



# H Street NE Corridor Transportation & Streetscape Study

Recommendations Report

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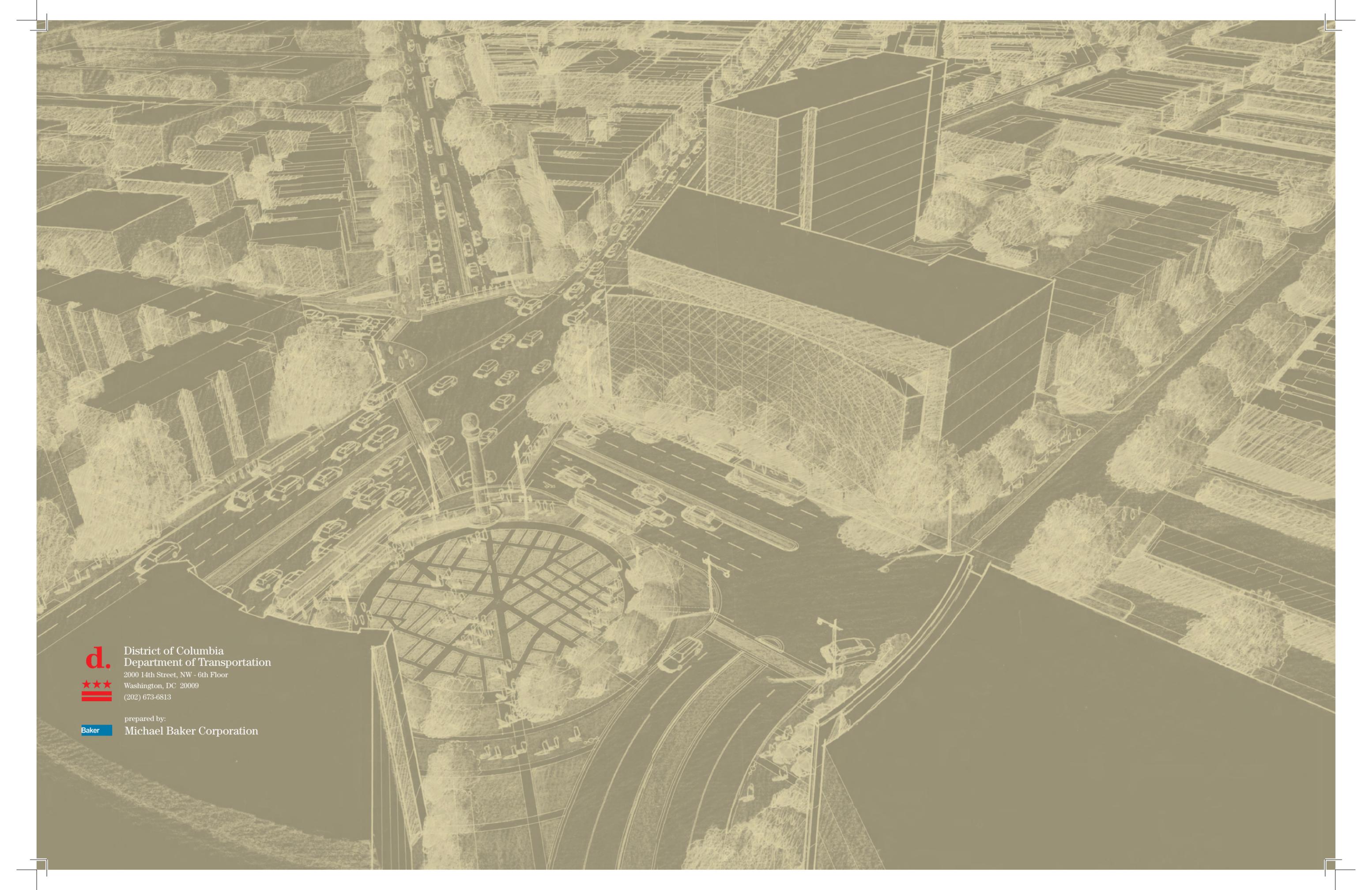


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**d.**

District of Columbia  
Department of Transportation

2000 14th Street, NW - 6th Floor

Washington, DC 20009

(202) 673-6813



**Baker**

prepared by:

Michael Baker Corporation

**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION**



Dear Friend of H Street NE:

As you know, H Street NE is a special place. One of the District's first commercial corridors, in its heyday it was a vibrant and busy district where local residents shopped, dined, and patronized the theatre. Transportation has always been central to the H Street corridor's identity; it is anchored in the west by Union Station, the region's busiest multi-modal hub, and in the east by one of the city's busiest intersections for traffic. Until the 1940s, H Street played host to a streetcar line that connected the corridor to the rest of the city. Now, the corner of 8<sup>th</sup> and H Streets sees the most bus-to-bus transfers of any place in the entire city.

