



I-395 Overpass:
within the corridor vehicular infrastruc-
ture dominates the landscape



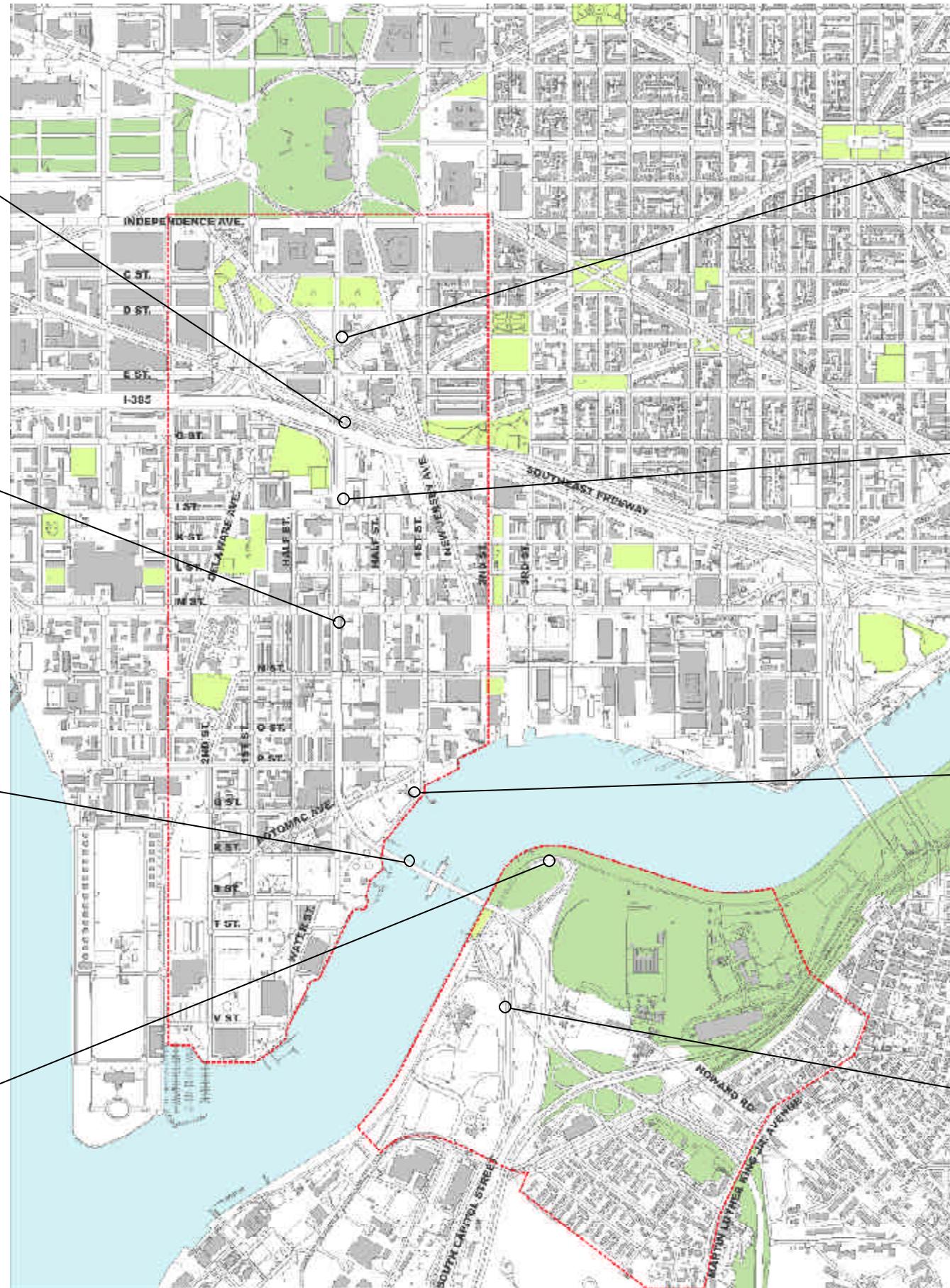
Channelized traffic on South Capitol
and M Streets:
east-west crossings are infrequent for
automobiles and often dangerous for
pedestrians



