Bridging the 11th Street Bridge Park

2015-2016 ULI Regional Land Use Leadership Institute

Mini Technical Assistance Panel

Luke Davis | Gabriela Canamar Clark | Scott Rowe | Phil Hummel | Joanne Fiebe | Michael Brown | Radhika Mohan
Presentation Overview

- Project Approach
  - Research
- Recommendations
- Questions/Discussion
Project Approach

How can the 11th Street Bridge Park be accessible to pedestrians, cyclists, and to public transit? But how will people bridge to the park?

- Site Visit
- Background Research on Relevant Plans and Projects
- Identifying Connections
- Recommendations & Regional Benefits
Development Activity

- 10 Acres of Park Space
- 10 New Apartment Buildings Under Construction
- 194 Affordable Units Under Construction
- 192,000 SF of Retail Under Construction
- 3 Hotels Under Construction
- 1 Office Building Under Construction

• 1200 Acres of Park Space
• 7 New Apartment Buildings Planned
• 284 Affordable Units Planned
• 580,000 SF of Retail Planned
• 1 Office Building Planned
MLK Gateway Site

- **Location:** Intersection of Good Hope Road SE and MLK Jr. Ave SE; ¼-mile from Anacostia Metrorail Station

- **Size:** 18,600 SF

- **Zoning:** C-3-A (Major Business and Employment Centers, Medium Density); Permits a wide variety of retail, office, and residential uses; Maximum Cumulative Density of 4.0 FAR; Maximum Building Height of 65 feet

- **Status:** DMPED issued RFEI April 2015 and had three respondents; DMPED anticipates issuing RFP early May 2016, with submissions in late summer and final selection by end of the year

- **Community Benefits:**
  - Affordable housing
  - Inclusionary Zoning Law: certain percentage of rental or for sale units available at 51% - 80% AMI
  - Disposition of District Land for Affordable Housing Law: certain percentage of rental units available at 0% - 30% AMI and 31% - 50% AMI; certain percentage of for sale units available at 31%-50% AMI and 51%-80% AMI
  - First Source Employment hiring requirements: generally, at least 51% of all new hires must be DC residents
  - Programs for Certified Business Enterprises: generally, at least 35% of the project's adjusted budget must be subcontracted to CBEs
  - Sustainability: compliance with Green Building Act of 2006

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Poplar Point Small Area Plan

**Background Information:**

- Poplar Point is a 150-acre portion of the Anacostia National Park currently owned by the Federal Government adjacent to the 11th Street Bridge Park site.
- Currently home to the NPS Headquarters for the National Capital Parks – East, the U.S. Park Police Anacostia Operations Facility, and the U.S. Park Police Aviation Unit.
- In 2006, Congress enacted the DC Lands Act, which provides for the transfer of 110 acres of Poplar Point to the District of Columbia; the land transfer is still ongoing.
- Under the DC Lands Act, 70 acres of this land must be maintained for park purposes; legislation also requires the District to adopt a land use plan (Small Area Plan) for the site that must provide for the reservation of the 70-acre portion for park purposes, the identification and relocation of government facilities, and be consistent with the existing Anacostia Waterfront Framework Plan, among other things.
- An Environmental Impact Statement (“EIS”), which is required by Federal law to analyze the NPS and USPP relocation from Poplar Point, is currently underway.

**Poplar Point Small Area Plan:**

- Office of Planning staff anticipates three community meetings, with the first meeting expected for June.
- Anticipated that the Poplar Point Small Area Plan will be submitted to DC Council by Summer 2017.
- Information on the Poplar Point Small Area Plan has not yet been released to the public.

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Assets & Opportunities
Improved Access

- Identify primary and secondary access corridors
- Prioritize projects (short, mid-, and long-term)
- Provide for parking/access from parking to park
- Improve bike access west of river
- Construct pedestrian amenities to and in Anacostia Park
- Prohibit right-turns-on-red at key intersections
- Increase bus service to park
The Big Move

*Complete Connections*

- Enhance Anacostia River trails
- Construct high-quality walking and biking connections to key destinations in order to increase use of the bridge park and create economic development opportunities for local businesses
Bridging East

Good Hope Road SE/Anacostia Drive/ MLK Avenue SE

Race Street Underpass, Philadelphia

Photo Credit: DFX: Sound Vision
Bridging West
11th Street SE/Water Street SE/M Street SE
Bridging West

