creates opportunities for new development that connects the rebuilt Maine Avenue to the waterfront:

- 1 L'Enfant Plaza Metro.
- 2 Monumental stairs to new public plaza on waterfront.
- 3 New public parking and transportation center below 10th Street Overlook.
- 4 New tour bus drop-off area under 10th Street Overlook.
- 5 Proposed light-rail line and stops along Seventh Street and Maine Avenue.
- 6 New bike lane on both sides of Maine Avenue.
- 7 Piers for tour-boat docking and water-taxi stops.
- 8 Continuous promenade along waterfront, uninterrupted from the Fish Wharf to civic park at M Street terminus.
- 9 New marina with additional boat slips.

M Street at the Southwest Waterfront, Meeting Maine Avenue

M Street leads directly to the Southwest waterfront, where it turns right to become Maine Avenue. The proposed improvements for this area will include a civic park at the terminus of M Street, where it joins Maine Avenue. The park will include a museum and a community facility sited around it. And the newly landscaped and rebuilt Maine Avenue, as it heads north along the waterfront to the monumental core, will gracefully extend the new M Street.

A New M Street, SE

M Street, SE is the one Washington street with the potential to connect the west bank of the Anacostia River to the Washington Channel and beyond, to the monumental core. A key east-west commercial corridor, it runs from the Washington Channel east towards the Near Southeast and the Navy Yard, ending at the 11th Street Bridges and the Washington Gas site.

Where it was once the dividing line between residential neighborhoods and the isolated industrial and federal uses along the river, parts of M Street are now experiencing a renaissance. The Navy Yard’s regional consolidation over the last few years has generated new private office space construction on M Street. The new U.S. Department of Transportation headquarters will bring 7,000 more employees to the area, and the development of the 44-acre Southeast Federal Center will create housing and more commercial space.

In support of this investment, the city has made streetscape improvements, added bus services and is developing a new light-rail line. These changes to M Street bode well for its future as a vibrant commercial boulevard enhanced by excellent landscaping and design, and for the revitalization of the Near Southeast and the Anacostia waterfront in general.

Extending M Street to the East

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. (See page 56, “Addressing Tour Buses and the Freight Railroad of the City.”) 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.



The Southeast Freeway from 11th Street to Barney Circle today.

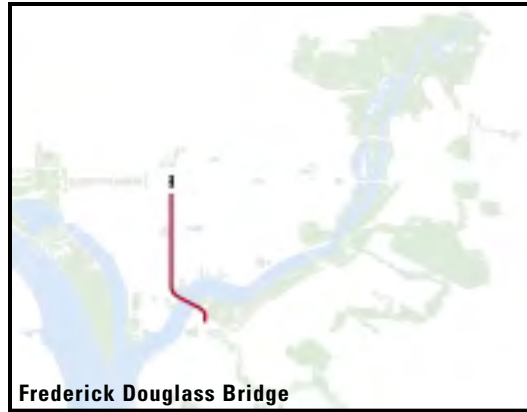


The Southeast Freeway

If the left-over stretch of the Southeast Freeway (I-395), shown above, is narrowed, it can serve as a green extension of M street and the gateway to the RiverParks beyond Barney Circle, as shown in the collage below.



The Narrowed Southeast Freeway Becomes a Park Road



Frederick Douglass Bridge and South Capitol Street

“With a new tunnel channeling regional traffic, South Capitol Street will regain the stately character of other handsome Washington avenues culminating in views of the Capitol.”

Current Alignment of the Frederick Douglass Bridge Through Poplar Point



A New Southern Gateway at South Capitol Street

Aerial diagram showing a proposed westward realignment of the Frederick Douglass Bridge. Such an alignment would enable greater flexibility in Poplar Point, minimize some of the areas dedicated to the highway ramps, and achieve a better connection between South Capitol Street and the Suitland Parkway.



The Frederick Douglass Bridge conveys nearly 70,000 vehicles a day on its five lanes. At 45 feet above the Anacostia River, it is higher than the limit required for recreational boats to pass underneath. The bridge was designed with a bascule section that rotates upward and away from the centerline of the river to provide clear passage for destroyer-class vessels to the Navy Yard.

Supplementing and Replacing the Frederick Douglass Bridge

Like other bridges over the Anacostia, the Frederick Douglass Bridge is part of an overloaded but incomplete road and highway system that combines local and regional traffic on complex routes. The Frederick Douglass Bridge serves as an indirect shortcut between the Anacostia Freeway (I-295) and the Southeast-Southwest Freeway (I-395) in downtown Washington. It is problematic for many reasons:

- It is poorly connected to the highways it serves, causing traffic congestion on both sides of the bridge.
- The indirect connection between highways confuses motorists and leads them astray, increasing congestion and pollution, clogging local roads, and impinging on neighborhood quality of life.
- Local traffic, which will increase with development, cannot use the bridge to reach waterfront destinations, as the bridge overshoots both waterfronts.
- The bridge is not designed for use by pedestrians or cyclists (although minimal sidewalks exist).

The bridge was built in 1967 and will need replacement within 10 years. To replace it, a direct, high-speed connection between the two highways is desirable. The AWI proposes that a new tunnel pass under the river to connect the Suitland Parkway and South Capitol Street to the Southeast-Southwest Freeway (I-395), accommodating highway traffic, and that a new Frederick Douglass Bridge be built for local traffic.

Construction Phasing

The construction of a new South Capitol Street crossing will be an 8-10 year process. Planners should make sure to complete the new crossing while the Frederick Douglass Bridge can still carry traffic. If the bridge cannot carry its traffic load during the construction of a new crossing, then its 70,000 cars a day will go to the other overloaded bridges crossing the Anacostia, and impassable bottlenecks will result. The 11th Street Bridges, for example, already carry 93,000 cars a day.

A new crossing should also be coordinated with WASA’s plan to build a new Poplar Point CSS Lift Station, which can be incorporated within the access shaft required for a new tunnel. (See Chapter One for further discussion of WASA’s Long-Term Control Plan).

The Result

The final result will be a high-speed tunnel connecting commuters from I-395 to I-295 and the Suitland Parkway, and a new Frederick Douglass Bridge designed for local traffic, with pedestrian amenities to restore both the ceremonial nature and the commercial vitality of South Capitol Street. The new bridge will include a generous connection for pedestrians and cyclists between two park systems as well as to the street network of Historic Anacostia and downtown Washington, D.C. This new crossing will enable South Capitol Street to realize its potential as one of Washington’s great boulevards.

Today's South Capitol Street

South Capitol Street, like Pennsylvania Avenue, is one of the few avenues that extend from the monumental core across the Anacostia River. However, its status as a ceremonial boulevard cannot be realized as long as it remains the highway connection between the Southeast-Southwest Freeway (I-395) and the Anacostia Freeway (I-295).

Every day, 54,000 cars (figure is for the segment of South Capitol Street that is North of M Street) speed down South Capitol Street. Over the years, the street has been modified to accommodate this heavy commuter traffic. It dips under M Street to avoid stopping cars at a traffic light, and its width makes pedestrian crossings difficult.

Despite these modifications, huge traffic back-ups occur daily on South Capitol Street and the Southeast-Southwest Freeway. These back-ups cause traffic to spill over to M Street and Maine Avenue, causing congestion in adjoining neighborhoods.

A New Gateway to the Capitol

With a new tunnel channeling regional traffic, South Capitol Street, freed of its interstate traffic burden and brought back to grade, will regain the stately character of other handsome Washington avenues culminating in views of the Capitol. It will support a vibrant pedestrian and commercial life, not only along South Capitol itself, but also along the portion of M Street that now overpasses it. Indeed, South Capitol Street can ultimately attain the Mall-like prominence envisioned for it in the National Capital Planning Commission's plan, "Extending the Legacy."



South Capitol Street stretches one and a half miles from the U.S. Capitol to the Anacostia River.



Today's South Capitol Street: A Highway Requiring Pedestrian Overpasses

South Capitol Street, like Pennsylvania Avenue, is one of the few avenues that extend from the monumental core to the Anacostia River, yet it fails to serve as a suitable monumental southern gateway to the Capitol of our nation. Visitors (and foreign dignitaries) use the Suitland Parkway and other southern routes to reach the city, and are greeted with a high-speed highway environment rather than a stately promenade to the Capitol.



A Pedestrian Friendly Boulevard

South Capitol Street as envisioned by the National Capital Planning Commission's Legacy Plan.

Precedents



© Alex MacLean

South Capitol extends for one and a half miles from the Frederick Douglass Bridge to the Capitol. This is approximately the same length as Commonwealth Avenue in Boston, from the Public Garden through the Back Bay. Commonwealth Avenue, and many other such grand boulevards, carry significant levels of traffic yet express a grand civic pride, and in many cases are lined with desirable residential, retail, and office uses. While South Capitol Street has many constraints, including a few rights-of-way and overhead crossings for railways and highways, its transformation is essential for the Anacostia Waterfront Initiative.



The Rhode Island State Capitol in Providence with recently made connections to the Providence River.



11th Street Bridges



The bridge at 11th Street was the first to cross the Anacostia, connecting workers east of the river with the Navy Yard.

11th Street Bridges and Pennsylvania Avenue

“Formal plantings, pedestrian amenities, and monuments will announce the continuation of Pennsylvania Avenue across the river.”



Highway Bridges Become...

The 11th Street Bridges are currently high-speed highway bridges with no pedestrian or bike access. They serve regional commuter traffic instead of the Anacostia neighborhoods adjacent to them.



...Pedestrian Friendly Bridges

If the highway crossing is relocated to a tunnel under South Capitol Street, the 11th Street Bridges can be reconstructed as slower, narrower local bridges, with pedestrian access and bike lanes, as shown in the collage above. The park space between the bridges can become a symbolic gateway to the Anacostia community, with a new community center and monument site.

The 11th Street Bridges

The original 11th Street Bridge was the river’s oldest crossing. It connected the Navy Yard to Uniontown, a suburb built across the river to attract workers to a more bucolic setting. Washingtonians crossed the bridge by carriage, horse, or on foot. Today, two 11th Street Bridges – one aligned with 13th Street – carry inbound and outbound traffic totaling 93,000 cars a day.

Long-term improvements to the 11th Street Bridges depend upon the interstate highway connection – a new tunnel under South Capitol Street – created between the Anacostia Freeway (I-295) and the Southeast-Southwest Freeway (I-395). Unless some of the 11th and 13th Street traffic can be shifted to the new tunnel (as discussed in the previous section) the 11th Street Bridges will remain highway-like in scale.

Additionally, the narrowing of the Southeast Freeway (between 11th Street and Barney Circle) to a park road will be required to allow for the transformation of the bridges (see page 49). Eventually, they can be rebuilt to better serve local traffic, including pedestrians and cyclists. The twin bridges are also the most likely candidates for the light-rail line connecting both sides of the river.

The current bridges are 40 years old, have no sidewalks, and are slated for imminent repair. With the appropriate sidewalks and ramps, the bridges can provide important pedestrian links within the RiverParks system via the new Riverwalk. Tied more rationally to the local street network, the new 11th Street Bridges can create new sites for community buildings, commercial development, and employment at either end; in other words, they can establish a more direct relationship between neighborhoods east and west of the river.

Pennsylvania Avenue

As it crosses the Anacostia River at the John Phillip Sousa Bridge, Pennsylvania Avenue, far from its ceremonial prominence between the White House and the Capitol, takes on the character of an overloaded traffic artery in Southeast. It retains this character all the way to Minnesota Avenue, as it provides freeway access for commuters leaving and entering Washington from Maryland. Its traffic load – 31,000 cars daily – requires multiple turning lanes and large, signalized intersections; these are inadequate attempts to solve regional traffic issues on a city street.

As with other bridges and avenues, Pennsylvania Avenue will also benefit from the proposed new tunnel under South Capitol Street in the vicinity of the Frederick Douglass Bridge. This route and adjacent neighborhoods will be well served by the lowering of the Anacostia Freeway at Pennsylvania Avenue, which will allow a ceremonial traffic circle and links between neighborhood commercial centers and the waterfront. This is one of the most significant commercial redevelopment opportunities on the eastern bank of the river.

On an elevated interchange, Pennsylvania Avenue can take a more urban form, such as a landscaped traffic circle graced by a memorial – an appropriate solution for a stately avenue. A connection for motorists between Pennsylvania Avenue and the northbound lanes of the Anacostia Freeway will improve traffic circulation. New ramps must also provide access to the waterfront for motorists, pedestrians, and those using alternative transportation along Pennsylvania Avenue.

The goal is to create a boulevard that serves as a neighborhood commercial corridor. Formal plantings, pedestrian amenities, and monuments appropriate to Pennsylvania Avenue’s origin in the monumental core will announce the continuation of Pennsylvania Avenue across the river. Once again, slower traffic and government investment in this route will help foster broader reinvestment and new neighborhood business opportunities.



A Highway Interchange Yields...

The current interchange of Pennsylvania Avenue and the Anacostia Freeway is still highway-like and difficult to cross. Although Pennsylvania Avenue has been reconstructed to include bike lanes and pedestrian access, the bridge is still very wide and speeds are very high, preventing local businesses from locating along the corridor.

...A Monumental Opportunity

A new traffic interchange to depress the through-traffic on I-295 below grade, and manage the local traffic at grade might allow for a new monument site on the south side of the Anacostia. It also allows for vital new businesses with access directly off the street and pedestrian friendly sidewalks and streetscape.



Massachusetts Avenue

Massachusetts Avenue

“East Capitol Street can become a more useful and attractive conduit between the Anacostia waterfront, the RFK Stadium area, and the rest of Washington.”

Massachusetts Avenue and a New Pedestrian Bridge

Due in part to the historical location of the D.C. General Hospital and the District Jail at Reservation 13, Massachusetts Avenue has long terminated at 19th Street. A preliminary study of this area, now referred to as the Hill East waterfront, recommends extending a neighborhood-scale street grid to the Anacostia River and creating a vibrant, mixed-use waterfront neighborhood. (See Chapter Six for a more detailed discussion of the Hill East waterfront target area).

Massachusetts Avenue will provide a vital lifeline to this new mixed-use development, the success of which depends on strong connections to the rest of the city. The extension of Massachusetts Avenue across the river via a park road bridge can provide an excellent pedestrian and bicycle route between parks and neighborhoods on both sides of the river.

According to the Hill East plan, Massachusetts Avenue will extend through the site to end in a traffic circle at the waterfront, connecting to the RiverParks park road system. The circle and the monument site that graces it will create a stately transition from an urban to a park setting. From there, travelers along the Riverwalk or the park road will have the option of heading southwest toward the Near Southeast neighborhood and more urban portions of the waterfront, northeast toward the upper reaches of the Anacostia, or across the river on the new Massachusetts Avenue park road bridge.

The proposed Massachusetts Avenue park road bridge, connected only to the RiverParks park road and the Riverwalk, and not to local streets (thus preventing regional traffic from using the bridge as a shortcut), will create a much-needed new connection across the river for pedestrians and cyclists who seek to travel through the RiverParks.

See “What if... the CSX railroad is relocated” for an alternative treatment of a new bridge at Massachusetts Avenue.



Massachusetts Avenue on the east side of the river. The railroad tracks and the Anacostia Freeway prevent it from reaching the river.

What if... the CSX railroad is relocated?

What if the CSX railroad is relocated out of the city, allowing Massachusetts Avenue to continue as a city street across the river?

If the railroad is relocated, a stunning new treatment of Massachusetts Avenue will become possible. The current proposal terminates Massachusetts Avenue at the waterfront with a small park road connection into the Anacostia RiverParks and across the CSX railroad tracks.

Instead, Massachusetts Avenue can continue straight across on axis to create a more monumental bridge and a new Anacostia River landmark. Local traffic will use Massachusetts Avenue to reach many destinations that now require driving a segment of the Anacostia Freeway. Freeway traffic will be reduced, and local drivers will have more connections to their neighborhoods.

Furthermore, if the new Massachusetts Avenue bridge were low like the current rail bridge, it would prevent the passage of larger watercraft. This will further the AWI's goals: limiting the upper reaches of the river to more passive uses and preserving habitat integrity.



The current configuration of Massachusetts Avenue. The avenue is cut off on the west side when it hits 19th Street, and on the east side at the CSX railroad tracks.



Taft Bridge in Rock Creek Park.



Bringing Massachusetts Avenue to the River

The Reservation 13 target-area plan shows the proposed extension of Massachusetts Avenue to the Anacostia River. Here pedestrians, bikers, and drivers would be able to connect to the Park Road system to access parks to the north and south along the river, or cross a new bridge to a new fitness center and parks on the east side of the river. Travelers on Massachusetts Avenue from the east side will also be able to access the park road network, by passing under the Anacostia Freeway (I-295) and onto Anacostia Park Drive as it crosses the railroad to become the new bridge.



Proposed Massachusetts Avenue bridge crossing as a narrow park road, not a literal extension of Massachusetts Avenue.

East Capitol Street and Benning Road

The Existing East Capitol Street

East Capitol Street is a major east-west arterial roadway with an unusual array of connections and design features near the Anacostia River. It begins at the U.S. Capitol and runs east to become the primary means of access to RFK Stadium. Independence and Constitution Avenues, along with smaller roads, merge into East Capitol Street shortly before crossing the Whitney Young Bridge.

After crossing the Whitney Young Bridge, East Capitol Street passes under Kenilworth Avenue, the CSX railroad tracks, 35th Street, and Minnesota Avenue before becoming a surface road again. Despite its design as a high-speed roadway at this point, it lacks full connections to the Anacostia Freeway. Also, its alignment with the freeway and railroad tracks consumes 20 acres of land.

Improving East Capitol Street

As planning for the RFK Stadium grounds and Reservation 13/Hill East waterfront proceeds, roadway alignments in the RFK Stadium area are also being examined to reduce traffic speed for safer, quieter neighborhoods. In addition, connections to the Park Road and Riverwalk will be introduced. East Capitol Street, in particular, will be modified in the following ways to become a more useful and attractive conduit between the Anacostia waterfront, the RFK Stadium area, and the rest of Washington:

- The design of East Capitol Street should maintain its capacity but aim to reduce traffic speeds. The parkways linked to Memorial Bridge on either side of the Potomac can be a model for this redesign.
- The alignment of East Capitol Street ramps and railroad tracks should be changed to consume less land. At the same time, the interchange can be redesigned to allow more turning options.



East Capitol Street today.



Memorial Bridge.

Benning Road

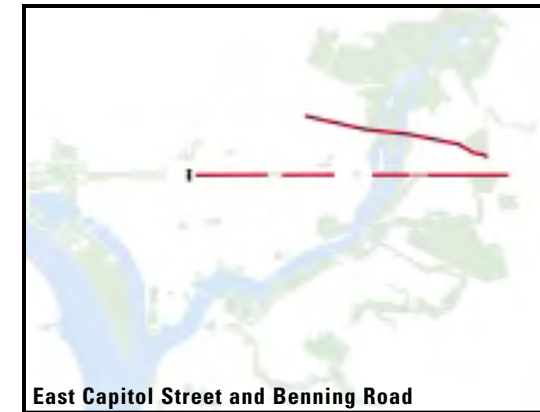
Benning Road, a large arterial road, connects the major commercial corridors of Florida Avenue and H Street to the Anacostia Freeway. Near the river, Benning Road provides access to Langston Golf Course, Kingman Island, and the northern parking lots of RFK Stadium.

East of the river, Benning Road provides access to the River Terrace and Mayfair Parkside neighborhoods. It crosses the Anacostia Freeway as the Freeway becomes Kenilworth Avenue, then intersects Minnesota Avenue. Benning Road's interchange with the freeway is severely constrained by adjacent development and the CSX railroad tracks, providing limited turning options for motorists. Motorists cannot head east on Benning Road from the Anacostia Freeway, or vice versa. In addition, the ramps carry limited capacity with inadequate safety provisions.

Improving Benning Road

The Benning Road Bridge is currently under reconstruction. The new bridge will include generous sidewalks to accommodate pedestrians and cyclists. In addition, it will provide connections to the RiverParks on both sides of the river and to Kingman Island. The following actions are recommended:

- Redesign and enrich the streetscape through street trees and other plantings, public art, high design standards, and pedestrian amenities.
- Provide safe intersections from Benning Road into the adjacent neighborhoods.
- Improve access to RFK Stadium from Benning Road, and to special events in RFK parking lots.
- Study further revisions for the freeway interchange to improve capacity and safety and, if possible, to complete the range of turning options for motorists.



East Capitol Street and Benning Road



A Reconstructed Benning Bridge

A sketch showing the existing Benning Bridge that would serve as the main Riverwalk crossing in the river's upper reaches. It would also serve as the main park road crossing, with access to Kingman Island.

Addressing Tour Buses and the Freight Railroad

“All efforts should be made to avoid unnecessary tour bus impacts on waterfront neighborhoods.”



Finding Sites for Tour Bus Staging

Potential sites for tour bus parking within easy driving distance of major monuments and memorials. Drivers need nearby services during waiting periods.

Tour Buses

As new cultural sites along the Anacostia River increase tour bus activity, two strategies will spare residents the inconvenience and fumes associated with these buses. The first strategy calls for convenient alternative modes of transportation for tourists, including Metro, light rail, water taxis, and the Riverwalk. The second strategy will 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.

The 1999 task force report by the District Department of Transportation, "Transportation and Economic Development in the District of Columbia," suggests that drivers use beepers to schedule pick-ups of their groups, minimizing idling time and driver inconvenience. Maps and other literature that clearly show loading and pick-up areas, and clearly state District of Columbia bus policies, will also be helpful. Additionally, requiring that tour buses be fueled with natural gas or low-emission fuel will help reduce emissions in neighborhoods. All efforts should be made to avoid unnecessary tour bus impacts on waterfront neighborhoods.

Car Parking

No additional parking should be added at the water's edge. Regional visitors to Washington should be encouraged to park in suburban park-and-ride facilities and connect with the Metro there. Automobile access to the RiverParks will be addressed through the provision of limited parking in lots along the park road. Some structured parking already exists or is planned; car access to the Southwest waterfront will be accommodated by the additional parking planned under the 10th Street Overlook. In addition, structured parking already exists at the Anacostia Metro station next to Poplar Point.

New development near the waterfront will be expected to share parking for its own uses and other destination park activities. Furthermore, developers of office space will

be asked to make their weekday parking available to the public on weekends to serve special events and weekend visitors to the waterfront, thus reducing the need for single-purpose surface parking.

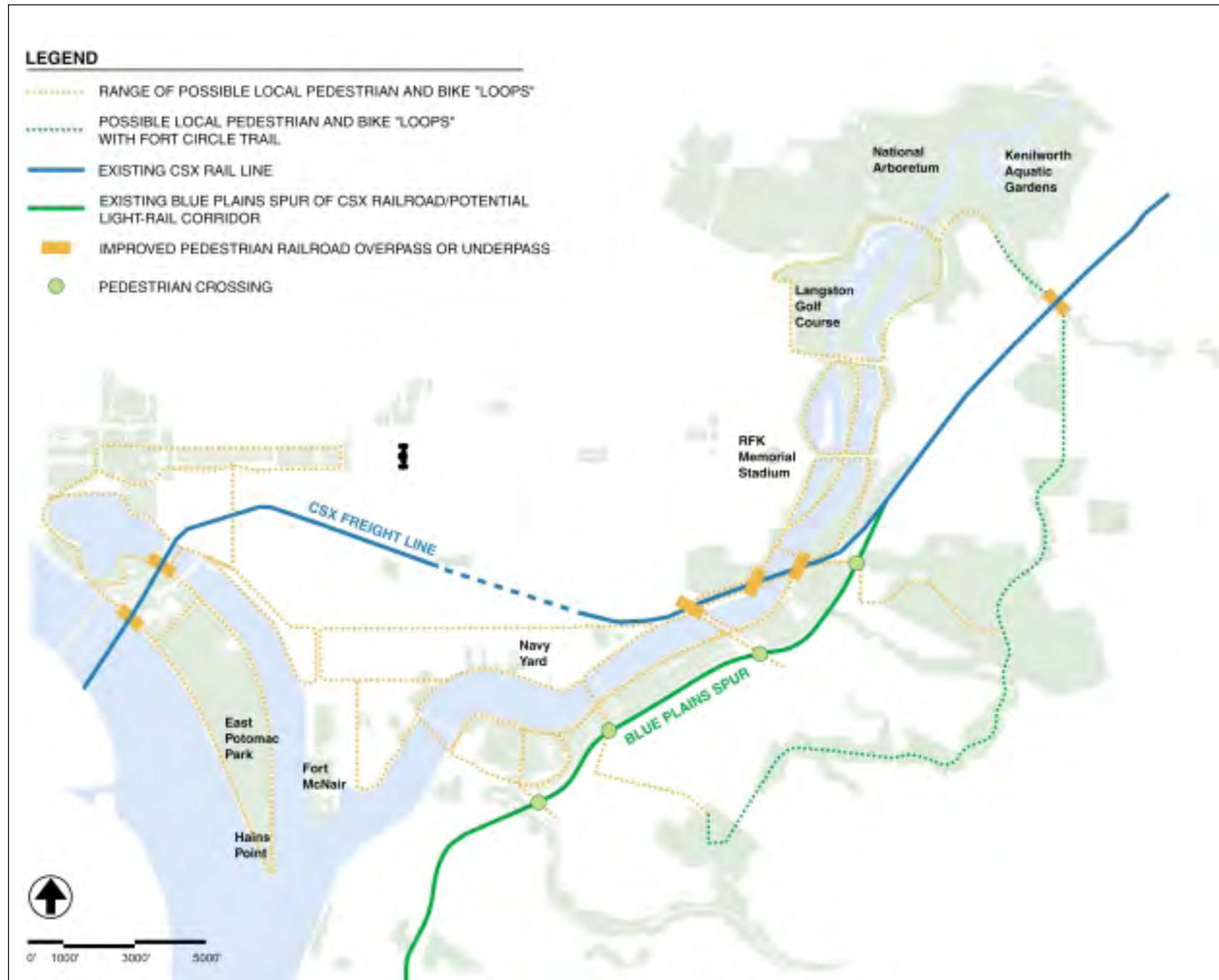
Long-Term Options for the Railroad Corridors

Two railroad corridors divide the river corridor and isolate parklands. The first is the CSX main line that crosses the river just north of Pennsylvania Avenue and the John Phillip Sousa Bridge.

The Legacy Plan of the National Capital Planning Commission (NCPC) recommends that the main line be relocated, providing a valuable corridor for alternative modes of local transportation, eliminating substantial barriers to the river, and opening up potential development sites.

The CSX railroad bridge as it currently spans across the Anacostia River is extremely low, preventing the passage of any boat larger than a canoe or dinghy. Should the mainline be relocated, a new bridge at Massachusetts Avenue can also be designed to emphasize the natural character of the upper reaches of the river, in contrast with its urban lower reaches.

The CSX Blue Plains spur line parallels the Anacostia Freeway and the entire length of the eastern bank of the Anacostia River. Trains travel this line approximately once per month, and it will be abandoned in the near term. The abandoned right of way can then be put to uses that serve the neighborhoods. The Washington Metropolitan Area Transit Authority (WMATA) hopes to locate its first light-rail service along this corridor. If the right of way will also accommodate a trail, this will connect to the Riverwalk, the Fort Circle Trails, and others. The Rails-to-Trails idea has been implemented throughout the United States with great success because of the compatibility of the routes with trail systems, waterfronts, and metropolitan areas.



Crossing the Tracks: Getting from one River Park to Another

The new improved pedestrian railroad overpasses and underpasses (indicated by the orange rectangles in the plan above) would decrease the degree to which the tracks isolate one river park from another.

Rails-to-Trails



Rails With Trails Along the Blue Plains Spur

Every day thousands of Americans safely use and enjoy trails located along active rail lines. Currently over 60 trails share rights of way with active railways, ranging from busy freight routes to light-rail lines and less-used industrial rail tracks.

Despite fears that such trails expose users to greater risks, trails alongside railways appear to be just as safe as any other trail system*, possibly much safer than comparable trails near active roadways. And restricting pedestrian crossings to existing crossings of the railway means that no new liability need be incurred by the addition of a parallel trail system.



A possible solution for adding a bike and pedestrian trail alongside the existing CSX tracks.

Trail design varies according to location. Many trails are separated by distance or fencing from active rail lines. In a survey conducted in 1999 by the Rails-to-Trails Conservancy, 71 percent of all such facilities were separated from active rail lines by fencing or some other barrier system. While 30 percent of trails were separated from tracks by 21-50 feet, nearly 25 percent of trails – particularly newer trails – have been built with less than 12 feet of separation from active rail lines. Nearly 20 percent of such trails have been built alongside mass transit and light-rail lines.

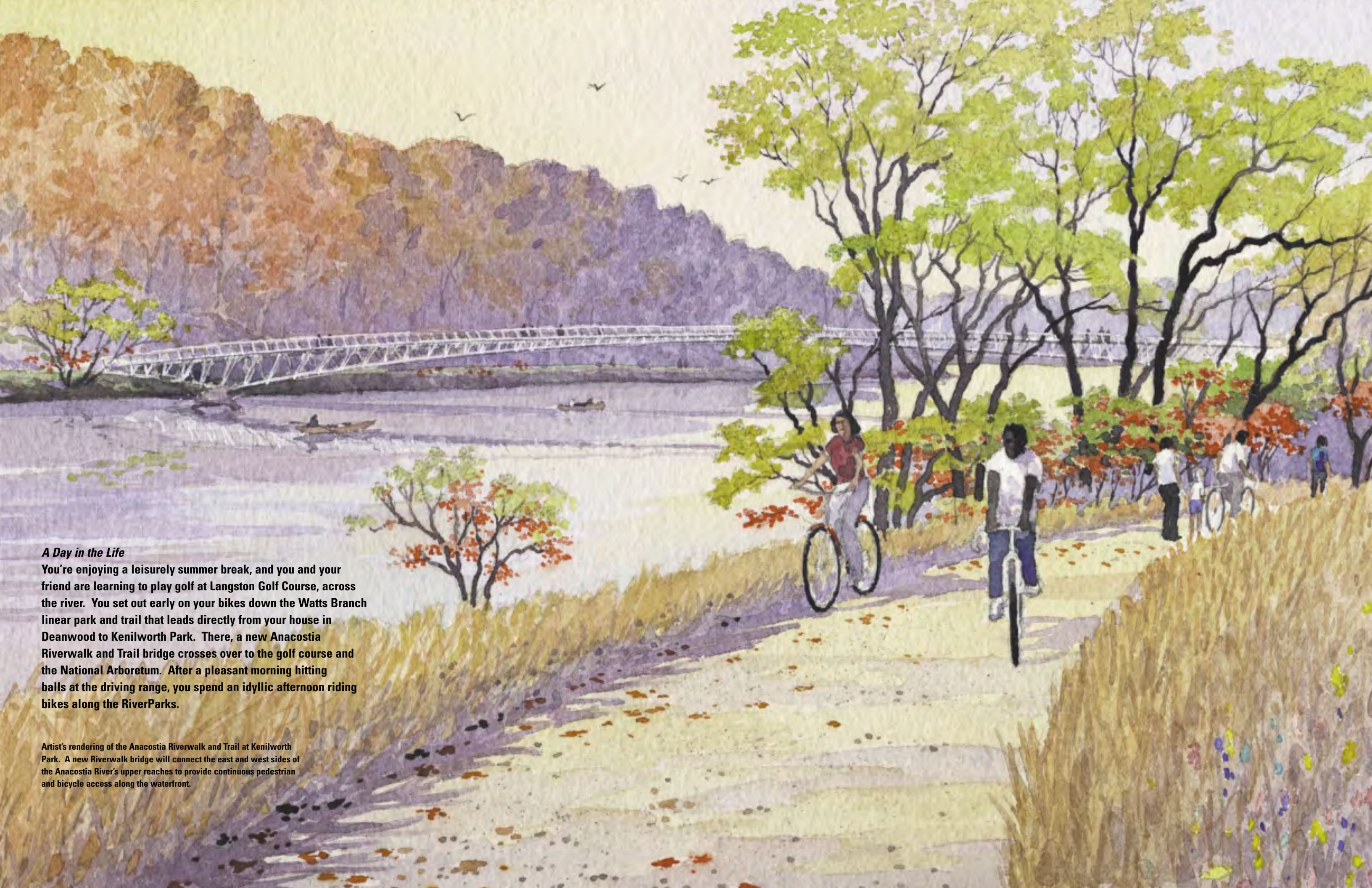


Photo by K. Votava

Raleigh Rail Trail.

Locating a multi-use trail next to new light-rail lines along the Blue Plains Spur will require nearly 60 feet of right of way. The width of the existing spur varies by location, but significant sections are wide enough to accommodate a trail. Sharing this valuable right of way for both mass transit and recreation is a goal worthy of further study.

*Source: Rails-to-Trails Conservancy



A Day in the Life

You're enjoying a leisurely summer break, and you and your friend are learning to play golf at Langston Golf Course, across the river. You set out early on your bikes down the Watts Branch linear park and trail that leads directly from your house in Deanwood to Kenilworth Park. There, a new Anacostia Riverwalk and Trail bridge crosses over to the golf course and the National Arboretum. After a pleasant morning hitting balls at the driving range, you spend an idyllic afternoon riding bikes along the RiverParks.

Artist's rendering of the Anacostia Riverwalk and Trail at Kenilworth Park. A new Riverwalk bridge will connect the east and west sides of the Anacostia River's upper reaches to provide continuous pedestrian and bicycle access along the waterfront.

3. PARKS

Common Citizen Concerns

- **Disinvestment in parks.**
- **Difficulty of access to park areas from neighborhoods.**
- **Shortage of playing fields.**
- **Lack of park educational programs.**

Actions

- **20 miles of a new, continuous Anacostia Riverwalk and Trail** from the Washington Channel to the Maryland border, on both sides of the Anacostia River, including the Southwest promenade and the Fort Circle Trail connection.
- **Five new regional and neighborhood-scale waterfront parks at Poplar Point**, Near Southeast, Southwest, and Hill East waterfronts, totaling over 100 acres.
- **A cultural park at Poplar Point** that includes gardens, commemorative spaces, an amphitheater, a major cultural institution, and a new National Park Service visitor's center.
- **Over 200 acres of enhanced parks and recreation facilities** including a community fitness and recreation center at Anacostia Park.
- **Approximately 20 acres of festival grounds**, including a Sports Campus in the RFK stadium area
- **New vibrant gathering spaces and plazas** along the Southwest waterfront serving as local, regional, and national destinations.
- **A common identity for the Anacostia RiverParks** through signage and marketing.
- **Six east-of-the-River gateways** connecting neighborhoods to waterfront parks on both sides of the Anacostia River.

The Anacostia River's potential to serve as an exceptional and versatile park environment is greater than that of any other area in Washington, D.C. The vision for the Anacostia RiverParks creates a unifying identity for the 1,800 acres of open space along the river. It identifies over 100 acres of additional park linkages and areas of community access, while proposing enhanced and expanded recreational facilities along the waterfront. It outlines 20 miles of interconnected riverfront trails and bikeways joined by a park road. And it shows how to bring environmental sensitivity to future development near the river's banks.

One hundred years ago, the McMillan Commission drafted a plan for a city-wide system of open spaces. The National Mall, Rock Creek Park, and the parkways and open spaces along the Potomac River are among the legacies of that effort. Today, the vision for the Anacostia remains the only uncompleted segment. While several individual parks are in place (e.g., the National Arboretum, the Kenilworth Aquatic Gardens, Langston Golf Course, and the Tidal Basin), discontinuity, insufficient access, limited recreational and community facilities, and contaminated land have prevented the entire vision from being fully realized. The dichotomy between Anacostia Park and Rock Creek Park is a stark reminder of the inequities that persist in the nation's capital.

With the potential for so many acres of public open space and 22 miles of linear shoreline, the RiverParks' diverse environments encompass wetlands and wilds along its upper reaches and urban esplanades along the Navy Yard and the Washington Channel. The RiverParks will offer:

- New urban parks at the center of new residential neighborhoods, including the Meadows at the Hill East waterfront and the Canal Blocks in the Near Southeast
- A new destination park for culture, history, and celebration at Poplar Point.
- A comprehensive sports and recreation program with state-of-the-art fields and facilities at Anacostia Park and the RFK Stadium campus.
- A national model for nature conservancy and ecology along the Anacostia waterfront – particularly at Kingman and Heritage Islands.
- A continuous bicycle and pedestrian Riverwalk trail system on both sides of the Anacostia River.

Future linkages to sister landscapes, like the Upper Anacostia River Trail in Maryland, the Escarpment Trail, the Watts Branch Trail, and the Fort Circle Trail, as well as the National Mall and Potomac River, are essential components of the RiverParks. This plan identifies the necessary connections, focusing on the local streets and stream tributaries that can link the neighborhoods to the RiverParks. It also identifies the gateways (e.g., overpasses, underpasses, pedestrian crossings, and even sections of lowered highways) that are essential for more convenient access to this great recreational resource.

The Anacostia RiverParks can collectively form Washington's third outstanding stretch of public open space and, along with the Potomac River and Rock Creek Park, become one of our city's most treasured places. This Framework Plan posits an image of a splendid green whole that is greater than the sum of its parts. It will bring long deserved investment in public parks to serve communities in desperate need of open space and cultural resources. The Anacostia RiverParks will do no less than shift the center of public space in 21st century Washington eastward, anchoring it around the Anacostia River.

A Great Waterfront Park System

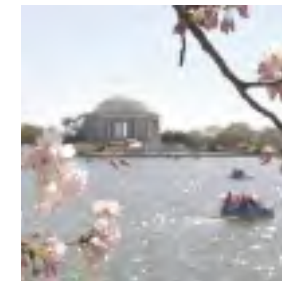
- 59 The Vision
- 60 The Parks Agenda
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- 64 A New Park System Expands a Citywide Network
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- 70 Experiencing the Riverwalk: Loops and Connections
- 72 Creating the RiverParks Network
- 74 Building the Anacostia RiverParks Network One Park at a Time

The Anacostia RiverParks: A Park System Worthy of the Nation

THE PARKS AGENDA

Reinvesting in the existing landscape to create the RiverParks – a system of interconnected and continuous waterfront parks joined by the

Anacostia Riverwalk and Trail – will provide civic spaces worthy of a great capital city and will bring people to the shoreline.



“When I go there now, I imagine how it will look when we are done. I see a haven for swimming and hiking, a habitat for bald eagles and catfish alike. I hear the echoes of children laughing as they bike across new bridges and couples relaxing on blankets at Poplar Point. I see people living in waterfront neighborhoods, such as Near Southeast, where \$400 million is being invested in homes for low-income families. I see people coming from all over the city to dine, shop, and work. I see a revitalized Pennsylvania Avenue, boat docks, museums, and public transportation to bring people there. I see a river that was once a national embarrassment, become a national treasure.”

Mayor Anthony A. Williams,
State of the District Speech, 2002

Park Access

- Provide multi-modal access to RiverParks.
- Design transportation access projects as neighborhood gateways to the park system.
- Integrate landscaped trails, particularly for pedestrians and cyclists, into the existing waterfront park access points.
- Improve and coordinate way-finding to waterfront parks.

Park Connections

- Create a continuous, regional RiverParks system with a unique identity.
- Connect isolated park areas with a continuous Riverwalk and park road.
- Unify signage and naming, and improve way-finding within the RiverPark.
- Encourage water-based transit and recreation.