Pedestrian walkway on Frederick
Douglass Bridge:
an aging structure designed with
dangerously
narrow pedestrian access



Parkland at Poplar Point:
a potentially gracious park currently hard
to get to from Anacostia and Buzzard
Point



Streetscape at South Capitol and D
Streets:
residential uses are fragmented
throughout the corridor



Automobile oriented retail:
surface parking lots and drive-through
uses characterize the streetscape



Buzzard Point waterfront:
current uses diminish and prohibit public
access



Bridge ramps at Poplar Point:
a confusing sequence of ramp configu-
rations from the Frederick Douglass
Bridge

Ten Urban Design Principles for Revitalizing the South Capitol Street Corridor

Transforming the South Capitol Street Corridor into one of the great urban districts of Washington D. C. will require coordinating planning initiatives between the many federal and city interests over the course of several years. The following ten urban design principles are intended to guide subsequent planning, particularly the selection of the transportation improvement alternatives being studied for this corridor. These improvements will form the framework for revitalization efforts to come.

1 Great Urban Boulevard

South Capitol Street is envisioned as a great urban boulevard that incorporates a broad mix of public and private uses including active public spaces that serve local neighborhoods, as well as regional and national visitors.



Unter den Linden, Berlin

2 Ceremonial Public Corridor

South Capitol Street and adjoining blocks provide a significant opportunity to incorporate commemorative works - memorial plazas, monuments and museums - especially at prominent waterfront sites on both sides of the river. A revitalized South Capitol Street provides one of the best opportunities to expand civic and cultural facilities beyond the confines of the existing monumental core.



Commonwealth Avenue, Boston

3 Prominent Open Space Connection to the Anacostia River

A linear open space is envisioned along the entire length of this great boulevard - connecting Capitol Hill and the Mall to a revitalized Anacostia Riverpark. This public open space system should include direct connections to the planned 'Riverwalk.'



Connecting the Mall and Anacostia Riverpark

4 Civic Terminus Where South Capitol Street Meets the Anacostia

A significant opportunity exists to create civic spaces on both sides of the river to celebrate this gateway crossing and provide access to the waterfront. Moreover, the terminus of South Capitol Street at the Anacostia River should result in a major civic feature of national significance.



Potential bridge as gateway on Capitol, Potomac Avenue as local distributor

5 Local, Commuter, and Ceremonial Traffic Optimized

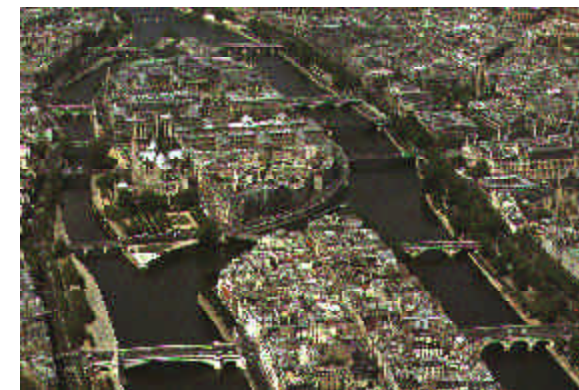
The South Capitol Street corridor is burdened with ever-increasing traffic demands. Three distinct needs must be resolved. A tunnel solution should be explored to accommodate daily through traffic. The ceremonial approach to the Capitol from the Suitland Parkway and South Capitol Street requires a more appropriate experience including an elegant river crossing. Local traffic should be accommodated through the combination of an appropriately scaled South Capitol Street urban boulevard, local streets, and public transit.

6 New River Crossing With Southerly Alignment

The new major river crossing should be moved south to better align South Capitol Street with Suitland Parkway, minimize the highway ramp infrastructure, and provide greater flexibility for future development on Poplar Point.