Since the 1960s, H Street has struggled with its role as a transportation corridor that provides links in and out of the city, and its identity as a neighborhood-serving commercial corridor. Today, there is little buffer in the form of trees or sidewalk between pedestrians and vehicles, lighting is focused primarily on the roadway and not the sidewalk, and parking is restricted during rush hour. H Street has become a place that serves cars well, but not people.

This Study is part of the city's effort to strike a new balance among the various users of H Street—shoppers, pedestrians, transit users, and drivers. It lays the groundwork for a comprehensive set of public realm investments that will showcase H Street's unique identity within the District, unify the mile and a half-long corridor, and complement the commercial, office and residential investments planned for the street. A street map is the basic element of the new design for H Street, which I believe is very fitting, given the vital role that H Street plays in the transportation and commercial fabric of the city.

As a neighbor of H Street, I know both the potential of H Street and the many challenges that we will face helping it reach that potential. Among the primary challenges will be finding adequate financing for this ambitious plan, which enjoys broad community and business support. But together, we will meet these challenges. I look forward to working with you to implement the plan and make the public realm envisioned in this document a reality.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Tangherlini'.

Dan Tangherlini  
Director, Department of Transportation



District of Columbia Government  
Advisory Neighborhood Commission 6A  
Box 75115  
Washington, DC 20013



August 16, 2004

Dan Tangherlini, Director  
District Department of Transportation  
Frank D. Reeves Municipal Center  
2000 14th Street NW, 6th Floor  
Washington, DC 20009

Re: H Street NE Corridor Transportation Study

Dear Mr. Tangherlini:

By a unanimous vote of the Commission on August 12, 2004, we recommend adoption of the recommendations of the H Street NE Corridor Transportation and Streetscape Study.

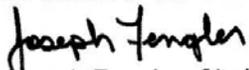
We believe that adoption of streetscape and infrastructure improvements described in the study will support the efforts of residents, local organizations, and the District government to revitalize the H Street NE Corridor. We are pleased by the focus on creating a transit and pedestrian-friendly corridor with adequate parking for businesses and residents.

In particular, we note our support of the following major improvements on H Street, NE:

- Addition of traffic signals at the intersections of H Street NE with 5th Street and Florida Avenue to improve pedestrian safety and traffic flow.
- Removal of the Maryland Avenue leg and the Benning road spur through the Starburst intersection to allow the creation of a pedestrian plaza to serve as an eastern Gateway to the corridor and multi-purpose civic space.
- Removal of morning and evening rush hour parking restrictions to allow the bulb-outs/streetcar stops and increase retail opportunities.

We commend the District Department of Transportation (DDOT) for its on-going planning efforts for improvements on H Street NE. Thank you for your consideration of these comments.

On behalf of the Commission,

  
Joseph Fengler, Chair

cc: Councilmember Sharon Ambrose  
Mr. Andrew Altman, Director, Office of Planning  
Rachel MacCleery, Ward 6 Transportation Planner