Active Uses

- Balance regional and local recreational uses.
- Coordinate places for large-scale civic gatherings with transit and infrastructure.
- Incorporate more water-oriented recreation.
- Coordinate active recreation areas with transit and school access.

Passive Uses

- Integrate Riverwalk and park programming with wetland creation, habitat, and edge improvements.
- Enhance existing facilities and local uses of the parks.
- Incorporate local history and heritage in park elements, programming, and the Riverwalk through signage and public art.

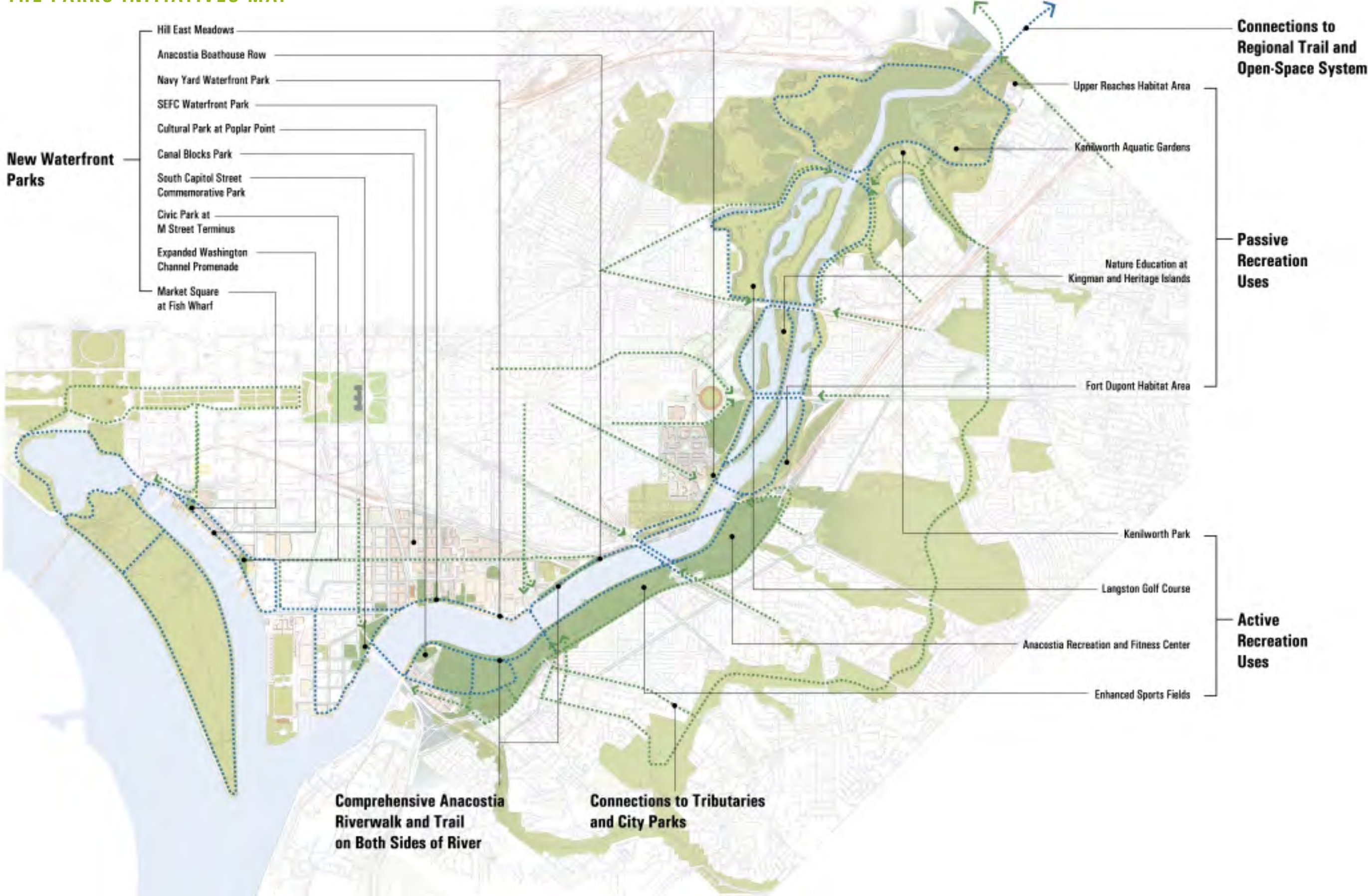
Landscape Quality

- Highlight the natural basin of the river, its geography and views.
- Create a variety of environments at the water's edge.
- Use local species plants and material in park design, when possible.
- Establish sustainable standards for materials and landscaping.

Operations and Maintenance

- Coordinate future inter-agency management of park resources.
- Encourage volunteer help and stewardship to maintain park environment.
- Promote “Green Marina” management.
- Introduce incentives for private contributions.

THE PARKS INITIATIVES MAP



New Waterfront Parks

- Hill East Meadows
- Anacostia Boathouse Row
- Navy Yard Waterfront Park
- SEFC Waterfront Park
- Cultural Park at Poplar Point
- Canal Blocks Park
- South Capitol Street Commemorative Park
- Civic Park at M Street Terminus
- Expanded Washington Channel Promenade
- Market Square at Fish Wharf

Connections to Regional Trail and Open-Space System

- Upper Reaches Habitat Area
- Kenilworth Aquatic Gardens

Passive Recreation Uses

- Nature Education at Kingman and Heritage Islands
- Fort Dupont Habitat Area

Active Recreation Uses

- Kenilworth Park
- Langston Golf Course
- Anacostia Recreation and Fitness Center
- Enhanced Sports Fields

Comprehensive Anacostia Riverwalk and Trail on Both Sides of River

Connections to Tributaries and City Parks

A Superb New National and Local Park System

“Over 20 miles of Riverwalk trails and promenades – all interconnected in easily traversed loops of various lengths.”

The plans for the Anacostia RiverParks represent the most ambitious vision for expanding Washington’s public realm since the Mall and its great monuments and museums were laid out a century ago. But unlike plans that consider the public realm exclusively, the RiverParks forges connections to our city’s proposed and existing neighborhoods to enhance the everyday lives of Washingtonians. Specifically, the RiverParks will be:

- A remarkably diverse river landscape offering a wide range of riverfront experiences, from the most actively urban (at places like the Southwest waterfront and the Navy Yard) to the most pastoral and sublime (in the Upper Reaches) – all with connections to other parks, greenways, and regional open-space corridors.
- An aggregate of some of the nation’s most unique public environments, including the Tidal Basin and Hains Point in the Southwest and the National Arboretum and Kenilworth Aquatic Gardens in the Northeast.
- A fitting setting for future monuments and memorials of both local and national interest.
- The backbone of vital waterfront neighborhoods and historic districts that evoke the African-American heritage of our nation’s capital.
- A park system that brings recreational resources (e.g., boating facilities, playing fields, picnic grounds, and playgrounds) to local neighborhoods.
- The most actively enjoyed stretch of water in Washington, D.C., providing its residents with a clean river, boat landings and moorings, water-based shuttles, fishing spots, and other facilities.
- A corridor for multiple modes of transportation, such as light rail, walking, cycling, and water taxis.
- A setting for new cultural attractions, like museums, performances, and celebrations.
- Over 20 miles of Riverwalk trails and promenades – all interconnected in easily traversed loops of various lengths

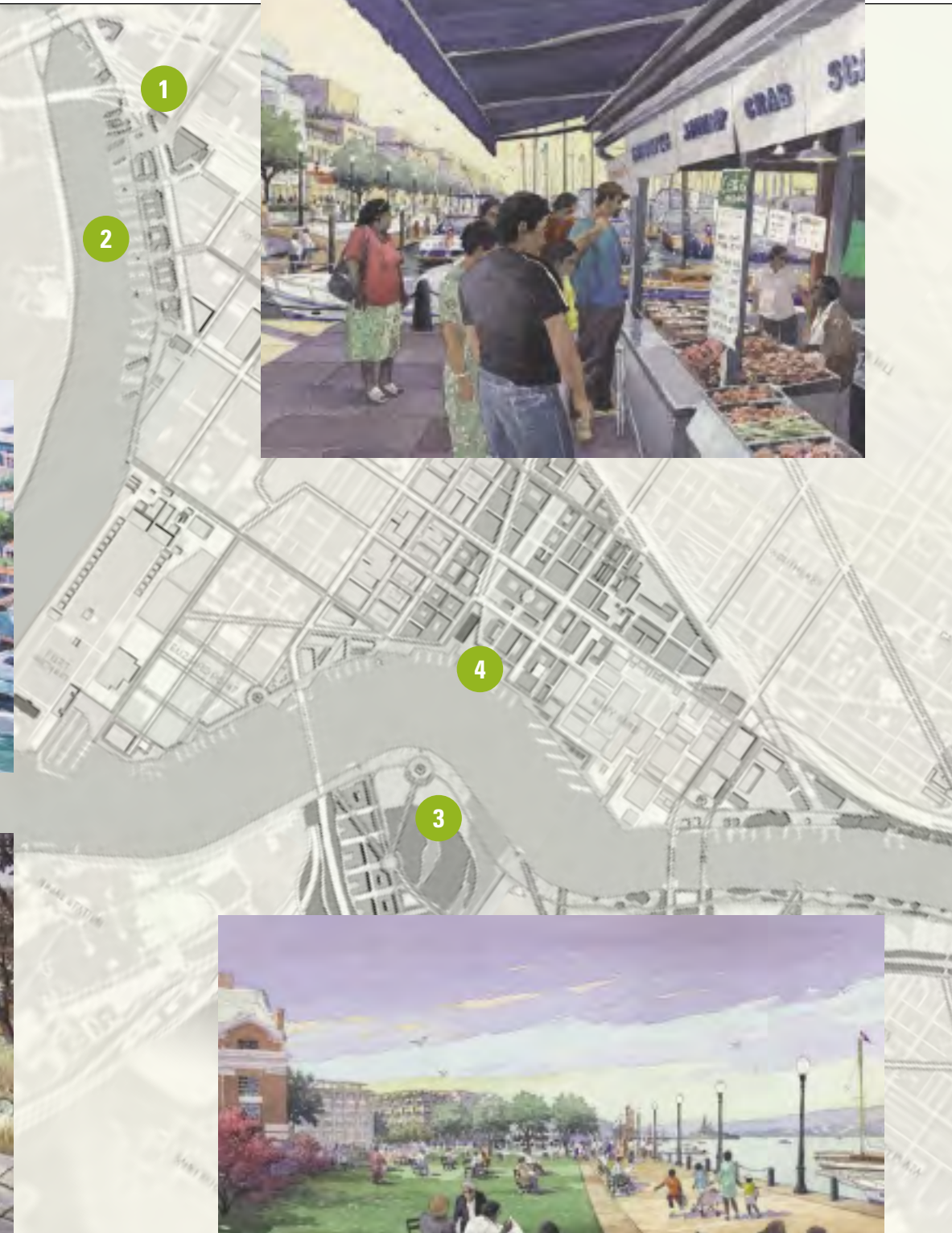
- A conduit to Heritage and Kingman Islands and other underused natural areas along the river.
- A waterfront of varied edge conditions, from embankments and sea walls to meadows and wetlands hosting a rich array of habitats.
- A setting that portrays the history of some of the nation’s most historic military institutions, including Fort McNair and the Navy Yard.
- A catalyst for reinvestment throughout Washington’s eastern region.



1 Market Square at Fish Wharf.



2 Washington Channel public piers.



3 Poplar Point Park.



4 Southeast Federal Center Waterfront Park.

8 Kenilworth Park and Pedestrian Bridge to National Arboretum.



7 Kingman Island Nature Center.



5 An enhanced Boathouse Row.



6 Hill East Meadows.

A Link in the National Trail System



Map © 2003 East Coast Greenway Alliance

The Riverwalk will connect to other local and regional trails.

The Anacostia Riverwalk could become the Washington-area segment of the East Coast Greenway System, adding nearly nine miles to the system.

The East Coast Greenway will be the nation's first long-distance, city-to-city, multi-modal transportation corridor for cyclists, hikers, and other non-motorized users. The route will be at least 80 percent off-road, using waterfront esplanades, park paths, abandoned railroads, canal towpaths, and parkway corridors. It will serve cyclists, hikers, skaters, equestrians, people in wheelchairs, and other non-motorized users. The trail will run from Maine to Florida.

The route will be an urban alternative to the Appalachian Trail, located in the shadows of skyscrapers and within suburban greenspace, but also in surprisingly rural areas that still exist between our east coast cities. Visit the ECG website at <http://www.greenway.org>.

A New Park System Expands a Citywide Network

"The RiverParks will build upon and enhance this current park system, creating a larger, more cohesive system of open spaces."

Encompassing all public park lands along the Anacostia River and the Washington Channel owned by the District of Columbia, the National Park Service, and other land-owners, the Anacostia RiverParks will provide diverse recreational and cultural offerings to both residents and visitors.

The Anacostia RiverParks' Place in Washington's Open-Space Systems

Washington has five distinctive public open-space systems: the Potomac River (from Great Falls to Mount Vernon), Rock Creek Park, the Mall and the Monumental Core Parks, East Potomac Park, and the Fort Circle Parks. Nearly all of these areas – almost 6,400 acres of parkland – are under the control of the National Park Service.

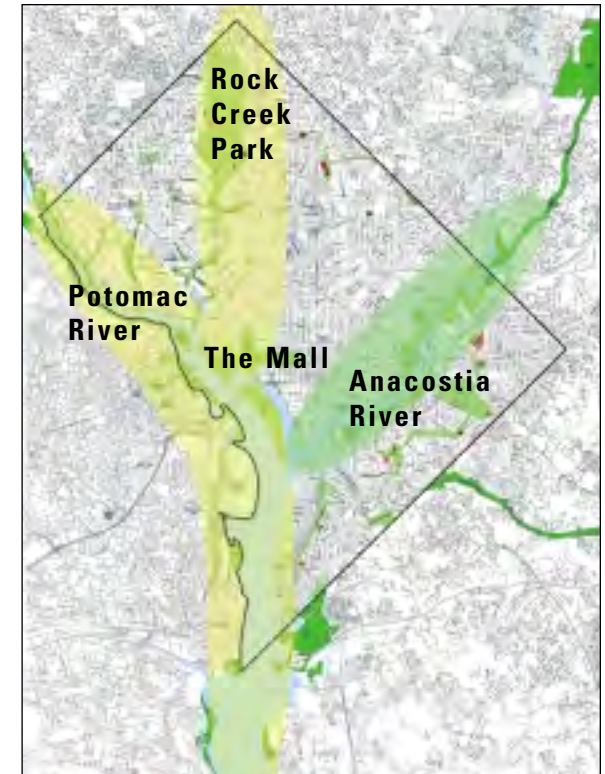
These park areas contribute to Washington's unique urban identity. The C&O Canal National Historic Path and the adjacent Capital Crescent Trail, for example, bring people into contact with a historic example of early federal transportation planning and engineering. Rock Creek Park, a natural wooded ravine, cuts through the heart of the city's Northwest neighborhoods, creating a natural sanctuary for joggers, hikers, and walkers. Moreover, the Mall and Monumental Core Parks provide fabulous settings for national civic celebrations and unparalleled cultural attractions.

The Anacostia RiverParks will be the largest recreation area in Washington, D.C., encompassing all public parklands along the Anacostia River. It will also be the most richly diverse in terms of setting, activities, and amenities.

The existing parks along the Anacostia, mainly Kenilworth Park and Anacostia Park, line the east side of the river from the Maryland border to Poplar Point. They offer recreational playing fields and other facilities, as well as nature trails and education programs – all in a waterside setting with views of the river and the city beyond.

The RiverParks will build upon and enhance this current park system, creating a larger, more cohesive system of open spaces. Specifically, the RiverParks will offer 20 miles of continuous Riverwalk, more than 100 acres of new parks, and over 500 acres for wildlife habitat, nature-based recreation, and education programs. They will also provide premier traditional and water sports recreation facilities, as well as first-rate festival grounds, which can host large city-oriented events, such as fairs and concerts.

Further, the RiverParks will furnish the surrounding neighborhoods with improved access. The Riverwalk trail system will connect parts of Washington now separated by industrial spaces, abandoned land, and bridges designed only for automobiles. For example, it will provide a continuous route between the Tidal Basin and the Frederick Douglass House, between the Southwest waterfront and the Navy Yard promenade, and between Kenilworth Park and the National Arboretum. The Riverwalk will also be a valuable transportation alternative to automobile congestion and pollution, serving as a commuting route between new waterfront neighborhoods and large employment centers, such as the Navy Yard and South Capitol Street.

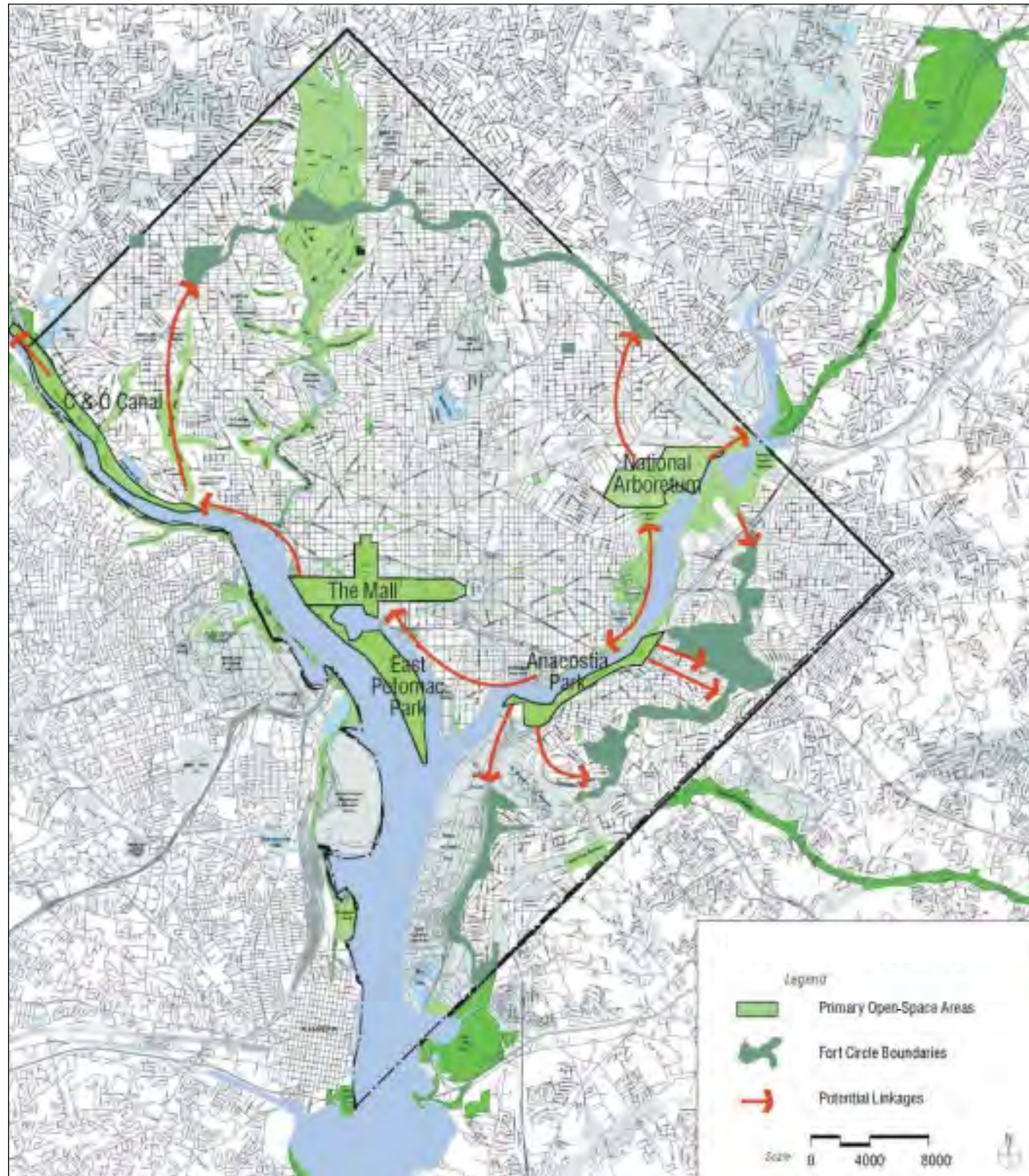


The Third Arm

An expanded park system will include the Anacostia along with the Potomac and Rock Creek corridors and connect to regional trails in Maryland. This will complete (finally) the vision of the 1902 Senate Park Commission, see p.13.



Parks are for active and passive uses and for all ages.



Extending a Regional Park Network
Potential connections will link major parks of Washington into one great system.

Three Other Great American Urban Park Systems



1 Schuylkill River Greenway, Montgomery County, Pennsylvania

The Schuylkill River Greenway and Water Trail parallels the Schuylkill River for 11.5 miles from Valley Forge to Philadelphia along a former railroad right-of-way. It passes through several townships and through the 11-acre Upper Schuylkill River Valley Park.

The River Trail attracts walkers, bicyclists, and in-line skaters, and is recognized by the U.S. Department of the Interior as part of the National Trails System. The river hosts a very active boating scene, with the crew teams for the University of Pennsylvania and the University of Delaware practicing there, and many amateurboating organizations and rental shops along its banks. The system was created by piecing together several segments of open space released by the abandonment of freight railroad lines.



2 Chicago's Lakefront

Chicago's beautiful lakefront gives it a unique identity among American cities. Between scenic Lake Shore Drive and the shore, three contiguous parks – Jackson Park, Burnham Park, and Grant Park – give people access to Lake Michigan and many recreational settings and facilities. Jackson and Burnham Parks host several of Chicago's important cultural institutions: the Field Museum of Natural History, the Shedd Aquarium, and the Adler Planetarium. Daniel Burnham envisioned the park system in his 1909 plan for Chicago, but it was not completed until 1930.

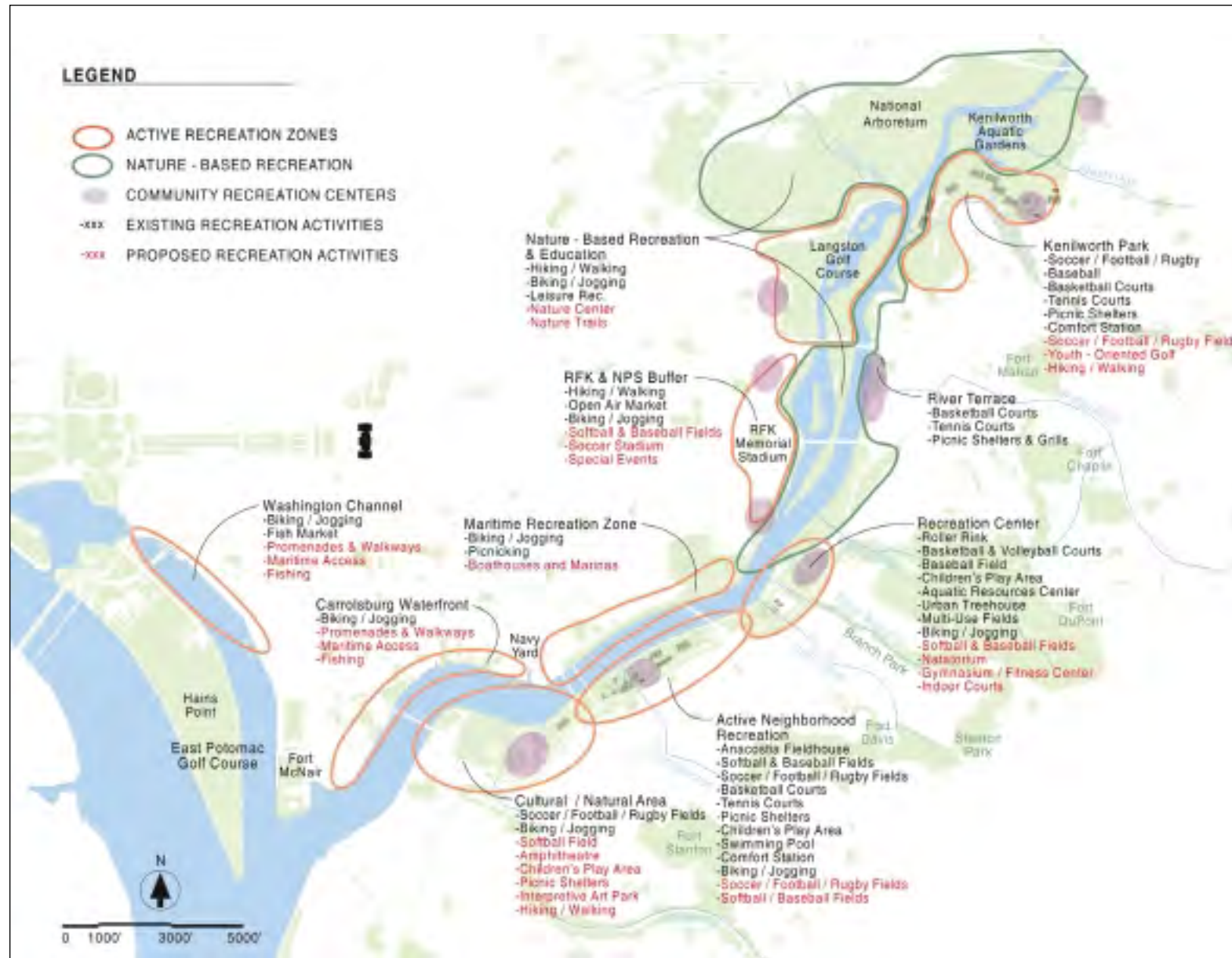


3 Boston's Emerald Necklace

The Charles River Esplanade graces both banks of the Charles River for nine miles, from Boston Harbor to Watertown. Weekends find the paths and lawns of the esplanade crowded with bicyclists, walkers, rollerbladers, and sunbathers. A band shell has hosted popular summer con-certs since 1929. Other offerings include public sailing and rowing facilities, and a children's playground. Construction of the esplanade was begun in 1910 and expanded in 1928.

Recreation at the Anacostia RiverParks: Providing a Wider Range of Activities

“With more than 700 acres of water and wetlands, including the Kenilworth Aquatic Gardens, the Anacostia River is a vital national aquatic resource.”



Existing and Proposed Land Activities Along the Anacostia
 These are some of the possibilities and activities that can be accommodated.

Today, the Anacostia waterfront provides only sporadic sites for recreational activities, including rowing, fishing, hiking, golf, roller skating, and organized field sports. The AWI Framework proposes greatly expanding the venues for these and other activities in both variety and number. In addition, the Framework will improve access to and connections between parks and activities, at the same time achieving higher standards of environmental and ecological health.

Land-Based Recreation

Most of the river’s land-based recreation sites will remain on the east side of the river, distributed between Poplar Point, Anacostia, Fairlawn, Twining, and Kenilworth Parks.

North of the CSX railroad crossing, parks will have a more natural character, offering trails, bird-watching, canoeing, and nature education. Bordering the river, these natural recreation environments will act as buffers, protecting habitat from the active recreation areas to be located adjacent to neighborhoods, such as sports fields in Kenilworth Park and the venues associated with RFK Stadium.

Recreation Sites	Area Gained (in acres)
Active Play Area	246
Recreation Center	11
Monument Sites	8+
Art Park	10+
Memorial Gardens	23
Festival Grounds	17+ acres
Amphitheatres	1
Natural Areas	748
Riverwalk, Trails, and Promenades	47.7 miles
Aquatic Gardens	14
Kingman Island Nature Center	1
Other Sites	556
Other Uses, Including Boating Support	remainder

Gains in Recreation Land Area.

South of the CSX crossing, recreation areas are more urban and will be defined by three major activity zones: a major cultural park at Poplar Point; a concentration of playing fields between the 11th Street Bridges and the Pennsylvania Avenue Bridge; and a Fitness Center between the latter bridge and the CSX crossing. The Riverwalk will bring people to the water on the west side of the river, stretching from Hill East Meadows past the waterfront parks in the Near Southeast and Southwest to the Tidal Basin and the Mall. The National Arboretum, Langston Golf Course, and the sports venues associated with RFK Stadium will contribute to the diversity of experiences along the RiverParks route.

Such a variety of proposed facilities and venues will make the Anacostia RiverParks a valuable regional recreation resource. However, the waterfront must also serve local neighborhoods. Parklands on both sides of the river will therefore feature playgrounds, playing fields, and shelters, like those currently found in the River Terrace neighborhood.

The figure labeled “Existing and Proposed Land Activities Along the Anacostia” indicates the recreational improvements proposed by the Framework Plan.

Over 1,800 acres of parkland along the Anacostia River will contain an exceptionally diverse recreation program and will establish the RiverPark as a major local and regional destination. By comparison, New York’s Central Park offers only 843 acres. And Boston’s Emerald Necklace sweeps in six linear miles around the city, compared to the Anacostia RiverPark’s nine-and-a half mile circuit around both sides of the river.

Water Uses

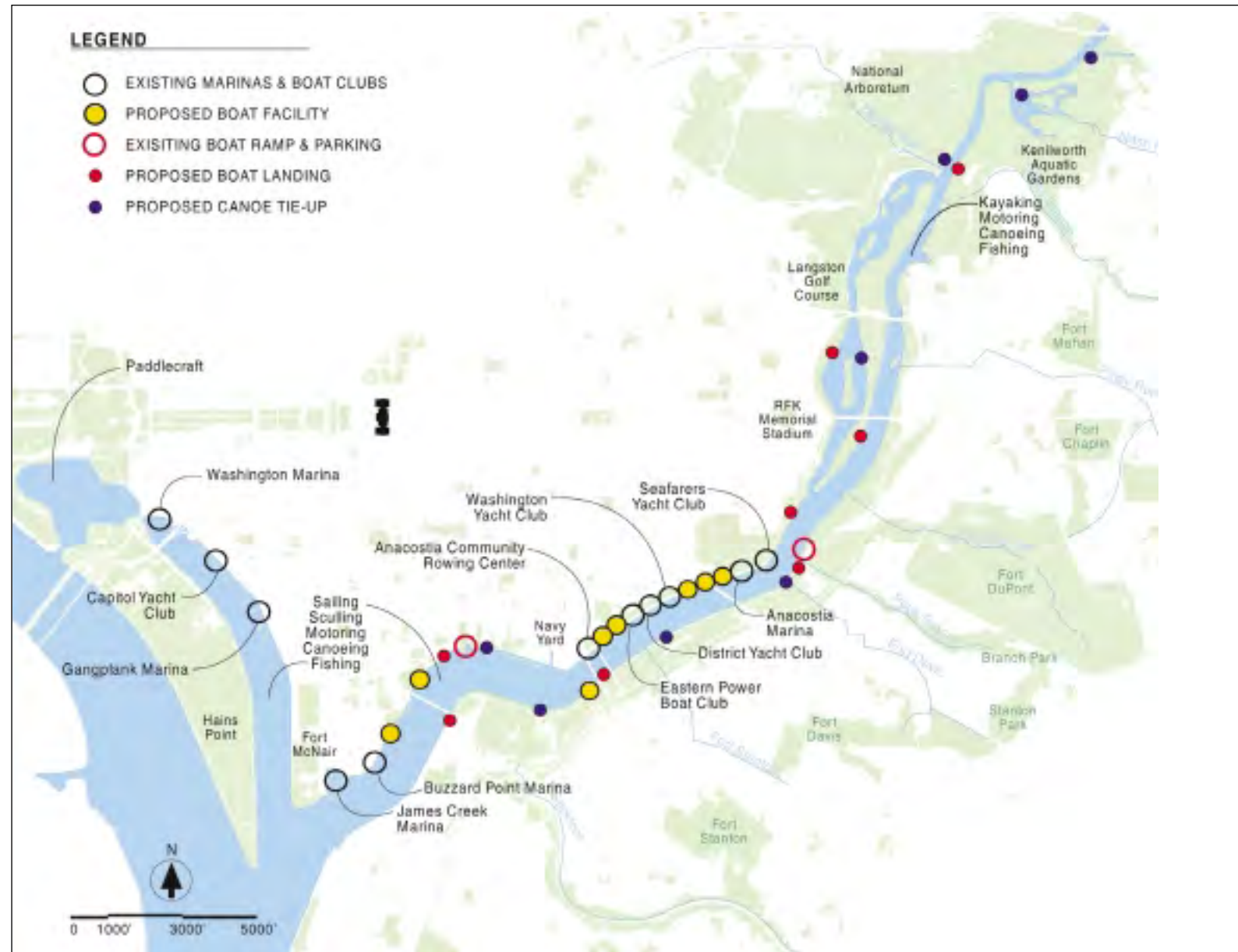
With more than 700 acres of water and wetlands, including the stunning Kenilworth Aquatic Gardens, the Anacostia River is a vital national aquatic resource that can accommodate much more water-oriented recreation than any other location in Washington, D.C. Kayaking, canoeing, sculling, motoring, fishing, and simply enjoying great views of the city are among the unique activities the river can offer.

Habitat enhancements proposed for the upper reaches of the river will augment a feeling of total immersion into the river wilds, with the din of urban life seemingly miles away. With expanded wetlands, Kingman Lake will be especially attractive as canoeists and kayakers paddle in an environment resembling the river's once natural floodplain. In this upper reach of the river, north of the CSX railroad crossing, no motorized boating will be permitted, with the exception of park and Coast Guard police boats, maintenance craft, and boaters originating in the Bladensburg marina.

By contrast, the lower reaches of the river will host more active boating, particularly sculling. Currently there are seven marina and boating clubs with slips for 600 boats, all on the Washington Channel and the west side of the river. A new Boathouse Row will enhance the existing boat clubs on the west side of the river and add rowing centers. All marinas, public and private, will uphold the city's new "Green Marina" Guidelines.

The east side of the river hosts only a small boat ramp at the northernmost reach of Anacostia Park. In an effort to improve access to water activities from this side, a full refurbishment of the facility is proposed. This would include a paddle boat concession, for easy access under the CSX trestle to the upper reaches of the river. It would also create new boat landings at Good Hope Road, and by the new recreation center just north of the 11th Street Bridges.

A long-term objective for water uses in the Anacostia River is to make the water clean enough for swimming. Cleaning the Anacostia River is a massive effort that requires the implementation of the Combined Sewer Outflow Long-Term Control Plan. It also calls for dedicated, multi-jurisdictional participation from the entire Anacostia watershed – encompassing neighborhoods in Washington, D.C. and Maryland – to curb non-point-source pollution. If a sustained river stewardship effort begins today, the Washington area will be rewarded with a swimmable river by 2025. Swimming beaches will be located in multiple areas, on both sides of the river, for all to enjoy during the city's notoriously muggy summers.



Maritime Activities
Existing and proposed boating facilities along the Anacostia.

Boating on the Anacostia



Kayaking, canoeing, and rowing on the river.

A Continuous Riverwalk of Many Moods

“Places and facilities that bring visitors close to the water will dot the trail along its length, allowing spectacular views of Washington.”

At the top of the recreation and transportation agendas of the Anacostia Waterfront Initiative is the establishment of a continuous Riverwalk: a trail along the east and west banks of the river. The proposed Riverwalk is both a recreational amenity and a transportation alternative for Washington-area commuters, connecting neighborhoods to each other and to the greater RiverParks system.

The Riverwalk and its loops will provide 20 miles of waterfront trails between the National Arboretum and the Tidal Basin. With different corridors and loops to choose from, users will find a great variety of experiences and connections from this system to other regional and national trails.

The existing Metro system and the planned light-rail line will interface with the Riverwalk to create a full range of transportation alternatives in the region. The L’Enfant Plaza, Waterfront-SEU, Navy Yard, Potomac Avenue, Minnesota Avenue, Stadium Armory, and Anacostia Stations currently serve different parts of the waterfront. Trail access gateways, route maps, rest rooms, concessions, and information concerning points of interest should be prominent at each Metro station.

The following features will contribute to the Riverwalk’s success:

- Design and paving that allows the Riverwalk to safely serve pedestrians, cyclists, and those on roller skates.
- A series of trail loops encircling the RiverParks’ distinctive river basins.
- A comprehensive, coordinated sign and information system.
- Easily accessible and clearly marked connections between the Riverwalk and surrounding neighborhoods.
- A host of interesting destinations and activities.

The Riverwalk and Its Route

In order to serve pedestrians, roller skaters, cyclists, and wheelchair users, the primary trail will be paved smoothly in

its entirety, with an average width of 10 to 12 feet to allow plenty of room for passing. The trail will create access to all of the waterfront’s major recreation, cultural, interpretive, and entertainment venues.

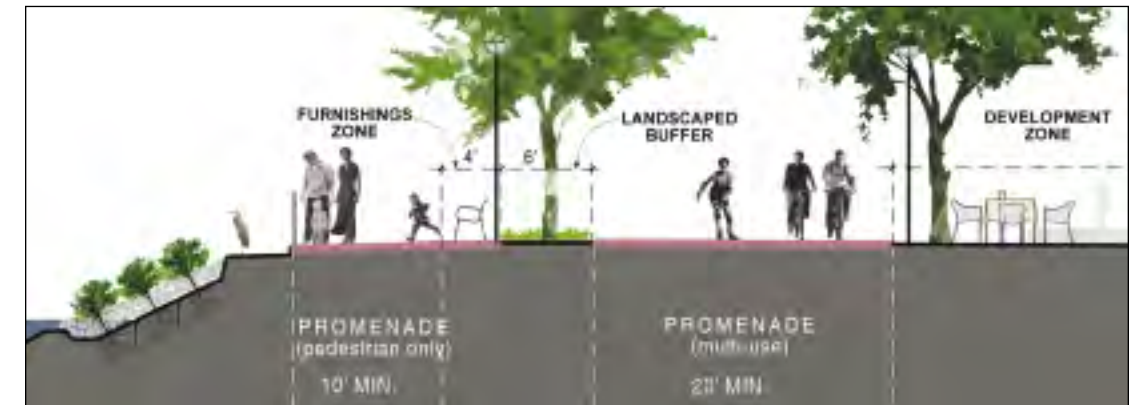
Typically, the Riverwalk will maintain a 50-foot setback from the shore, meandering gently to provide changing views of the landscape, passing through and around a connecting series of parks. Places and facilities that bring visitors close to the water will dot the trail along its length, allowing spectacular views of Washington, D.C.

The Riverwalk will re-establish connections among areas long isolated from one another. As shown in the map opposite, the proposed Riverwalk begins at the Route 50 overpass by Kenilworth Aquatic Gardens on the east side of the river and continues downriver along both sides of the Anacostia waterfront to the Southwest waterfront and the Tidal Basin.

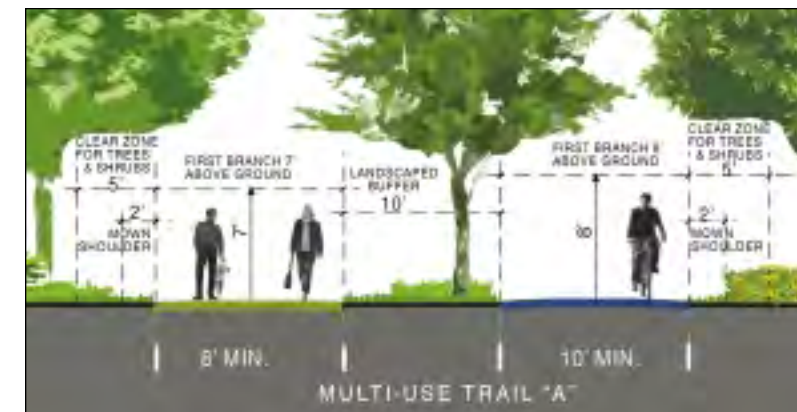
The trail will have multiple points at which walkers and cyclists may cross the river on existing bridges or on one of the three proposed pedestrian bridges. This feature will give residents on either side of the river access to parks on the opposite side. In the future, the Riverwalk could be extended around Fort McNair at the confluence of the Anacostia River and the Washington Channel.