Memorial Bridge, Washington D. C.



The many river crossings in Paris, an aerial view

7 Memorable and Convenient Crossing

The new Frederick Douglass Bridge affords the opportunity to design a beautiful and memorable gateway to the monumental core. A lower bridge could promote better connections to Potomac Avenue and other local streets and accommodate a future transitway.

8 Future River Crossings

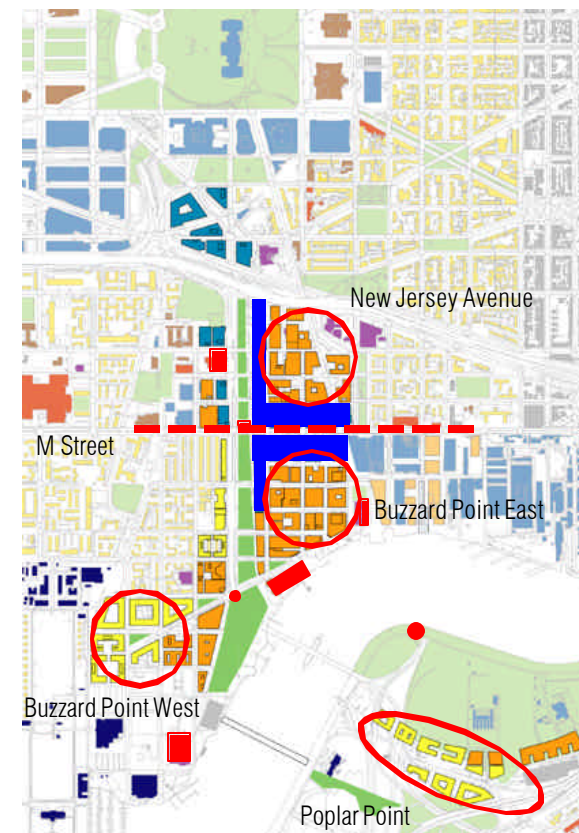
A second, local crossing would facilitate ease of movement across the Anacostia River. This might take several different alignments.

9 New Growth Corridor for the City

This new transportation infrastructure will provide the framework to develop vital commercial, retail and mixed-use districts along South Capitol Street and throughout the corridor. The area has the potential to become a substantial new address within the District of Columbia.

10 Existing Neighborhoods Strengthened

Higher density housing, together with associated support services, will revitalize the existing neighborhoods within the South Capitol Street Corridor. Opportunities to do so exist along New Jersey Avenue, at Buzzard Point, and in Poplar Point. Land uses along the Anacostia waterfront are recommended to be mixed-use residential in association with both active and passive parkland.



Prominent sites for memorials and important civic buildings indicated in red

Urban Design Scenarios

The purpose of the three urban design scenarios is to suggest a range of design directions with which to achieve a revitalized South Capitol Street Corridor. These scenarios should be considered reference designs, not definitive alternatives, demonstrating how the ten urban design principles established in this report can be achieved in different ways. Indeed, characteristics of one scenario can be reassembled with parts of the others to eventually mold the most appropriate, and most compelling, direction for the corridor.

Scenario A :

Boulevard Within the Existing 130 foot Right-of-Way

This is the most conservative reconfiguration of South Capitol Street. It maintains the present South Capitol Street public right-of-way (ROW) at 130 feet, but limits the street to six lanes of moving traffic from the present eight lanes. The fewer lanes allow more landscaping and pedestrian amenities along the street converting South Capitol Street from its present highway-like character into an urban boulevard. To achieve the reduction in lanes a tunnel is recommended to accommodate the regional traffic between I-295 and I-395 that currently uses South Capitol Street. This scenario also creates a seven-acre public space at the intersection of the Anacostia River and the axis of South Capitol Street. A significant memorial or civic institution could be located at this 'terminus'. The location of the future Frederick Douglass Bridge is shown slightly southward of its present alignment, and helps shape the terminus park. This scenario highlights the importance of the Florida Rock properties as settings for prominent buildings facing both the river and the terminus park. Across the river, the bridge's new alignment would allow potential mixed use residential development to line Howard Road and the proposed park at Poplar Point.