- Possible aprons for table top transition
- Evaluate and improve trees and tree well plantings for “plaza” atmosphere
- Add accent pavement treatments for visual interest in speed control
- Delineate crosswalks
- Triangle becomes part of the plaza
- Accent paving at intersection to promote a pedestrian friendly environment

Off-Peak Hours Pedestrian/Bike Use only lane to enhance sense of arrival, allow for safer bicycle movements

11th St Bridge Park access point

Navy Yard

O Street
Bridging West

View of O Street Median with Converted Turn Lane
Wayfinding

- Digital
- Temporary
- MEDIUM
- DURATION
- Print
- Permanent
- MODE
Wayfinding
Questions/Discussion
Wayfinding

MODE

Digital
Temporary

MEDIUM
DURATION

Print
Permanent

Print
Wayfinding

Digital

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Temporary

Permanent
Wayfinding

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Wayfinding

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Wayfinding

Digital

Temporary

Print

Permanent
Wayfinding

Digital
Print

Temporary

Permanent
**Wayfinding**

Integrate into existing wayfinding systems in proximity to the Bridge Park in collaboration with:

- DDOT Blue Signage Program
- DC Cultural Tourism
- DC Visitor Center
- WMATA
- National Park Service
- National Capital Planning Commission
- Commission of Fine Arts
- Anacostia BID
- Capitol Riverfront BID
Wayfinding

Digital

Temporary

Print

Permanent
Wayfinding

Digital

Temporary

Print

Permanent
Wayfinding

Digital

Print

Temporary

Permanent
Wayfinding

Digital

Temporary

Print

Permanent
Wayfinding

Digital

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Wayfinding

Digital

Temporary

Print

Permanent
Getting There

Digital

Temporary

Print

Permanent
Wayfinding

Digital

Print

Temporary

Permanent
Wayfinding

TransitScreen.com
Wayfinding

Pointssign.com
VT Report Recommendations

1. Consider incorporating a mission statement making framework from the for-profit business world into the mission statement making process for the 11th street bridge park.

2. Include pedestrian, bicycle, and vehicle wayfinding devices in the 11th street bridge park wayfinding system.

3. Prioritize investment in vehicle wayfinding toward high volume interstate, freeway, and arterial road that bring visitors into the 1-mile radius of the 11th Street Bridge Park.

4. Encourage drivers to make use of on-street and off-street parking resources closer to the one-mile edge of the sub-district and make use of active modes of transportation to get to the 11th Street Bridge Park.

5. Tie the 11th Street Bridge Park into Existing Wayfinding on signed bike routes.

6. Implement 11th Street Bridge Park-oriented pedestrian and bicycle wayfinding on all existing multi use trails, and add new wayfinding devises as the planned and proposed multi-use trails are built.
Primary/Secondary Access Corridors

- Primary Access Corridors are those through which most park visitors will access the park.

- Work with District of Columbia, National Park Service, and Navy to prioritize capital improvements within primary access corridors.

- Consider adding primary access corridors to the geographic area through which the Bridge Park will assist with maintenance, cleanup, and/or signage.