On the east side of the river, where a trail system already passes through Anacostia Park, the Riverwalk will upgrade and expand the current trail system and connect to other trails, such as the Watts Branch Trail, the Fort Circle Trail, the Escarpment Trail, and trails in Maryland.

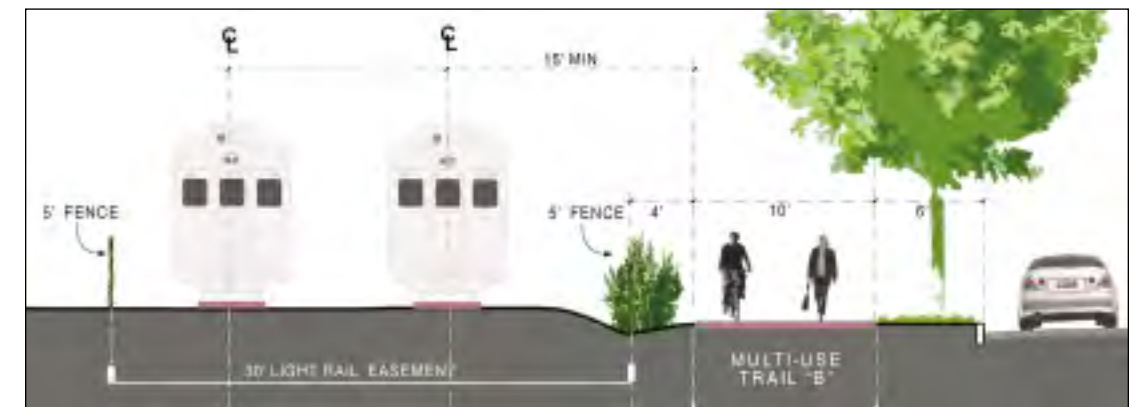
Over the long term, the Riverwalk may extend southward, past Poplar Point to the Anacostia Naval Annex and Bolling Air Force Base along a shoreline path. Additionally, if the present CSX Blue Plain spur line right-of-way can accommodate a trail once it is converted to light rail, this trail would expand and enhance the Riverwalk with new southward connections. These potential improvements could connect the RiverParks to the Woodrow Wilson Bridge, Alexandria, and other waterfront amenities along the Potomac River.



Promenade
Section of a promenade, as proposed along Buzzard Point.



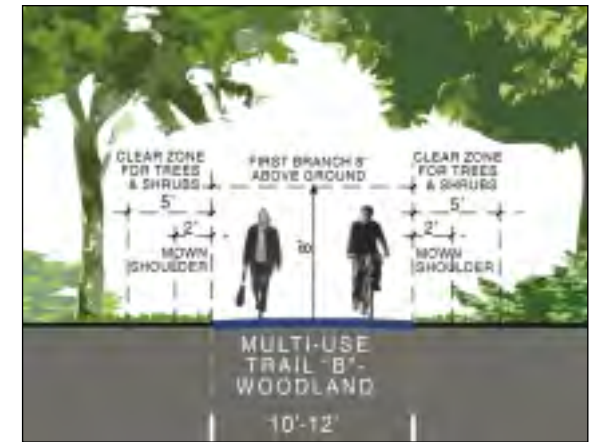
Multi-Use Trail A
Example of parallel Riverwalks: a biking and multi-use path alongside a separate pedestrian path. This is recommended for areas where conflicts between bikers and pedestrians might arise.



Rail With Trail
Example of a pedestrian trail beside a light-rail line, as proposed for the CSX Blue Plains spur line, allowing increased access from neighborhoods.



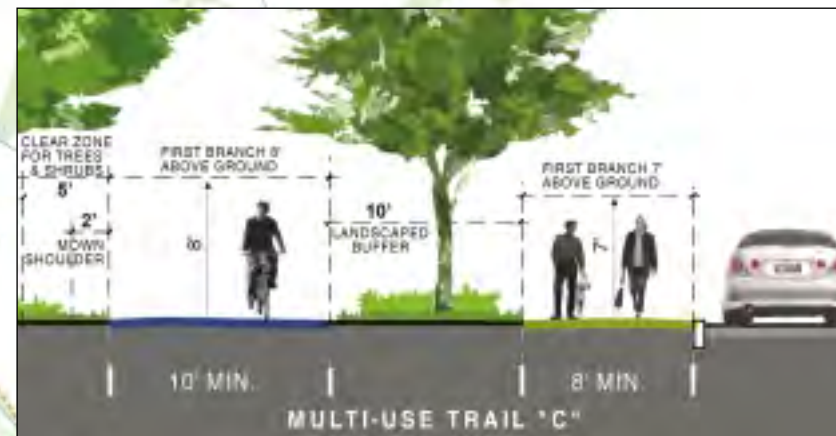
The Varied Character of the Riverwalk Segments
The comprehensive Anacostia Riverwalk and Trail network.



Multi-Use Trail B
A section of a typical segment, in which pedestrians and cyclists share a 10-to-12-foot-wide trail.



On-Street Trail
On-street accommodations, such as those on I Street, will provide a much needed east-west link south of the freeway.



Multi-Use Trail C
Here, a trail segment parallels the sidewalk.



Elevated Trail
Example of raised boardwalk section over wetlands or natural area, to be incorporated as part of tributary crossings or in places where views over wetlands are desired.

Experiencing the Riverwalk: Loops and Connections

“The investment planned along the waterfront must reach into neighborhoods to create economic development opportunities for residents.”

What If... Fort McNair's Waterfront Were Open?



What if Fort McNair's waterfront were opened for public use?

One last remaining section of riverfront – just under one mile in length – is closed to the public. Fort McNair, where the Washington Channel and Anacostia River join, has been an Army post for more than 200 years, second only to West Point in length of service. It is home to the National Defense University.

The military reservation was established in 1791 on 28 acres of what was then called Greenleaf Point. L'Enfant included it in his plans for “Washington, the Federal City,” as a major site for the defense of the capital. An arsenal first occupied the site and defenses were built in 1794. Some years later, Abraham Lincoln's assassins were executed here.

What if Fort McNair's waterfront were opened for public use? The cultural history of the site would be a major attraction for visitors to the nation's capital and would provide a strong anchor at the end of the public esplanades along the Southwest waterfront and the Anacostia River. Much like the Navy Yard to the east, Fort McNair could become more public over time. Current security and force protection guidelines prohibit this kind of public access, but as security technologies and public policy evolve, the shorelines could be opened to the public to connect the eastern and western waterfront promenades.



The Riverwalk and Related Trails
These paths – at the Southwest Waterfront, Anacostia Park, and the Arboretum – show the potentially varied character of the future Riverwalk connection to neighborhood.



The Riverwalk will connect the Anacostia RiverParks to the overall park system of the National Capital area by tying into existing trails. More specifically, the Riverwalk will connect the neighborhoods of eastern Washington to the rest of the city and the region. More localized Riverwalk circuits, or loops, will allow users to experience the different basins along the Anacostia river, and will unite neighborhoods by linking activities and places on either side.

Trail Loops

Langston Loop (approximately 3.3 miles). A new pedestrian bridge between Kenilworth Park and the National Arboretum will create a three-mile loop around the upper basin of Kingman Lake. A portion of this loop will be an urban trail on Maryland Avenue and M Street, while another will consist of a narrow gravel path edging a portion of Langston Golf Course. The Watts Branch Trail will feed into this loop from the eastern side of the river.

Island Loop (approximately 2.7 miles). Another three-mile loop will be drawn between Benning Road and a new Massachusetts Avenue park road bridge. This loop will incorporate an existing path at the River Terrace neighborhood and an existing segment of park road from the East Capitol Street Bridge to the CSX tracks. It will take users to Kingman Island, Hill East Meadows, Congressional Cemetery, and a new Recreation Center at Anacostia Park.

Central River Loop (approximately 3.4 miles). A third loop will encircle the Fairlawn section of Anacostia Park, crossing the river over a boardwalk running alongside the CSX trestle and again over one of the 11th Street Bridges. This loop will run past an enhanced Boathouse Row on the western side of the river and recreation fields on the eastern side.

Navy Yard Loop (approximately 2.3 miles). A fourth loop will connect the Poplar Point cultural park and Historic Anacostia to the waterfront promenades and parks at the Navy Yard and the Southeast Federal Center. A one-and-a-half-mile extension of this last loop through Buzzard Point is also proposed as a means to capture the full length of the western waterfront.

Southeast-Southwest Loop (approximately 3 miles). This loop will connect the peninsula-like area of the city between the Anacostia River and the Washington Channel. From the Near Southeast, the Riverwalk will follow P Street across South Capitol Street to the Southwest waterfront promenade. Trail users will be able to easily connect to the Tidal Basin, the Washington Monument, other parts of the Mall, and the rest of the city. The Southeast-Southwest Loop turns back toward the Anacostia along I Street.

Connecting spurs to Poplar Point, Maryland, and pedestrian routes to Georgetown complete the system.

Rail to Rail-and-Trail

CSX has discontinued service on its Blue Plains rail spur, and the District of Columbia hopes to acquire that right-of-way. WMATA is currently studying the possibility of converting this right-of-way to a light-rail corridor – the first and most critical of three or four to be developed in the next decade. If the width of the Blue Plains right-of-way permits, a walking trail alongside the new light-rail system would further enhance the Riverwalk trail system.

The corridor parallels the Anacostia Freeway for about two miles between Fort Dupont Creek and Howard Road in Historic Anacostia, and would allow pedestrian connections into Anacostia Park at Massachusetts Avenue, opposite the Anacostia High School, at W Street, and Howard Road. Over time, the trail could be extended along the railroad easement towards the Woodrow Wilson Bridge to Alexandria.

Connecting to Neighborhoods

At present, the majority of visitors to the existing Anacostia Park come from the Maryland and Virginia suburbs. Three imperatives suggest the need to better connect the Anacostia waterfront to the neighborhoods immediately surrounding it. First, there is the need to connect the residents of Washington to their own park system. Second, there are ecological connections between the Anacostia River and its tributary streams that must be strengthened as part of the environmental healing of the watershed. Third, the invest-

ment planned along the waterfront must reach into the neighborhoods to create economic development opportunities for residents.

Many of the loop trails that comprise the Riverwalk make use of city streets to connect to neighborhoods such as Lincoln Park, Fairlawn, Marbury Plaza, Randle Highlands, Twining, Penn Branch, Dupont Park, and Buzzard Point. Existing neighborhood trails such as Watts Branch must also be connected to the Riverwalk to provide the residents of related neighborhoods such as Deanwood and Central Northeast with access to the recreational resources of the RiverPark.



Collage showing a new bike and pedestrian path alongside the CSX tracks, using the existing crossing to complete a Riverwalk loop.



More trails such as this one along Watts Branch need to be built and maintained so that they can be used as “green fingers” providing access from the neighborhoods to the waterfront.

A Day on the Anacostia



A Washington Couple’s Day Canoeing the Anacostia

10:00 A.M. Catch the RiverPark shuttle from the Visitor’s Center at Poplar Point to rent a kayak at the Anacostia Community Boathouse.

10:45 A.M. Paddle up past Boathouse Row and see kids flying their kites at Hill East Meadows and cyclists on the Riverwalk.

11:30 P.M. Dock at Kingman Island. Visit the Nature Center and follow the self-guided trails.

3:00 P.M. Return the kayak. Hop the RiverPark shuttle back to Poplar Point for lunch and the afternoon jazz concert.

4:00 P.M. The amphitheater seats are filling up fast but you find two together before the music begins.

6:00 P.M. After the concert, walk over to a lively restaurant on Martin Luther King Jr. Avenue for dinner. Talk about your friends’ upcoming visit; plan their walking tour of Historic Anacostia, the Southwest waterfront and the Tidal Basin.



Water map of the Anacostia’s upper reaches from the Anacostia Watershed Society; many maps are available for both water and trail excursions. (see www.anacostiaws.org for more information).



A Washington Family’s Day of Paddle Boating and Swimming

9:30 A.M. Your brother and sister-in-law are visiting your new Hill East home by the Anacostia waterfront with their children. Your children want to show them the canoes! You all walk up to the boat launch and find three canoes waiting for you.

10:00 A.M. You head for the Kenilworth Aquatic Gardens and paddle around the edge while everyone exclaims over the water lilies.

11:30 A.M. The children are hungry. Paddle to Kingman Island with your picnic lunch.

12:30 P.M. From your picnic table you can see the distant shores and low hills of Washington, D.C.

1:30 P.M. Everyone is a little tired. Go home to relax for an hour and grab your swimsuits.

3:30 P.M. Hop the RiverPark Shuttle that passes right near your home on the Park Road.

3:50 P.M. Arrive at the Fairlawn Swimming Pool and watch the children swim.

5:00 P.M. The RiverPark Shuttle takes you back to Hill East. The cousins go home and the family rides bikes on the Riverwalk to the Southwest waterfront to dine at one of the many outdoor cafes.

Creating the RiverParks Network

“Water-based transportation between waterfront destinations will greatly enhance public use and enjoyment of the Anacostia RiverParks.”

Creative Uses of the Park Road

The Park Road will be open to creative programming:

- It can be closed to traffic for exciting events such as foot races, bicycle races, or family rollerblading events.
- It can be closed for pedestrian use or for bicycles at special weekend events.
- Traffic volume on the road can be controlled through one-way designations.
- It can be closed to general traffic during periods of heavy park visitation.
- It can serve a park-wide shuttle system, as in other National Parks.



Weekend closures of Memorial Drive in Cambridge, Massachusetts allow bikers and rollerbladers to use the roadway.



In New York's Central Park, roadways also serve cyclists, skaters and pedestrians.



The Park Road System

The Park Road will connect the RiverParks to one another.

From the air and on the map, the lands bordering the Anacostia River appear as one large, continuous green mosaic. On the ground, they dissolve into a series of discrete and disjointed areas, daunting and nearly impossible to navigate. Only three miles separate Poplar Point from the National Arboretum, for example, yet over city streets this distance more than doubles, requiring the negotiation of freeway ramps and heavy traffic with the aid of very few signs.

Neighborhood residents and park visitors can be helped by a continuous system that connects all elements of the RiverParks, comprising a park road, the Riverwalk trail, water-based transit, and comprehensive signage systems to serve motorists and pedestrians. Clear pedestrian and vehicular gateways from surrounding neighborhoods, and enhanced connections from Metro stops, will further improve access. For motorists, limited parking (designed according to “green” standards) will serve popular facilities.

The Park Road

A park road will connect all of the waterfront’s major destinations: the National Arboretum, Kenilworth Aquatic Gardens, RFK Stadium, Hill East Meadows, the Kingman Island Nature Center, the new Recreation Center in Twining Park, the playing fields in the Fairlawn section of Anacostia Park, and Poplar Point Cultural Park. The road will keep RiverParks traffic out of local neighborhoods and provide access to parking. To achieve this routing, the park road will cross the river at Benning Road Bridge and on the proposed Massachusetts Avenue park road bridge. It must be noted that the Massachusetts Avenue crossing is not proposed as a “cross-town” connector, but rather as a controlled, limited-access road serving the park system only.

The park road will be just 20 feet wide, with parallel parking lanes along selected portions. At peak hours or times of year, a public RiverParks shuttle bus will carry park users back and forth between destinations. Shuttle parking lots will be located in the WMATA parking structure at the

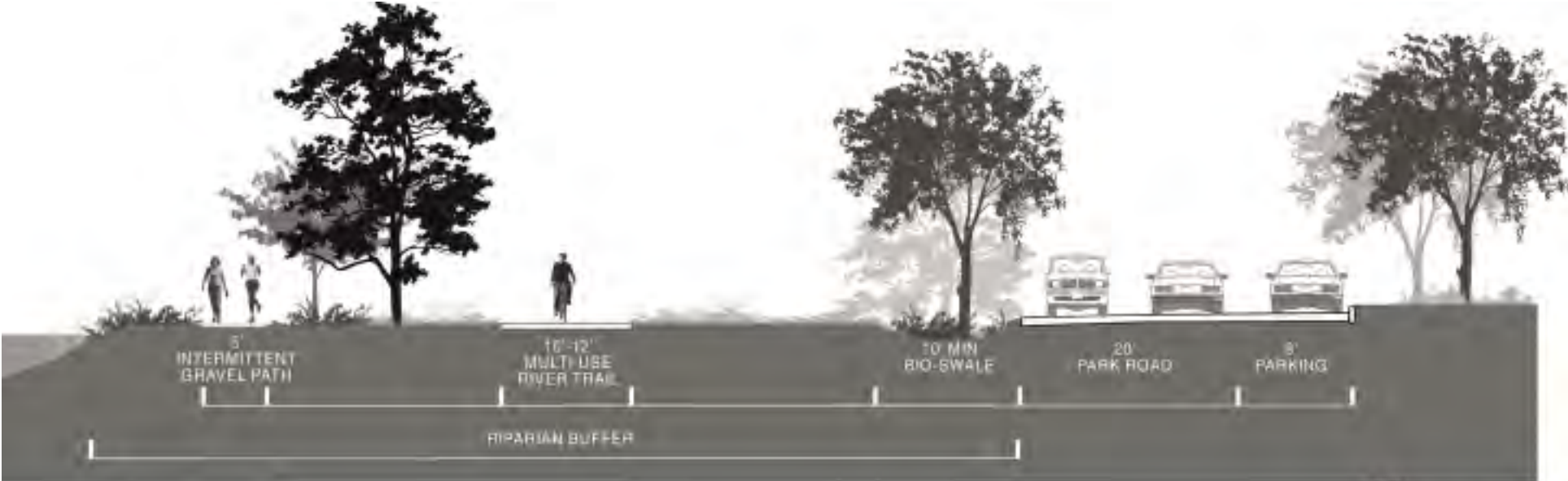
Anacostia Metro and on the RFK Stadium grounds. The shuttle will pick up visitors at Metro stations, encouraging transit use to the RiverParks. Through this access system, the full scope and potential of the RiverPark as a national resource will be realized.

Other Strategies to Improve Access
Green Corridors

In an effort to improve access to and between riverfront destinations, the Framework Plan proposes a green urban corridor paralleling the river on each side. A system of RiverParks signs, informing pedestrians and motorists of nearby waterfront access points and destinations, is part of this proposal. On the east side of the river, landscaping, façade improvements, and new street furniture and lighting will enhance Martin Luther King Jr. Avenue and Minnesota Avenue. On the west side, M Street will be subject to the same treatment. This will facilitate pedestrians’ access from neighborhoods to the Anacostia waterfront, and vice versa.

Water-Based Transportation

Water-based transportation between waterfront destinations will greatly enhance public use and enjoyment of the Anacostia RiverParks. For the park visitor, a water-taxi ride can be not only a convenient connection but an exciting part of the adventure of using the park. By increasing access to all waterfront attractions, water-based transit will support the proposed developments and increase their economic impact on adjacent neighborhoods. Please see Chapter Two for further discussion of water-based transportation.



Roads and Trails to Access the Parks
A section through the Park Road and parallel trail system.

Water Transit Is Fun



"Duckboats" could someday tour the Anacostia and its environs as they tour the Potomac today.



Sightseeing on the Charles River. Boats of this size would work well on the Anacostia.



© Mike Fabus

Ferries transport people to events at Heinz Field in Pittsburgh.



The Anacostia RiverParks: a continuous public necklace made up of many wonderful pearls.

Building the Anacostia RiverParks Network One Park at a Time

“Today, the Kenilworth Aquatic Gardens has many varieties of water lilies and lotus on display and is also a great place to see birds, frogs, turtles, butterflies, and dragonflies.”

Anacostia Park includes Kenilworth Park and Aquatic Gardens and presently receives 1.7 million visitors annually, demonstrating the significance of natural settings for an urban population. Together with the National Arboretum, Langston Golf Course, Kingman Island, and Kenilworth Park, these parks will form the green heart of the future RiverParks. The AWI proposes to enhance these parks by including new facilities and playing fields and by connecting them to surrounding neighborhoods, public transit, and other parks.

One hundred acres of new parks – located at the Southwest waterfront, the Near Southeast, Poplar Point, and the Hill East waterfront – will add to existing park resources along the Anacostia River. The result will be an extensive and continuous Anacostia RiverParks system connected together and to the neighborhoods, city, and region by the 20-mile-long Riverwalk trail system (Please see map, page 69).

The Anacostia RiverParks will unite 20 separate parks:

- Kenilworth Aquatic Gardens
- Kenilworth Park
- Watts Branch Park
- The National Arboretum
- Langston Golf Course
- Kingman and Heritage Islands
- Hill East Meadows
- Congressional Cemetery Habitat Area

- Twining Park and Recreation Center
- Fairlawn Park at Anacostia Park
- Boathouse Row
- Poplar Point Park
- Dahlgren Park and Willard Park at Washington Navy Yard
- Southeast Federal Center Waterfront Park
- Canal Blocks Park
- South Capitol Street Gateway Park
- Buzzard Point Esplanade
- Cultural Park at M Street Terminus
- Plazas along Southwest Esplanade
- Market Square

Kenilworth Aquatic Gardens

Kenilworth Aquatic Gardens is located in Northeast Washington, near the Maryland boundary along the Anacostia River. As the only National Park Service site devoted to the display of aquatic plants, it is a popular tourist destination. The Garden’s 14-acre sanctuary of exotic lilies was once the private property of Walter B. Shaw, a Civil War veteran whose gentle passion for growing water lilies expanded, over his lifetime, into a commercial water garden. The great system of ponds and dikes connecting to the Anacostia River is probably the reason that, earlier in the last century, the Army Corps of Engineers left the natural marsh here untouched. The Kenilworth Marsh is a semi-natural area that borders the Aquatic Gardens on three sides and is now the only location where the public can experience the once-widespread marshes of the Anacostia River.



A winter view of Kenilworth Park.

Today, the Kenilworth Aquatic Gardens has many varieties of water lilies and lotus on display and is also a great place to see birds, frogs, turtles, butterflies, and dragonflies.¹ Under the AWI, the Gardens will be connected to the rest of the RiverParks by the Riverwalk. A pedestrian bridge from Kenilworth Park to the National Arboretum will facilitate access to the Gardens from the west side of the river. The Gardens will also be easy accessible by canoe, kayak, or paddle boat from the launches at Twining Park and Kingman Island.

Kenilworth Park

Extending north from the PEPCO plant to the Kenilworth Aquatic Gardens, Kenilworth Park offers 180 acres of open area. Formerly used for open burning and as a landfill, the site was reclaimed during the 1970s. Today it is a multi-purpose recreation area with a picnic shelter and ball fields that are a popular location for soccer, rugby, and Frisbee tournaments. Along the perimeter of selected ball fields are managed meadows where the National Park Service has been working to establish native grasses and wildflowers.²

Plans for Kenilworth Park include creating new ball fields and possibly accommodating cultural uses, such as space for open-air concerts, to highlight the unique heritage of Northeast neighborhoods. As part of the Riverwalk, a new pedestrian bridge will connect Kenilworth Park with Langston Golf Course and the National Arboretum. Paddle craft launches, with storage facilities, are proposed along both shores to increase water-based activities in the upper reaches of the river.

¹ <http://www.nps.gov/nace/keaq/>

² <http://www.nps.gov/nace/keaq/>



Watts Branch as it is today.

Watts Branch Park

The Watts Branch Park runs for one-and-a-half miles through Northeast Washington along a tributary of the Anacostia River. Once a derelict area littered with used needles, trash, and broken glass, the park and its tributary stream are being restored by Washington Parks and People, with the help of thousands of neighborhood volunteers. Improvements will include a natural amphitheater, an exercise course with fitness stations, emergency call boxes, benches, and a bike trail. The restored Watts Branch will once again be a great neighborhood resource and will serve as an important green gateway to the Anacostia RiverParks from the 10 neighborhoods along the tributary's banks.

National Arboretum

The U.S. National Arboretum is administered by the Department of Agriculture to conduct research, provide education, and conserve and display trees and other plants. It is located on the western side of the upper reaches of the Anacostia River. With 446 acres of trees and nine-and-a-half miles of roadways, the Arboretum makes for pleasant strolling. The NPS-owned right-of-way along the Arboretum's waterfront will be part of the Riverwalk and will connect across the Anacostia River to Kenilworth Park and Aquatic Gardens via the new pedestrian bridge.

Langston Golf Course

Langston Golf Course is located just south of the Arboretum and north of Benning Road. Built as part of the Langston Terrace public-housing development, the first for blacks in Washington under the New Deal, this 18-hole, par-72, public course opened in 1939. Langston Golf Course was the first golf course in the country for African-Americans.



The Hill East Meadows Park will be located at the river's edge of Reservation 13.

Today it remains a popular course and offers a golf school with programs for adults and children, a driving range and, at the shoreline, three marinas, four boat clubs, and a public boat ramp.

Kingman and Heritage Islands

The District of Columbia, U.S. Army Corps of Engineers, and a variety of other partners are currently collaborating on improvements to Kingman Island that include self-guided nature trails, a memorial tree grove, and a new nature center and exhibit area. Pedestrians will reach the island via a newly reconstructed 100-foot wooden bridge.

Over 41 acres of historic tidal freshwater marsh in Kingman Lake have been restored. A paddle boat facility, with a canoe and kayak launch and a parking area, is proposed south of the Benning Road Bridge. From this facility canoeists and kayakers will be able to navigate the Kingman Lake wetland to the National Arboretum and to Kenilworth Park and Aquatic Gardens.

Hill East Meadows

A new mixed-use neighborhood at Hill East waterfront (formerly Reservation 13) will border a new park along the Anacostia River called "The Meadows." At Hill East, Massachusetts Avenue will extend to the waterfront and end in a ceremonial circle and monument facing the river. Hill East Meadows will be a large, grassy area for picnics and kite-flying with superb views of the Anacostia River and connections to the RiverParks system through the Riverwalk and Park Road.



Twining Park as it is today.

Congressional Cemetery Habitat Area

Congressional Cemetery was established in 1807 and was once the official resting place of Members of Congress. Between Congressional Cemetery and Barney Circle, a natural habitat area – an extension of Hill East Meadows – will border the river and be accessible via the Riverwalk.

Twining Park and Recreation Center

Anchored by the Anacostia Park Pavilion – a popular open-air roller-skating venue – this area of the Anacostia waterfront is the northern part of what most people know as "Anacostia Park." Anacostia Park, however, extends in the upper reaches along both shores. In the future, a new park road bridge aligned with Massachusetts Avenue and Hill East Meadows will make Twining Park a central destination of the RiverParks. Owing to this park's strategic location, a major indoor and outdoor recreation complex is planned, featuring a gymnasium, multipurpose courts, fitness equipment and exercise rooms, climbing walls, a skateboard park, and community meeting space, along with the popular old roller skating pavilion with its wide views of the river. Along the waterfront, facing the proposed Recreation Center, will be a paddle boat launch, a water transit stop, the D.C. Urban Treehouse, and an Aquatic Resource Center. These two educational facilities are products of partnerships with the U.S. Forest Service and the District of Columbia Department of Parks and Recreation.

Two stream tributaries would be daylighted through this section of the park: Fort Dupont Creek and Popes Branch. Bio-engineered swales and wetland would be integrated with both stream corridors to better filter stormwater and runoff.



Fairlawn Park as it is today.

Fairlawn Park at Anacostia Park

Twenty-three playing fields (softball, baseball, football, and soccer) currently occupy this narrow section of Anacostia Park, and are well used by nearby neighborhoods and schools. A Field House and associated pool and play courts will remain as the central attraction of this area of the park, with some repositioning of the fields and courts to make more efficient use of space.

Two underground storm sewers that traverse this site (one being the piped portion of Fort Stanton Creek) will be daylighted through the park, and bioengineered to trap sediments and filter contaminants before they reach the river. Large stands of trees will frame these “green” infrastructure features and provide shade. The trees will also help frame views to the hillsides, and to the Frederick Douglass National Historic Site just up Cedar Hill.

Lowering part of the Anacostia Freeway (I-295) would immeasurably improve access between the adjacent neighborhoods and Fairlawn Park. A seamless crossing from the doorsteps of Anacostia High School and Kramer Junior High School to the athletic fields would be particularly beneficial. In addition, buffering the edges with berms and vegetation will help contain traffic noise and vehicle emissions.

Boathouse Row

Marinas and community boathouses have long dotted the shore between the 11th Street Bridges and the CSX railroad bridge. The recently established Anacostia Community Boathouse is currently the only facility on the Anacostia



Poplar Point as it is today.

River for sculling and hosts an increasing number of local high school teams. In the future, rowers and boaters will enjoy better access to enhanced facilities with the construction of Park Road and the Riverwalk along Boathouse Row.

Poplar Point Park

Poplar Point occupies a prime and highly visible location on the east side of the Anacostia River, adjacent to Historic Anacostia and directly across the river from the Navy Yard and the Southeast Federal Center. At present, the 110-acre area is owned by the National Park Service and accommodates a Metro parking garage, the U.S. Park Police and National Park Service complex and helipad, abandoned tree nurseries, and managed meadows.

The vision for Poplar Point is of a unique waterfront park that blends culture, commemoration, entertainment, recreation, education, and ecology in a beautiful setting. Sixty acres of parkland will contain a variety of uses, including the primary visitors center to the RiverParks, the Anacostia Riverwalk, memorial gardens, outdoor performance spaces, a cultural institution of national prominence, improved recreation fields, and transit-oriented development (TOD), where appropriate.

Poplar Point will showcase the daylighting of Stickfoot Creek as a surface stream, adding about 10 acres of natural habitat to the Point’s forest and wetlands. Most of the existing natural areas will be preserved and managed in conjunction with community gardens, landscape displays, and education facilities. Places to sit, congregate, fish, or picnic will dot the river’s edge along a managed meadow.



Southeast Federal Center, slated for new development with a promenade, two parks, and streetscape improvements.

Dahlgren Park and Willard Park at Washington Navy Yard

As part of its \$400 million renovation, the Washington Navy Yard built two new parks, Dahlgren Park and Willard Park, and a new Riverwalk esplanade along its waterfront. Other attractions include the Navy Yard’s museum, the U.S.S. Barry, and a Navy Art Gallery. While security concerns presently prevent public access to these parks and the esplanade, the Navy is working on improving public access to its waterfront.

Southeast Federal Center Waterfront Park

A five-acre public waterfront open space is planned for the Southeast Federal Center (SEFC) as an attraction for residents, employees, and visitors to the Near Southeast neighborhood. A variety of active and passive elements, such as lawns, plazas, and gardens, will make this park an important amenity for the neighborhood. This park is also a central link in the continuous Riverwalk, as it connects to the Navy Yard esplanade and extends a connection to Buzzard Point and the Southwest waterfront.

The waterfront park will be enlivened by a variety of uses along its perimeter, such as shops, cultural and exhibit spaces, restaurants, and cafes. These elements can be built into the ground floors of adjoining buildings, and the historic Lumber Storage Shed can become a dramatic retail or cultural pavilion within the park.



View of Buzzard Point and South Capitol Street.

Canal Blocks Park

Located just south of Capitol Hill’s Garfield Park, the Canal Blocks Park will occupy three city blocks along the route of the historic Washington Canal that once channeled waterborne commerce between the Potomac River, the Mall, and the Anacostia River. This public park will form the centerpiece of the surrounding residential and mixed-use community. It will serve restful uses and provide gathering space for this emerging neighborhood.

South Capitol Street Gateway Park

The terminus of South Capitol Street at the Anacostia waterfront offers an ideal opportunity for a new, monumental gateway to the U.S. Capitol. The new park will lead to a rehabilitated South Capitol Street, designed for pedestrians and businesses as well as cars. It will be visible to those passing above on the Frederick Douglass Bridge. Furthermore, the AWI vision calls for a new bridge to accommodate pedestrians, cyclists, and local traffic, to be connected to the shoreline at or near the new park rather than passing over it. Small park areas will also adjoin the Matthew Henson Conservation Center and the Earth Conservation Corps Pump House.

Buzzard Point Esplanade

Located between South Capitol Street and the Southwest waterfront, Buzzard Point overlooks the confluence of the Anacostia and Potomac Rivers. A reconstructed Frederick Douglass Memorial Bridge and a new park at the terminus of South Capitol Street will mark the gateway to Buzzard Point. This industrial area has been recently rezoned to allow



Washington Channel as it exists today.

mixed-use development and requires a 75-foot setback from the waterfront to ensure a Riverwalk esplanade. P Street, which connects the Anacostia River to the Washington Channel, will also be a primary Riverwalk link and will be refurbished with additional trees, street lighting, signs, and improved walkways and bicycle lanes to enhance its function as a connector between the Anacostia River and the Washington Channel. Currently, the Earth Conservation Corps' Matthew Henson Center (with the city's only green roof) and marinas, such as the James Creek Marina, bring vitality to this area.

Cultural Park at M Street Terminus

Anchored by the existing Arena Stage and the Waterfront retail development, the M Street Cultural Park will be a relaxing green setting for visitors to two new cultural institutions, while providing a grand waterfront gateway at the terminus of M Street to the Southwest waterfront.

Plazas Along Southwest Promenade

A wide promenade paralleling the Washington Channel will gather people at the Southwest waterfront, offer outdoor cafes and restaurants, public piers, marinas, and views of Hains Point and East Potomac Park across the water. Four small parks and plazas are planned along the promenade. The promenade will connect the Cultural Park at M Street to the Market Square on the northern end of the Southwest waterfront.

Market Square

The Market Square will be located at the northwest end of the Southwest waterfront, across from the 10th Street Overlook and adjacent to the Fish Wharf. Drawing on the commercial maritime history of this waterfront, the square will be a lively public gathering space that will accommodate diverse uses such as green markets, festivals, and performances. The Market Square will also function as a link between the Southwest and L'Enfant Promenade, providing needed access to the waterfront from the heart of the Mall, just minutes away but today seeming much more distant.

Unifying Disparate River Parks into the Anacostia RiverParks

With so many different kinds of places along the Anacostia River, how will you know when you're in the Anacostia RiverParks?

Between the National Arboretum and the Tidal Basin, 20 separate parks, preserves, and recreational centers will form the Anacostia RiverParks system. Currently, the 20 parks are managed by separate agencies, including the National Park Service, the District of Columbia, the Department of the Interior, and private organizations. Within this layered system of governance, a consistency of image must be presented to provide clear signals to park users, denoting continuous public access to the RiverParks.

All the parks should share a high standard of design, for beauty, public comfort, and maintenance. Standard trail widths and pedestrian amenities such as benches and lighting, along with thoughtful landscaping, will also characterize the RiverParks as a unified system. The Anacostia Riverwalk, a continuous network of trails, is essential to ensure the high volume of users necessary for safety. Regular maintenance of the Riverwalk and surrounding landscape must be ensured so that park users are encouraged to explore the entire system.

The Riverwalk is the perfect context through which to weave interpretive signage and heritage information, since it is a constant that passes through diverse parts of the city. A sign and information system must unite all parts of the RiverParks and Riverwalk systems. This system will help visitors find their way and will interpret local history and points of interest for them. All signs and sign structures will share a common RiverParks/Riverwalk logo and design. Information, logos, and maps of the system should be posted at all entrances and junctions within the RiverParks System.



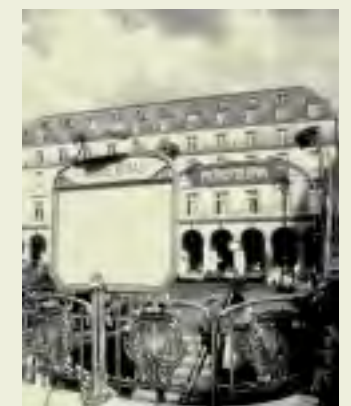
Identity

Imagining a unified system of signs for the Anacostia RiverParks.



Interpretation

The signs in this Pittsburgh Park offer interpretations of local sites.



Information

The Paris Metro signs are easily understood by any visitor.

A Day in the Life

It's been a long, lovely day touring the nation's capital. After visiting museums and monuments on the Mall, you and your family walk to the Jefferson Memorial, splendid at sunset. You do a little window-shopping at Market Square, just steps away, and then order dinner at one of the fabulous outdoor restaurants along the Southwest waterfront. Afterward, you enjoy a relaxing nighttime stroll along the waterfront promenade, take a seat on the public pier to watch the boats moored peacefully in their Washington Channel marinas, and gaze at the twinkling stars.

Artist's rendering of a new Market Square at the Fish Wharf in the Southwest waterfront. Just blocks from the National Mall, the Southwest waterfront will attract visitors from the city, the region and the nation.



McCANN '02

4. DESTINATIONS

Common Citizen Concerns

- Highlight the history and heritage of the river and its neighborhoods.
- Activate underutilized public spaces along the waterfront.
- Provide more funding for local landmarks and cultural facilities.
- Develop more cultural destinations east of the river.

Actions

- Entice more than 20 million visitors to enjoy waterfront attractions.
- Develop 10 sites for new museums.
- Develop 15 sites for future memorials at Poplar Point, Hill East, Southwest, South Capitol Corridor, and Near Southeast.
- Use the Navy Yard as the centerpiece of cultural destinations in Near Southeast.
- Create cultural parks at M Street, SW and Poplar Point.
- Create a network of environmental interpretive centers along the river, including Kingman Island and Poplar Point.
- Connect cultural attractions via water transport.
- Integrate Anacostia Riverwalk within the existing network of regional and National Heritage Trails.

The Anacostia waterfront presents an unparalleled opportunity to attract Washington’s 20 million annual visitors “off the Mall and to the water.” All sites available on the National Mall for museums and memorials have been claimed. But along the Anacostia River lie more than 25 waterfront sites for museums, concert venues, fairs, and commemorative places, among other cultural amenities.

By building on local culture and history, the Anacostia River will become the city’s waterfront cultural corridor, complementing the Mall as a place of recreation, reflection, and enjoyment, and will spread tourism throughout the city, helping to bolster local neighborhood economies.

Historically, the urban settlement’s proximity to water has been essential for citizens’ transportation and sustenance. Today, being close to the water is equally valued for the natural beauty it affords. Waterfronts are becoming icons of cities as they attract people with vistas, offer sanctuary and repose and provide places to gather, interact, celebrate, and play.

Diverse needs and pleasures can be exceptionally well met along the Anacostia, but this requires careful planning. Creating cultural destinations and places of distinct character involves developing memorable shorelines with diverse elements: areas for civic gathering and celebration, entertainment, commemorative sites, museums, education centers, and unique recreational opportunities.

Building on the many historic and cultural assets that already border the river can bring this vision to life. The Southwest waterfront has a rich maritime heritage and is located only seven blocks from the Mall. The Washington Navy Yard is the nation’s oldest such facility and the site of the Navy’s Historical Center. Only blocks from Poplar Point is the Frederick Douglass National Historic Site, and the Langston Golf Course and the National Arboretum are located directly along the river.