Scenario B:

Center Median Boulevard with an Expanded 220 foot Right-of-Way

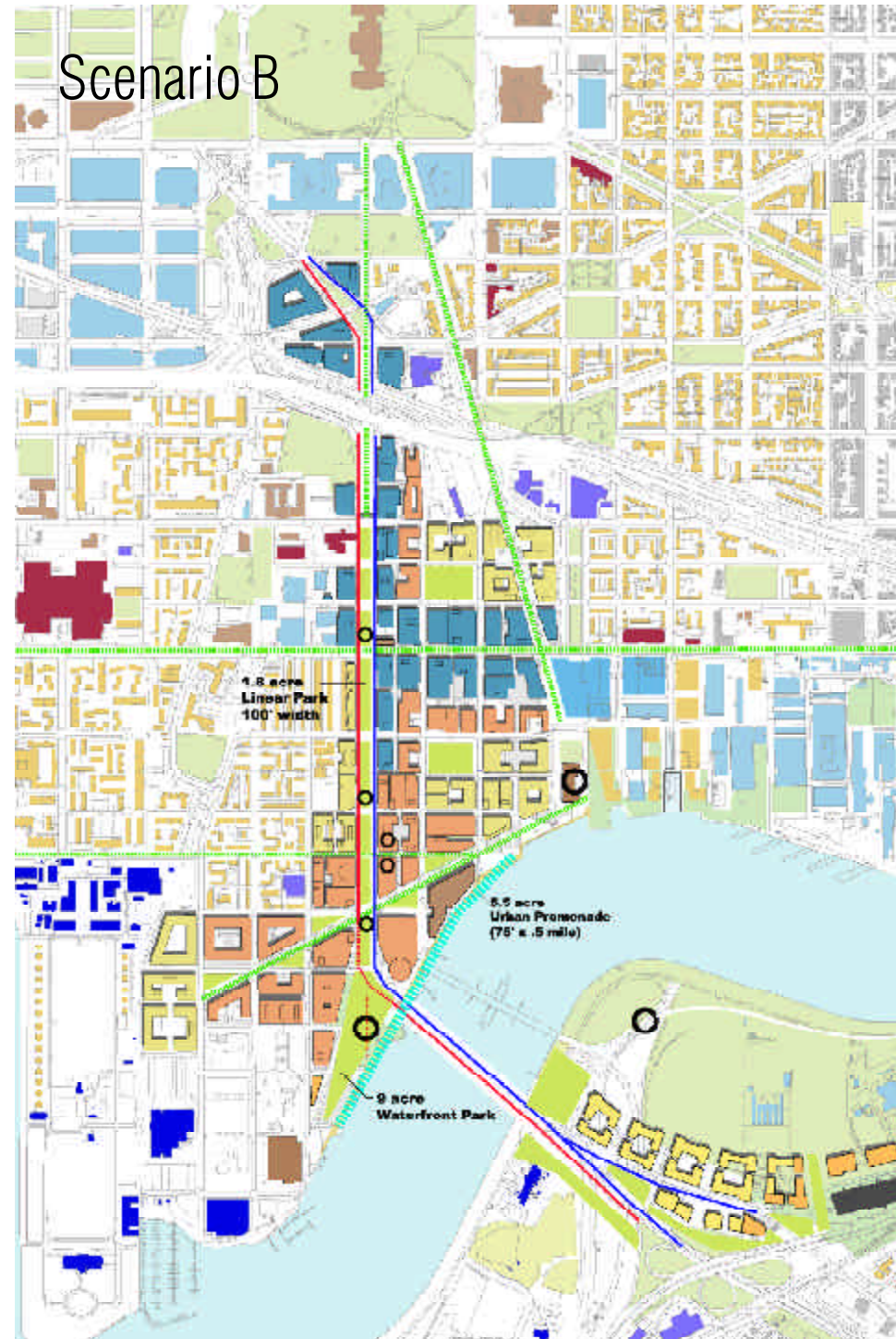
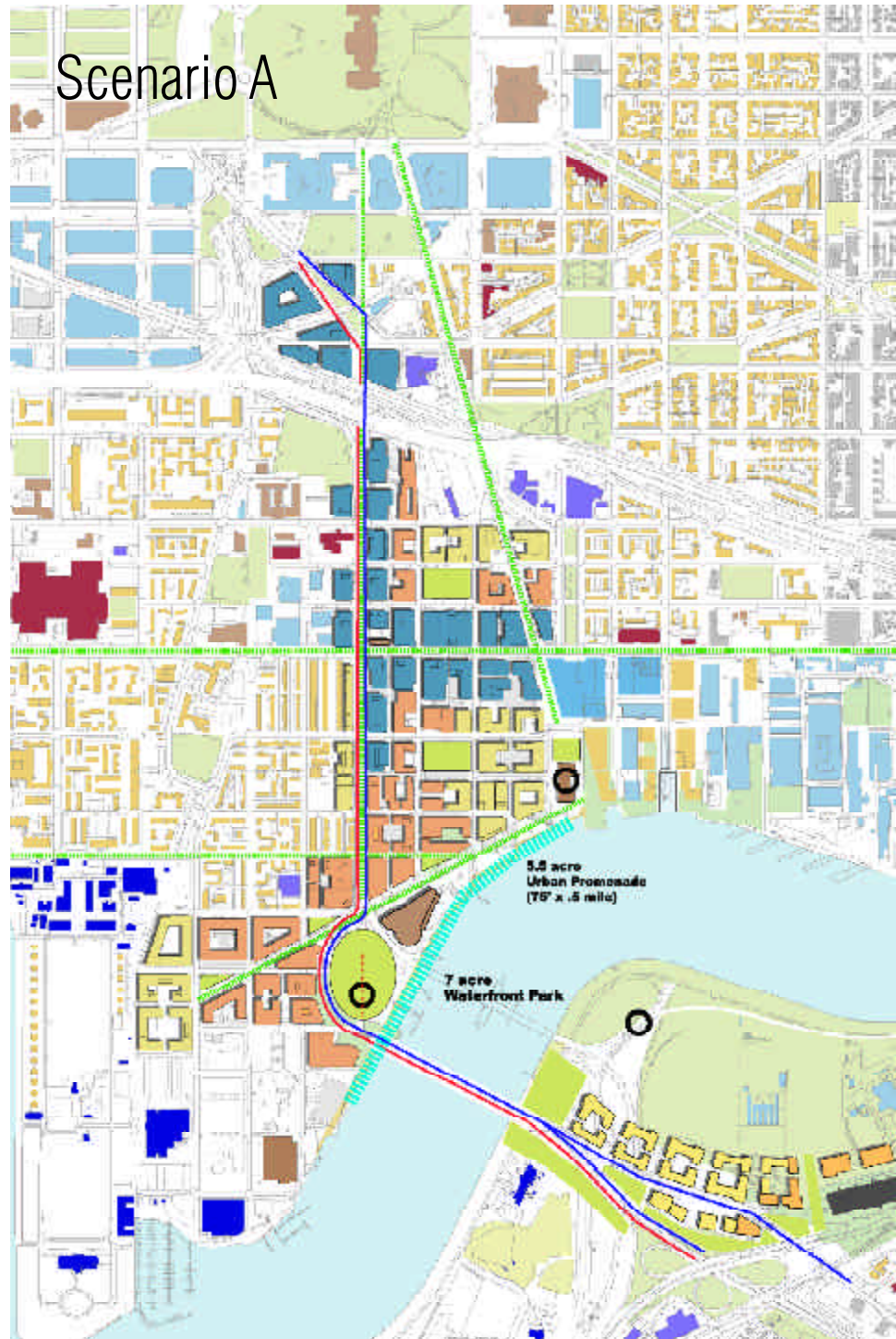
Scenario B incorporates a center median boulevard in an expanded ROW terminating in a nine acre waterfront park. The park is oriented towards the confluence of the Potomac and Anacostia Rivers and creates a spacious setting at the terminus of South Capitol Street. The bridge frames the northern approach to this park and moves transportation infrastructure well away from the terminus, which remains open for memorialization and gatherings at the river. South-bound traffic is directed into a short tunnel below the open space before connecting to the new bridge. The landscaped central median connects to the waterfront open spaces uninterrupted by major traffic. Prominent civic or private buildings should surround the waterfront park to create a graceful and active waterfront. Along South Capitol Street the ROW is expanded from 130 feet to 220 feet allowing for a substantial, 100 foot landscaped public space centered on the axis from the Capitol. This would create a grand urban avenue worthy of the L'Enfant Plan. It would provide a fine setting for small-scale memorials along the length of South Capitol Street.