- Secondary Access Corridors are strategic areas for increased wayfinding and linkages to other attractions.
# Primary Access Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>11th Street SE</td>
<td>Pennsylvania Avenue SE</td>
<td>11th Street Bridge</td>
</tr>
<tr>
<td>Martin Luther King, Jr. Avenue SE</td>
<td>11th Street Bridge</td>
<td>Howard Road SE</td>
</tr>
<tr>
<td>Anacostia Drive SE</td>
<td>West End of Anacostia Park</td>
<td>Nicholson Street SE</td>
</tr>
<tr>
<td>Good Hope Road SE</td>
<td>Anacostia Drive SE</td>
<td>Minnesota Avenue SE</td>
</tr>
<tr>
<td>National Park Service Roads</td>
<td>Anacostia Metro Station Parking Facility</td>
<td>Anacostia Drive SE</td>
</tr>
<tr>
<td>M Street SE</td>
<td>Van Ness Elementary School</td>
<td>11th Street SE</td>
</tr>
<tr>
<td>Potomac Avenue SE</td>
<td>Potomac Avenue Metro</td>
<td>K Street SE</td>
</tr>
<tr>
<td>K Street SE</td>
<td>Potomac Avenue SE</td>
<td>11th Street SE</td>
</tr>
<tr>
<td>Anacostia Riverwalk Trail</td>
<td>Yards Park</td>
<td>Water Street SE</td>
</tr>
</tbody>
</table>
**Secondary Access Corridors**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin Luther King Jr. Avenue SE</td>
<td>Howard Road SE</td>
<td>Malcolm X Avenue SE</td>
</tr>
<tr>
<td>Suitland Parkway</td>
<td>MD 4</td>
<td>Anacostia Drive SE</td>
</tr>
<tr>
<td>Anacostia Drive SE</td>
<td>South Capitol Street SE</td>
<td>Western terminus</td>
</tr>
<tr>
<td>Nicholson Street SE</td>
<td>Minnesota Avenue SE</td>
<td>Anacostia Drive SE</td>
</tr>
<tr>
<td>I-295</td>
<td>I-95/495, National Harbor, MD 210</td>
<td>DC 295</td>
</tr>
<tr>
<td>DC 295/Baltimore-Washington Parkway</td>
<td>I-95/495</td>
<td>I-295</td>
</tr>
<tr>
<td>I-695</td>
<td>I-395</td>
<td>I-295</td>
</tr>
<tr>
<td>8th Street SE</td>
<td>Pennsylvania Avenue SE/Eastern Market Metro</td>
<td>M Street SE</td>
</tr>
<tr>
<td>Anacostia Riverwalk Trail</td>
<td>Northern terminus</td>
<td>11th Street Bridge</td>
</tr>
<tr>
<td>14th Street SE</td>
<td>Frederick Douglass NHS</td>
<td>Good Hope Road SE</td>
</tr>
<tr>
<td>S Street SE</td>
<td>Minnesota Ave SE</td>
<td>Martin Luther King, Jr. Ave SE</td>
</tr>
</tbody>
</table>
Recommendation Time Frames

- **Italicized**: Highest Priority Projects

- **Short-Term**: Should be constructed/implemented by Bridge Park opening

- **Mid-Term**: Should be completed 2-4 years following Bridge Park opening

- **Long-Term**: To be completed five or more years beyond Bridge Park opening
# Bicycle/Pedestrian Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Lead Entity (Support)</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete bicycle and pedestrian pathway(s) between Anacostia Metro Parking Garage to Anacostia Drive, along Park Police Headquarters access roads.</td>
<td>NPS (WMATA)</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Barrier-separate pedestrians, local bicyclists, and through bicyclists on the 11th Street Bridge between Good Hope Road SE and N Street SE</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Close exit from 11th Street SE to O Street SE to vehicles except during peak commute periods. Paint and sign exit to clearly indicate off-peak access limited to bicycles/pedestrians.</td>
<td>DDOT (Navy)</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Construct improvements to the Anacostia Riverwalk Trail on the Navy Yard to allow safe bicycle/pedestrian interface.</td>
<td>Navy</td>
<td>Long-Term</td>
</tr>
</tbody>
</table>
## Bicycle Access Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Lead Entity (Support)</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create interim east-west bicycle route along L Street SE between 1&lt;sup&gt;st&lt;/sup&gt; and 11&lt;sup&gt;th&lt;/sup&gt; Streets SE</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Create through and local bicycle facilities along Anacostia Drive to separate local/occasional bicyclists from through/commuter bicyclists</td>
<td>NPS</td>
<td>Mid-Term</td>
</tr>
<tr>
<td>Provide Capital Bikeshare stations at both ends of the Bridge Park</td>
<td>Capital Bikeshare</td>
<td>Mid-Term</td>
</tr>
<tr>
<td>Connect eastern end of new Virginia Avenue Bike Trail with 11&lt;sup&gt;th&lt;/sup&gt; Street SE Bike Lane</td>
<td>DDOT (CSX)</td>
<td>Mid-Term</td>
</tr>
</tbody>
</table>
## Pedestrian Access Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Lead Entity (Support)</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade interim pedestrian access/amenity requirements through construction zones</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Retrofit sidewalks along Good Hope Road SE, W Street SE, and 14th Street SE for consistency with DDOT specifications for sidewalks within a Historic District.</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Provide signalized pedestrian crossing of Howard Road SE at Anacostia Metro Station, to facilitate pedestrian access to Bridge Park via Martin Luther King, Jr. Avenue SE</td>
<td>DDOT (WMATA)</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Improve sidewalk on north side of M Street SE between 5th Street SE and 11th Street SE up to Public Realm Manual Guidelines</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Reconnect S Street SE between 14th Street SE and Martin Luther King, Jr. Ave SE</td>
<td>DDOT</td>
<td>Long-Term</td>
</tr>
</tbody>
</table>
# Pedestrian Safety Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Lead Entity (Support)</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide minimum 10-foot-wide sidewalk along Anacostia Drive between Nicholson Street SE and Poplar Point</td>
<td>NPS</td>
<td>Phased W to E</td>
</tr>
<tr>
<td>Reconfigure Good Hope Road SE between Martin Luther King, Jr. Avenue SE and Anacostia Drive SE to provide full sidewalks (up to Historic District Standards) on both sides</td>
<td>DDOT/NPS</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Use the highest and best street lighting products permitted by DDOT for the Primary Access Corridors</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Provide additional lighting, including light-based public art displays where desired, to key underpasses on Good Hope Road SE, 11th Street SE at I-695, and Water Street SE</td>
<td>DDOT (Bridge Park)</td>
<td>Mid-Term</td>
</tr>
</tbody>
</table>
Pedestrian Safety Recommendations