The Framework Plan capitalizes on these cultural resources and identifies the many opportunities to place additional cultural destinations along the river. Developing more waterfront attractions can make the river an appealing center for the city, rather than a disruptive edge.

The Tidal Basin, with its quiet, green, ceremonial destination honoring Thomas Jefferson, attracts more than 1 million visitors during the weeklong Cherry Blossom Festival alone. These visitors could be enticed to reach beyond the monumental core to explore the wonders of the Anacostia waterfront and its neighborhoods.

The Anacostia waterfront areas can be defined as a series of river basins, each with its own elements and character. The Framework Plan envisions an urban character in the lower reaches of the river, with esplanades, retail destinations, and waterfront housing; a more recreational character in the middle reaches, with waterfront trails, boathouses, and ball fields; and a more natural character in the upper reaches of the river, for bird watching, paddle craft, and enjoyment of the river’s natural habitat.

All destinations along the waterfront must form an easily accessible, integrated system of gracious, beautiful, vibrant, and complementary places. Currently, the river touches too few of the city’s citizens and visitors. The shores are simply not yet attractive enough for the Anacostia to be included with Washington’s most cherished public settings. The pleasures and potential this river environment offers must be expanded upon and more broadly shared!

Cultural Destinations and Places of Distinct Character

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THE CULTURAL AGENDA

The goals of the AWI Cultural Agenda are to enhance and protect the distinct character of regional destinations along the waterfront; bring life to the waterfront; celebrate the

cultural heritage of the city and the nation; and create attractions and events to draw more than 20 million visitors to Anacostia waterfront sites.



“And how will we know when these seeds (that we are planting now) have grown into the one magnificent city that we are destined to be? We will know when we stand on the hill at St. Elizabeth’s and look out at the Anacostia and see people shopping, working, eating, swimming, boating, and bringing their out-of-town guests to see the jewel of our city.”

Mayor Anthony A. Williams,
March 2002

Existing Assets

Existing waterfront assets should:

- Enhance new cultural locations.
- Improve public transit access to existing sites.
- Promote education and marketing of existing cultural resources.
- Enhance existing sites with pedestrian amenities along the waterfront.

River Basin Character

- Highlight each river segment’s unique character and program areas accordingly.
- Integrate the character of maritime and upland uses – commercial, heritage, environmental.
- Highlight the Riverwalk as a continuous path through distinct river segments.
- Find synergy between neighborhood character and waterfront uses.

Destination Uses

- Ensure transit capacity near the river to support large events.
- Program special events for all seasons.
- Balance regional activities and tourist destinations with neighborhood quality.
- Host major events such as sports, festivals, and fairs to activate the waterfront and bring additional facilities to neighborhoods.

Commemorative Places

- Create gracious places along the waterfront to tell the stories of local neighborhoods and the nation.
- Attract local, citywide, and national cultural destinations to the waterfront.
- Incorporate Anacostia River history and heritage in new public-realm projects.
- Develop the Riverwalk as a waterfront heritage trail.

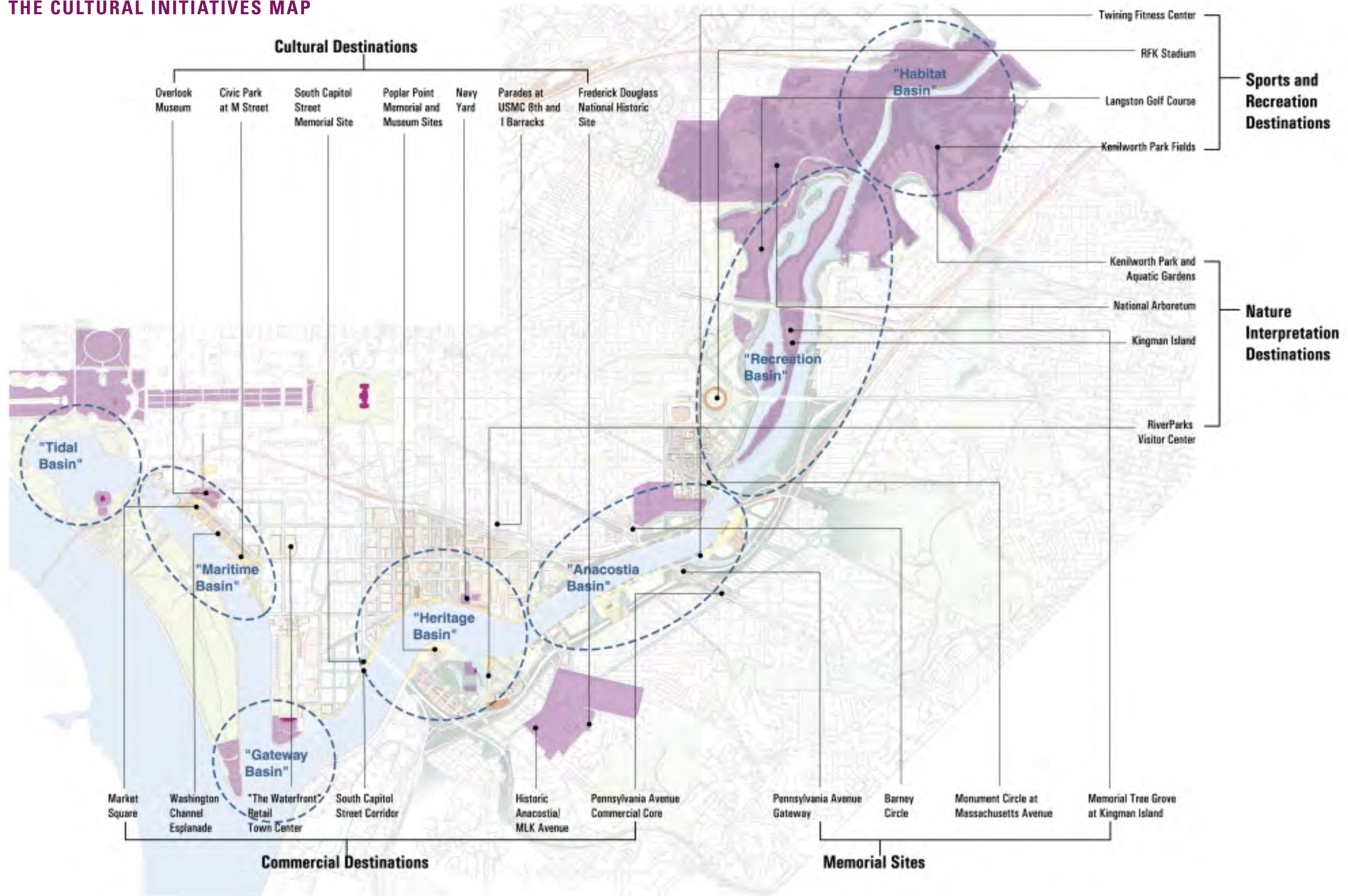
Design Considerations

- Capitalize on topography and maintain significant views in all designs.
- Provide measures for new development that preserve existing key view corridors.
- Consider sites for monuments and memorials where key axes of the city meet the riverfront.

Operations

- Integrate signage and improve way-finding for existing cultural assets.
- Forge partnerships between communities and landowners for effective coordination.
- Use environmental restoration as a theme for tourist marketing strategy.

THE CULTURAL INITIATIVES MAP



River Basins and Views: The Character of the Anacostia

“Critical to the vitality of the area will be the mixed uses – homes, businesses, restaurants, parks, and entertainment venues – that will bring in urban life.”

The Anacostia’s potential as a site for cultural facilities has been underappreciated for decades. Proposals for new monuments, opportunities for new development, and a new interest in existing historic sites and recreational settings near the river promise to put the Anacostia and its neighborhoods back on the map. The AWI Framework charts a course for highlighting the features of this historic area for the many city, regional, and national visitors who will benefit from discovering them.

One of the defining qualities of the Anacostia waterfront is its varied character as it flows from upriver parklands to its confluence with the Potomac near the heart of Washington, D.C. Perhaps the best way to appreciate this rural-to-urban progression is to view the river as a series of segments or basins, each with its own character, potential, and range of recreational and cultural opportunities for residents and visitors.

This view helps to frame the river as a center of activity rather than the edge of various districts. Activities and sites along and across the river should complement each other. For instance, the Anacostia River, now a center for boating, could soon become a center for strolling, hiking, living,

eating, and monument and cultural touring. The loop trails of the Riverwalk will allow people to circulate around a given basin – on foot, by bicycle, or by car – and will support thematic tours of each basin. The AWI Framework reinforces the character – or nascent character – of each basin, as should all future development.

The River Basins

Each basin described is characterized by a different scale and type of development on its banks, the river’s differing widths and, in many cases, the scale of the bridges passing over the river.

Washington Channel Basin

The Washington Channel (or “Maritime Basin”) defines part of the active downtown waterfront. Tour boats depart for various destinations from the Channel. While several marinas and restaurants have enlivened the Southwest waterfront for decades, additional development will add to its bustle and appeal.

The proximity of the Southwest waterfront to the Mall and Georgetown gives it special potential. Eliminating Water Street allows for new housing and retail shops, interspersed parks that connect Maine Avenue to the waterfront, and a new waterfront promenade with restaurants. Maine Avenue will be reconstructed as a landscaped city boulevard along the length of the channel, connecting the 10th Street Overlook to a new park at the terminus of M Street, where it meets Maine Avenue near Arena Stage. Existing plans for the nearby 10th Street Overlook itself include a new park with a museum or memorial and an inter-modal transportation facility beneath (For details, see pages 120-121).

Gateway Basin

The “Gateway Basin,” at the mouth of the Washington Channel and the confluence of the Potomac and Anacostia rivers, offers a sweep of open water and military institutions on either side of the Anacostia: Fort McNair with the National Defense University at Buzzard Point, and the Naval and Defense installations at Bolling Air Force Base

While security concerns prevent public access to these institutions, the planning and design principles outlined in this document apply to their shorelines. Views of the installations from the water can make an important impression. In fact, these sites are ideal for monuments and memorials related to military themes.

Heritage Basin

Upstream from the Gateway Basin, the “Heritage Basin” is framed on the west by the Navy Yard – a mile’s walk from the U.S. Capitol – and the Anacostia Historic District, one of the first African-American settlements in Washington, D.C. Here, the buildings along the river gain prominence as the Anacostia narrows slightly and bends gracefully at Poplar Point, creating closer, more varied views. This basin includes the 11th Street Bridges, originally the first across the Anacostia. Built in the 19th century, the 11th Street Bridges connected the Navy Yard to workers’ communities being built across the river in what were then considered suburbs.

With the prominent facades of the Navy Yard – a designated National Historic Landmark district – anchoring part of the basin, and large waterfront parcels on both sides of the river slated for major redevelopment, the Heritage Basin lends itself to cultivation as a ceremonial urban waterfront. Two large parcels of land, at the Southeast Federal Center, (next to the Navy Yard) and at Poplar Point, (next to the Anacostia Historic District) are government-owned, giving national and local agencies an opportunity to guide redevelopment.

Parts of the Navy Yard, including its ceremonial gate, were designed by Benjamin Latrobe, architect of the Capitol building. The National Capital Planning Commission has called for additional monuments at this prominent bend in the Anacostia, as described in its Memorials and Museums Master Plan.

Also critical to the vitality of the area will be the mixed uses – homes, businesses, restaurants, parks, and entertainment venues – proposed by the GSA at the 44-acre Southeast Federal Center site, which will bring in around-the-clock urban life. The Navy Yard enlivens the area mainly from nine



The River Basins

The different basins along the Anacostia showcase the waterfront’s varied character.

to five with the bustle of employees and tourists seeking out the Navy Museum. Across the river, Poplar Point, with extensive acreage owned by the National Park Service, is proposed for development as a cultural park with an amphitheater and monument.

Anacostia Basin

Between the 11th Street Bridges and the John Phillips Sousa Bridge at Pennsylvania Avenue lies the Anacostia Basin. Too shallow for ships, it hosts small craft such as recreational boats and rowing shells. This relatively straight section of the river, with its sluggish flow, provides the best rowing course in Washington, D.C. Marinas line the west shore of the river, and behind them a revitalized Near Southeast is taking shape. On the east side of the river, Anacostia Park forms a long green strip between the Anacostia Freeway and the shores of the river, soon to be enhanced by the Riverwalk and new park facilities. This area – green and developed, with heavy recreational use – heralds the transition to the pastoral character of the upstream basins.

Islands Basin

Only canoes, kayaks, rowboats, and dinghies can pass beneath the CSX railroad bridge into the calm “Islands Basin” of the Anacostia. This basin is mainly parkland, containing Kingman and Heritage Islands, located just off RFK Stadium in Kingman Lake and built by the Army Corps of Engineers in 1916. The D.C. Department of Parks and Recreation, with the D.C. Department of Health and others, is currently working to create new interpretive nature exhibitions, self-guided nature trails, and a memorial grove on Kingman Island. The new neighborhood at Hill East including the Meadows Park, and activities at RFK Stadium, along with the Riverwalk, will also influence the character of this basin.

Langston Basin

Langston Golf Course is the first public golf course built in the country for an African-American neighborhood. It is on the National Register of Historic Places and remains a popular attraction. Current plans to upgrade the course include a new clubhouse. AWI plans call for expanding the riverside forest and creating marshes along the shore to filter runoff and support native flora and fauna. Forest

buffers the golf course and river from the city. Sustainable management practices will enhance the environmental quality of both the golf course and the river.

Habitat Basin

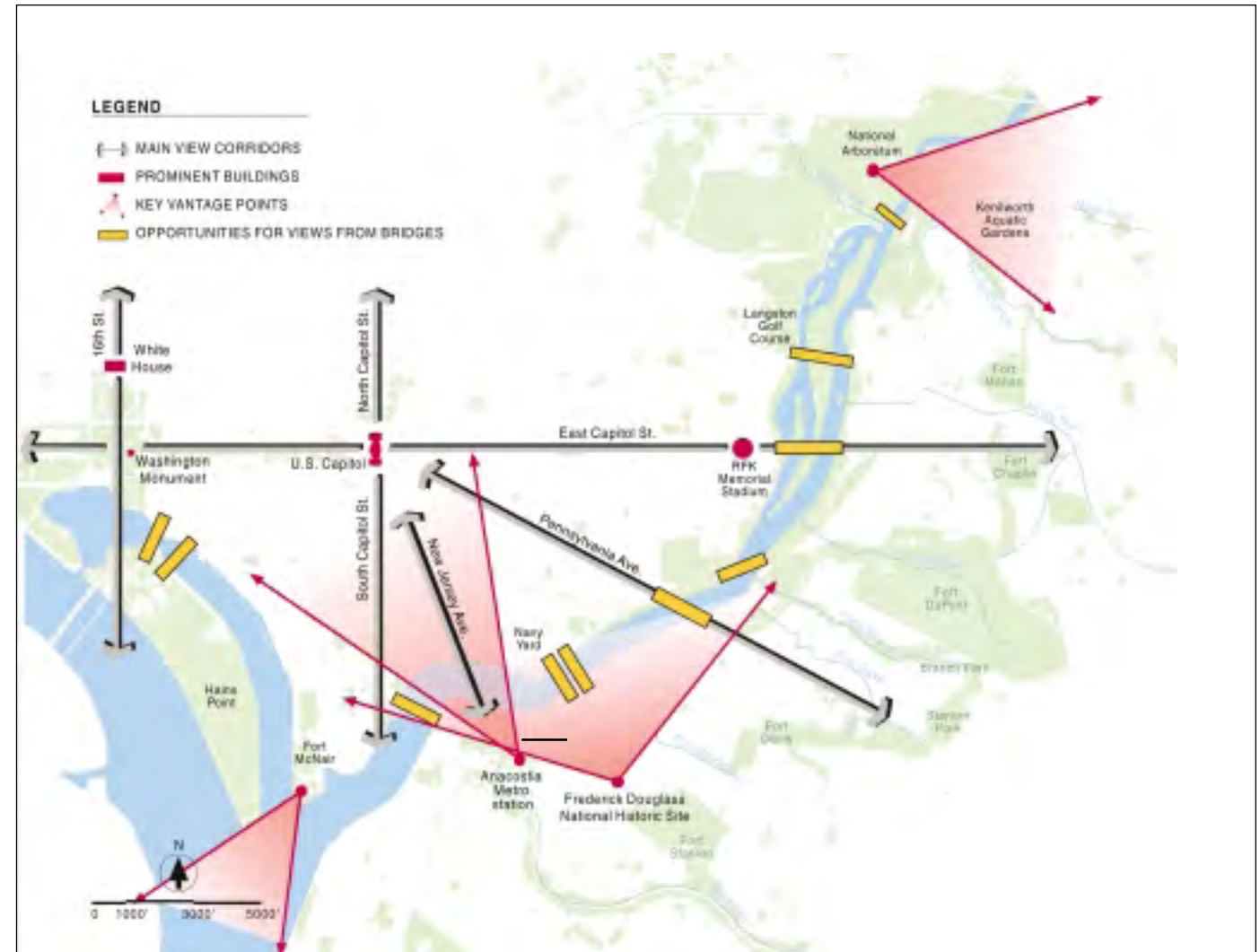
Further upstream, the Anacostia narrows between the National Arboretum and Kenilworth Park and Aquatic Gardens to create the “Habitat Basin,” so called because of its importance as a wildlife habitat. Kenilworth Park, in particular, with the only remaining tidal marsh on the Anacostia, offers marsh, field, and forest habitats for local wildlife. Kenilworth Park offers a wonderful feeling of distance from the city. The ecology that provides this pastoral feeling in an urban setting should be preserved and enhanced.

Views

Washington’s aesthetic character depends on the views and alignments created by the L’Enfant and McMillan plans: the positioning of monuments in relation to avenues, the Mall, the Ellipse, and other public open spaces. It is essential to sensitively extend this aspect of Washington’s character to the Anacostia waterfront, where neither plan was fully implemented.

All improvements and developments along the Anacostia will affect the views up, down, across, and around the river, and should contribute to the drama and beauty of these vistas.

A brief survey of the most striking opportunities shows that the dome of the U.S. Capitol is visible from the waterfront at South Capitol Street and at New Jersey Avenue, making these logical monument sites. On the other side of the river, Poplar Point affords sweeping views of Washington, with the Anacostia River in the foreground. The hilltop Frederick Douglass National Historic Site and the Anacostia Metro station offer panoramic views of the waterfront. More detailed studies should inform the placement of all monuments and memorials and should shape the massing of waterfront development around them.



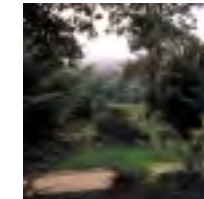
Views to and from the Anacostia



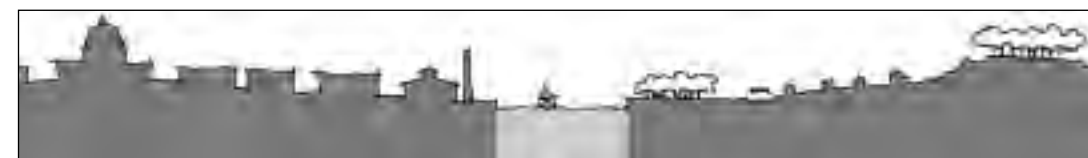
View from the Anacostia Metro station at Poplar Point toward the Capitol.



View from the Frederick Douglass National Historic Site across the Anacostia toward the monumental core.



View from the National Arboretum.



The Anacostia valley; offering many wonderful views from Capitol Hill to the Fort Circle Parks.

Enhancing Relationships Among Existing Assets

“These enhancements will create a new image of the Anacostia as a collection of cultural, historic, recreational, and natural sites of interest.”



Arena Stage in Southwest.



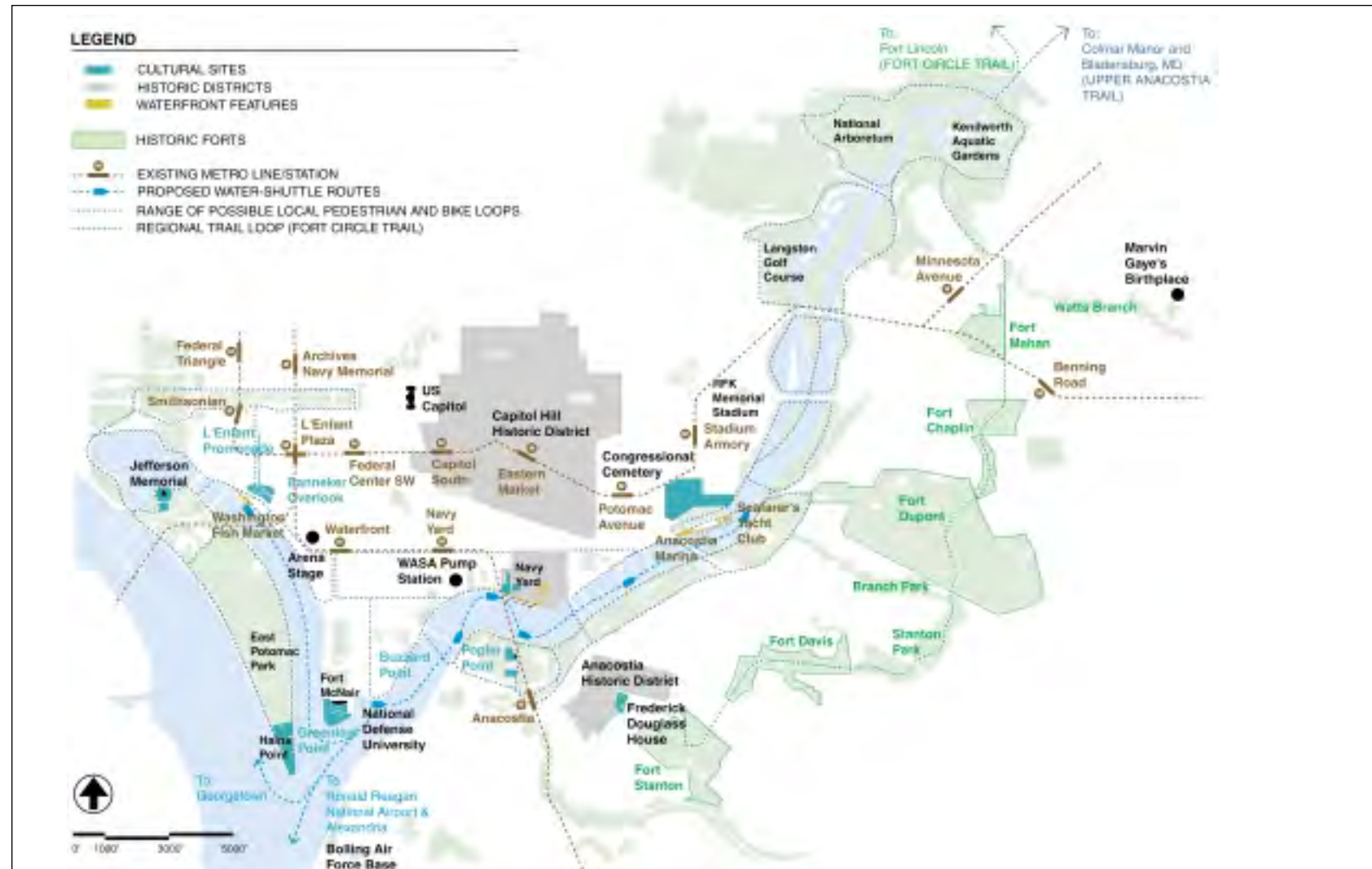
The National Defense University, Fort McNair.



The Washington Navy Yard.



Tall ships at the Southwest Waterfront.



To look at the Anacostia River in a continuous sweep is to view eight miles of urban and natural waterfront hosting a wide range of cultural and historic resources. At the moment, these assets are isolated from each other, and many are isolated from the river. Some, such as Fort McNair, with its one mile of shoreline, are closed to the public. In the case of the National Arboretum, the main entrance has been moved from its historic location facing the river to New York Avenue.

The Riverwalk and Trail, described in Chapter Three, will string these jewels on one thread, and related improvements will make them accessible from the Anacostia and nearby neighborhoods. These cultural assets will be connected by paths and walking tours, water taxis and boat tours, the proposed park road, and scheduled programs of events. A coordinated sign system for visitors will also be an important part of this effort to connect and represent sites of interest – both cultural and recreational.

Cultural and Historic Highlights

Washington Navy Yard

The Navy Yard showcases historic vessels, architecture, and the Navy Yard Museum, housed in a former gun-factory building, which hosts approximately 1,000 visitors a day. Other Navy Yard attractions include the U.S.S. Barry, the Cold War Museum, the U.S. Marine Corps Museum, and the Navy Art Gallery. During the summer, at nearby Eighth and I streets, the Marine Barracks hosts weekly parade ceremonies.

Fort Circle Parks

The Riverwalk will connect to the National Park Service’s Fort Circle Parks trail, which links 68 Civil War-era forts that encircle Washington and once protected it from Confederate armies. More than 100 years ago, the siege guns of Fort Dupont guarded the 11th Street Bridges over the Anacostia.

Cedar Hill

Cedar Hill, the stately home of Frederick Douglass, sits atop rolling lawns, allowing panoramic views of the city.

Significant Historic Sites in Relation to Metro Stops and River Basins



This National Historic Site was home to Frederick Douglass from 1877 to 1895.



Historic Anacostia is on the National Register of Historic Places.



Congressional Cemetery overlooks the Anacostia River.



The Fort Circle Parks are a series of Civil War forts that surround Washington.

Frederick Douglass, renowned abolitionist, statesman, and charismatic speaker, spent the last 18 years of his life here. During this time (1877 to 1895), he held many prominent government posts, including that of U.S. Minister to Haiti. Douglass's home is managed by the National Park Service and lies within the Anacostia Historic District, an early, working-class subdivision once called Uniontown. Not far from the Frederick Douglass National Historic Site, and near the Anacostia Metro station, is the Smithsonian's Anacostia Museum and Center for African-American History and Culture, with a large collection of artifacts that illuminate the life of historic African-American communities.

Congressional Cemetery

Congressional Cemetery, established by a group of private citizens in 1807 and enlarged in 1816, holds the remains of Benjamin Latrobe, architect of the Capitol, as well as the remains of many who served in Congress. On a bluff overlooking the Anacostia just north of Barney Circle and on the southern edge of Reservation 13 and RFK Stadium, it commands views downriver. It will be accessible from the Riverwalk. A water-taxi stop could serve the Cemetery as well as the proposed new neighborhood at Hill East. The Cemetery is accessible from the Potomac Avenue or Stadium-Armory Metro stations.

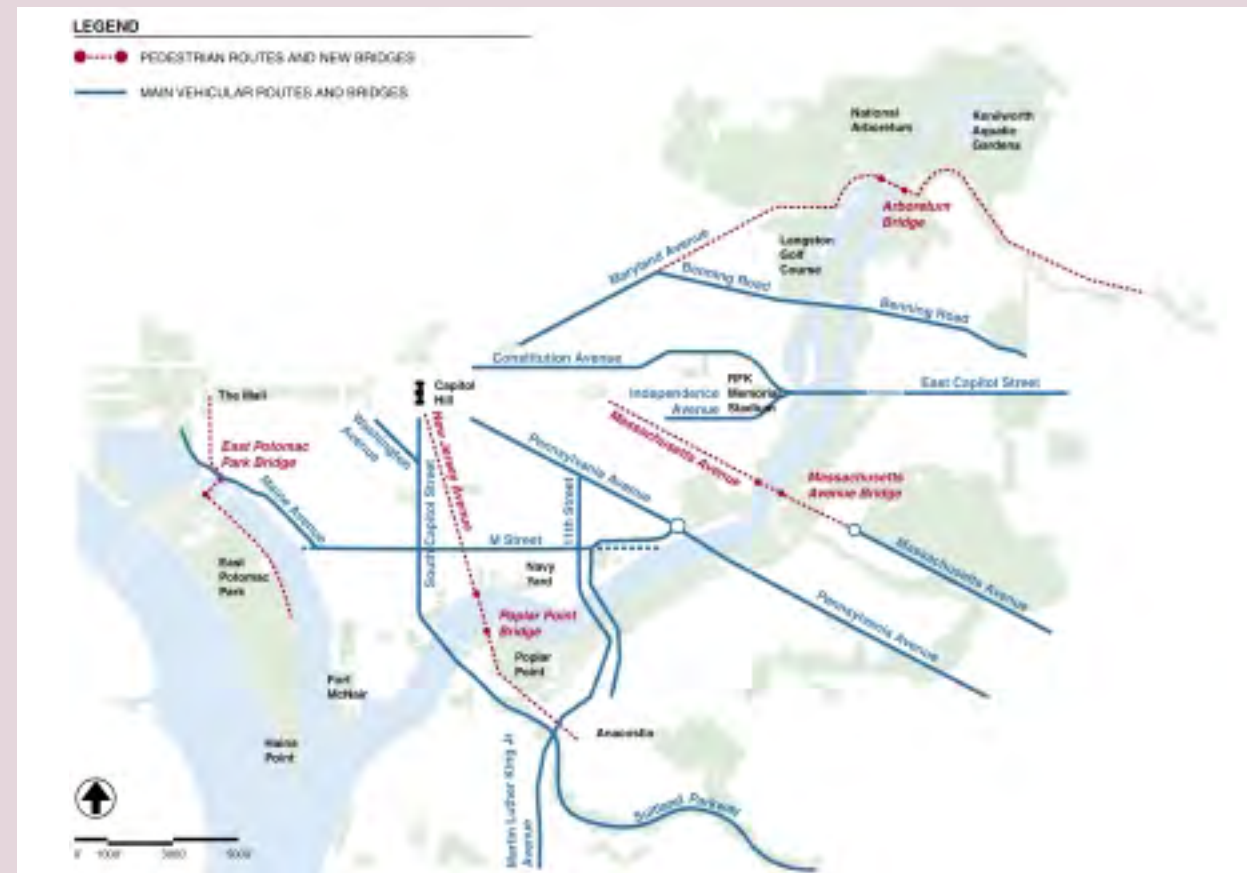
National Arboretum

The U.S. Department of Agriculture's National Arboretum serves as a cultural destination, a research institution, and a setting for quiet recreation. It occupies 446 acres with 9.5 miles of winding roadways and receives 500,000 visitors annually. The Arboretum sits at elevations from 50 to 100 feet above the river, offering views over the Anacostia to the south and east over Kenilworth Park and Aquatic Gardens and on toward the Fort Circle Parks. Arboretum programs target gardeners and scholars alike. The AWI Framework recommends improving and strengthening the relationship among the Arboretum, the new park system, and the surrounding neighborhoods.



Destinations along the Anacostia include, from top, the National Arboretum, Kenilworth Park and Aquatic Gardens, and the lively fish market on the Washington Channel.

What if... Footbridges Crossed the Anacostia?



What if... there was a system of exclusively pedestrian crossings over the Anacostia River?

The six major bridges over the Anacostia River were designed for automobile routes; few pedestrians or cyclists would choose to use busy South Capitol Street or Pennsylvania Avenue to cross the river. Secondary roadways – slower and less congested – serve such road-users better. Shouldn't these routes include safe and convenient ways to cross the Anacostia River?

New pedestrian bridges are proposed at the National Arboretum, Washington Channel, and Massachusetts Avenue. A fourth pedestrian bridge connecting New Jersey Avenue to Poplar Point could complete a new route between Capitol Hill and the Anacostia Historic District. This bridge would connect the new development at the Southeast Federal Center to new parks and memorials at Poplar Point on the eastern bank of the Anacostia.

What If...

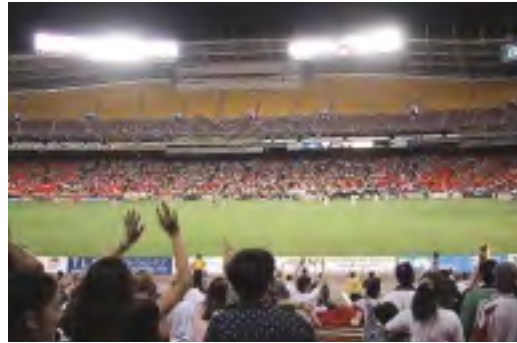


What If... The L'Enfant Promenade connected to a circuit around the Tidal Basin?

If a new pedestrian bridge crossed the Tidal Basin as shown above, and the path continued under U.S. Route 1, pedestrians would have more options. They would be able to travel along and between the Tidal Basin and the L'Enfant Promenade more easily. This scheme would strengthen connections between Monumental Washington, the offerings of the Anacostia waterfront and the RiverParks system, and further expand the city's public realm.

Destinations for Celebration, Sports, and Recreation

"Each of the sites envisioned would be anchored with a nationally recognized institution to help support neighborhoods and share in the stewardship of the adjacent parks."



The crowd cheers at RFK Memorial Stadium.



Customers browse the popular farmers market in the RFK Memorial Stadium parking lot.



The Langston Golf Course offers an 18-hole course, driving range, marinas, boat clubs, and a public boat ramp.



Rowers at the new Anacostia Community Boathouse.

The Anacostia waterfront already has several large venues for sports and entertainment. As with cultural sites, efficient transportation systems and effective sign systems will help people find and enjoy these sites more easily.

RFK Memorial Stadium

RFK Memorial Stadium at East Capitol Street hosts numerous entertainment and cultural events throughout the seasons. The stadium seats 48,000 people, regularly hosts major music concerts and festivals, and is home to the DC United and Washington Freedom professional soccer teams.

The RFK Stadium area is also host to Washington, D.C.'s largest flea and farmers market, held weekly in the stadium's parking lots. These parking areas hold much promise for locating special events along the Anacostia River.

Langston Golf Course

The historic Langston Golf Course, a leader in the desegregation of golf, offers an 18-hole course as well as a driving range and golf school. Three concession-operated marinas, four boat clubs, and a public boat ramp provide access to the tidal Anacostia River for recreational boating. In recent years Langston has developed innovative programs to reach out to Washington-area youth through its First Tee Initiative.

Kenilworth Park

Although the National Park Service owns Kenilworth Park, the Kenilworth-Parkside Recreation Area is managed and operated by the District of Columbia Department of Parks and Recreation. It offers a wide variety of activities, and facilities include a track and play equipment for children. Kenilworth Park offers some 180 acres of open area. Part of the site was once used for open burning and landfill operations, but it was reclaimed during the 1970s and converted into a multi-purpose recreation area with nine ball fields, a picnic shelter, and a comfort station. Future improvements to this area can highlight the cultural heritage of the surrounding Northeast neighborhoods through uses like outdoor concerts, and position the playing fields as a citywide resource.

The Anacostia Regatta

The river is host to the annual Anacostia Regatta, which launches from the base of the Anacostia Community Boathouse under the 11th Street Bridges and is viewed from Anacostia Park. The Regatta is an annual event of the National Capital Area Scholastic Rowing Association and is also held on two other sites in the Washington area. New marinas, boat ramps, watercraft concessions, paddle boat launching sites, and fishing piers will further reinforce the river's identity as the region's major destination for aquatic recreation. (See Chapter Three for further details).

Another benefit of first-rate facilities will be the possibility of leasing them to local universities. College-level regattas would help to enliven the Anacostia waterfront. The calm waters and slow current of the Anacostia make it one of the region's ideal rowing rivers – pointing to the expansion of rowing sports there.

A Baseball Stadium on the Waterfront

Two out of the three sites under consideration for a future Major League Baseball park in Washington are located along the Anacostia River: in the Near Southeast neighborhood between South Capitol Street, M Street, SE, and the river; and at the RFK Stadium campus. (A third site under consideration is on New York Avenue, NE.) If a Major League Baseball team is awarded to Washington, D.C., it would be housed initially at RFK Stadium while a new stadium is built on one of the three sites currently under consideration, or at another to-be-determined site within the city.

The Opportunity at Poplar Point



Poplar Point as seen from the Douglass Bridge.

Poplar Point is ideally situated near the Suitland Parkway and the Anacostia Metro, and at the visual terminus of New Jersey Avenue, with views to the U.S. Capitol. Poplar Point has long been viewed as an ideal site for a public memorial gardens, a place to combine national civic statements with educational and cultural attractions for local residents, and horticultural research located on the historic grounds of the Capitol greenhouses. (See Chapter 6, pages 114-115 for more on Poplar Point).



© Jason Hawkes

Battersea Park, London, sprawls along the Thames across from London's Chelsea neighborhood. Its original Victorian features include a boating lake, a serpentine carriage drive, and gardens. A mid-20th-century refurbishment of the park added more gardens, a nature reserve, and a "peace pagoda" overlooking the river.



© Alex MacLean

Grant Park, Chicago, with monumental Buckingham Fountain, serves as a formally designed front yard to the downtown Loop and one part of Chicago's extensive lakefront park system. Along its lake edge, it provides a recreational setting for joggers, strollers, and cyclists. Its geometric lawns and paths are studded with monuments.



The historic Boston Common and neighboring Public Garden form the green heart of nearly 100 acres for the city of Boston and the starting point for Boston's six-mile park system, the Emerald Necklace. Ever popular with strollers, these historic open spaces offer summer concerts, winter ice-skating, and the Public Garden's famous Swan Boat rides.

New Places for Civic Celebration and Commemoration: Monuments, Museums, and Sites for Public Art

“The capacity to deliver large crowds of people to the Southwest waterfront will make the new parks and promenade ideal for civic events and celebrations.”



Diagram from the National Capital Planning Commission Memorials and Museums Master Plan, 2000.

Two trends will focus attention on the Anacostia waterfront as a site for new institutions, monuments, and large civic gatherings and festivals. First, public and private investment around the Anacostia will open a wide range of destinations for general use. Second, the National Capital Planning Commission has placed tight limits on new memorials and museums around the Mall. Instead, it has designated the Anacostia waterfront and other parts of Washington to receive future national monuments and provide sites for civic gatherings.

Waterfront sites along the Anacostia offer distinctive advantages as settings for memorials or civic gathering places. Water naturally enhances monument settings. And these sites will be accessible from the neighborhoods bordering the river, so residents can enjoy them daily or gather there for special events.

New Civic and Cultural Sites Southwest Waterfront

The Southwest waterfront, along the Washington Channel, is currently home to a variety of restaurants, marinas, the Municipal Fish Wharf, and boat cruises. This area will have 15 acres of new public open space, reclaimed from parking lots and underused streets. The existing waterfront pedestrian promenade will be widened from 40 to 70 feet to support more waterside public seating, paths, additional waterside concessions, and outdoor restaurants. The plan for the Southwest waterfront also recommends a hotel – a principal source for year-round and evening tourist activity and a logical site for water transit facilities connecting to destinations such as Georgetown, Alexandria, the Navy Yard, and Poplar Point.

Two new parks, a Market Square at the Fish Wharf and a Civic Park at the terminus of M Street, will orient visitors to the Washington Channel with open space, lawns, and public piers. (See pages 120-121 for a plan of the Southwest Waterfront).

L'Enfant Promenade has the potential to connect the Mall to the Washington Channel. A major national museum and memorial will occupy the 10th Street Overlook at the southern terminus of the Promenade. The 10th Street Overlook will also include an underground inter-modal facility for tour buses and city transit, and more than 1,800 parking spaces. A monumental stairway would create access from the Overlook to the waterfront. This capacity to deliver large crowds of people to the Southwest waterfront will make the new parks and promenade along it an ideal setting for civic events and celebrations, including programs of multiple events in different settings, such as the Mall and the adjacent Tidal Basin.