Scenario C :

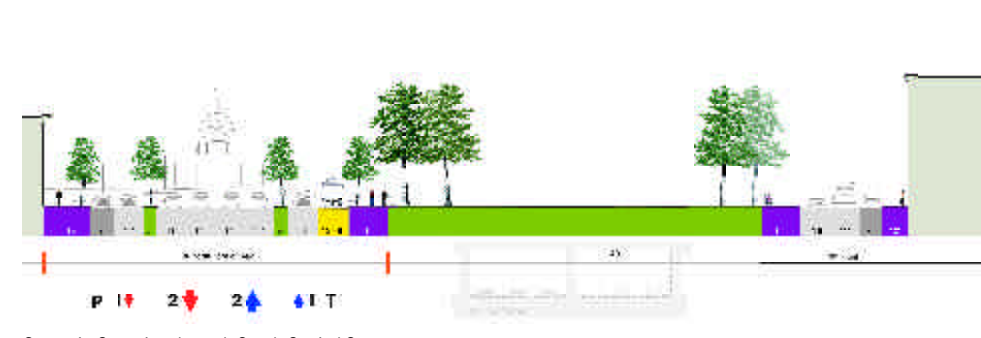
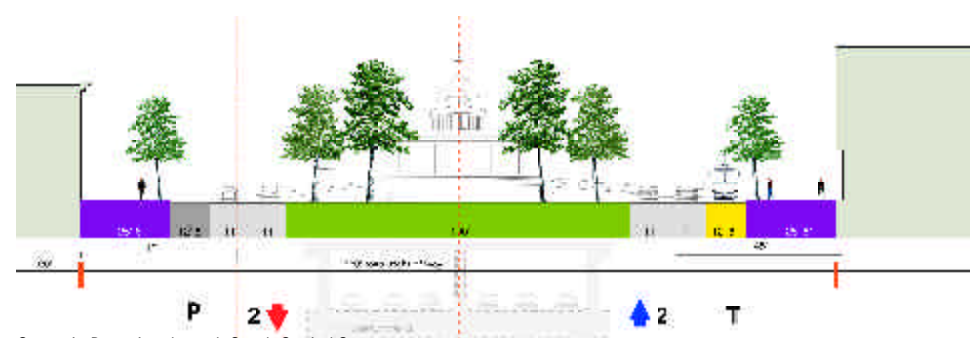
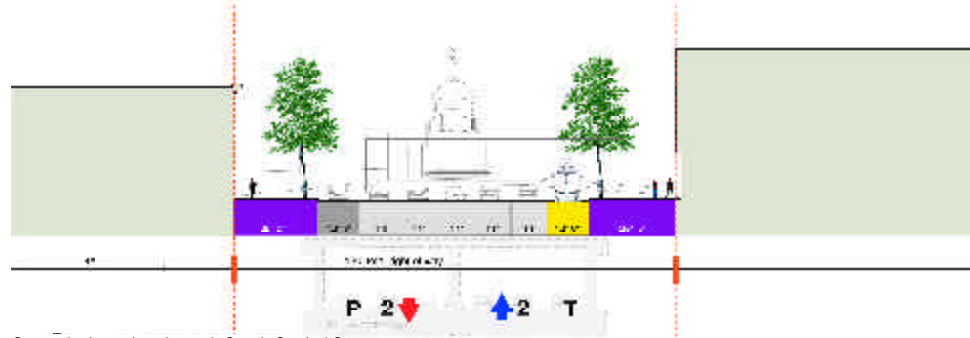
Boulevard Combined with a Linear Park in an Expanded 325 foot Right-of-Way