• Prohibit right-turns-on-red at the following intersections:
  • Southbound Martin Luther King, Jr. Ave SE onto northbound Good Hope Road SE
  • Northbound DC 295 Exit Ramp onto southbound Martin Luther King, Jr. Ave SE
  • Southbound 11th Street SE onto southbound I-295
  • Eastbound Pennsylvania Avenue SE onto westbound Potomac Avenue SE
  • All intersections along 11th Street SE from Pennsylvania Avenue SE to Good Hope Road SE
# Parking Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
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<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Formalize parking agreements with private parking providers in the vicinity to provide interim parking options</strong></td>
<td>Bridge Park (Parking Owners)</td>
<td>Short-Term</td>
</tr>
<tr>
<td><strong>Formalize agreement with WMATA for shared parking at Anacostia Metro parking facility</strong></td>
<td>Bridge Park/WMATA</td>
<td>Short-Term</td>
</tr>
<tr>
<td><strong>Provide accessible parking options at Bridge Park entrance</strong></td>
<td>NPS</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Construct shared parking facility at upriver end of Poplar Point</td>
<td>TBD</td>
<td>Long-Term</td>
</tr>
</tbody>
</table>
## Transit Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
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<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add a DC Circulator bus stop at 11th Street SE and O/Water Streets SE. Expand service on the Potomac Avenue Metro/Skyland route to Sundays</td>
<td>DDOT</td>
<td>Short-Term</td>
</tr>
</tbody>
</table>
| Provide additional bus stop amenities, including seating, shelters, NextBus information, wayfinding, and other information at the following locations:  
  - 11th Street/Water Street/O Street  
  - Martin Luther King, Jr. Ave SE/Good Hope Road SE                                                                                                                                                                                                  | DDOT (DMPED, Anacostia BID, Bridge Park)    | Short-Term   |
| Provide shuttle/Circulator service between the Eastern Avenue Metro and Anacostia Metro                                                                                                                                                                            | DDOT                                          | Long-Term    |
| Install docks beneath or adjacent to 11th Street Bridge to provide waterborne access                                                                                                                                                                         | DDOT                                          | Long-Term    |
Bicycle/Pedestrian Wayfinding Recommendations

<table>
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<tr>
<th>Recommendation</th>
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<tbody>
<tr>
<td>Provide consistent wayfinding signage directing pedestrians, bicyclists, and drivers to the 11th Street Bridge Park along Primary and Secondary Access Corridors. Pedestrian-scale signage paramount on Primary Access Corridors.</td>
<td>DDOT (Bridge Park)</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Provide historic, cultural, and other visitor information at regular intervals along Primary Access Corridors to enhance trip.</td>
<td>DDOT (Bridge Park)</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Provide wayfinding signage to direct visitors to the 11th Street Bridge Park to nearby attractions, including the Anacostia CBD, Frederick Douglass NHS, Yards Park, etc.</td>
<td>DDOT (Bridge Park)</td>
<td>Mid-Term</td>
</tr>
</tbody>
</table>
## Vehicular Wayfinding

### Recommendations

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Add highway-scale signage to direct drivers from westbound Suitland Parkway SE onto eastbound Howard Road SE to access parking for Bridge Park</td>
<td>DDOT</td>
<td>Short Term</td>
</tr>
<tr>
<td>Through the use of standard MUTCD brown signage for attractions, add the 11th Street Bridge Park as a control destination on signage along I-295 for Exit 3B (South Capitol Street/Howard Road), including advance notification</td>
<td>DDOT</td>
<td>Short Term</td>
</tr>
</tbody>
</table>