Buzzard Point to the Navy Yard

Plans for the Southeast Federal Center – between the Navy Yard and Buzzard Point – include a continuous public promenade as part of the Riverwalk that extends to the Navy Yard and beyond. A combined network of open spaces from Buzzard Point to the Navy Yard will support everyday pedes-

trian access to the river from Near Southeast neighborhoods and Capitol Hill. The river's edge will be publicly accessible, with a range of waterfront amenities, including restaurants, water shuttle service to the Southwest, and small craft rentals in a lagoon created from the historic dry-dock structures. This new environment can play host to a number of memorials, maritime heritage uses, and even new museums.

This section of the river is already home to the Earth Conservation Corps, a youth program for environmental research and public outreach. It occupies two restored structures on the river, the Matthew Henson Center in Southwest and the Capitol Pump House in Southeast. Through its educational programs designed to involve area youth in restoring the Anacostia, the Earth Conservation Corps has already brought this portion of the river to life.

Poplar Point

Poplar Point will feature an 80-acre park with open space and cultural uses for residents and visitors. The park will be accessible from the existing Anacostia Metro station, an enhanced Howard Road, future proposed water shuttle service from Southwest and Near Southeast, and from traffic on both the Suitland Parkway and the Anacostia Freeway. Improvements to Howard Road will be required to provide a suitable gateway to the park from the Anacostia Historic District.

Poplar Point Park will combine flexible open space for cultural events, including an amphitheater, educational facilities, and a new memorial of national significance on the point. This area also offers the opportunity to develop community or heritage gardens that relate to commemorative sites, such as the gardens proposed by the Anacostia Garden Club. (See pages 114-115 for more information on Poplar Point).

New Riverside Memorials and Museums

Current plans would site nearly 10 new memorials along the Anacostia's shores, with additional sites for museums. While not yet determined, these sites will be offered to appropriate institutions wishing to locate along the river in accordance with the Federal Commemorative Works Act. Each of the sites envisioned would be anchored with a nationally recognized institution to help support neighborhoods and share in the stewardship of the adjacent parks.

Place-making With Public Art

Public art contributes to the character of a place and helps us distinguish one location from another. While public art once referred only to classical statues, its definition has broadened to include many types of artwork, some formal, some casual. The wide range of expressions of public art offers a plethora of choices appropriate and meaningful to a particular place or event. Installations of public art may be permanent or temporary, as concrete as statuary or as ephemeral as lighting or music. Such art may be imposing and attention-getting or subtle and playful – a colorful weathervane or surreal mural.

The means to commission and install public art vary from city to city. In Pittsburgh, with few downtown sites for memorials or artworks, the redeveloped waterfront has become host to a series of memorials. Portland, Oregon has also established a series of memorial sites on its waterfront to help the city landscape its three miles of riverfront with private donations. Private organizations that donate memorials or maintenance of memorial sites can speed the revitalization process and improve the quality of the outcome.

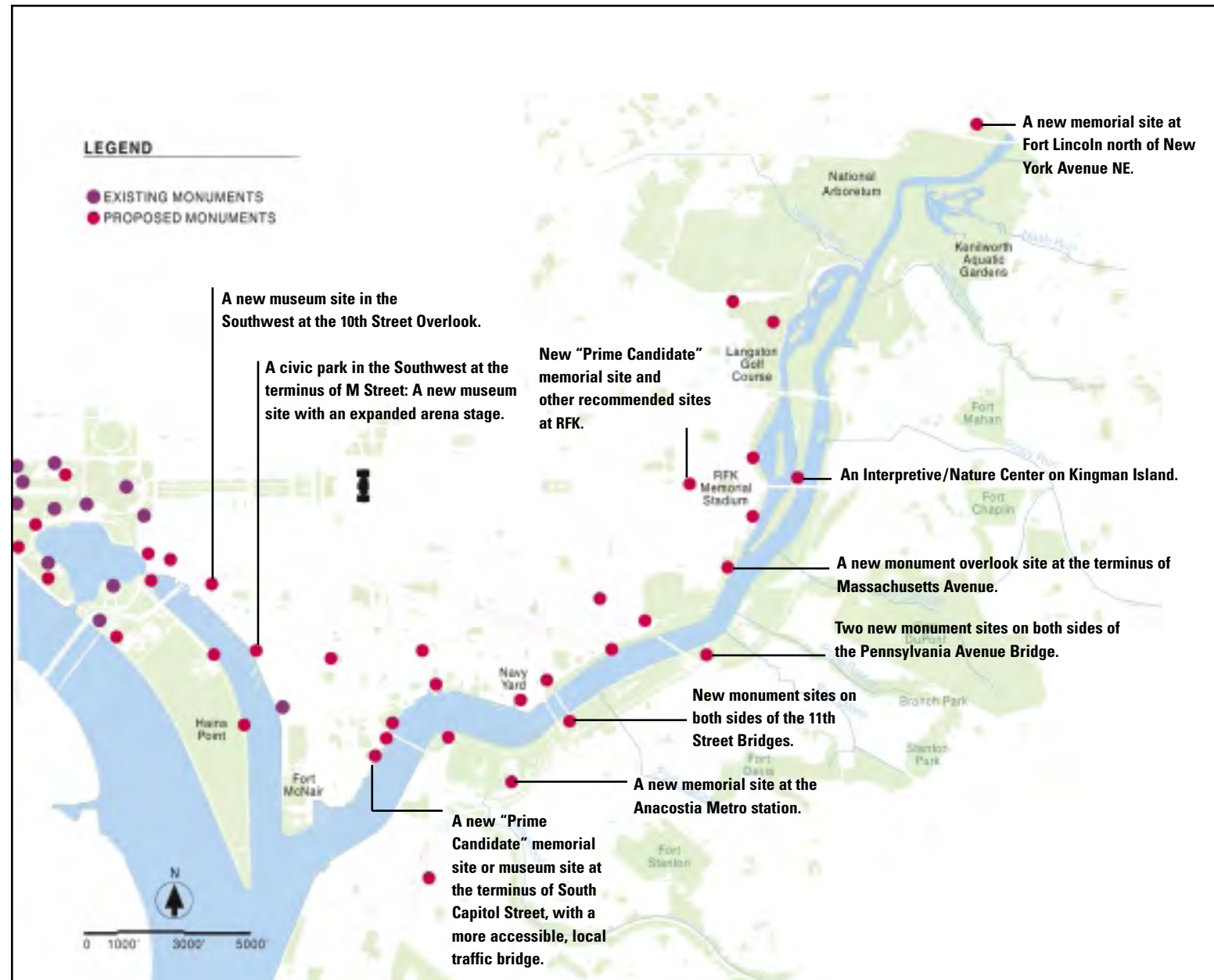
In cities with healthy development climates, private developers may be mandated, or encouraged with incentives, to provide art installations and components to waterfront development proposals, such as those at Battery Park City in New York.

Limitless opportunities for public art and monuments exist in the new developments proposed along the Anacostia water-

front. They include the park redevelopment projects, new Metro facilities, and the new bridges recommended at South Capitol Street, 11th Street and Massachusetts Avenue, as well as current construction at Benning Road. The tradition of bookend statues on bridges is particularly important in Washington, D.C., where Memorial Bridge over the Potomac and the Taft Bridge over Rock Creek Park bear monumental statues at either end, announcing their proximity to the heart of the nation's capital. The new traffic circles recommended on either side of the river are also perfect hosts for monumental art or public artworks. (See Chapter Two for bridge and traffic circle recommendations).

Murals are an informal artistic way to express neighborhood life and aspirations. These can be proposed for certain walls of new development, or to enhance older buildings. Tiles painted by neighborhood children have been used in subway station renovations in Boston and other projects in various cities. Community input must help guide neighborhood mural projects. Some walls can become canvases for schoolchildren under the aegis of school projects or public events. Given the right colors, children are usually the freshest artists of any neighborhood, and may be invited to express their hopes for AWI projects in this way.

Temporary art should be considered in areas where long-term improvements may be scheduled but few short-term improvements are anticipated. Lighting and landform installations are relatively inexpensive and provide a radical reinterpretation of the site for interim periods of three months to two years or more.



Existing monuments and proposed sites for new monuments and museums near the Anacostia



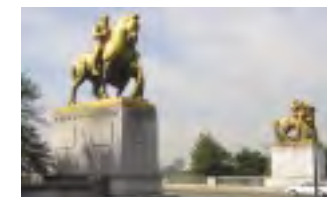
The Iwo Jima Memorial commemorates Marine losses in WWII. It overlooks the Potomac and Washington's monuments.



The placement of the Franklin Delano Roosevelt Memorial in Roosevelt Memorial Park makes a cultural site of a recreational setting.



The Taft Bridge, with its distinctive lions, crosses Rock Creek Park in Washington.



The stateliness and grace of Memorial Bridge give Washington one of its most memorable sights.

Design Guidelines for Public Destinations of Distinct Character

“These designs will help to define Washington’s new civic identity for the 21st century.”



Venice, Italy is one of the world’s great examples of a city fully integrated with its waterfront.



Wacker Drive crosses the Chicago River on an ornamental bridge that harkens to Chicago’s turn-of-the-century expansion.



Queens West Parks, New York, New York is the setting for many varied daily uses. (Reprinted with permission of Thomas Balsley, Associates, New York, New York. Photograph by Betsy Pinover Schiff.)

To enable the eastern part of Washington to grow and flourish, the environment along the Anacostia waterfront must be more than just a collection of places. It must be united in ways suggested in the following guidelines. These guidelines comprise a riverfront design charter for all subsequent development, both public and private, along the Anacostia River. They set the stage for the discussion in Chapter Five of how to strengthen neighborhoods along the Anacostia – one of the principal goals of the AWI.

1 Waterfront destinations must be connected by a system of trails, paths, and open spaces, and be accessible from adjoining streets and neighborhoods. The Riverwalk, described in Chapter Three, will interconnect the Anacostia RiverParks and the major developments proposed for Poplar Point, the Near Southeast, Hill East waterfront, and the Southwest waterfront. All public and private development at or near the waterfront must enhance connections to the Riverwalk from surrounding neighborhoods for pedestrians and cyclists. Access to the waterfront by car is also important but must be carefully managed.

2 The Riverwalk and Trail system must be directly connected to the bridges that cross over the Anacostia. Each of the bridges, both existing and proposed, must accommodate visible and convenient stairs and/or ramps enabling pedestrians to move easily between the Riverwalk and the street system. This capacity is non-existent today, isolating the river from adjoining neighborhoods.

3 The waterfront must be better served by public transportation. Additional transit service to areas on either side of the Anacostia is under study by the Washington Metropolitan Area Transit Authority. Both the M Street Corridor to the west and the Minnesota Avenue Corridor to the east should become high priorities for eventual light-rail service. In addition, Buzzard Point should gain transit service, perhaps along an improved South Capitol Street.

4 The waterfront must be not only continuous, but also gracious and beautiful, and it must offer moments of extraordinary experience – new views and places that live up to the planning traditions of Washington, D.C. Each of the main segments of the Riverwalk trail, and the new parks, such as that at Poplar Point, should be designed by the most talented landscape architects and urban designers, and to the highest aesthetic standards.

5 The active and varied uses associated with daily life must be distributed in complementary ways along the river and near its banks. Great destinations are valuable and enjoyable. A continuous trail system is a great facilitator. But many people living, working and conducting their lives in the proximity of the river is what will ultimately give life to its public places!

6 The waterfront must have a high standard of pedestrian amenities along its length, from benches to bathrooms. A subsequent stage of AWI planning should produce a compendium of streetscape elements for use along the Anacostia’s public environments, including specific lights and furnishings, for practical use and visual harmony.



Carefully selected streetscape elements lead the visitor to Frank Gehry's Guggenheim Museum in Bilbao, Spain.



"Waterfire," Barnaby Evans' award-winning sculpture installation, graces Providence's three rivers.



A playground on the Esplanade in Boston, Massachusetts, serves as a 'front yard' to the Back Bay neighborhoods.



A vision for a clean Anacostia River.

7 An integrated system of informational and interpretive signs must help people find their way easily throughout the Anacostia RiverParks and to all points of interest. The RiverParks must have its own signature graphic/logo, along with a comprehensive program of signs and markers, to direct users and to identify specific environments and functions, as well as to convey cultural insights about this part of Washington, D.C.

8 The water itself must be made more enjoyable to use, by improving its quality. With environmental health will come increasing interest in water activities: boating, commuting, sightseeing, swimming, sunbathing, and fishing.

9 The waterfront must provide graceful settings for telling the stories of the nation, of Washington, and its people. Washington needs to expand the geography considered appropriate for commemoration of national and local history and ideals. Public waterfronts are particularly suitable for such storytelling, and there are many worthy stories to be revealed along the Anacostia waterfront.

10 The designs of new bridges and infrastructure along the waterfront must set high standards, incorporating public artworks where possible. These designs will help to define Washington's new civic identity for the 21st century.

11 The waterfront must serve as the "front yard" for many neighborhoods; an improved river environment will help to strengthen neighborhoods that have long been there, while enabling new neighborhoods to flourish. This is the focus of the next chapter.

12 All of the above must be achieved under a mandate for environmental care to sustain, rather than abuse, natural processes. Washington's plans to improve storm water and wastewater management by 2020, through Combined Sewer Overflow controls on all outfalls to the river, must be combined with stricter environmental guidelines on future development, especially the riverfront developments proposed in this Framework. The application of LEED (Leadership in Energy and Environmental Design) standards for new construction, the reintroduction of riparian ecosystems, and the construction of wetlands and daylighting of creeks are but a few of the environmental and smart-growth initiatives that must permeate planning, design, and development. (See Chapter One for a detailed discussion of these issues.)



A Day in the Life

You love your new apartment on the Near Southeast waterfront, especially the expansive views up and down the Anacostia River. You also love being able to walk to work on M Street, SE, hop the light rail into downtown, or ride your bicycle along the Riverwalk to any number of beautiful waterfront parks. But on this lazy Sunday afternoon you're going to just take it easy. You grab a coffee, head to your favorite waterfront park spot, set out a chair, open your new book, and settle into serenity.

Artist's rendering of a new waterfront neighborhood at the Southeast Federal Center in the Near Southeast. New development at the Southeast Federal Center will include approximately 2,000 new units of housing and a waterfront park.

5. NEIGHBORHOODS

Building and Sustaining Strong Waterfront Neighborhoods

Common Citizen Concerns

- Ensure that the benefits of waterfront revitalization are broadly shared by existing residents.
- Create jobs and attract neighborhood retail and services.
- Retain existing residents and avoid displacement caused by gentrification.
- Rebuild and preserve existing neighborhoods as a springboard for new residential development.

Actions

- **Redevelop Reservation 13 as Hill East waterfront** – an urban, multi-use waterfront district with 3.2 million square feet of health care, clinics, and office space, 35,200 square feet of retail space, and approximately 800 new residential units.
- **Link Historic Anacostia via Howard Road to the new Poplar Point cultural park** that includes over 60 acres of park and commemorative spaces, approximately 1,000 units of housing, and 350,000 square feet of cultural/museum space.
- **Restore the historic Carrollsbury neighborhood** on the Near Southeast waterfront with over 15,000 units of housing and 15 million square feet of commercial space, including 1,500 to 2,000 new housing units at the Southeast Federal Center.
- **Redevelop the Southwest waterfront** as a destination featuring approximately 800 units of housing, 500,000 square feet of commercial space, and 180,000 square feet of cultural uses.
- **Transform the east-of-the-river gateways** into commercial nodes and gracious entrances to the RiverParks, with improved connections to the western side of the river.

As development trends in Washington steadily move eastward and neighborhoods east of the river experience more housing starts than the city as a whole, the Anacostia River Corridor must become the city's growth center. The revitalization of the Anacostia waterfront represents a bridging of the city's physical, racial, and income divide and an improvement for the quality of life in neighborhoods on both sides of the river. By creating a waterfront that is worthy of the national capital and that addresses the city's position in an ever-expanding metropolitan region, the AWI seeks to revitalize surrounding neighborhoods, provide enhanced park areas, and restore public lands for the benefit of the city and the nation.

For about 30 years at the end of the 20th century, Washington's population declined as the metropolitan area's population doubled. But as the century turned, the trend reversed. Over the coming years, the attraction of urban living will draw a significant influx of residents. Because the District of Columbia cannot raise revenue from the federal government or commuters, residents are the key to the city's economic survival. Because space is limited in this largely built-out city, changing land uses along the Anacostia waterfront offers an unparalleled opportunity to create new residential neighborhoods. In rediscovering the Anacostia, Washington will not only enlarge its capacity for new growth but revitalize existing neighborhoods.

Urban waterfronts come to life when they become great places to live, work, visit, and relax. The appeal of waterfront living has galvanized urban revitalization of cities as diverse as Boston, Chicago, San Francisco, and Vancouver. By promoting quality of life in their neighborhoods and housing opportunities for different income groups, these cities have demonstrated that new housing development creates demand for new services, shopping, entertainment, public transportation, and open space. It also becomes a powerful strategy for job creation.

The effort to develop new waterfront neighborhoods along the Anacostia must be accompanied by equal effort at revitalizing and preserving existing neighborhoods. Some of Washington's most historic yet most distressed neighborhoods lie along the Anacostia. While those neighborhoods in the west of the city enjoy much of Washington's prosperity, those in the east carry a disproportionate amount of the region's poverty. New and affordable waterfront neighborhoods can be introduced along the Anacostia waterfront. Under a "Neighborhoods First!" policy, residential mixed-use neighborhoods will be promoted as the primary land use for waterfront lands in transition. By changing land-use patterns and activating underutilized areas along the river, Washington can add 15,000 to 20,000 new mixed-income households in the coming decades – without any residential displacement.

To thrive – and survive – cities build and rebuild. The Framework Plan identifies the potential to create waterfront neighborhoods with specific character tied to the assets of surrounding neighborhoods:

- East-of-the-river neighborhoods, such as River Terrace and Fairlawn, will enjoy better connections to an improved Anacostia Park and the greater RiverParks system.
- The Hill East waterfront will become a multi-use, mixed-income neighborhood that extends Capitol Hill to new riverfront parks, transforming it from an isolated campus to a vibrant, lively district.
- Historic Anacostia will extend to the river by linking its cultural assets from the neighborhood to the water, reaching toward a signature cultural park at Poplar Point and promoting gateway development at the South Capitol and 11th Street Bridges.
- Near Southeast will reestablish historic Carrollsbury at the waterfront with a new neighborhood at the Southeast Federal Center and the Hope VI project at the Capper-Carrollsbury Dwellings.
- Adjacent to Near Southeast, South Capitol Street will become a new employment corridor, with links to the surrounding neighborhoods and the Navy Yard and its associated services.
- The Southwest waterfront, only blocks from the Mall, will be a cultural destination of regional and national significance and a mixed-use neighborhood graced by small parks.

93 The Vision

94 The Neighborhood Agenda

96 Building on Existing Assets

98 Neighborhood Building Along the Anacostia –
A Rare Opportunity

100 Stimulating Commercial Growth

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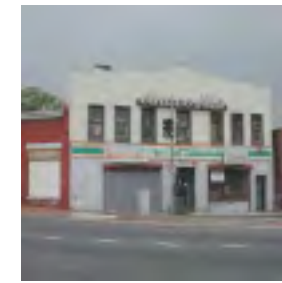
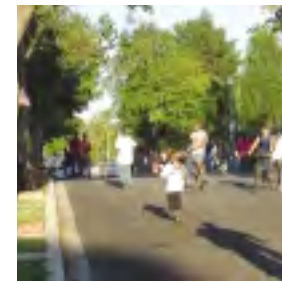
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A Vibrant Waterfront Bordered By Diverse Neighborhoods

THE NEIGHBORHOOD AGENDA

Promote sustainable economic development and reconnect the city to the Anacostia River and the waterfront park system.

Promote a vital waterfront by encouraging opportunities to live and work along the river.



“People make up our city’s neighborhoods and neighborhoods make our city great. This effort is about a partnership between all levels of government joining together with the people of our neighborhoods. By working together in partnership, we can raise the quality of life and the stature of our neighborhoods to levels worthy of our great city.”

Mayor Anthony A. Williams,
March 2002

Existing Neighborhoods

- Preserve existing waterfront neighborhoods.
- Ensure connections to the waterfront.
- Reinforce existing neighborhood commercial centers and connect them to the waterfront.
- Restore and rehabilitate historic structures.

Commerce and Employment

- Link employment and job training to local residents and new development.
- Consider neighborhood economic development in all aspects of the waterfront plan.
- Revitalize existing local commercial areas and activity centers.
- Introduce incentives for private investment and emerging market sectors.

Housing

- Create means for up to 20,000 new mixed-income households to move to the waterfront.
- Promote new housing development near transit to reduce regional commuting.
- Encourage residential in-fill development.
- Ensure affordability in publicly assisted development projects.

Neighborhood Transit

- Promote inter-modal transit: light rail, Metro, buses, bicycles, water taxi.
- Prioritize transit for underserved neighborhoods.
- Promote smart growth through locally and regionally focused transit alternatives.
- Build transportation infrastructure that sets the stage for appropriate development.

Quality of Life

- Link new development to new park amenities.
- Invest in schools to keep existing residents and draw new residents to the waterfront.
- Mitigate regional transportation impacts on local neighborhoods.
- Ensure public safety through community partnerships.

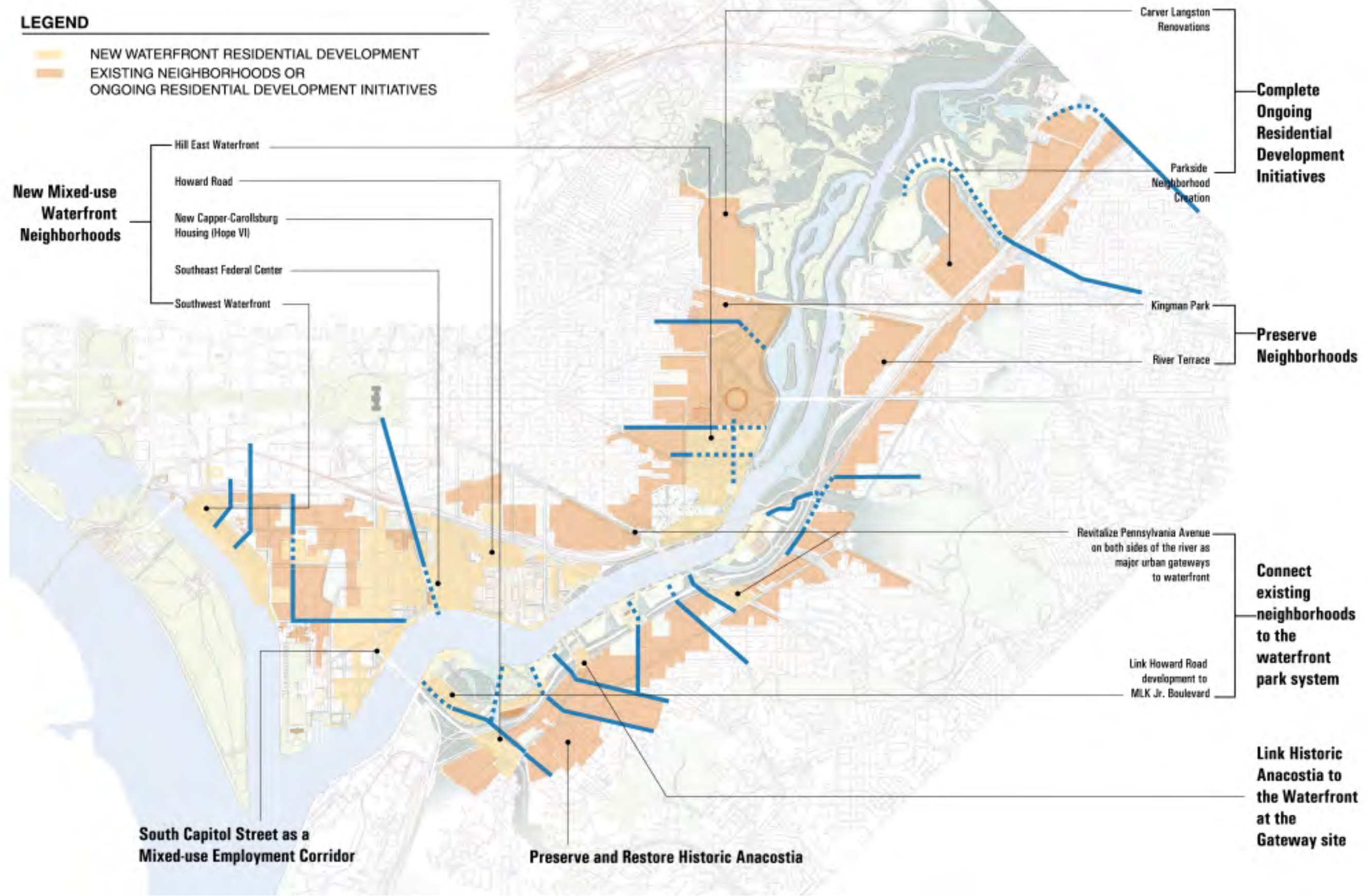
Revitalization Strategies

- Underutilized lands along the waterfront should be redeveloped to include residential uses.
- Support community-based organizations to guide the revitalization effort.
- Introduce policy to protect existing residents from increased land values.

THE NEIGHBORHOOD INITIATIVES MAP

LEGEND

- NEW WATERFRONT RESIDENTIAL DEVELOPMENT
- EXISTING NEIGHBORHOODS OR ONGOING RESIDENTIAL DEVELOPMENT INITIATIVES



Building on Existing Assets

“More than 50,000 people live within a 10-minute walk of the Anacostia River, but there are no sidewalks to take them there.”

Anacostia's Historic Assets



The Navy Yard in 1861 with Shad Fishers on the Anacostia.



The Navy Yard in 1918.



Frederick Douglass in his study at Cedar Hill in what is now Historic Anacostia.



1914, map showing the Anacostia neighborhood street grid to the river, with its (now historic) cultural resources.

The AWI vision seeks out the many assets of neighborhood life near the river, to generously expand them. Some assets are historic, such as the area's powerful cultural heritage. The Plan builds on these. Other assets are contemporary, such as the creative vitality offered by local Community Development Corporations. The Plan supports these.

A Legacy Lost: Washington's Historic Ties to the Waterfront

George Washington and Pierre L'Enfant deliberately placed the national capital at the confluence of the Anacostia and the Potomac Rivers, where commerce could flow freely along the waterways and a naval presence could be maintained. Georgetown was already a busy port, and the Southwest waterfront provided an additional deepwater harbor. Other waterfront communities developed with more casual relationships to the water, including Anacostia (at Poplar Point) and Carrollsburg (at Buzzard Point).

The Navy Yard, engaged in boat building and armament development, was the engine of neighborhood growth along the Anacostia in the 19th century. The yard's employees lived on Capitol Hill and in Historic Anacostia. Residents had easy access to the river, to swim, fish, and take refuge from the summer heat. In Historic Anacostia (formerly known as Uniontown), Howard Road led to a commercial boat landing at the tip of Poplar Point. By the late 19th century, however, pollution and silting had transformed the river to a shallow, smelly, malarial swamp.

As the process of settlement intensified, the public health risks of the Anacostia's condition increased. The Army Corps of Engineers dredged the river in the 1910s and 1920s, using dredged silt to fill in the river's tidal wetlands. The dredging operation dramatically reconfigured the paths of the Anacostia and Potomac Rivers, away from neighborhoods. Lost were the public landing at Poplar Point and the views from the Southwest neighborhood across the Potomac. The land created by the dredging was for the most part deeded to the U.S. Department of the Interior.

After World War II, the growth of waterfront neighborhoods included new communities of an emerging African-American middle class: the River Terrace, Carver Langston, and Mayfair neighborhoods were all developed in close proximity to the river and completed with public assistance.

In the early 1960s, Washington's neighborhood redevelopment reached an aggressive new pace. Urban Renewal (or "Negro Removal," as it is bitterly called by Washingtonians who lived through the era) targeted the Southwest neighborhood. Historic row houses were torn to the ground and families displaced. Public housing projects in other neighborhoods received these residents, leaving broken families and destroyed social structures.

All of this occurred in the name of progress, under policies then in fashion in all major American cities. To be sure, much of Southwest Washington was a challenged neighborhood in the 1950s, but its wholesale demolition and the dispersal of residents to public housing projects in industrial areas farther east created a social scar in Washington that continues to require care and healing.

Washington's Waterfront Neighborhoods Today

More than 50,000 people live within a 10-minute walk of the Anacostia River, but there are no sidewalks to take them there. Highways, contaminated lands, and chain-link fences come between the residents of Washington and their river. Only two of the more than 15 communities that line the river have a direct, beneficial relationship to the waterfront: the Southwest Urban Renewal area and the River Terrace community in Northeast. Residents of the other neighborhoods, including Capitol Hill, Historic Anacostia, Fairlawn, Carver Langston, and Mayfair, would have to traverse highways or dangerous intersections, negotiate barren lands, or jump fences to get to the river's edge.

Lost access to the river is not the only problem. With too few bridges, the river continues to act as a physical barrier within the city, preventing east-of-the-river residents from easily connecting to employment centers downtown – and separating wealthier neighborhoods from poorer ones. The poverty rate in some neighborhoods east of the river

approaches 25 percent of all households. In addition, the connections between destinations east of the river (such as the Kenilworth Aquatic Gardens or the Fredrick Douglass National Historic Site) and those west of the river are circuitous and daunting.

Neighborhoods just west of the river face different challenges, as they border important regional attractions. These heavily frequented sites – such as the fish market, RFK Stadium, and the National Arboretum – receive many regional visitors who arrive by automobile and create parking challenges that can overwhelm nearby neighborhoods. And all neighborhoods – on both sides of the river – are adversely affected by heavy regional traffic patterns.

Despite these challenges, existing neighborhoods along the river have distinct assets. They are important repositories of our city’s and our nation’s history. The historic and cultural endowments of these neighborhoods provide a critical armature guiding future improvements, which can be designed to showcase that history and build on that cultural wealth. Important historic districts lie in Anacostia and on Capitol Hill. Many individual structures along the river are in the process of being carefully preserved, including the Frederick Douglass National Historic Site, Congressional Cemetery, and the Latrobe Gate at the Navy Yard. Other historic sites include Barry’s Farm, where many newly freed slaves found a home after the Civil War, Fort McNair, where Lincoln’s assassins were hanged, and Langston Golf Course, the nation’s first public golf course built for an African-American community.

But the cultural heritage and strength of existing neighborhoods along the Anacostia encompass more than historic sites and structures. Community organizations and institutions give clear voice to the causes of a cleaner environment and higher quality of neighborhood life. The energy of these organizations provides the foundation and the essential backbone of the river’s renewal.



Barriers to the Waterfront
The diagram above shows the current land-use and infrastructure barriers between the Anacostia neighborhoods and the waterfront.



Boat-building is just one example of how neighborhoods along the Anacostia create distinct personalities.

Neighborhood Building Along the Anacostia – A Rare Opportunity

“The Southwest waterfront can become one of the most desirable places to live in all of Washington.”



Direct Access from Neighborhoods to the Waterfront

The pale orange areas in the diagram above indicate existing residential neighborhoods that will have greatly improved access to the waterfront. The dark orange areas are new neighborhood development sites directly on the river.

The AWI promotes a vision of new and revitalized neighborhoods, each with a vital mix of housing, commerce, and public resources. All new development will be guided to meet these criteria and to allow easy access to the waterfront from surrounding neighborhoods, precluding the development of private enclaves. The AWI will enforce this vision, and the Anacostia River and the future Riverwalk will help to link waterfront neighborhoods, but each neighborhood will retain its unique character. The guiding vision will be refined in each neighborhood by individual decisions related to social, economic, environmental, and transportation challenges. The result of these decisions will be neighborhoods with a variety of lifestyles and a diversity of attractions.

Upriver

Kenilworth and Carver Langston

The neighborhoods upriver near Kenilworth Park and Langston Golf Course – Eastland Gardens, Mayfair, Parkside, and Carver Langston – will continue to enjoy the tremendous natural resources of the Anacostia’s habitat. They will, however, get far better access to other parts of the park system and to the river’s west bank, via the Riverwalk, Park Road, and the proposed Kenilworth Bridge.

Already Underway...

The Watts Branch Community Alliance, along with Washington Parks and People and the District of Columbia Department of Parks and Recreation, has committed funds to restore the Watts Branch trail to the Anacostia River. These vigilant community organizations have already orchestrated incremental improvements to Watts Branch, a valuable recreational resource for the community.

No additional development is planned for these neighborhoods, with the exception of the potential long-term reuse of the PEPCO Benning Road Facility site if the power plant is relocated. The site would make an ideal mixed-use neighborhood, with retail uses on Benning Road and residential development adjacent to the parklands.

Mid-river

River Terrace, Twining, Fairlawn, Kingman Park

Neighborhoods near Anacostia Park will also find the river more accessible than ever before with the introduction of new waterfront parks and new gateways into Anacostia Park. With enhanced ball fields, an improved recreation center, expanded boathouses, and the Anacostia Riverwalk, opportunities for neighborhood recreation activities and mobility between these offerings will multiply. Enhanced gateways at Benning Road, Randle Circle, and Pennsylvania Avenue will connect these existing commercial corridors to activity at the RiverParks.

Already Underway...

The community-led Pennsylvania Avenue East of the River Revitalization Task Force has procured new resources for transportation, housing, commercial development, and public safety issues along the Pennsylvania Avenue, SE, Corridor. The District of Columbia government has committed \$500,000 in fiscal year 2003 for streetscape and traffic improvements.

The Marshall Heights area benefits from strong resident-led revitalization efforts. The Marshall Heights Community Development Organization has developed about 540 housing units over the past five years. The District of Columbia government has committed resources to the MHCDO for facade improvements to businesses along Minnesota Avenue from Benning Road to East Capitol Street.



Hill East will be transformed under the AWI to include new housing, a new gateway park at the extension of Massachusetts Avenue, a new and lively ‘public square’ by the Metro, with community health clinics and other amenities.

Hill East Waterfront

The transformation of Public Reservation 13 to a new multi-use neighborhood along the Anacostia waterfront replaces institutional superblocks with a graceful continuation of the Hill East neighborhood street grid, all the way to the proposed RiverParks. Instead of large, impassable buildings, residents will enjoy a vast new waterfront park, the Meadows; a village square that will include neighborhood retail; and the completion of one of Washington’s great boulevards, Massachusetts Avenue, for which a ceremonial circle is proposed. While remaining faithful to existing neighborhood character, this area can become a vibrant city neighborhood, with 800 new homes, 3 million square feet of health care, institutional, and office uses, and about 35,000 square feet of retail space.

Downriver

Neighborhoods along the lower reaches of the Anacostia River – Historic Anacostia, Near Southeast and Southwest – will experience the synergy of an urban waterfront that will include new cultural opportunities, promenades, shops, restaurants, and great parks. Access from neighborhoods to the river will be restored.

Historic Anacostia and Poplar Point

Across the river from the Navy Yard, a proposed 80-acre park at Poplar Point creates an unparalleled opportunity to bring new life and economic energy to the neighborhoods of Historic Anacostia, while remaining faithful to the area’s cultural heritage. The proposed features of the park would round out the rich offerings of Historic Anacostia, such as the Frederick Douglass National Historic Site and the Smithsonian’s Anacostia Museum and Center for African-American History and Culture.

Dense new residential development on private property along Howard Road approaching Poplar Point would create an exciting new neighborhood overlooking the park with expansive views of Washington and the river. A mixed-income neighborhood here – well connected to the river, to existing neighborhoods, and to the rest of Washington via the convenient Anacostia Metro station and a new Frederick

Douglass Bridge – would support increased retail activity in Historic Anacostia along Martin Luther King Jr., Avenue and Good Hope Road. Rebuilding the Douglass Bridge at South Capitol Street, so that it is oriented to local traffic, pedestrians, and bicycles, will further support these improvements, while noxious highway traffic will be routed away from the area through a proposed South Capitol Street Tunnel.

Already Underway...

- A charter elementary school, the Howard Road Academy, currently enrolling 515 students, heads the roster of new opportunities and facilities slated for this neighborhood.
- The District Department of Transportation has committed funds for streetscape improvements in Historic Anacostia as part of the Anacostia Town Center plan.
- The District of Columbia plans to build a Government Center at the corner of Martin Luther King Jr., Avenue and Good Hope Road, SE.
- About 200 units of new housing are being constructed at Good Hope Road – the first new multi-family housing development in the area in 25 years.
- The East of the River Community Development Corporation is developing the Hillsdale Heights townhouses and Washington View condominiums – a total of 142 units.



Historic Anacostia and Poplar Point are already richly blessed with cultural and historic sites. New mixed-income residential development, considered in relation to public transportation, will bring new life and economic energy to the area.

- The Camp Simms redevelopment project in nearby Congress Heights includes 80 housing units plus a shopping center with supermarket, the only grocery store in the area.

Near Southeast/Carrollsborg

Here a rich mixture of old and new architecture and institutions, traditional and contemporary blocks and streets, and diverse housing will create a unique layering of physical and social fabrics. The Historic Carrollsborg neighborhood will once again be connected to the waterfront. The Southeast Federal Center will bring new office and residential buildings to Carrollsborg, along with public spaces that will connect to the river, such as a waterfront park and promenade that will join those at the adjacent Navy Yard. M Street, SE, is acquiring a bustling downtown-like character, complete with expanded bus service and WMATA plans for eventual light-rail transit service. And Eighth Street, SE, also known as Barracks Row, is currently undergoing improvements under the Main Streets program.

The underdeveloped lands near this strategically located historic neighborhood – including the Southeast Federal Center, the Canal Blocks park, the Hope VI redevelopment and a revitalized M Street – could support 3,000 or more new housing units, plus 3 million to 4 million square feet of office and commercial space.



Rendering of local open space and retail corridor, envisioned for the new Capper-Carrollsborg Hope VI Development.

The Southwest Waterfront/Washington Channel

Redevelopment proposed along the Washington Channel will create a waterfront destination only steps from the Mall and the Tidal Basin, to be enjoyed by everyone, from area residents to national and international visitors. That new destination will include, in addition to the existing marinas and fish market, a museum and/or memorial, retail stores, waterfront restaurants with outdoor seating, 15 acres of parks and esplanades, and 800 new residences housed above street level in mid-rise buildings – all accessible from two nearby Metrorail stations, L’Enfant Plaza and Waterfront-SEU.

The Southwest waterfront can become one of the most desirable places to live in all of Washington. It overlooks the Washington Channel, Hains Point, and the Potomac River. It neighbors important cultural attractions, such as Arena Stage theater, as well as substantial federal employment centers, and it is minutes from National Airport. It offers residents and visitors the chance to experience scenic views and proximity to all the proposed amenities of the new Anacostia RiverParks. These attributes will draw new residents seeking an urban experience in a contemporary setting, yet at a slight remove from a central business district atmosphere.



The Washington Channel is a popular destination for tourists and locals, and its proximity to the Mall makes it the ideal place for additional development.

Stimulating Commercial Growth

“Sustainable economic development in waterfront neighborhoods must create opportunities to live, work, play, and learn.”

Stimulating Economic Growth in the Anacostia Neighborhoods

Supporting Commercial Growth

- The District has committed half a million dollars to support the Pennsylvania Avenue East of the River Revitalization Task Force as it addresses commercial development, transportation, public safety, and housing along the Pennsylvania Avenue Corridor.
- The District Department of Transportation has committed funds for streetscape improvements in Historic Anacostia as part of the completed Anacostia Town Center plan.
- The District has committed resources to the Marshall Heights Community Development Organization, Inc. for façade improvements to the businesses along Minnesota Avenue between Benning Road and East Capitol Street.