Scenario C is the most ambitious of the three, creating monumental new public spaces in the study area. The scenario combines an urban boulevard with a linear park and a waterfront park, each with its own identity. The 140 foot wide linear park to the east of the axis of South Capitol Street connects Capitol Hill and the National Mall to the Anacostia Riverpark. Locations along the park are appropriate for both memorials and museums. This scenario locates a new bridge significantly south of its existing location, creating a large amount of developable land at Poplar Point and moving transportation infrastructure away from the South Capitol Street terminus. Potomac Avenue and Water Street define a twelve-acre waterfront park with important building sites located to the north and south. A signature vertical element of the bridge could be located on the axis of the Capitol creating a landmark gateway. Additional memorials can be located within the park itself. This southern location of the new crossing could also allow an additional future bridge to connect the Anacostia Riverpark with Buzzard Point. In addition, Poplar Point can grow into a new waterfront mixed-use neighborhood that is better connected with Buzzard Point via a smaller, locally-scaled bridge. Both new bridges would benefit from a new tunnel that distributes regional traffic between I-295 and I-395, thus easing congestion throughout the corridor.

All three scenarios alleviate the burden of heavy traffic on the South Capitol Street corridor, offer varying examples of a gracious public realm respectful of the site's important ceremonial axis, and create a powerful connection between the Capitol, Mall and River.



- RESIDENTIAL
- RETAIL
- OFFICE
- INDUSTRIAL
- CIVIC BUILDINGS
- TRANSPORTATION
- MILITARY
- GREEN SPACE
- MIXED USE
- NORTHBOUND
- SOUTHBOUND



Scenario A section through South Capitol Street

Scenario B section through South Capitol Street

Scenario C section through South Capitol Street

Comparative Matrix

In considering alternative designs, it is useful to compare these scenarios against a common set of variables, such as the amount of open space or prime developable land gained, as described in the accompanying matrix. Defining characteristics of the three scenarios are placed in rows responding to the general categories identified in the left hand column. While this matrix cannot describe the qualitative character of each scenario it clearly demarcates quantitative variations and the significant differences between them.

Next Steps

This report is intended to set the stage for subsequent planning. Redevelopment of the South Capitol Street corridor will be a multi-faceted process that will involve partnerships and collaboration among District and federal agencies, institutional and private sector developers, and surrounding residential and business communities. Because of the magnitude of the change that is envisioned improvements will be phased over a long-term period. The next several important steps that should occur include:

- Complete the South Capitol Street Gateway and Transportation Improvement Study
- Fund the Environmental Review Process and Design Concepts
- Assemble a South Capitol Street Coordinating Committee
- Establish a South Capitol Street Redevelopment Corporation
- Produce a Final Plan for the South Capitol Street corridor
- Secure Funding for Design and Implementation of Priority Projects

Scenario A

Scenario B

Scenario C

Public Right-of-Way:	130 feet, as currently exists	220 feet	130 feet for South Capitol Street plus 195 feet for Linear Park to the East
Required Land Takings:	<p>Minimum</p> <ul style="list-style-type: none"> • None along South Capitol Street • 22 acres for terminus park at Buzzard Point • Several publicly held acres at Poplar Point to allow for a southerly bridge crossing 	<p>Substantial</p> <ul style="list-style-type: none"> • Approximately 27 acres along South Capitol Street • 22 acres for terminus park at Buzzard Point • Several publicly held acres at Poplar Point 	<p>Substantial</p> <ul style="list-style-type: none"> • Approximately 16 acres along the blocks east of South Capitol Street • 22 acres for terminus park at Buzzard Point • Several publicly held acres at Poplar Point
Character of South Capitol Street:	<ul style="list-style-type: none"> • A six-lane urban boulevard with parking lanes • 25 foot landscaped sidewalks • Accommodations for a future transit corridor within ROW 	<ul style="list-style-type: none"> • A six-lane center median boulevard with parking lanes • 25 foot - 6 inch landscaped sidewalks plus green median • Accommodations for a future transit corridor within ROW 	<ul style="list-style-type: none"> • An eight-lane center boulevard with parking lanes • 18 foot landscaped sidewalks • Accommodations for a future transit corridor within ROW • An adjacent linear park to the East
Tunnel Desirability:	<p>High</p> <p>Given the constraints of the narrow ROW and limiting South Capitol Street to no more than six moving lanes</p>	<p>High</p> <p>Given a much expanded ROW additional lanes of traffic could be added to South Capitol Street diminishing tunnel necessity</p>	<p>Moderate</p> <p>Given a second bridge and a much expanded ROW lanes of traffic could be added to diminish tunnel necessity</p>
Probable Tunnel Alignment:	Beneath South Capitol Street ROW	Beneath widened South Capitol Street ROW	Beneath the new linear park
Future Frederick Douglass Bridge Alignment:	<ul style="list-style-type: none"> • Approximately 570 feet south of the present span • Northern bridge abutment to mark the South Capitol Street axis 	<ul style="list-style-type: none"> • Approximately 350 feet south of the present span • Bridge landing to the east of the South Capitol Street axis 	<ul style="list-style-type: none"> • Furthest south • Approximately 1,100 feet south of the present span
New Open Spaces Along South Capitol Street:	Minimal, only widened sidewalks	2 acres within the 100 foot wide median	10 acres of a linear park parallel to South Capitol Street
Civic Space at Terminus:	7 acres (in addition to 5 acres of riverwalk promenade) Opportunity for a major memorial at terminus	9 acres (in addition to 5 acres of riverwalk promenade) Opportunity for a major memorial and waterfront park at terminus	12 acres (in addition to 5 acres of riverwalk promenade) Opportunity for a major memorial and waterfront park
Total New Open Space:	12 acres	16 acres	27 acres
Approximate riverfront developable land in the vicinity of the terminus:	15 acres	14 acres	7 acres
Additional land at Poplar Point: (Rescued from present ramps etc.)	20 acres	20 acres	34 acres
Major Advantages of Scenario:	<ul style="list-style-type: none"> • Few land takings • Modest adjustments to South Capitol Street • Maximum land for redevelopment 	<ul style="list-style-type: none"> • Central median can accommodate series of smaller memorials • Continuity of public realm established between Mall and Anacostia Riverpark system • Reinvestment in the area may be attracted by the appearance and scale of the new South Capitol Street 	<ul style="list-style-type: none"> • New monumental public realm • Continuity of public realm established between Mall and Anacostia Riverparks system • Reinvestment in the area may be attracted by the appearance and scale of the new South Capitol Street environment
Disadvantages of Scenario:	<ul style="list-style-type: none"> • Lacks a compelling vision for South Capitol Street • Few opportunities along corridor for memorials, etc. • Limited incentive for additional investment 	<ul style="list-style-type: none"> • Substantial land takings required including existing housing east and west of the present South Capitol Street ROW 	<ul style="list-style-type: none"> • Substantial land takings required east of South Capitol Street • Most complex and costly of the three to implement • Requires negotiating with Navy to allow crossing to take place in the most southerly location