Employment and Job Training

- Initial planning and property acquisition have been completed for the development of the new Department of Employment Services (DOES) Headquarters at the Minnesota Avenue Metro station.
- Plans are underway for a new government center at Anacostia Gateway.

Education

- The District has budgeted \$6 million for improvements to Sousa Middle School in FY2003.
- A new charter elementary school, the Howard Road Academy at Poplar Point, opened in August 2002. It currently enrolls 515 students.



Corridors of Commercial Growth

Corridors (shown in red) are targeted for retail growth and revitalization. Enhanced transit service will reinforce retail and commercial uses.



Storefronts in Brookland, Northeast D.C.; a precedent of mixed use neighborhoods already exists.

The AWI Framework Plan envisions the redevelopment of existing commercial corridors, such as Pennsylvania Avenue and Martin Luther King Jr. Avenue, as well as the creation of new employment centers, such as M Street, SE and South Capitol Street. The commercial redevelopment process is creating new job opportunities for the people who live in Washington today. As the demand for local goods and services increases, commercial and retail growth will flourish even more.

Coordinating Federal and Local Development Goals

The Near Southeast/Carrollsbury neighborhood is clearly poised to lead this transformation, with over 15,000 new jobs relocating to the M Street, SE corridor over approximately 10 years, for a total of 25,000 jobs. The consolidation of the NAVSEA division to the Navy Yard and the recent decision to relocate the U.S. Department of Transportation to M Street, SE are complemented by private-sector demand for new office space. New jobs in the M Street corridor are already fueling demand for new restaurants and other retail services on 8th Street, SE.

The importance of coordinating federal real estate actions with local neighborhood development goals cannot be overstated. Federal offices can play a crucial role in fueling demand for neighborhood stores and restaurants, and can also help animate streets and parks throughout the day. Current federal security requirements, however, could compromise neighborhood vitality and must be carefully considered in this light.

Target Area	Gross Office Capacity	Office Employment	Retail Employment
Southwest Waterfront	25,000 sq. ft.	250 jobs	1,500 jobs
South Capitol Street	4-5 million sq. ft.	40,000 jobs	500 jobs
M Street Corridor SE	3-4 million sq. ft.	35,000 jobs	500 jobs
Poplar Point	500,000 sq. ft.	500 jobs	200 jobs
Hill East	3-4 million sq. ft.	30,000 jobs	200 jobs
TOTAL	14 million sq. ft.	100,000 jobs	2,500 jobs

The employees who fill these jobs should be encouraged to live near their work in order to avoid the automobile commute that clogs local roads and pollutes the region's air. Those who live near the Anacostia waterfront will have the recreational resources of the RiverParks at their doorstep, as well as transportation alternatives, such as the Riverwalk, Metro, and light-rail transit, to get them to their jobs.

Education and Job Training

Education and job training programs will encourage existing residents to compete for new jobs and earn higher incomes, and will therefore be key to revitalizing neighborhoods long devoid of commercial investment. Economic development policies must be established to ensure that neighborhood residents take advantage of the new growth around them. All new public and commercial development projects should be tied, wherever possible, to job training programs.

In addition, large-scale federal actions should be carefully analyzed in terms of existing local initiatives and opportunities. Exemplary actions, such as the decision to consolidate the NAVSEA division at the Navy Yard, have already had an unprecedented positive effect on local neighborhood redevelopment efforts. Close coordination during the planning, design, and construction of capital projects can result in major positive impacts. The Navy's and the District's support of the Bridges-to-Friendship initiative has helped to coordinate federal actions and create local jobs.

Schools Along the Waterfront

Sustainable economic development in waterfront neighborhoods must not only create opportunities to live, work, and play, but must also include the opportunity to learn. There are over 20 public and charter schools in the AWI planning area and two universities – Southeastern University and the National Defense University at Fort McNair. With a clean Anacostia River and new resources like parks, recreation facilities, cultural institutions, and commercial and retail development along the waterfront, opportunities for these schools are vast.

The Anacostia River itself is a unique setting, where Washington’s school children can learn about the environment and its stewardship by contributing to the restoration of the watershed in which they live. Environmental education programs associated with the National Park Service, the National Arboretum, the Navy Yard, the Earth Conservation Corps’ Matthew Henson Center, and the Anacostia Watershed Society already use the “living classroom” approach, where students learn from directly interacting with the river through activities like environmental cleanups, water testing, and bird watching. (For more on environmental education, see Chapter 1, page 29).

Education along the Anacostia waterfront can also be accomplished inside the classroom. Schools’ access to the river and a revitalized waterfront can enhance their programs in science, social science, and physical education. For example, the Anacostia Community Boathouse, located under the 11th Street Bridges in the Near Southeast, is already affiliated with several Washington-area schools’ rowing teams and would readily accommodate even more rowing programs. School curricula can also be supplemented with environmentally oriented community service, fellowships, and job training that are tied to work that will be essential to restoring the Anacostia River, such as wetland creation, wildlife and habitat management, and water quality testing.

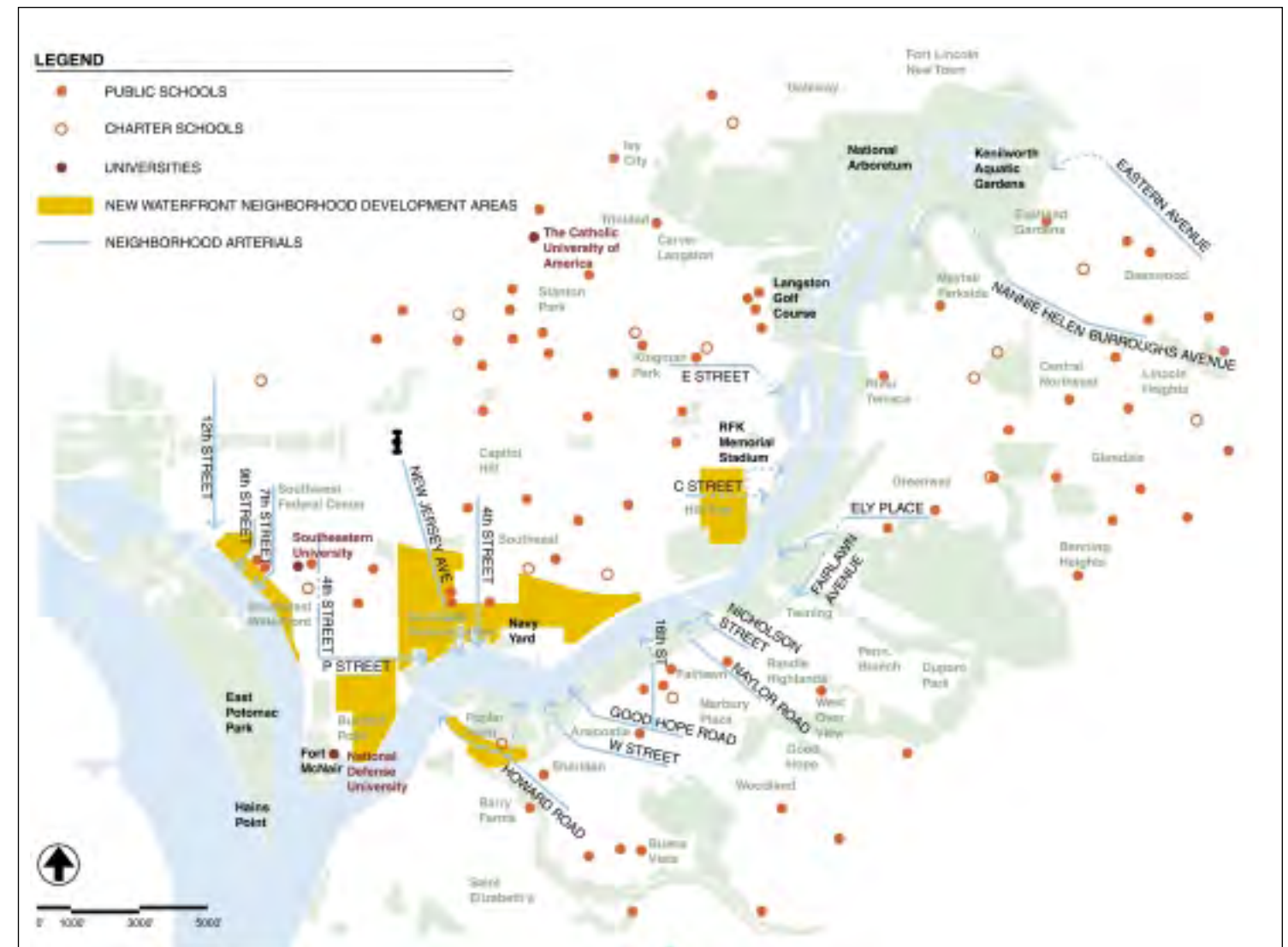
Four high schools border the Anacostia waterfront. Current graduation and unemployment rates in the project area must

be considered in all neighborhood revitalization strategies, so that local businesses can be prepared to provide after school jobs, internships, and post-graduation career opportunities. High school vocational programs should be specifically geared to training students for job opportunities that will be created by new construction and environmental remediation along the waterfront. Increasingly, builders and contractors are expected to draw a majority of District residents as workers in construction.

The creation of new neighborhoods along the waterfront, like the Hill East and Southwest waterfronts and the Capper-Carrollsborg Hope VI and Southeast Federal Center developments, will infuse existing neighborhoods with new residents and the need to expand existing schools or create new schools. This presents a great opportunity for communities to coordinate housing and commercial development to plan for and leverage capital projects for schools. Modernizing existing schools also acts as a catalyst for economic development by drawing further investment to waterfront neighborhoods. Many home buyers and potential residents often look at public schools as an indicator of a neighborhood’s quality of life. A lynchpin in attracting residents to the waterfront and determining the long-term atmosphere of those neighborhoods will be the quality and competitiveness of the neighborhood schools.



Access to the waterfront would provide teachers with a natural classroom; and students with more recreation options.



Charter Schools, Public Schools, and Universities Shown in a Relation to New Neighborhood Development

Creating Waterfront Neighborhoods

“New residential development can bring the residents in existing neighborhoods a new level of convenience and a better quality of life.”

Neighborhoods First!

Principles

Currently, the Anacostia waterfront is blocked by vast paved surfaces, polluting industries, a regional highway system, and large amounts of inaccessible parkland. The Neighborhoods First! policy seeks to create mixed-use, mixed-income residential neighborhoods along the waterfront that capitalize and build on existing assets.

- **Promote residential mixed-use neighborhoods as the primary land use for waterfront lands in transition.**
- **Develop infill projects, where appropriate, and create new mixed-use neighborhoods in larger parcels of land available for redevelopment.**
- **Encourage uses that enhance neighborhood life – retail, recreation areas, open space, arts and culture.**
- **Establish clear points of neighborhood access to the Anacostia RiverParks and the Anacostia Riverwalk and Trail.**
- **Ensure low-impact development practices along the waterfront that will contribute to a clean and active river.**
- **Create a distinctive identity for the Anacostia waterfront that is consistent with the tradition of Washington neighborhoods.**
- **Celebrate the unique heritage of each neighborhood through public art, commemorative spaces, parks and signage.**
- **Design and landscape streets and sidewalks to complement neighborhood character.**

The Framework Plan envisions the now under-utilized lands along the lower Anacostia River – such as the Southwest, the Southeast Federal Center, and the Hill East waterfront – as a group of vibrant new neighborhoods connected by the RiverParks and Riverwalk systems. These areas present the opportunity to build new homes in Washington without displacing current residents.

Different Homes for Different Needs

New homes near the waterfront will accommodate various income groups and neighborhood characters. Housing types might range from classic Washington row houses to apartment buildings of substantial density in neighborhoods with sufficient transit, or room to develop transit service.

The new residents who move to these homes will include suburbanites who will no longer have to commute to work, and a range of incomes to enlarge the city's tax base. They will also include current Washington-area residents who will have new choices in housing.

The AWI proposes careful District of Columbia government coordination of community planning in order to ensure the communities' success and their effective links to existing neighborhoods. Residents of new neighborhoods will be concerned with local shopping opportunities, schools, convenient transportation, public amenities, and links to stable neighborhoods. In neighborhoods near the river, they will be concerned with access to the new resources offered by the waterfront. Planning of new residential development must address all of these concerns.

What New Housing Can Do For Current Washington Residents

New residential development – with its ability to stimulate commerce and public investment – can bring the residents of existing neighborhoods a new level of convenience and a better quality of life: diverse new stores, more attractive streets, more convenient transportation choices, and pleasant recreational settings. A variety of housing options will

be included, to give current residents exciting new housing opportunities. To make new residential development serve the needs of current residents, the design of new housing must attend to the following guidelines:

- New housing investments must increase public access to the waterfront from surrounding neighborhoods.
- Neighborhood commercial centers should be designed to serve residents of different income levels by providing retail alternatives.
- New housing must accommodate a range of incomes and household compositions (from single adults to families); this approach will result in the most vibrant mix of stores, as well as balanced communities that complement market demand and community needs.
- Employees of local businesses and institutions should be targeted as potential buyers and renters of new housing.

Existing Housing Policies Can Benefit the Waterfront

The housing development initiatives along the waterfront could benefit from a variety of existing federal and local housing programs, including the following:

Federal Programs

- **HOPE VI** – The Hope VI, or Urban Revitalization Demonstration Program, was created in 1992 to transform the most distressed public housing developments into thriving, sustainable mixed-income communities. The Arthur Capper/Carrollburg HOPE VI project, located in the Anacostia Waterfront Initiative area, represents one of the most ambitious HOPE VI projects nationwide. The \$34.9 million grant has been leveraged to provide a total of over \$424 million for the creation of 1,562 new housing units, approximately 600,000 square feet of new office space, 20,000-40,000 square feet of retail space and a new community building.
- **Low Income Housing Tax Credit Program (LIHTC)** – The LIHTC program was created in 1986 to assist developers with affordable housing construction and rehabilitation. The LIHTC program allocates a four percent tax credit to

developers of new or rehabilitated affordable rental housing. The program induces about \$6 billion of private investment each year to produce more than 115,000 units that are affordable to low-income and elderly people. LIHTC will spur new affordable housing development in the Anacostia Waterfront Initiative.

Local Programs

- **Home Again** – The Vacant and Abandoned Housing Initiative, or “Home Again,” is a program designed to convert vacant and abandoned buildings into quality, affordable homes. In response to residents' concerns, the District will gain site control of vacant houses and sell them to developers who will rehabilitate them into housing for people of all incomes. The Home Again program can be utilized to acquire vacant and abandoned properties for the purposes of strengthening and revitalizing communities within the Anacostia Waterfront Initiative.
- **Housing Production Trust Fund Program (HPTFP)** – The HPTFP provides financial assistance to non-profit and commercial developers to create low- to moderate-income rental and ownership housing and related facilities. The funds from the HPTFP can be used to increase housing opportunities in the Anacostia Waterfront Initiative communities.
- **Zoning Incentives** – Housing and affordable housing should represent a key neighborhood objective in all zoning cases and should be understood as a neighborhood benefit in all Planned Urban Development zoning applications. Creating new housing should be a policy objective when crafting new zoning regulations for waterfront sites.
- **Land Disposition and Public Investment in Infrastructure** – The District should strive to include affordable housing as an element of major neighborhood investments involving public infrastructure financing, and as a program element where land is being disposed of by the federal or District governments.

The Importance of Neighborhood Institutions, Community Organizations, and Public Facilities

New homes and jobs are not in themselves sufficient to create vibrant, safe, community-oriented neighborhoods. Public facilities and institutions must be included with housing and retail opportunities to make neighborhood life convenient and safe. New public parks, community centers, schools, libraries, and post offices must be introduced to under-served areas in order to enhance the quality of life. The new RiverParks, museums, and memorials will enhance and serve existing and new neighborhoods alike. These new facilities must be thoughtfully integrated along streets and open spaces in order to transform the current image of neglect along the waterfront, and to foster smart-growth, pedestrian-oriented communities where residents need not rely on cars to find the necessities of daily life.

Some waterfront neighborhoods will attract unique uses that will enliven and give special character to their communities: waterfront restaurants, new museums, cultural facilities, entertainment venues, and private institutions. These new enterprises must forge strategic partnerships with neighborhood institutions, such as schools and social service organizations, to strengthen the web of relationships that creates a community. In years past, the Navy Yard has provided a good example of neighborhood-oriented programming with special events and weekend hours. Special educational or youth programs are always effective vehicles for creating strong links in neighborhoods.

Community and non-profit organizations must play a creative role in forging new partnerships to realize the potential of neighborhood assets. Examples include existing recreation and environmental organizations, like Washington Parks and People, which is helping residents rediscover the tributary stream that flows through their community. Another excellent example is the Earth Conservation Corps' Matthew Henson Center, which promotes both river-based and community-based youth programs. Some groups, such as tenant and housing cooperatives, must work with real estate developers to create affordable housing. Community development corporations (CDCs) will also be critical to stabilizing neighborhoods and garnering the benefits of new investment for existing residents.

Community organizations should strive to promote:

- New mixed-income housing that will help ensure housing choices for existing residents, promote social inclusion, and support more retail amenities.
- New educational and job-training programs which prepare existing residents for jobs along the waterfront corridor.
- Alternative transit connections which reduce traffic and parking pressures, including the new Riverwalk and light-rail line.
- Public and private investment in cultural institutions, works of public art, or monuments that celebrate the history of waterfront neighborhoods and our nation.



Example of higher density development.



Rowhouse development in Anacostia.



Concept for Arthur Capper/Carrollburg dwellings, Hope VI project.

Neighborhood Clubs and Organizations

The strength of waterfront neighborhoods is demonstrated in the wide array of clubs and organizations representing them. For example,

- Washington Parks and People leads hundreds of neighborhood volunteers in restoring the Watts Branch tributary stream.
- The Seafarers Yacht Club sponsors boat safety programs for children.
- Langston Golf Course is host to the youth-oriented First Tee program.
- The Anacostia Watershed Society and the Earth Conservation Corps offer educational and youth-training programs.
- The Anacostia Garden Club is working to organize community and heritage gardens adjacent to Historic Anacostia.
- The Capitol Hill Rowing Club is home to youth rowing programs.
- The Bridges-to-Friendship organization and the Covenant House in Washington have been organizing job-training programs focused on environmental stewardship.
- The Washington Heritage Tourism Coalition is working to introduce interpretive signage heralding the waterfront's history.

These are just some of the exciting citizen-led initiatives reconnecting the life of our city to the Anacostia waterfront.



Members of the Seafarers Yacht Club.

Integrating the National Monuments into Local Neighborhoods

“The symbolism of nationally significant monuments should be celebrated on an equal footing with the vitality of the neighborhoods.”

In addition to regional attractions and local neighborhoods, the Anacostia River hosts institutions of national prominence, such as the Smithsonian’s Anacostia Museum and Center for African-American History and Culture, the Navy Yard, and the National Arboretum. Over time, the Anacostia waterfront will likely host more museums and monuments commemorating our nation’s history, as available space on the Mall diminishes.

New memorials and museums near the waterfront will produce a richer cultural environment for the neighborhoods and will attract a diversity of economic development opportunities.

The Anacostia Waterfront Initiative Framework Plan seeks to integrate the monumental features of Washington with the smaller-scale features of local neighborhoods. Local development strategies must balance national and neighborhood considerations. Conflicts, such as those originating in traffic management, will inevitably arise, and balances must be struck between tourism and neighborhood life. Nevertheless, a richer city will emerge, one that will reflect the uniqueness of its neighborhoods and the strength of our nation.

Traffic control systems, sufficient parking, and alternative forms of transportation, such as Metro service, water taxi and light rail, will mitigate potential inconvenience to neighborhood residents from increased tourist visits. Events, hours, and programs can be scheduled in ways that reduce the impact of much-visited institutions on neighborhood life and create special offerings for the neighborhood.

Other new cultural enhancements should be directed solely at the neighborhoods around the river, sited in them, and focused on celebrating the cultural heritage of these historic districts. Public-private collaborations, such as that of the Earth Conservation Corps’ Matthew Henson Center



National Monument and Local Heroes

The African-American Civil War Memorial is a monument of national importance set in a residential neighborhood.

(an old pump house that the Navy renovated into a new non-profit environmental education facility) should be encouraged. Local communities can form development corporations to sponsor the various cultural institutions, monuments, or memorials.

In all cases, new waterfront monuments should be appropriately located to encourage investment in the surrounding neighborhoods. No longer does the city need to be artificially divided into “federal” and “local” districts. The symbolism of nationally significant monuments should be celebrated on an equal footing with the vitality of the neighborhoods in our nation’s capital.



The Franklin Delano Roosevelt Memorial at the Tidal Basin provides a cooling rest for tourists. A memorial fountain in a neighborhood would provide the same amenities to local children and families.

Precedents



The Josephine Shaw Lowell Memorial Fountain provides a focal point in New York’s Bryant Park for Midtown office workers and residents.



Centennial Fountain in West Palm Beach, Florida is a monument whose clever design successfully draws both outside visitors and local families.



Harriet Tubman Park in Boston, Massachusetts features a sculpture and a curved bench. An example of how a memorial can also serve as a space for local neighborhood gathering. (Reprinted with permission of CBA Landscape Architects, Waltham, Massachusetts.)

© Steven Sternbach

The Do's and Don'ts of City Planning: Learning from Our Mistakes

Segments of the Anacostia waterfront read like a catalogue of urban planning mistakes from the past: vast paved surfaces, polluting industries, urban renewal projects, and a regional highway system. However, other segments of the Anacostia waterfront showcase true jewels that make this river corridor a great resource for the city, the region, and the nation. The following list of planning “do’s and don’ts” should help planners avoid the mistakes of the past while recognizing the great assets that already exist along the waterfront.

DON'T



Restrict public access to the waterfront.

Example: Reservation 13.



Isolate waterfront areas with large-scale, regional transportation infrastructure.

Example: Anacostia Freeway.



Create unsuitably-scaled neighborhood development.

Example: Maine Avenue is six lanes wide.



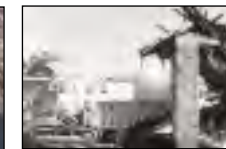
Locate polluting land uses along waterfront or in the watershed.

Example: Buzzard Point.



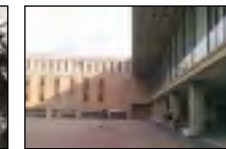
Underutilize urban, waterfront land.

Example: Southeast Federal Center.



Displace existing residents.

Example: Southwest Urban Renewal.



Build a homogeneous, anonymous public realm – including landscaping, buildings, sidewalks.

Example: Waterside Mall.



Consign large areas to a single land use.

Example: D.C. General Hospital.



Permit large federal developments in which security concerns will undermine neighborhood life.

Example: Fort McNair.



Ignore architectural and urban design considerations by blocking views and constructing bland buildings.

Example: L'Enfant Plaza.



Isolate regional and national attractions and destinations from neighborhoods.

Example: the Mall.

DO



Ensure many clear points of neighborhood access to the waterfront and its amenities.

Example: Georgetown.



Create a continuous waterfront park system tied together and to the neighborhoods by the Anacostia Riverwalk and Trail system.

Example: Watts Branch.



Scale streets, sidewalks, and buildings appropriately to complement neighborhood character.

Example: Capper-Carrollsborg, Hope VI Project.



Establish environmentally sensitive uses along the river that contribute to a clean and active waterfront.

Example: Kenilworth Aquatic Gardens.



Develop infill projects, where appropriate, and create new mixed-use neighborhoods in larger parcels of land up for redevelopment.

Example: Reservation 13 transformed into Hill East waterfront.



Attract new residents to new residential development.

Example: Capper-Carrollsborg, Hope VI mixed-income housing.



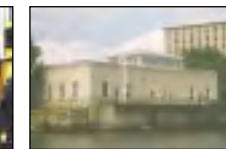
Reflect and celebrate the unique heritage of each neighborhood through public art, commemorative spaces, parks and signage.

Example: Historic Anacostia.



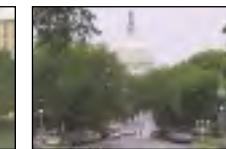
Encourage a mixture of uses to keep activity on the streets all day and evening.

Example: Georgetown.



Promote uses that enhance neighborhood life.

Example: The Matthew Henson Center.



Promote architectural distinction and urban design that is commensurate with the standards of the L'Enfant plan.

Example: View of Capitol from East Capitol Street.



Establish synergies between destinations and existing neighborhoods.

Example: African-American Civil War Memorial in the historic Shaw neighborhood.



Artist's aerial rendering of the Near Southeast neighborhood. It envisions a dense, urban neighborhood that reestablishes historic Carrollsburg along the Anacostia River with unprecedented public access to the waterfront.

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6. TARGET AREA PLANS

Relating Framework Themes and Target Areas

The preceding chapters outlined an overall vision for the Anacostia waterfront, presenting the goals of the Anacostia Waterfront Initiative in terms of five overarching themes and planning intents. This chapter integrates the framework themes with the Target Areas, studied in detail over the past two years.

The table on the next page provides a summary of the major Framework Plan recommendations as they apply to each of the Target Areas. A summary of each Target Area follows.

The success of the Anacostia Waterfront Initiative will ultimately rest on how well the overall vision and the many individual initiatives and places are woven together. The result of that success will be a healthier and more accessible city, a more urbane, beautiful landscape, and a more prosperous and just river environment.

108 Target Areas and Table of Initiatives

110 Anacostia Park

112 Hill East Waterfront/RFK Area

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116 East of the River Gateways

118 The Near Southeast Waterfront

120 The South Capitol Street Corridor

122 The Southwest Waterfront

124 Implementing the AWI Vision

Overlapping the Framework Themes with the Target Areas

“I firmly believe this effort will result in nothing less than the transformation of the Anacostia from a line of division within our city into a great common ground. We must strive to set our sights high and create one of the greatest waterfronts of any international capital. We must do so in a manner which is distinctly Washington.”

Mayor Anthony A. Williams,
March 2002



Framework Themes

1

A Clean and Active River

2

Gaining Access to, Along, and Across the River

3

A Great Riverfront Park System

4

A Riverfront of Distinct Places and Cultural Destinations

5

Building and Sustaining Strong Waterfront Neighborhoods

Table of Initiatives

Anacostia Park	Hill East (RFK Area)	Poplar Point	East of the River Gateways	The Near Southeast Waterfront	The South Capitol Street Corridor	The Southwest Waterfront
<ul style="list-style-type: none"> Expansion of riparian edge. Daylighting of tributary streams. Introduction of bioswales and permeable paving in riverside zones. 	<ul style="list-style-type: none"> New tidal wetlands. Landings for paddle boats. New RiverParks Nature Center on Kingman Island. Control RFK Stadium parking lot run-off. Low impact development standards. 	<ul style="list-style-type: none"> More than 4 acres of new wetlands. Daylight Stickfoot Creek. More than 60 acres of open space. 	<ul style="list-style-type: none"> Restored streams: Stickfoot, Fort Stanton, Fort Davis, Pope Branch, Fort Dupont, Piney Run, Watts Branch. Expanded riparian edge of Anacostia Park. New wetlands at Poplar Point. 	<ul style="list-style-type: none"> New community boathouses. Low-impact development standards at Southeast Federal Center and Capper-Carrollsborg. Enhanced Boathouse Row. 	<ul style="list-style-type: none"> Reduce run-off with low impact development. Create grand boulevard with additional street trees along corridor. 	<ul style="list-style-type: none"> Water shuttle landing. Reduce run-off by consolidating Water Street and Maine Avenue.
<ul style="list-style-type: none"> Convert I-295 to a Parkway. Depress I-295 at Anacostia High School, and at 11th Street and Pennsylvania Avenue intersections. Complete and improve the park road system. Build 20 miles of Riverwalk. 	<ul style="list-style-type: none"> A new park road crossing at Massachusetts Avenue. Extend Massachusetts Avenue to the water. Improve East Capitol Street Bridge to accommodate pedestrians and bikes and link to Riverwalk. 	<ul style="list-style-type: none"> Extend Howard Road. Improve Anacostia Metro station to accommodate multi-modal access. Realign and reconstruct a lower, local Douglass Bridge with Riverwalk access. 	<ul style="list-style-type: none"> Reconstructed bridges with increased access for local traffic and pedestrians: Douglass Bridge, 11th Street Bridges, Pennsylvania Avenue Bridge, and Benning Road Bridge. Waterfront light-rail line connecting M Street, SE, Anacostia Metro, and Minnesota Avenue Metro. 	<ul style="list-style-type: none"> Extension of neighborhood street network to waterfront. Extension of M Street to Barney Circle. Southeast Freeway transformed into a parkway. 	<ul style="list-style-type: none"> New Highway Tunnel across river and under South Capitol Street. Restoration of South Capitol Street as a vital commercial boulevard. New local bridge crossing and alignment. 	<ul style="list-style-type: none"> Transform Maine Avenue into a tree-lined urban boulevard. New lightrail on Maine Avenue. Multi-modal transportation center at 10th St. Overlook.
<ul style="list-style-type: none"> 122 total acres of playing fields. 93 total acres of passive recreation. 370 acres of nature-based recreation. 64 total acres of neighborhood recreation. Build the Riverwalk, 20 miles of connected trails and bikeways. New RiverParks Aquatic Recreation Center. 	<ul style="list-style-type: none"> New Meadows Park at waterfront and Village Square Plaza at Metro Station. Paddle boat launch south of Benning Bridge. Kingman Island nature trails. 	<ul style="list-style-type: none"> New boat landing at terminus of Good Hope Road. New visitors center for the National Park Service. Additional playing fields. 	<ul style="list-style-type: none"> Upgraded and expanded Riverwalk and Trail. New RiverParks athletic fields at Kenilworth Park. New RiverParks Aquatic Recreation Center. Additional playing fields throughout Anacostia Park. Restored Watts Branch linear park. 	<ul style="list-style-type: none"> New park at Southeast Federal Center waterfront. New Canal Blocks park. Continuous Riverwalk esplanade. New Park at East M Street waterfront. 		<ul style="list-style-type: none"> New Riverwalk promenade. New bike trails. A new pedestrian bridge to East Potomac Park from Southwest Waterfront. A new civic park at M Street terminus.
<ul style="list-style-type: none"> New marinas along the river. National Park Service Visitor's Center. 	<ul style="list-style-type: none"> Improved sports and entertainment facilities at RFK Stadium. Shuttlebus service to RFK Stadium and RiverParks during peak park usage. 	<ul style="list-style-type: none"> New memorial of national significance. New Memorial Gardens plus potential for a sculpture garden/museum. New amphitheatre. 	<ul style="list-style-type: none"> Monuments and public art at all gateways. New RiverParks Nature Center at Kingman Island. New memorial gardens at Poplar Point. New cultural institution at Poplar Point. New amphitheatre at Poplar Point. 	<ul style="list-style-type: none"> Significant new public plaza at the SEFC waterfront. 100,000 s.f. of cultural space at SEFC. 	<ul style="list-style-type: none"> New monument site at the terminus of South Capitol Street Corridor. A new gateway to Washington from the Suitland Parkway. 	<ul style="list-style-type: none"> Market Square plaza at the fish market. New museum sites at civic park. Museum of national significance at 10th Street Overlook. Arena Stage expansion.
<ul style="list-style-type: none"> 19 new points of access from the neighborhoods to the parks and water Enhanced park gateways. New government center at 11th Street Bridges. 	<ul style="list-style-type: none"> 800 new housing units. New job opportunities created by offices, clinics, and other health care institutions. Neighborhood retail at Metro. 	<ul style="list-style-type: none"> Approximately 1,000 new residential units with ground-floor mixed uses along Howard Road. Improved access to waterfront from Anacostia Metro station and Historic Anacostia. 	<ul style="list-style-type: none"> New government centers at Historic Anacostia Gateway and Minnesota Avenue/Benning Gateway. Strengthened commercial centers at all gateways. 	<ul style="list-style-type: none"> 1,750 units of mixed-income housing at Capper-Carrollsborg. 1,000 residential units at SEFC. 25,000 new jobs over a 15-year period. 2,000,000 s.f. of retail. 	<ul style="list-style-type: none"> Additional mixed-use development at Buzzard Point. New employment opportunities along South Capitol Street Corridor. 	<ul style="list-style-type: none"> 770 new residential units. 233,000 s.f. of new retail space. 180,000 s.f. of new cultural space. 215,000 s.f. of new hotel.

Anacostia Park

"Peerless waterfront parks in both natural and urban settings."

USE	DEVELOPMENT GOAL
Active recreation areas and facilities	250 acres
Open space/habitat	750 acres
Commemorative spaces	25 sites
Cultural facilities	45+ acres
Riverwalk, trails, and promenades	48 miles



The Vision: The Anacostia Riverwalk and Trail.



Kenilworth Park today.

Vision

As the centerpiece of the Anacostia RiverParks, Anacostia Park will feature peerless waterfront parks in both natural and urban settings.

The Site

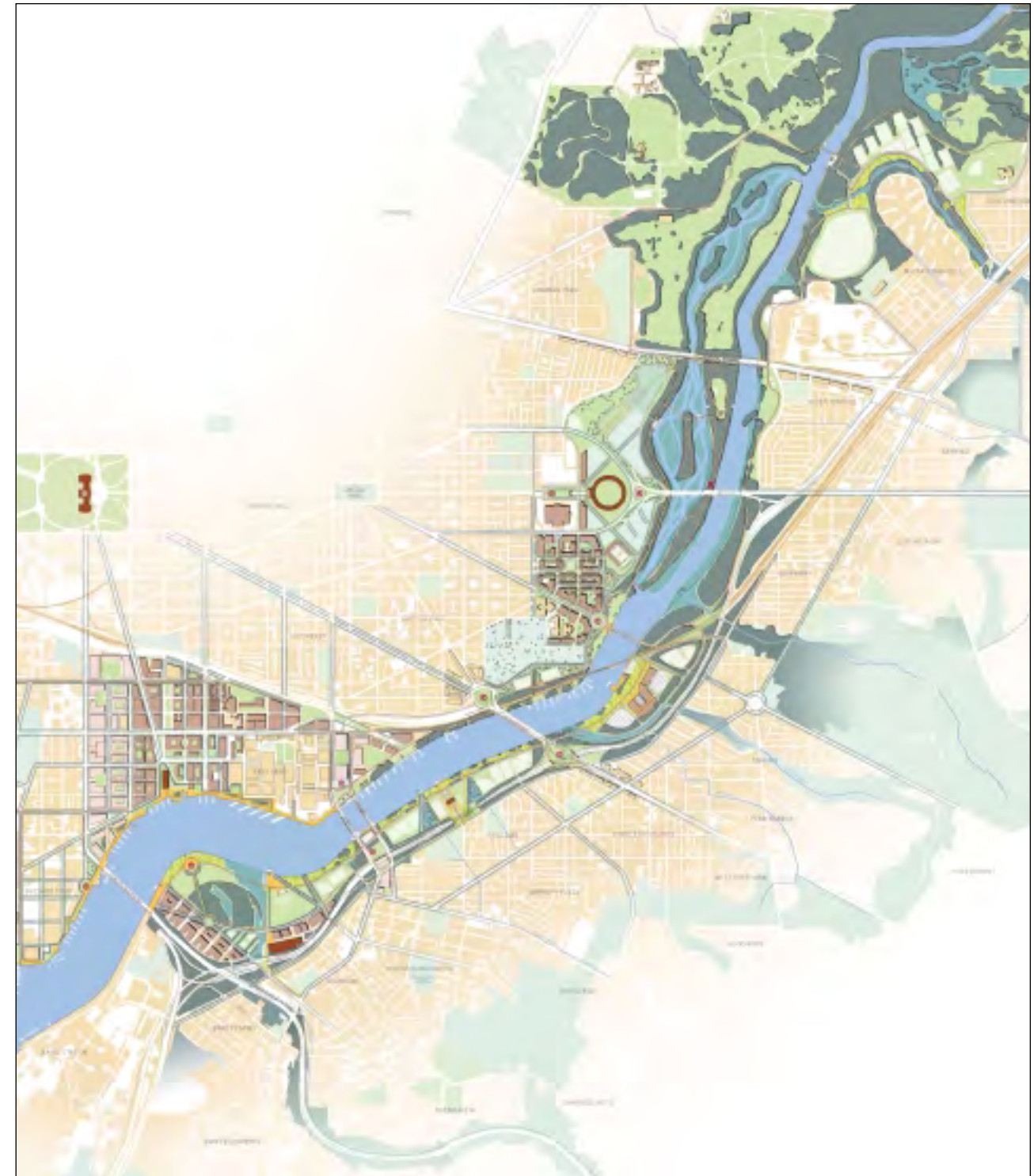
Anacostia Park spans over 1,200 acres stretching seven miles from the Frederick Douglass Memorial Bridge to the D.C./Maryland border. The park includes Kenilworth Park and Aquatic Gardens, the Langston Golf Course, and the areas known as Anacostia Park and Poplar Point. It is owned and managed by the National Park Service.

The Problem

Anacostia Park is a multi-use, linear park with an extended shoreline that suffers from disinvestment. It is difficult to access from surrounding communities and confusing to find for visitors. Most facilities are isolated from each other, and no continuous park experience is possible due to fragmentation by highways and a railroad. Being a pedestrian in Anacostia Park is a daunting experience.

The Plan

Linking the disparate pieces of the park together with the Anacostia Riverwalk and Trail and an improved park road system will unify Anacostia Park and other open spaces along the river into a continuous park corridor, the Anacostia RiverParks. Integrating the park into a larger regional system will transform the green areas into an extended "emerald necklace," helping to join the city together and offering unique experiences along waterways in the Washington metropolitan region.



Illustrative plan of Anacostia Park.

Kingman and Heritage Islands

"Creating a living classroom."

Vision

These islands will become a city-wide resource for environmental education, habitat exploration, and reflection.

The Site

Kingman and Heritage Islands were created by the U.S. Army Corps of Engineers (US-ACE) in 1916, from dredge taken out of the Anacostia River. Kingman Island is one-and-a-half miles long with 45 acres of land. It is bisected by Benning Road, NE, and the northern half is owned by the National Park Service as part of Langston Golf Course. Heritage Island, located west of Kingman Island, comprises five acres. Since 2000 the islands have been under the jurisdiction of the District of Columbia.

The Problem

The islands were originally planned as a recreational area for the surrounding neighborhoods. However, they have been neglected and abused for many years. An environmental assessment by the US-ACE indicates that the soil is safe for normal contact, requiring only minor remediation. Currently, the islands are closed to the public, except for special programs and events, until site and habitat restoration are completed.

The Plan

Restoration progress has already been made. A 100-foot wooden bridge has been reconstructed by the Navy Sea Bees. And in 2000, the Environmental Health Administration restored over 41 acres of historic tidal freshwater marsh in Kingman Lake, abutting the islands, at a cost of over \$7 million. The plan for Kingman and Heritage Islands includes a new nature and exhibit center, self-guided nature trails and a memorial tree grove.



The Vision: Restored wetlands and a Nature Center.



The Target Area.



The Site: Kingman and Heritage Islands today.



Illustrative plan of Kingman and Heritage Islands.

Hill East Waterfront/RFK Area

“Re-envision the Hill East site as a beautiful public place.”

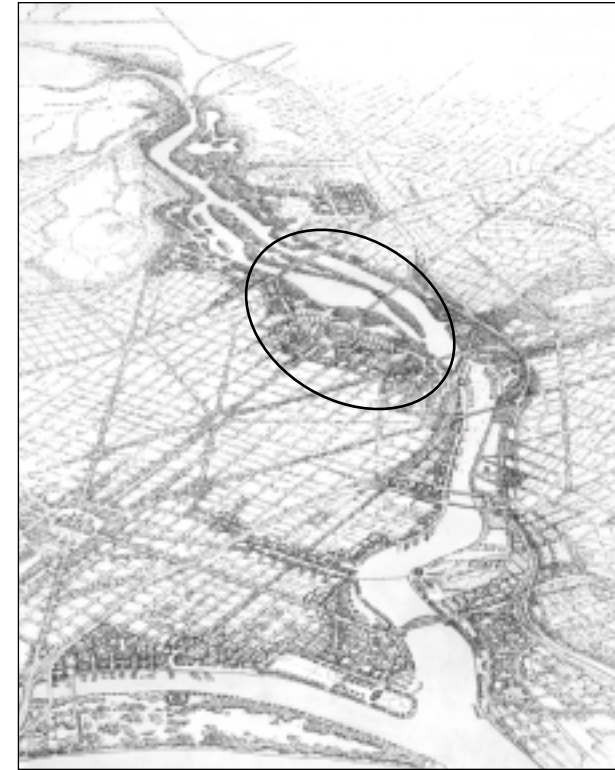
USE	DEVELOPMENT GOAL
Residential	1,000 units
Health care, clinics, Offices	3.2 M s.f.
Retail	35,200 s.f.
Open space	16 acres



Rendering of Hill East looking west.



The Site: Reservation 13 today.



The Target Area.



The Vision: Monument Circle and the Hill East Meadows.

Vision

This area will become an urban waterfront district serving the District of Columbia and connecting the surrounding neighborhoods to the Anacostia River via public streets and green parks. It will serve as a rich resource, hosting a range of public uses and facilities for health care, civic, residential, educational, community, and other purposes. Pedestrian-oriented, with a human scale, it will be a convenient, safe, and pleasurable place to visit, live, work, and play.

Overview

This plan presents the first opportunity to re-envision the Hill East site, not as a Reservation, but as a beautiful public place that links the existing neighborhood to the waterfront while also meeting city-wide and neighborhood needs for recreation, civic space, and housing.

This vision was developed with the input and cooperation of many stakeholders. Various agencies, including the D.C. Department of Health and the Department of Corrections, came together under the leadership of the City Administrator and the District of Columbia Office of Planning. Neighborhood residents, the Sports and Entertainment Commission, the Congressional Cemetery, and other stakeholders united with District agencies to constitute the project Steering Committee, which guided decisions and evaluated the planning process.

Four public meetings and a three-day intensive planning workshop were held during the winter of 2001. These events gathered public input to shape the principles that will direct the plan's implementation. Over 300 people from across the city participated in this community planning process. The D.C. City Council approved the Hill East Master Plan on October 15, 2002.

The Site

The Hill East waterfront lies on the eastern fringe of the Hill East neighborhood, on the west bank of the Anacostia River. The area includes public Reservation 13, the eastern edge of Capitol Hill, RFK Stadium, the D.C. Armory, and Congressional Cemetery.

Situated at the center of the Hill East area, Reservation 13 houses the D.C. Jail and the D.C. General public hospital. From the time of the L'Enfant Plan to the present day, Reservation 13 has been an isolated campus, separate from the neighborhood and an obstacle between residents and their waterfront.

The Problem

There are a number of factors that prevent the existing Reservation 13 from being a public resource that contributes to the health and vitality of Washington, its neighborhoods, and its waterfront:



Illustrative plan of Hill East.

- The site is thoroughly isolated from the city, with few designated points of entry.
- The buildings on the site are nearing the end of their lifecycle and are in need of significant repair and/or replacement.
- The site is disorganized and thus makes inefficient use of a large area of waterfront land.
- Parking is a prevalent use on the site. Interconnected parking lots exist in place of regular streets. Large paved surfaces negatively affect both the human and natural environments.
- There is no distinct sense of public space. The site lacks sidewalks, parks, or other public space features.
- Public safety on the site is a serious concern, due to both ill-located facilities and the limited and complicated circulation pattern that makes the site difficult to patrol or watch.

At present, the waterfront is entirely inaccessible from the site. Furthermore, even if the waterfront could be accessed, the quality of the river's edge is not inviting and must be improved.

- The site does not contribute positively to the strength or image of the neighborhood or the city.
- The Hill East plan aims to address these conditions in order to realize the tremendous potential of this site.

The Plan

The Master Plan for the Hill East waterfront envisions transforming Reservation 13 from an isolated campus to a mixed-use waterfront neighborhood. Extending neighborhood-scaled streets will enable the site to accommodate diverse uses and offer unrestricted access to the Anacostia waterfront. The introduction of new streets and city blocks will create a network of urban spaces and public parks. The presence of local residents will be vital, creating demand



Proposed land-use diagram of Hill East.

for a new balance of uses spread throughout the day. The new neighborhood will be safe, connected to the rest of the city, and home to state-of-the-art buildings for city services. The most notable elements of the plan propose extending Massachusetts Avenue to the Anacostia River, creating a village square at the Stadium-Armory Metro station, and introducing a vast new park, Hill East Meadows, at the Anacostia waterfront as part of the Anacostia RiverParks.

With the existing buildings of the D.C. Jail and Correctional Treatment Facility remaining in place, over 40 of the 67 acres on the site are available for redevelopment consideration. The plan proposes rebuilding the facilities now on the site and adding a variety of others, including new facilities for health care and recreation, as well as new residential buildings, institutions, and municipal offices. New building activity will be concentrated close to the Stadium-Armory Metro station and will define the termination of Massachusetts Avenue at the water.

Planning Principles

- 1 Connect and integrate Reservation 13 with adjacent neighborhoods, and with the new waterfront park and Riverwalk along the Anacostia River.
- 2 Utilize the site to meet a diversity of public needs, including health care, education, employment, government services and administration, and recreation and housing.
- 3 the existing pattern of local streets to and through the site to create simple, well-organized city blocks and appropriately scaled development.
- 4 Maintain a human scale with building heights that match existing neighborhood buildings and rise as the site slopes down to the Anacostia waterfront.
- 5 Connect the Hill East neighborhood and the city at large to the waterfront, via tree-lined public streets, recreational trails, and increased access to waterfront parkland.
- 6 Demonstrate environmental stewardship through environmentally sensitive design, ample open spaces, and a great waterfront park to serve as public amenities, benefiting the neighborhood and the city.
- 7 Promote transit-oriented development (TOD) by introducing new uses near Metro stations. Create an environment where pedestrian, cycling, and automobile routes are complementary and unobtrusive, reducing the impact of traffic on adjacent neighborhood streets.
- 8 Create attractive places of unique and complementary character, including:
 - Massachusetts Avenue as a grand boulevard in the tradition of the L'Enfant plan, opening access to the Anacostia waterfront.
 - A new village square around the Metro station at C and 19th Streets that serves the unmet commercial needs of the neighborhood.
 - A grand public waterfront park, The Meadows, that incorporates monumental places and quiet natural retreats, accessed by a meandering Riverwalk and park road set back from the Anacostia River.
- 9 Limit improvements to correctional facilities to areas south of Massachusetts Avenue.

Poplar Point

“The vision: a signature waterfront park serving as a green gateway to the Anacostia River and the RiverParks system.”

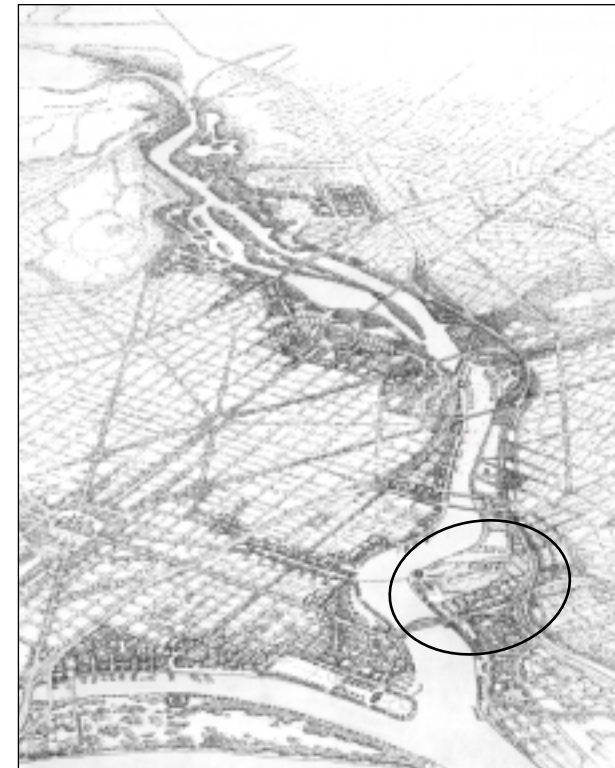
USE	DEVELOPMENT GOAL
Open space	60 acres
Cultural	350,000 s.f.
Residential	1,000 units
Parking	700 spaces (existing)



Artist's rendering of a revitalized Poplar Point.



The Site: Poplar Point today.



The Target Area.



The Vision: An afternoon concert at Poplar Point.

Vision

A signature waterfront park serving as a green gateway to the Anacostia River and the RiverParks system, Poplar Point will be a showcase of ecological restoration, culture, history, and community. With strong connections to commercial activity in Historic Anacostia, the Point will be a catalyst for neighborhood economic development.

Overview

Poplar Point presents a magnificent opportunity for Historic Anacostia, the city, and the region to reconnect with the Anacostia waterfront. This plan envisions Poplar Point as a great cultural park within the Anacostia RiverParks system, a prominent destination on a par with Washington's most memorable public places, and a resource for revitalizing the surrounding neighborhoods. The plan aims to achieve this vision through diverse public uses and activities on the waterfront, with excellent inter-modal access to all.

The Site

Poplar Point occupies a prime and highly visible location on the east side of the Anacostia River, directly across from the Navy Yard. It is a 110-acre area, bounded by the Anacostia River to the north, the Frederick Douglass Bridge to the west, the 11th Street Bridges to the east, and the Anacostia Freeway (Interstate 295) and Suitland Parkway to the south. The site contains the Anacostia Metro station, a WMATA parking garage, the US Park Police and National Park Service complex and helipad, two former tree and plant nurseries, and 60 acres of managed meadows.

The Problem

Long isolated from surrounding neighborhoods by freeways and large institutional uses, and with substantial areas fenced off from the public, Poplar Point is not being used to its great potential. The 60 acres of national parkland are unsuitable for recreation; current uses, isolated land, and contamination constitute a barren wasteland.

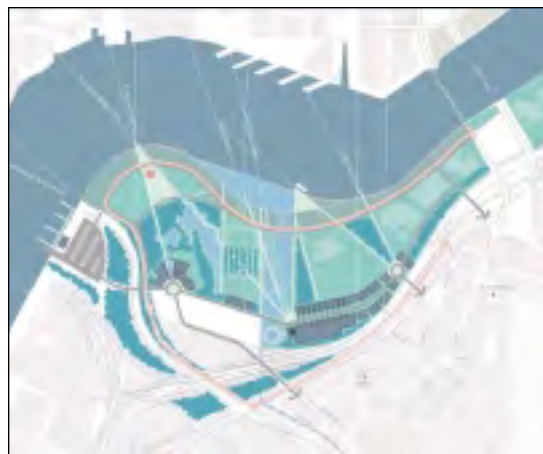
The Plan

Approximately 60 acres of parkland will contain a variety of uses, including the primary visitors center to the Anacostia RiverParks, the Riverwalk and Trail, memorial gardens, and outdoor performance spaces. The site will also feature a cultural institution of national prominence, restored wetlands, a rehabilitated Stickfoot Creek, improved recreation fields, and transit-oriented development (TOD). The plan is designed to extend activity from Martin Luther King Jr. Avenue in Historic Anacostia to the water, along enhanced gateways at Howard Road and Good Hope Road.

The plan also proposes to:

- Daylight Stickfoot Creek with wetlands and riparian vegetation as a central feature of the park.
- Design “the point” as a place of civic significance by revealing the New Jersey Avenue axis to highlight views of the U.S. Capitol Building.

- Place appropriately scaled buildings in front of the parking garage to reduce its bulky presence.
- Upgrade the Anacostia Metro as an inter-modal station with buses, shuttles, bicycle and pedestrian routes, and links to water taxis and ferries.
- Realign Anacostia Drive as an elegant crescent road framing the park, with public and private uses
- Design Howard Road, Good Hope Road, and W Street as gateways into Poplar Point Park.
- Link Martin Luther King Avenue and Historic Anacostia to Poplar Point via joint development on the WMATA site, a Howard Road that contains a vibrant mix of uses, and the existing private parcels.
- Lower the Anacostia Freeway (I-295) in its current location to allow better crossings from the Historic Anacostia neighborhood.
- Create a new tunnel crossing for regional traffic on South Capitol Street, and rebuild and relocate the Frederick Douglass Bridge.
- Frame the Suitland Parkway, a major gateway to the city, with a unique and memorable landscape.



Park plan and view analysis.



Plan of improvements at Poplar Point.

Planning Principles

1 A Green Gateway to the River

Poplar Point should be a gracious, inviting, green gateway to Anacostia Park and the Anacostia River. It should be redesigned to promote access to parkland, and to allow for the restoration of Stickfoot Creek and accompanying wetlands.

2 A Place of Arrival

Poplar Point should be the arrival point to the Anacostia RiverParks by multiple modes – transit, water taxi, and car, along with local and regional bike and pedestrian trails, paths, and sidewalks. Community access to the park should be strengthened with redesigned park gateways at Howard Street, W Street, and Good Hope Road.

3 A Signature Waterfront Park

Design, restoration, and reclamation of the Poplar Point waterfront should result in a landscape of memorable beauty and environmental sensitivity. This park should be a jewel in the family of parks, gardens, trails, and gathering spaces along the Anacostia waterfront.

4 A Home to Culture, History, and Community

Poplar Point should commemorate history and culture – creating new, accessible sites for memorial gardens, culture, and museums, and linking the park to a vital residential and commercial neighborhood in Historic Anacostia.

5 An Opportunity for Neighborhood Development

Areas of development on Poplar Point should feel like the extension of surrounding neighborhoods in Historic Anacostia. New uses should serve the community and be built to a compatible scale. They should help complement existing uses on MLK Avenue and help connect existing neighborhoods to the waterfront. Uses such as housing, neighborhood retail, museums, and community facilities should all be included.

East of the River Gateways

“Improved recreation facilities, new cultural institutions, and environmental restoration.”



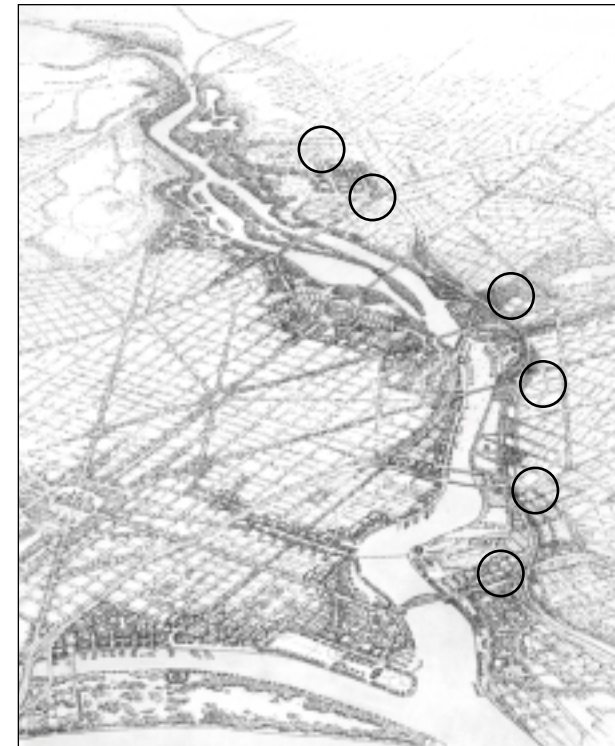
The site of the future Pennsylvania Avenue Gateway. Currently Washington's great avenues and the Anacostia freeway cross one another with complicated interchanges.



The site of the future Historic Anacostia Gateway: the Good Hope Road park entrance as it exists today.



The site of the future Historic Anacostia Gateway. The 11th Street Bridges are currently high-speed highway bridges with no pedestrian or bike access. They serve regional commuter traffic instead of the neighborhoods adjacent to them.



East of the River Gateways.



The Vision: Beautiful gateways to and across the river.

Vision

The east-of-the-river gateways are commercial nodes as well as entry points to the Anacostia RiverParks. They will provide enhanced retail and commercial services, increased local and pedestrian access to waterfront open spaces, and improved connections to the western side of the river.

Overview

The Anacostia Freeway (I-295) currently creates a lateral border between the river, Anacostia Park, and adjacent neighborhoods. Opportunities to break through this barrier exist where the river crossings intersect with underdeveloped commercial centers, as they do at Pennsylvania Avenue and Benning Road. These centers must be strengthened as neighborhood gateways to better serve the surrounding communities and enhance access to the Anacostia RiverParks system.

The six gateways are:

- 1 Howard Road Gateway** – encompasses the area around the Anacostia Metro station and Howard Road crossing under the Anacostia Freeway (I-295) into Poplar Point.
- 2 Historic Anacostia Gateway** – located where Good Hope Road meets Martin Luther King Jr. Avenue, and leads under the Anacostia Freeway into Anacostia Park, or crosses the 11th Street Bridges.
- 3 Pennsylvania Avenue Gateway** – located at the high-speed interchange of Pennsylvania Avenue and the Anacostia Freeway. Heading west from Fairlawn and Dupont Park, Pennsylvania Avenue provides access to Anacostia Park, the Anacostia Freeway, and the Sousa Bridge through a series of ramps and complex turning lanes.
- 4 Randle Circle Gateway** – where Massachusetts Avenue meets Minnesota Avenue. Access to Anacostia Park is impaired by the Anacostia Freeway and the CSX railroad tracks, separating the Twining neighborhood from the waterfront.

5 Benning Gateway – Benning Road intersects Kenilworth Avenue, provides access to the Minnesota Avenue Metro and borders the northern side of River Terrace as it leads to the Benning Road bridge and Kingman Island. This road forms a major commercial corridor on both the east and west sides of the Anacostia River.

6 Watts Branch Gateway – where Kenilworth Avenue meets Nannie Helen Burroughs Avenue and Watts Branch linear park, leading into Kenilworth Park and Aquatic Gardens.

The Plan

Due to Anacostia Park's location along the entire eastern bank of the Anacostia waterfront, most of the AWI recommendations east of the river involve improved recreation facilities, new cultural institutions, and environmental restoration. It is important to ensure that these projects, along with development on the west side of the river, become drivers for economic development, employment,

The East of the River Gateways shown in relation to proposed transit, government centers and waterfront recreation.

commerce, and education in neighborhoods east of the river. Capitalizing on waterfront development can be accomplished by addressing issues of:

- Equity ownership and investment opportunities at a community level;
- Job training and hiring, for example, by involving schools and institutions of higher learning in new tourism opportunities and environmental restoration efforts along the waterfront;
- Hiring of qualified minority contractors and Washington-area residents for construction and maintenance of projects;
- Working with stakeholder agencies, such as the National Park Service, to explore development opportunities for underutilized land.

The east-of-the-river gateways provide focus areas for improvements and development that can serve as catalysts to economic rejuvenation in the adjacent neighborhoods:

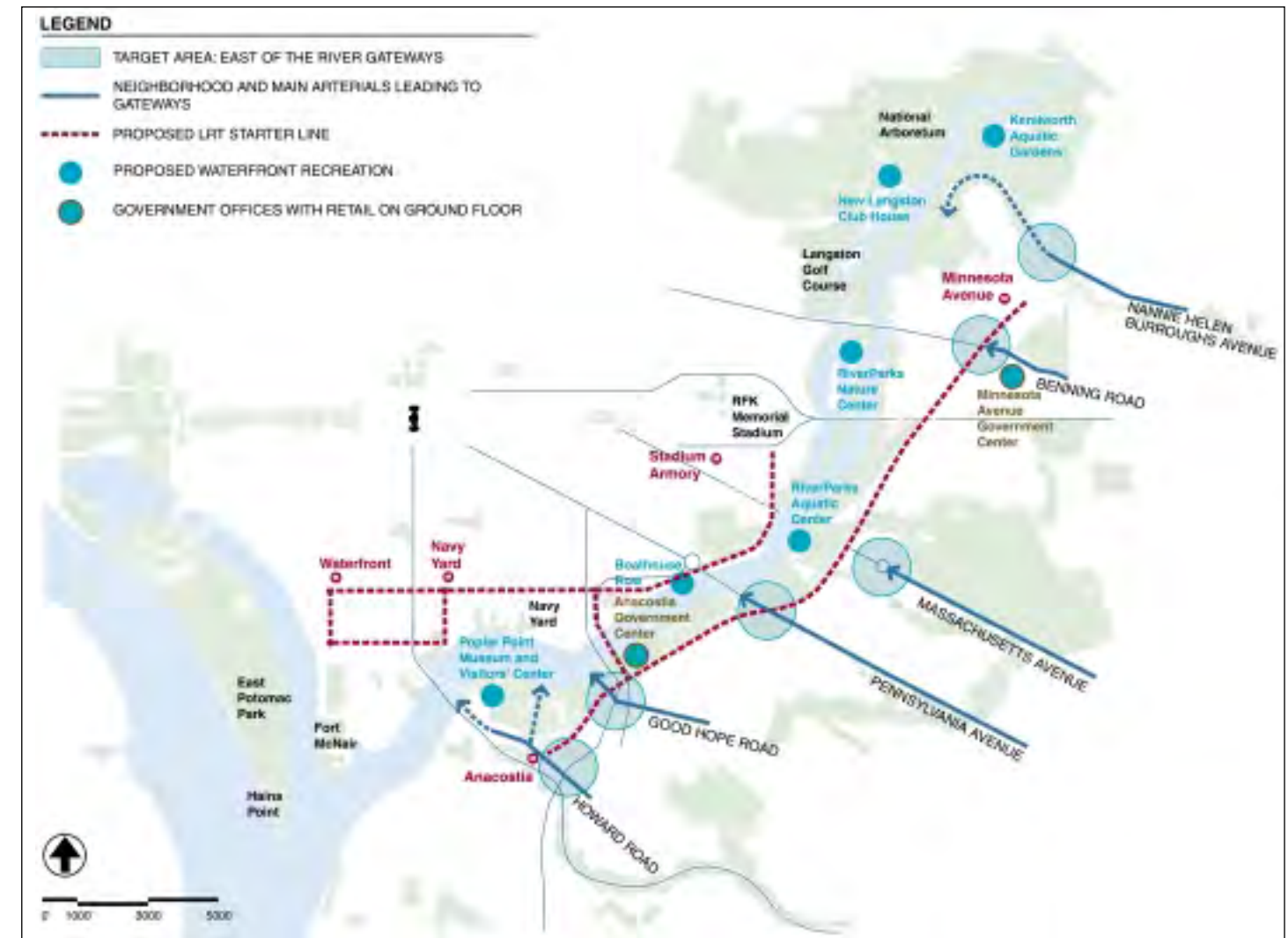
1 Howard Road Gateway: This is a green gateway to a new Poplar Point cultural park. It leads from Historic Anacostia, the Anacostia Metro, and the Suitland Parkway to a new waterfront cultural institution and the RiverParks Visitor's Center.

Reconfiguring the transportation system around the Howard Road gateway is essential for creating access to the new Poplar Point cultural park. The conversion of the Anacostia Metro Station to a multi-modal transportation terminal that includes light rail will also add points of access for pedestrians approaching from MLK Jr. Avenue. Daylighting Stickfoot Creek will create a green-landscaped path directly to the waterfront from surrounding neighborhoods, and an enhanced streetscape along Howard Road will accompany new mixed-use development. A new pedestrian-friendly Douglass Bridge and a boat landing at Poplar Point will facilitate access from the western bank of the river.

2 Historic Anacostia Gateway: The streetscape and façade improvements along Martin Luther King Jr. Avenue outlined in the Strategic Investment and Development Plan for Historic Anacostia will contribute to creating a splendid gateway leading from Historic Anacostia to the waterfront. This gateway includes the new Anacostia Gateway Government Center that will house several District government agencies along with 65,000 square feet of commercial space featuring retail businesses on the ground floor. Recreation fields and a boat landing at the enhanced Good Hope Road entrance to the Anacostia RiverParks will also increase activity on Martin Luther King Jr. Avenue. The 11th Street Bridges will be reconfigured to accommodate pedestrians, local traffic, and potentially the new waterfront light-rail line.

3 Pennsylvania Avenue Gateway: This will be a neighborhood retail node that re-establishes the civic importance of Pennsylvania Avenue on the east side of the river and creates an attractive entrance to the RiverParks' most significant recreation facilities. A new traffic interchange created by lowering I-295 will manage local traffic at grade and create a pedestrian-friendly environment. It will allow for streetscape improvements, a monument site, increased access to the waterfront and the Boathouse Row on the west side, and an enhanced and strengthened retail corridor. The East of the River Pennsylvania Avenue Revitalization Task Force is currently working on creating a plan that will improve and enhance the physical landscape and economic vitality of the corridor.

4 Randle Circle Gateway: The continuous park road for the RiverParks will connect Massachusetts Avenue from the new Hill East neighborhood to Randle Circle, creating access to a new state-of-the-art Aquatic Recreation Center on the east side of the river and Hill East Meadows park on the west side of the river. Daylighting the Fort Davis, Pope Branch, and Fort Dupont streams will create green-landscaped trails from the surrounding neighborhoods to the waterfront RiverParks.



5 Benning Gateway: A new government center at the Minnesota Avenue Metro (which will also be a terminus for the waterfront light-rail line) will join the established commercial corridor on Minnesota Avenue and Benning Road. This project will house the headquarters for the Department of Employment Services and is envisioned as a transit-oriented, mixed-use development with ground floor retail. Safe intersections will be created on Benning Road to better connect surrounding neighborhoods to each other and to this important commercial corridor. Increased pedestrian access on the Benning Road Bridge will facilitate access to Kingman Island, Langston Golf Course, and RFK Stadium.

6 Watts Branch Gateway: A restored Watts Branch creek and trail creates a direct, green connection from the Maryland border to the Anacostia waterfront at Kenilworth Park and Aquatic Gardens. An enhanced underpass at Nannie Helen Burroughs Avenue will welcome neighbors to the waterfront. A new pedestrian bridge across the Anacostia River will connect Kenilworth Park to the National Arboretum and Langston Golf Course.

The Near Southeast Waterfront

“It is imperative that new development does not replicate existing barriers to the waterfront.”

USE	EXISTING	DEVELOPMENT GOAL
Residential	720 units	10,000 units
Commercial/office	4 million s.f.	15 million s.f.
Open space	40 acres	60 acres



Aerial rendering.



The Site: As it exists today.



View of the Navy Yard.



The Target Area.

Vision

This dense urban area will re-establish the historic Carrollsburg neighborhood along the Anacostia River, with unprecedented public access to the waterfront. It will be an active, transit-oriented neighborhood with a combination of mixed-income housing, offices, retail uses, and cultural destinations. The area will contain a network of public spaces, including parks, waterfront esplanades, and maritime piers that are linked together by the Anacostia Riverwalk.

Overview

The Near Southeast is at the forefront of the Anacostia waterfront’s revitalization, with at least 40 percent of its land area currently subject to redevelopment.



The Vision: A network of public spaces, including parks, waterfront esplanades, and maritime piers.

Over the past five years, the Washington Navy Yard has increased on-site employment to over 10,000 persons, and private developers have constructed multiple new office buildings on M Street for businesses related to the Navy Yard. Other projects include a mixed-income Hope VI residential development at the Capper-Carrollsburg Dwellings, a new Marine Barracks, and a new U.S. Department of Transportation (DOT) headquarters on M Street. In addition, there is the General Service Administration’s (GSA) project for the private redevelopment of the 44-acre Southeast Federal Center (SEFC) site, and the continued development of the Washington Gas site. If this development is guided by a comprehensive vision, the infusion of billions of public and private dollars can transform a once industrial area into a vibrant waterfront neighborhood.

The planning process in the Near Southeast includes both the coordination of agency actions and the District’s preparation for a number of significant zoning revisions. The D.C. Office of Planning (DCOP) has been coordinating the main stakeholders in this area, including the Navy, GSA, U.S. DOT, D.C. Housing Authority, D.C. Water and Sewer Authority, and private developers and residents. In its coordinating capacity, DCOP has mediated between citizen stakeholders, federal actions, and private development projects in an effort to expose and recapture the Anacostia waterfront as a public element of Washington, D.C.

The Site

The Near Southeast area is located south of the Capitol Building and is bounded by Interstate 395 to the north, South Capitol Street to the west and the 11th Street Bridges to the east. This area comprises approximately 346 acres. The oldest Navy Yard in the country is situated here, as is the Navy Yard Metro station, the vacant Southeast Federal Center site, and the Capper-Carrollsborg housing project, recipient of a \$35 million Hope VI grant.

The Problem

The principal challenge for this area and its stakeholders is coordinating the burgeoning development activity to produce an integrated neighborhood that guarantees public access to the Anacostia waterfront and provides mixed-income housing opportunities for existing and future residents.

It is imperative that new development does not replicate existing barriers to the waterfront by creating isolated precincts that restrict and diminish the neighborhood's public realm. The imposing transportation infrastructure that bounds the site – I-395, South Capitol Street, and the 11th Street Bridges – act as formidable barriers between the Near Southeast and surrounding neighborhoods, causing a pattern of isolation and disinvestment in the area. Overcoming these barriers is another key goal of the Urban Design Framework for the Near Southeast.

The Framework

The Urban Design Framework for the Near Southeast proposes a rebuilding of the historic Carrollsborg neighborhood at the Anacostia waterfront. It focuses on the neighborhood's public realm – the street connections, public open spaces, and the Riverwalk. These will tie the distinct development projects together and recover the waterfront as an essential neighborhood amenity for all to enjoy.

The most significant public spaces proposed are the Canal Blocks Park adjacent to the Hope VI development, a waterfront park at the Southeast Federal Center, and a Riverwalk that will provide 1.8 miles of continuous, publicly accessible shoreline in the Near Southeast.



Illustrative plan of the Near Southeast Waterfront.

Proposed land use for the Near Southeast includes a significant increase in residential density, concentrated primarily in the Hope VI development, at the SEFC waterfront, around the Canal Blocks, at the eastern end of M Street, and along 8th Street. Office development combined with street-level retail is encouraged along M Street to create a pedestrian-friendly, urban boulevard.

The Framework recommends the extension of New Jersey Avenue, 3rd Street, and 4th Street through the SEFC site to facilitate public access to the waterfront. Water Street, on the eastern edge of the Near Southeast, must also be

improved to clearly define the edge between private development and an improved Boathouse Row and waterfront park. Virginia Avenue should serve as a greenway to link Capitol Hill, Garfield Park, and the new Marine Barracks playing field to a gateway where Virginia Avenue meets the Anacostia waterfront.

As the Framework's recommendations are implemented, a vital new neighborhood on the waterfront will emerge, creating a great public amenity for residents and employees, while playing a key role in the larger objective of reconnecting Washington to the Anacostia waterfront.

Planning Principles

- 1 Extend the surrounding urban fabric to the waterfront, bringing the city to the Anacostia River.
- 2 Build upon the current wave of public and private development to create a comprehensive vision for the Near Southeast, integrating diverse projects.
- 3 Create continuous public access to the Anacostia River waterfront, as part of the Anacostia Riverwalk and Trail.
- 4 Create a linked network of public parks, open spaces, greenways, and tree-lined streets to tie the Near Southeast neighborhood together and to the waterfront.
- 5 Create a major waterfront park destination for residents, employees, and visitors.
- 6 Maximize access to the waterfront from residential areas by extending existing streets and view corridors to the river.
- 7 Emphasize mixed-use development, integrating commercial and residential areas, to form a lively and active neighborhood throughout the Near Southeast.
- 8 Provide diversity in housing types and income levels to ensure a strong and balanced neighborhood.
- 9 Encourage commercial development to maximize economic growth and job creation, emphasizing major street corridors and transit connections.
- 10 Create linkages to the adjacent neighborhoods of Capitol Hill and Southwest by overcoming the physical and psychological barriers of the highway network.
- 11 Encourage low-impact development with "green" building techniques for sustainable architecture and landscape design.

The South Capitol Street Corridor

"South Capitol Street will become a mixed-use employment corridor and a significant gateway to the Capitol."

USE	DEVELOPMENT GOAL
Residential	10,000 units
Commercial	5 million s.f.
Cultural	1 million s.f.
Open space	15 acres



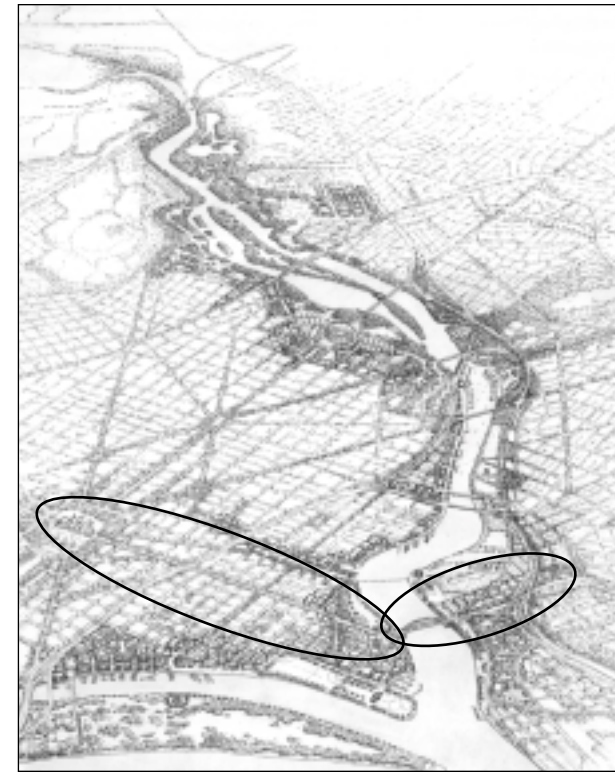
Oil storage facility immediately south of the Frederick Douglass Bridge.

Vision

This area will become a mixed-use employment corridor and a significant gateway to the Capitol, serving Washington, Maryland, and visitors from elsewhere. It will be centered on a great boulevard that includes retail activities and cultural destinations, and provides a gracious civic environment for pedestrians and bicyclists. The reconfigured corridor will facilitate access to – and connections between – Buzzard Point, Poplar Point, the Near Southeast, Southwest, and Historic Anacostia neighborhoods.

Overview

Emanating from the U.S. Capitol and reaching south to the Anacostia River, South Capitol Street is Washington's great southern axis. As one of the four great L'Enfant axes extending from the Capitol, South Capitol Street connects to the Suitland Parkway that leads to Maryland and Andrews Air Force Base, and offers visitors, commuters, and visiting heads-of-state their first view of the nation's capital.



The Target Area.

South Capitol Street currently carries 60,000 vehicles per day. More than just a commuting gateway, it is a corridor of diverse neighborhoods extending from Capitol Hill to Historic Anacostia. The presence of federal buildings and historic neighborhoods make this an area where local and federal interests converge.

The Site

Land uses within the corridor are largely industrial, as this is one of the few areas of the city that was zoned for such activity. Existing residential pockets include areas just north of I-395, in the Capitol Hill section of the corridor, an established residential neighborhood just west of South Capitol Street between M and P Streets, and the Barry Farm public housing development on the east side of the river. Most of the corridor's open space is found at Poplar Point, on the east side of the river.



The Vision: South Capitol Street as a grand urban boulevard with signature bridge.

The Problem

Despite South Capitol Street's importance as an urban gateway, the corridor currently greets those approaching the city with backed-up traffic, tangled transportation infrastructure, and industrial and underutilized land.

Owing to the area's current design as an extension of the freeway system, no pedestrian environment exists, and local neighborhood connections are difficult. Both the roadway and the Frederick Douglass Bridge are in dire need of repair; sidewalks are in disrepair and treeless; automobile-oriented land uses – like fast food establishments and auto repair shops – predominate; and quality open spaces are non-existent. High-speed traffic and the lack of signalized intersections make South Capitol Street a substantial barrier between adjacent neighborhoods.

The Plan

The vision for South Capitol Street involves a multi-modal transportation corridor that knits neighborhoods together

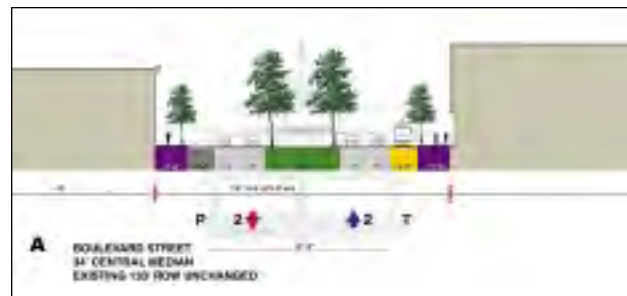
and creates a vibrant commercial boulevard, with uplifting public places and civic destinations. This vision can be achieved by shifting regional traffic into public transit and a below-ground tunnel. Ground-level South Capitol Street can thus become a magnificent urban boulevard in the civic tradition of the L'Enfant street plan.

Replacing the Frederick Douglass Bridge offers once-in-a-century opportunities: to reconfigure the existing highway ramps for better access to development areas and to introduce impressive civic architecture, forming a worthy gateway to the Capitol.

South Capitol is a long-term growth and employment corridor that can support a mixture of uses, including new residential and office development. It has the potential to become an important new address for cultural institutions serving both visitors and residents. In addition, the corridor can provide access to the Anacostia River through great public spaces at the waterfront, and will serve to connect the National Mall to the Anacostia RiverParks.



Existing South Capitol Street Section.



Three alternative ways to reestablish South Capitol Street as a great urban boulevard.



Current view of South Capitol Street at the underpass at M Street.

Urban Design Principles

1 A Great Urban Boulevard

The South Capitol Street Corridor (“the corridor”) should be a great urban boulevard with a broad range of public activities and lively public amenities – such as parks, plazas, and cafes – which serve local neighborhoods, the region, and the nation.

2 A Green Connector

The corridor should be designed as a primary open space connection between the National Mall and the Anacostia RiverParks.

3 A Place to Work

Land use along the corridor should include federal uses near the Capitol, commercial uses near M Street, and civic institutions and active street-level uses throughout.

4 A Place to Live

Land use along the Anacostia waterfront should be primarily residential and set back to create a gracious public esplanade on the west side of the river, and a great signature cultural park on the east side of the river at Poplar Point. Existing residential neighborhoods west of the corridor should be enhanced.

5 Great Civic Architecture

A new Frederick Douglass Bridge should be designed as a beautiful and memorable gateway to the Capitol. The bridge should highlight the natural beauty of the Anacostia River and serve to connect neighborhoods on its eastern and western shores.

6 Great Civic Spaces

Significant civic spaces should be created on both sides of the river to celebrate the gateway crossing and to provide unobstructed public access and views to the Anacostia waterfront.

7 A Place to Reflect and Remember

Special consideration should be given to commemorative works and existing cultural resources along the corridor – such as memorial plazas, monuments, and museums – especially at prominent waterfront sites on both sides of the river.

8 Restored Neighborhood Connections

Regular cross-street intersections should be introduced throughout the corridor to overcome the existing transportation barriers between the Southwest and Near Southeast neighborhoods, and those in Barry Farm and Historic Anacostia. Such connections should serve to encourage new residential development along the waterfront.

9 Development Oriented to Transit

Higher-density development should be clustered around Metro stations and proposed transit corridors to promote pedestrian access to transit and encourage sustainable development practices.

10 A Place for Pedestrians and Cyclists

The boulevard streetscape should provide wide, tree-lined sidewalks, with benches and special paving to facilitate pedestrian access to transit and bicycle facilities. Transportation planning should seek to limit surface vehicular traffic to six or fewer lanes and fully integrate the Anacostia Riverwalk and Trail system into the design.

The Southwest Waterfront

“Transforming the waterfront to an urban, mixed-use destination filled with activity – an inviting public realm.”

USE	DEVELOPMENT GOAL
Residential	800 units
Commercial	500,000 s.f.
Cultural	180,000 s.f.
Open space	13.6 acres
Parking	2,000 spaces



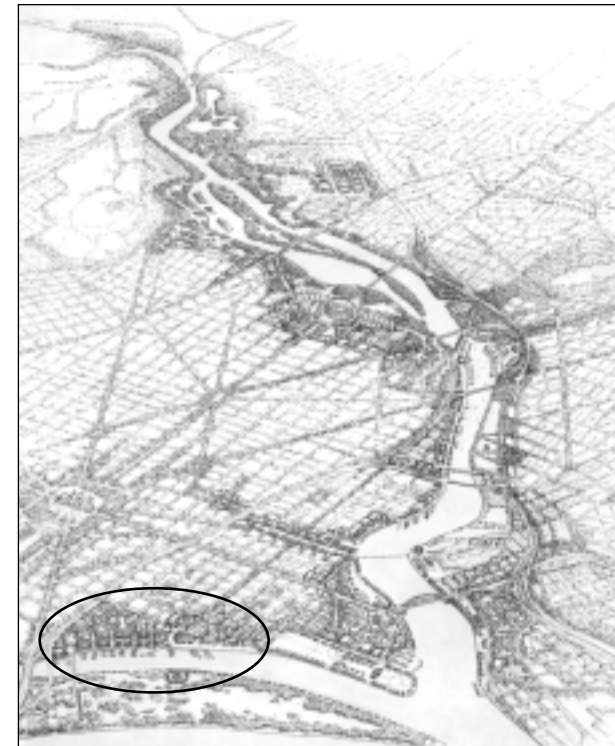
Rendering.



Extensive paving near the waterfront.



Existing Washington Channel promenade.



The Target Area.

Vision

As a true residential urban waterfront – where retail, commerce, culture, and neighborhood life come together – the Southwest waterfront will advance the maritime legacy of the Washington Channel as a premier destination for local, regional, and national visitors alike. A network of urban boulevards, public promenades, and plazas will extend the existing neighborhood fabric and the Monumental Core to the waterfront, and will serve as a gateway to the greater Anacostia RiverParks system.

Overview

In October of 2001 the D.C. Office of Planning and the National Capital Revitalization Corporation (NCRC) formed a partnership to oversee the creation of two complementary plans for the Southwest waterfront: the Southwest Waterfront Development Plan and the AWI Southwest Waterfront Vision. The Development Plan is a near-term real estate plan that identifies opportunities that the NCRC and the District can



The Vision: A true residential urban waterfront.

pursue in the coming years, while the AWI Vision includes long-term aspirations.

The Southwest Waterfront Development Plan can unfold independently of the AWI Vision. However, should the ideas in the AWI Vision prove feasible, they have the potential to build on and complement the Development Plan.

The Southwest Waterfront Plan was shaped by contributions from neighborhood residents, local businesses, government agencies, and technical experts. The fundamental planning principles developed in this community-based process form the backbone of this plan (see sidebar labeled “Planning Principles”).

Current utilization of this centrally located site is low. Extensive public ownership is complemented by the positive market conditions and broad community support for a more public, active, and environmentally improved waterfront.

All these factors create an exceptional opportunity to rethink how the area can be more actively used by residents and visitors alike.

The Site

The Southwest waterfront is a three-quarter-mile long, 47-acre site on the Washington Channel, stretching from the Tidal Basin to just north of Fort McNair along Maine Avenue. With a prime location – just seven blocks from the National Mall and adjacent to the well-established Southwest neighborhood – the area includes such distinctive elements as the Fish Wharf, Gangplank Marina, and the maritime tour boats.

The Problem

A product of the urban renewal program of the 1950s and 1960s, the Southwest waterfront has a disproportionately high amount of paved surface (42 percent of the site) compared to the existing quantity of open space and buildings (20 percent). The excessive paved surfaces are primarily

due to the redundancy of Water Street, an access road serving the large waterfront restaurants that exist on the site today. The existing waterfront promenade is inhospitable and isolated by vast amounts of surface parking, making it feel unsafe at night and unwelcoming during the winter.

The Plans

The plans for the Southwest waterfront build on already existing neighborhood assets like the Fish Wharf, Arena Stage, and a redeveloped Waterside Mall, transforming the waterfront from its current suburban density to an urban, mixed-use destination filled with activity – an inviting public realm.

The Draft Development Plan

The Draft Development Plan is a near-term plan that focuses on the sites labeled 1-5. Removing the redundant Water Street and surface parking lots from the Southwest waterfront greatly increases the amount of land available for an expanded promenade, waterfront retail, and residences. Also, with the elimination of Water Street, Maine Avenue will assume a more prominent and diverse role, and will be improved to become a pedestrian-friendly urban boulevard. A waterfront promenade and bicycle trail will form part of the Anacostia Riverwalk and Trail, and will improve connections between the waterfront, the neighborhoods, the Anacostia RiverParks, and the regional trail system.

This Plan will nearly triple the amount of public space along the waterfront, from five to 14 acres. Two major public spaces will anchor the site: a destination Market Square near the Fish Wharf, and a Civic Park at the terminus of M Street. In between, several smaller plazas and public piers will extend from each of the major streets, providing expansive water views and public access to the water itself. These destinations are connected along the Washington Channel with housing, cafes, and retail. A typical block will consist of street-level commercial space for shops and restaurants, with residences above. Parking and service areas are located below grade and within the middle of the building, behind the commercial space.



Illustrative plan of improvements to the Southwest Waterfront.

Primary government approvals for the Development Plan are within the jurisdiction of the District of Columbia and are attainable in a one- to three-year timeframe, at which point construction could commence.

The AWI Vision

The AWI Vision is a long-term plan that seeks to better connect the Southwest waterfront to the Monumental Core of the nation's capital. Key components of the Vision include a

transportation center and a museum of national significance at the 10th Street Overlook site, the relocation of the maritime tour boats to the northern end of the Washington Channel, and the completion of a civic waterfront park at the terminus of M Street. These projects will require significant participation from the federal partner agencies in order to gain funding and government approvals. If these are forthcoming, the projects could break ground in a five- to 10-year time frame.

Planning Principles

- 1 Build on existing neighborhood strengths.
- 2 Consolidate land resources.
- 3 Coordinate with other ongoing planning efforts.
- 4 Support efforts to improve environmental quality.
- 5 Ensure a range of waterfront access options.
- 6 Enhance connections from the Southwest neighborhood to the waterfront.
- 7 Improve public access to the water itself.
- 8 Extend continuous, well-defined trail links along the Washington Channel.
- 9 Provide a generous public promenade on the water's edge.
- 10 Create new public places along the waterfront.
- 11 Create neighborhood settings with appropriate scale and density.
- 12 Relate to the larger urban context.
- 13 Integrate parking into the urban form.
- 14 Create varied and appealing architecture.

Implementing the AWI Vision



Recent construction at the Southeast Federal Center

The vision to create a great waterfront for the nation's capital must be matched by an equally powerful and bold implementation strategy. Significant coordination challenges must be addressed in the federal, regional and local context and the plan requires significant increases in dedicated funding at all levels in order to be fully implemented and benefits realized. The following principles are set forth to achieve the overall AWI vision:

Create Reliable Sources of Funding at the Federal, Regional and Local Level

Principle 1 Create Sustained Federal Funding for the Anacostia Waterfront.

Since the initiation of the Anacostia Waterfront Initiative in 2000, the Federal government has dedicated resources to the Anacostia in each budget, including line items for site clean ups, the combined sewer control plan, new parks, transportation studies and the Riverwalk. This annual appropriation should be institutionalized so that there is ongoing and steady federal support to clean the river, rebuild transportation infrastructure, and create new neighborhoods and parks. This is an essential commitment, given the extent of federal ownership and the importance of the waterfront for 21st Century Washington.

The Federal government has begun to make a meaningful annual contribution to the Anacostia. Sustained and heightened attention must increase these investments to a new, prioritized level, especially as requests to replace aging and dangerous transportation infrastructure become increasingly urgent and a matter of public safety and national security.

It is clear that the current system of ad hoc funding requests, while having made a significant initial contribution, must be changed and replaced by a system that offers new, expanded and reliable funding sources over the long term.

Principle 2 The Restoration of the Anacostia Watershed will require a Vigorous Regional Commitment

While sewage flowing into the river from central Washington's outdated combined sewer system is a dramatic reminder of the river's neglect, watershed-wide nonpoint source pollution also contributes heavily to the Anacostia's unhealthy condition. With over 80% of the Anacostia watershed in Maryland and more than 15% of it in federal ownership, the Anacostia's water quality challenges can only be solved by aggressive and enforceable District-State-Federal agreements.

New federal legislation will be needed to create a strong, watershed-wide water quality management structure, as well as provide annual appropriations for water-quality infrastructure repair and development. New legislation will also be able to address the need for a mandated timeframe for the Anacostia to become a clean and healthy waterway for all to use and enjoy.

Principle 3 The development of the Anacostia will require a dedicated local resource

The goal of building and strengthening neighborhoods along the Anacostia reinforces the City's need to attract and retain residents in order to ensure its economic and fiscal health. Underdeveloped and brownfield sites along the waterfront offer prime, rare opportunities given the city's limited available land. They hold the promise of attracting private sector investment to build new neighborhoods that do not displace existing residents and can be model mixed-income communities.

To facilitate the development of these waterfront neighborhoods, public infrastructure – including much-needed amenities such as parks and cultural institutions – will need to be built. While some of the funding for this investment will be from federal sources, the City should also establish an off-budget financing mechanism that does not draw on the District's current general fund revenues. The fiscal return created by facilitating the development of waterfront neighborhoods would more than offset the funds invested, especially if those funds are derived from disposed federal lands not currently assessed by the District.

Build a Campaign to Bring Activity, Public Awareness and Pride of "Ownership" to the Waterfront

Principle 4 Create an organized public programs campaign for the Anacostia.

The river and its current resources already offer so much! And yet many people in Washington and almost all visitors to our city are unaware of the special experiences to be had along the Anacostia River. Existing events and new events need to be better organized and communicated to the broader public, whether they be organized nature walks, bike tours of historical sites or upcoming events at RFK Stadium. Businesses, non-profits and public agencies need to be better coordinated to attract a broader audience to waterfront events. A major campaign should be undertaken and the local tourism, convention and marketing organizations should all be called on to lead and organize this campaign as a matter of both civic pride and the marketing of the city.

Principle 5
Strengthening River Stewardship Means Building Neighborhood Organizational Capacity Throughout the Watershed

Neighborhood associations and local community-based organizations must be leaders in the watershed restoration effort and are best positioned to benefit from the waterfront's transformation. The already strong commitment of non-profit organizations must be strengthened even more in order to reconnect the lives of citizens to the river and its resources. The AWI is only as strong as its primary stakeholders. It is citizen support, expressed through activism, advocacy and oversight, that demands change and monitors the positive transformation of waterfront parks and neighborhoods.

Waterfront revitalization will require many forms of public education, advocacy, stewardship and coordinated community activities. Community organizations will best be able to champion existing assets and help promote an inclusive approach to public and private investment. Importantly, community organizations should become partners in linking the employment opportunities created by waterfront development to the needs of neighborhoods throughout the neighborhoods along the Anacostia, many of which reflect the most disadvantaged census tracts in the metropolitan region.

Opportunities might include construction and permanent private employment or small business opportunities generated through new commercial and housing development. One example already put into action is the involvement of youth and residents in the building of the riverwalk or the clean-up of the river. Each opportunity created by the revitalization of the waterfront should be looked upon as a prospect for building local capacity and directly benefiting District residents and businesses.

Link the Building of the Waterfront with Sharing in its Prosperity

Principle 6
Build the Infrastructure for New Waterfront Neighborhoods – They hold the key to bringing vitality and resources for river-wide reinvestment.

The scale and breadth of the plan requires more than small increments of funding if the Anacostia waterfront is to be re-energized. The key to generating new resources and affecting the dramatic transformation envisioned in the plan lies in the building and strengthening of new and existing waterfront neighborhoods. First step investments should construct the public infrastructure necessary for the private investments in waterfront neighborhoods.

The building of waterfront neighborhoods is the most important immediate action to undertake if the substantial benefits of the waterfront are to be realized. These benefits will translate into measurable gains for the city, region and the nation by creating significant fiscal and economic development opportunities for the District of Columbia; creating regional smart growth benefits that relieve continued degradation of the environment and air quality in the national capital region; and by creating federal benefits which insure that Washington maintains its preeminence among the great world capital cities as an exemplary home to the federal institutions, their employees and to visitors from the world over.

Principle 7
Dedicate a Portion of New Revenues To Targeted Neighborhoods East-of-the-River

The Anacostia is emerging as the city's new growth corridor, anchored by over \$1 billion of investment in the Near Southeast neighborhood. Current levels of development will generate new public resources that may be reinvested in waterfront neighborhoods that do not have the same near-term market potential. In this way, the prosperity of the Anacostia River can be shared equitably by all waterfront neighborhoods.

The foresight to create a mechanism for re-investment will yield substantial returns to the city as the waterfront grows and prospers. Battery Park City in New York is proof of the power and impact that such a program, where revenue generated from a previous landfill site has been harnessed to create over 20,000 units of affordable housing city-wide.

Inspire a Waterfront that Will be Renown and Recognized for Great Design

Principle 8
Achieve Design Excellence in Every Aspect of the Endeavor

Design excellence must be achieved in all new projects no matter if they are large civil engineering projects or modest neighborhood improvements. Reconnecting the river to the city is more than a physical problem, it is a symbolic challenge which requires new ways of creating civic identity along the river. The symbolism of the river's neglect must be countered with a new commitment to integrate the waterfront environment into the urban landscape of the nation's capital. Superior architectural and landscape design must play a preeminent role in addressing the systemic neglect of the river and its environment.

Also, best practices of sustainable development can only be achieved with an interdisciplinary approach to design innovation. The inclusion of a design review process at both the local and federal level will be necessary to ensure that buildings, parks and bridges work harmoniously together to achieve the state-of-the-art standards that are worthy of our city and our nation. The use of open design competitions and the requirement of inter-disciplinary design teams are two concrete ways that public agencies can guarantee that their investments are benefiting from the many new innovations in the art and science of sustainable design and development.

Principle 9
All Actions Must Contribute to Achieving the Overall Waterfront Vision

The waterfront of the future will be shaped by thousands and thousands of actions – both large and small – over the next generation. It is imperative that each action be undertaken as part of the larger vision of reconnecting the waterfront to the life of our City, thereby coaxing it out of its current isolation. Each new segment of Riverwalk, each new park, each new street, each new neighborhood investment must be implemented within the larger objective of creating a unified park system and which links neighborhoods to the waterfront and the east and west sides of the river to one another.

Meet the Unprecedented Challenges of Implementing the Anacostia Waterfront Initiative with New Institutions

Principle 10
Create federal and local institutions tailored to meet the unique challenges of waterfront revitalization and conservation

Great visions require great institutions in order to be realized. The creation of high quality waterfront places requires the highest level of government attention, coordination and commitment, the ability to leverage public and private resources and partner with the private sector to take advantage of market opportunities, as well as a sustained focus that transcends the vagaries of economic and political cycles. An institution that has a single-purpose determination and the specialized capacity to build the waterfront must be undisturbed by competing priorities.

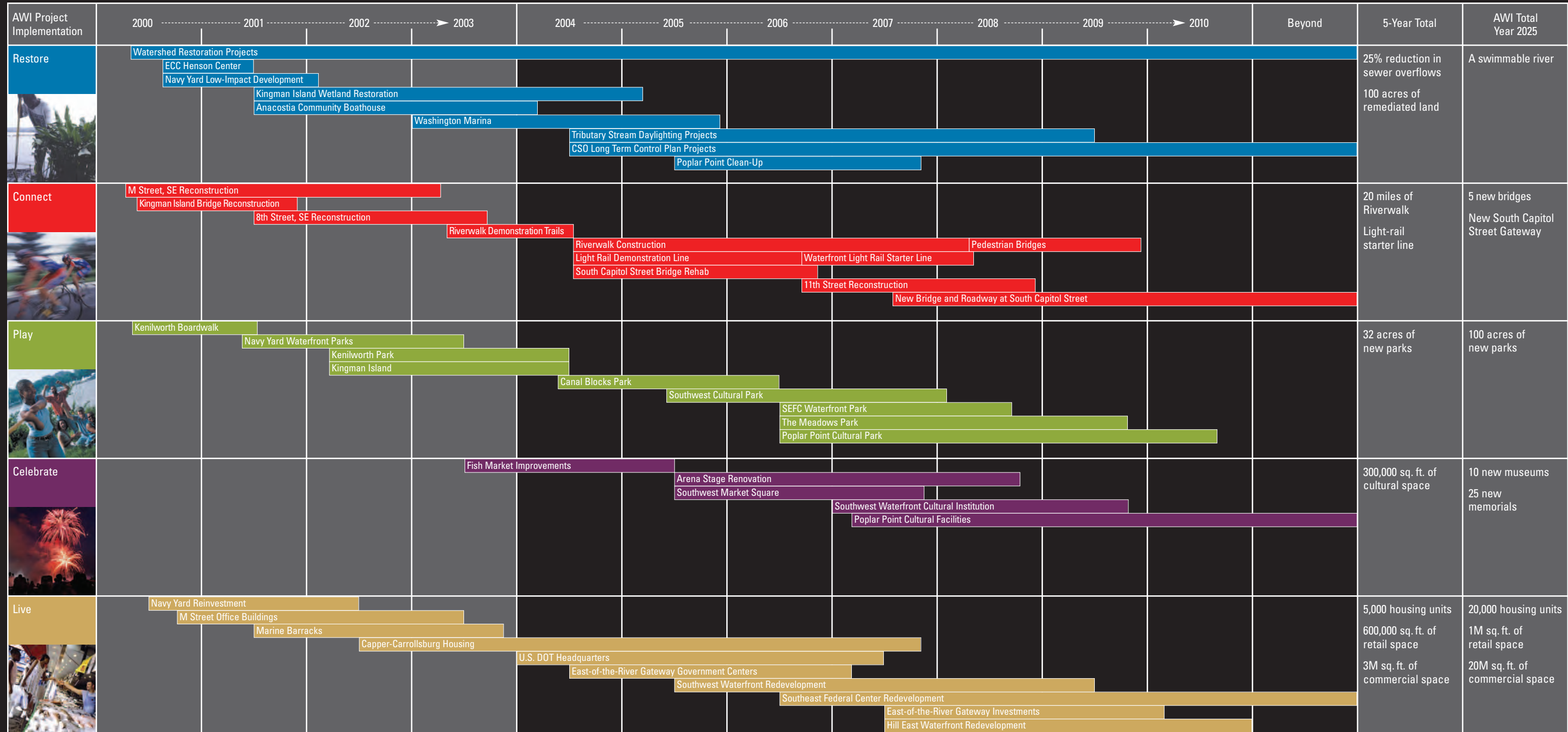
Great waterfronts take generations to build and cultivate. The common element to all successful waterfront transformations is the existence of an institution that persevered through economic and political cycles. It is only through the steadfast and singular focus of realizing a vision and attention to the quality and details of the design and development of the public realm that a great waterfront is created. The Battery Park City Authority in New York City, the Presidio Trust in San Francisco, SEMAPA in Paris, the Canary Wharf Corporation in London, are all institutions empowered with the statutory means, resources and mission to succeed.

The reasons for a new dedicated entity or entities are clear and compelling: the Anacostia has multiple federal and local authorities and agencies, not one of which has a clear mandate for revitalizing the Anacostia. Therefore, new institutional arrangements will be necessary at both the federal and local level to ensure that both are properly organized and focused to implement the vision.

At the local level, the City needs to establish a new single-purpose institution – the Waterfront Authority – to ensure that the focus and resources necessary to implement the Plan are advocated for, expended and focused on the projects important to the vision of the waterfront as a whole and are not detached from the larger mission. The possible roles of the local authority would be to finance and develop the infrastructure necessary to build waterfront neighborhoods, oversee or undertake implementation of the new public spaces; ensure sustained public participation in implementation of the plan and promote waterfront activities and potentially be responsible for maintaining public spaces. The local authority would have the capacity to develop the City’s assets as well as those of other local and federal agencies that are transferred to it for purposes of waterfront revitalization, thus ensuring that all development along the Anacostia is complementary. This arrangement also allows for cross-capitalization of local assets on both the east and west sides of the river thus promoting comprehensive – and not piecemeal – development of the scarce developable land along its shores. The local authority would be empowered as the lead entity to coordinate all waterfront-related activities and to serve as the City’s representative with the federal government to both advocate for needed federal resources and regularly coordinate with federal agencies to ensure that City and federal government investment are aligned.

At the federal level, legislation should be adopted to establish a mandate for coordinating federal agencies as a priority of the federal government and create a reliable baseline of funding for AWI projects so that the stewardship of federal assets are coordinated. The institutional structure could take the form of the Presidio Trust or the Southern Nevada Public Land Management Act. Both of these models, while different, have been successful in marshalling resources generated from within a specified geographic area and reinvesting those resources locally in federal park lands and conservation areas in need of investment. Coordination of federal agencies will also be critical to creating a partner for the new local authority so that the sequencing, prioritization, construction and implementation of federal and local improvements along the waterfront are complementary and leveraged so as to maximize their impact. In the case of the Federal government, resources generated by land disposition should be reinvested into other Federal assets, at no cost to the current or future Federal budget. For example, a portion of the proceeds from the privatization of federal lands along the waterfront could be reinvested in a “National Capital Anacostia Conservation Fund” to improve the federal parks.

Projected Implementation Timeline



The Anacostia Waterfront Initiative is a partnership among the following parties: The Government of the District of Columbia; General Services Administration; National Park Service; Naval District Washington; National Arboretum of the United States Department of Agriculture; National Capital Planning Commission; National Capital Revitalization Corporation; Office of Management and Budget; U.S. Army Corps of Engineers; Military District Washington; Commanding Officer Marine Barracks Washington; U.S. Department of Housing and Urban Development; U.S. Department of Transportation; U.S. Environmental Protection Agency; U.S. Department of Labor; U.S. Small Business Administration; District of Columbia Housing Authority; District of Columbia Sports and Entertainment Commission; District of Columbia Water and Sewer Authority; and Washington Metropolitan Area Transit Authority.

Appendix

1 Anacostia Waterfront Initiative, Memorandum of Understanding (unabbreviated)

This memorandum of understanding is entered into this 22nd day of March 2000. Each "Party" and collectively, the "Parties" agree to the following:

Preamble

The Parties, each of whom owns land on, or otherwise has an interest in the waterfront of the District of Columbia, have joined together to create a new partnership that will help to attain a vision for the waterfront areas. This partnership will build on the great historic plans for the District of Columbia as an investment undertaken in partnership with the people of the District of Columbia (the "Waterfront Revitalization Endeavor" or "Endeavor"). The Waterfront Revitalization Endeavor envisions a new, energized waterfront for the next millennium that will unify diverse waterfront areas of the District of Columbia into a cohesive and attractive mixture of recreational, residential, and commercial uses by capitalizing on one of the City's greatest natural assets, its shoreline. The Waterfront Revitalization Endeavor will contribute to the revitalization of surrounding neighborhoods, provide enhanced park areas, develop Government-owned land for the benefit of the people of the District of Columbia and the federal and District of Columbia Governments, where appropriate, increase access to the water, where appropriate, and enhance visitor participation in the activities and opportunities provided along the new waterfront. The Waterfront Revitalization Endeavor will contribute to urban revitalization through better coordination of waterfront development, as well as provide greater access to adjacent neighborhoods, where appropriate, and connect the waterfront and its adjacent neighborhoods with Downtown, the Mall, Georgetown, Capitol Hill, Southwest and the Anacostia neighborhoods. The Waterfront Revitalization Endeavor will provide for investment in building the capacity of surrounding communities to create wealth and jobs, as well as mechanisms for enhancing local labor force development through training and apprenticeships. Upon completion of the Waterfront Revitalization Endeavor and concurrent private and community efforts, the Parties believe that the waterfront of the District of Columbia will rival that of any of the great cities of the world and serve to maintain the City as one of the most beautiful capital cities in the world.

The Waterfront Revitalization Endeavor is made possible by the commitment of the United States Government and the federal parties listed above to devote time and resources, as agreed upon by the parties to the Waterfront Revitalization Endeavor, and by the willingness of the District of Columbia Government to engage in the Waterfront Revitalization Endeavor. In furtherance of the Waterfront Revitalization Endeavor, the District of Columbia Office of Planning will develop a plan for the Anacostia Waterfront in partnership with the National Park Service and the General Services Administration. Over seventy percent of the subject land area and over ninety percent of the subject shoreline is currently publicly owned, with the Department of Defense and the National Park Service among the major landowners.

The Parties have joined together to sign and implement this Memorandum of Understanding to set forth their goals and requirements for the Waterfront Revitalization Endeavor in a spirit of cooperation and shared vision. By working together, the Parties believe that they can cause the dream of a new waterfront for the Federal City and the District of Columbia to become a reality. This is a great and good endeavor which will leave an inspired legacy for the future citizens of the District of Columbia and the people of this great nation. It will be one of the most important partnerships ever made between the District of Columbia and federal governments.

Agreement

The Parties agree as follows:

1. Specific Goals. Among the specific goals of the Waterfront Revitalization Endeavor are the following:

a. To realize the full potential of the District of Columbia's waterfronts (the "Waterfronts") in order to enhance the quality of life for residents of, and visitors to, the greater Washington, DC area through a partnership which will provide access to, where appropriate, and improvement of the Waterfronts. For purposes of this Memorandum of Understanding, and as more fully described in Exhibit A, the Waterfronts consist of, inter alia, both shores of the Anacostia and Potomac Rivers, and landmarks such as the Southwest Waterfront, Fort McNair, the Navy Yard, RFK Stadium, the Anacostia RiverParks, the National Arboretum and the Kenilworth Aquatic Gardens. It is clearly understood by all of the parties to this agreement that security is the number one priority of military installations. Consequently, where issues arise concerning public access to waterfront areas on military installations, the installation commanders will be the ultimate decisionmakers.

b. To ensure that the Waterfronts are planned and developed to provide the appropriate development potential for the District of Columbia and the federal government. This development will preserve the environment and encourage the use of sustainable development techniques. Waterfront development should be planned to take advantage of its location, particularly view corridors and where appropriate, access to green spaces.

c. To build on existing relationships to ensure that Waterfronts are planned and developed with the participation and input of surrounding communities and community organizations. The Waterfront Revitalization Endeavor will build on existing relationships between the City, federal agencies, and the Washington, DC community (e.g., the Bridges to Friendship initiative).

d. To assess existing infrastructure with respect to anticipated future demand, particularly with respect to transportation, storm water management, wetland restoration, and bulkhead rehabilitation. The infrastructure will be planned in order to support the mix of private development and park protection and rehabilitation desired by the District of Columbia Government, the federal government, and the surrounding communities.

e. To build a framework by which the Parties will develop a cooperative plan for the Waterfront Revitalization Endeavor.

f. To develop a timetable and appropriate implementation and management mechanisms for the realization of the Waterfront Revitalization Endeavor. The implementation should assess the impact of development in the project area on environmental quality, economic development, access to open space, where appropriate, and sustainability of the entire region.

g. To build on existing plans for the District of Columbia, including the L'Enfant Plan and the McMillan Plan, to create consistent and compatible development.

h. To bring economic development, employment, and recreational opportunities to the communities surrounding the Anacostia River consistent with all applicable laws.

2. Endeavor. The parties agree to partner in the Endeavor for the purpose of carrying out the terms of this Agreement. The signatories, or their designees, for each of the constituent federal agency parties shall meet with the Mayor of the District of Columbia, once a year, to review the status of the Endeavor and the progress of the Waterfront Revitalization Endeavor.

3. Management. The coordination of the Endeavor will be the responsibility of a Joint Management Committee comprised of one or more representative(s) from each of the Parties. The primary responsibility for coordinating the affairs and activities of the Joint Management Committee shall be borne jointly by the representative of the General Services Administration and the District of Columbia Office of Planning. The Parties agree to appoint their initial representatives to the Joint Management Committee on or before April 19, 2000 and to schedule an initial meeting of the Joint Management Committee on or before April 26, 2000. The Joint Management Committee will make recommendations regarding joint planning and project development matters. The individual agency or agencies affected will be responsible for obtaining all required approvals from planning and permitting agencies and ensuring compliance with all applicable local and federal rules, regulations and statutes. The Party that appointed a member may remove and replace that member at its sole discretion.

4. Community Participation Process. The parties recognize the importance of public participation in the planning and implementation of projects along the Waterfront. To that end, when appropriate, outreach will be made to the community and stakeholders to discuss proposals and plans. As appropriate, the Endeavor will work with existing organizations and others. This process is only for the area designated in Appendix A and will not supersede requirements and missions of the parties.

5. Planning. The Parties involved with the Endeavor will collaborate with the overall planning effort for the Anacostia Waterfront that is being developed by the District of Columbia Office of Planning in partnership with the National Park Service and the General Services Administration.

6. Funding. Funding for the Waterfront Revitalization Endeavor. It is the intention of the Parties that the costs of the planning process may be funded by the parties involved, consistent with the missions, authority, and budget process of each constituent Party.

7. Implementation. It is the intention of the Parties that implementation will be an effort by the appropriate parties and others in the private and public sectors as will be determined by the Joint Management Committee. The Joint Management Committee shall make recommendations with respect to implementation and where appropriate, shall facilitate coordination among relevant stakeholders. Recommendations shall be coordinated with appropriate federal and local bodies.

8. Timetable. Within sixty (60) days of the date the parties enter into the MOU, the Joint Management Committee will agree to the initial scope of the Endeavor's planning efforts, including community participation mechanisms for the Waterfront Revitalization Endeavor; will establish mechanisms to review projects and provide recommendations to appropriate agencies/organizations; and will develop a list of initial projects that can be completed relatively quickly to further the stated goals of the Endeavor and to provide momentum for the Waterfront Revitalization Endeavor.

Miscellaneous Provisions

a. Entire Agreement. This agreement constitutes the entire agreement among the Parties with respect to the subject matter thereof.

b. Parties who own land on or otherwise have an interest in or concern about the waterfront of the District of Columbia may join the Endeavor at any time throughout the term of the Endeavor.

c. Amendment/Modification. This Agreement may be amended or modified with respect to a party upon notice by a party to the agreement.

d. This agreement is intended only to improve the management and collaboration on the matters referenced herein and does not create any new regulatory, permit, zoning, or other federal or District of Columbia approval requirements or any enforceable rights against the United States, its agencies, its offices or any person.

2 Partnership Agency Acknowledgements Signatory Agencies to the AWI Memorandum of Understanding

Government of the District of Columbia*
General Services Administration*
United States Department of the Interior *
Naval District Washington
District of Columbia Housing Authority *
District of Columbia Sports and Entertainment Commission *
District of Columbia Water and Sewer Authority
Marine Barracks of Washington
National Capital Planning Commission *
National Capital Revitalization Corporation *
United States Army Military District of Washington
United States Army Corps of Engineers
United States Department of Labor
United States Department of Transportation *
United States Department of Housing and Urban Development
United States Environmental Protection Agency
United States Office of Management and Budget
United States Department of Agriculture
United States Small Business Administration
Washington Metropolitan Area Transit Authority

** Signatory agencies contributing funds to the waterfront planning effort.*

District of Columbia, Participating Agencies

Office of Planning
(Designated Coordination Agency for the Anacostia Waterfront Initiative)
Office of the Deputy Mayor for Planning and Economic Development
Department of Transportation
Department of Parks and Recreation
Department of Health
Department of Housing and Community Development
Department of Corrections

Special thanks to the Summit Fund of Washington for their grant supporting the community outreach elements of the Initiative.

AWI Public Planning Workshops and Presentation Milestones

March 22, 2000

AWI Memorandum of Understanding Signing Ceremony, Washington Navy Yard

April 29, 2000

AWI Goals and Objectives Workshop, Savoy School

May 30-31, 2000

Near Southeast Neighborhood Workshop, Van Ness Elementary School.

July 26, 2000

Anacostia Riverwalk Goals and Objectives Workshop, Earth Conservation Corps Pump House

October 21, 2000

Anacostia Riverwalk Workshop, Savoy School

October 28, 2000

Kingman Island Workshop, River Terrace School

December 21, 2000

Kingman Island Draft Master Plan Presentation, St. Benedict the Moor Church

March 13, 2001

Mayor's Vision Statement and Consultant Team Introduction

March 24, 2001

Anacostia River Environmental Summit, Savoy School

April 7, 2001

Simultaneous Neighborhood Target Area Workshops

May 19, 2001

River-wide Framework Themes Workshop, National Building Museum

November 8, 2001

Presentation of Preliminary Framework Recommendations, National Building Museum

November 15, 2001

Citizen Advisory Group Meeting

December 5-6, 2001

Southwest Waterfront Public Workshops, St. Matthews Church

January 23, 2002

Reservation 13/Hill East Waterfront Project Commencement Meeting, DC Armory

February 20, 2002

Reservation 13/Hill East Waterfront Background Information Meeting, DC Armory

February 27, 2002

Poplar Point Public Workshop/Focus Group, Matthews Memorial Baptist Church

February 27, 2002

Southwest Waterfront Public Presentation of Planning Alternatives, St. Matthew's Church

February 28, 2002

Poplar Point Preliminary Recommendations Presentation, Birney School

March 1-3, 2002

Reservation 13/Hill East Waterfront Public Workshop, Eastern High School

March 13, 2002

South Capitol Street Gateway Study Press Conference, Earth Conservation Corps

March 20, 2002

Reservation 13/Hill East Waterfront Public Presentation, Eastern High School

March 31, 2002

Public Release of Hill East Draft Master Plan

April 2, 2002

Poplar Point Focus Group, DC Office of Planning

April 13, 2002

Anacostia RiverParks Summit, Savoy Elementary School

May 22, 2002

Citizen Advisory Group Meeting, MLK Memorial Library

June 14, 2002

Near Southeast Preliminary Vision Presentation, Capper Carrollsburg Recreation Center

July 18, 2002

Adoption of the DC-WASA Combined Sewer Overflow Long Term Control Plan

July 22, 2002

Southwest Waterfront Draft Plan Public Presentation, St. Matthew's Church

July 24, 2002

Southwest Waterfront Draft Plan Public Presentation, National Building Museum

October 15, 2002

DC City Council approval of Hill East Draft Master Plan

November 2002

Citizen Advisory Group Meeting

January 2003

Citizen Advisory Group Meeting

February 10, 2003

Public Release of Draft Southwest Development Plan and AWI Vision

March 12, 2003

Public Hearing on Southwest Waterfront Plan, St. Augustine's Church, SW

March 18, 2003

South Capitol Street Gateway Study Presentation, St. Augustine's Church, SW

March 19-20, 2003

Citizen Advisory Group Roundtable Discussions, DC Office of Planning

March 25, 2003

Citizen Advisory Group Meeting, Old Council Chambers

April 2003

Public Release of the Near Southeast Urban Design Framework

April 23, 2003

East of the River Focus Group, St. Francis Xavier Catholic Church, SE

April 29, 2003

Near Southeast Planning and Zoning Forum, Van Ness Elementary School, SE

June 5, 2003

Public Release of South Capitol Street Gateway and Improvement Study

June 12, 2003

Groundbreaking of Anacostia Riverwalk and Trail, River Terrace

Fall 2003

Public Release of AWI Draft Framework Plan

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Glossary

Anacostia RiverParks: A unified and continuous park system that will bring to life 1,200 acres of green spaces along the Anacostia River, including over 100 acres of newly created public parks.

CSO (combined sewer overflow): Mixture of stormwater from city streets and untreated sewage wastewater that overwhelms the capacity of the combined sewer system during significant rainfall.

Daylighting: The process of taking a river, stream, or storm- water drainage route out of buried pipes and integrating it into the landscape.

Grade (as in “at grade” or “below grade”): Level. “At grade” is said of streets, highways, railroads that are on the same level at the point of crossing. “Below grade” refers to street, highway, railroad crossings that are depressed underground.

Inter-modal: A trip involving transportation by more than one form of

carrier during a single journey. For example, transferring from the Metro to the bus to travel from home to work is an inter-modal trip.

L’Enfant, Pierre Charles: French expatriate and Revolutionary War veteran who was commissioned by George Washington to develop the first plan for the capital city of the United States, known as the L’Enfant Plan of Washington.

LEED (Leadership in Energy and Environmental Design): This rating system, established by the Green Building Council, outlines development practices that conserve energy, water, and other natural resources. It will be used to evaluate future developments along the waterfront and should be applied throughout the Anacostia watershed.

LRT (Light Rail Transit): A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, in streets, and

to board and discharge passengers at track or car-floor level.

McMillan Commission: Named in honor of its chairman, Senator James McMillan of Michigan, this body was established in 1901 to expand on L’Enfant’s vision and was originally known as the Park Improvement Commission of the District of Columbia (often referred to as the Senate Park Commission). The Commission formalized and completed the Mall and Rock Creek Park and laid out a vision for a grand, interconnected metropolitan park system, of which the Anacostia remains the only uncompleted segment.

Multi-modal: A term pertaining to transportation involving many different forms of carrier or travel. For example, a multi-modal bridge can accommodate cars, light rail, bicycles and pedestrians.

Non-point-source pollutants: Pollutants that cannot be traced to specific points. For example, gas, oil, and contaminants settle on the ground from car exhaust, construction projects, and chemical spills,

and then wash into the Anacostia and its tributaries with every rain.

Riparian Buffers: Vegetated areas next to water resources that protect water resources from non-point-source pollution through their filtering functions and provide bank stabilization and aquatic and wildlife habitat. Natural riparian buffers are composed of grasses, trees, or both types of vegetation. If riparian buffers are maintained or reestablished, they can exist under most land uses: natural, agricultural, forested, suburban, and urban.

Riverwalk and Trail: 20-mile system of trails and pathways for pedestrians and cyclists interconnecting the Anacostia RiverParks.

TOD (Transit-Oriented Development): Development concentrated around transit stops rather than on new, green sites.

Illustrations

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The Anacostia Waterfront



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*Putting
the Anacostia
Back on
the Map*