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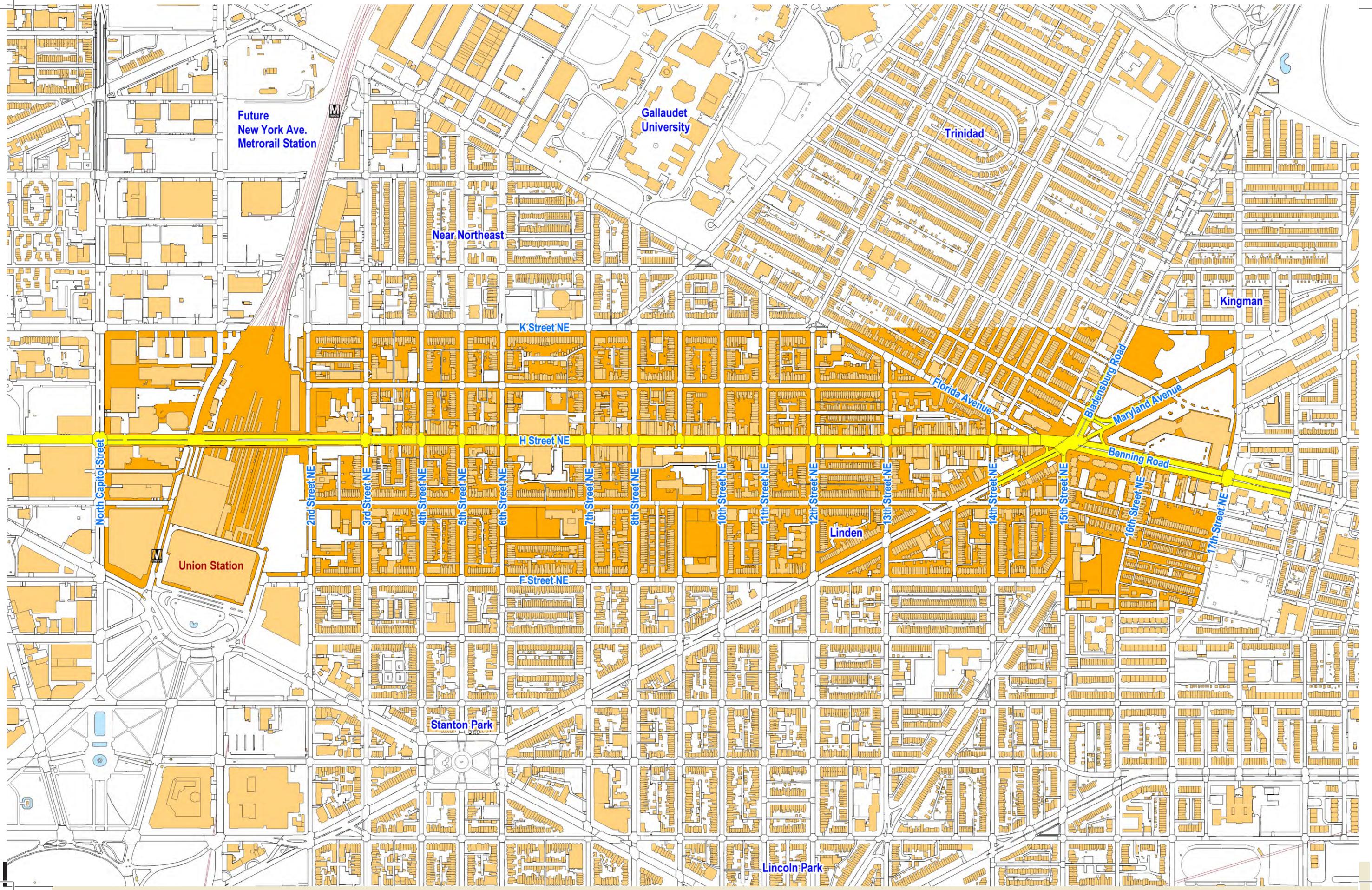
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# List of Acronyms

ADA .....	Americans with Disabilities Act	MPD.....	Metropolitan Police Department
ANC .....	Advisory Neighborhood Commission	MWCOG .....	Metropolitan Washington Council of Governments
APO.....	Adjacent Property Owner	NCHRP .....	National Cooperative Highway Research Program
AWI .....	Anacostia Waterfront Initiative	OZ .....	Office of Zoning
BRT .....	Bus Rapid Transit	RPP .....	Residential Parking Permit
BZA .....	Board of Zoning Adjustment	RTA .....	Retail Trade Area
CBD .....	Central Business District	SEC .....	Securities and Exchange Commission
DCCAHA .....	District of Columbia Commission on the Arts and Humanities	SF .....	Square Feet
DCOP .....	District of Columbia Office of Planning	SNAP .....	Strategic Neighborhood Action Plan
DDOT .....	District of Columbia Department of Transportation	TAZ .....	Traffic Analysis Zones
DCOZ .....	District of Columbia Office of Zoning	TMC .....	Turning Movement Counts
DPW .....	Department of Public Works	TOD .....	Transit Oriented Development
HCM .....	Highway Capacity Manual	TPPA.....	Transportation Policy and Planning Administration
HSCDC .....	H Street Community Development Corporation	TSA.....	Traffic Services Administration (DDOT)
IPMA.....	Infrastructure Project Management Administration (DDOT)	UFA.....	Urban Forestry Administration (DDOT)
LOS .....	Level of Service	VMT .....	Vehicle Miles Traveled
LRT .....	Light Rail Transit	WMATA .....	Washington Metropolitan Area Transit Authority (Metro)



Future  
New York Ave.  
Metrorail Station

Gallaudet  
University

Trinidad

Near Northeast

Kingman

K Street NE

Florida Avenue

Blagdenburg Road

Maryland Avenue

H Street NE

Benning Road

North Capitol Street

2nd Street NE

3rd Street NE

4th Street NE

5th Street NE

6th Street NE

7th Street NE

8th Street NE

10th Street NE

11th Street NE

12th Street NE

13th Street NE

14th Street NE

15th Street NE

16th Street NE

17th Street NE

Union Station

F Street NE

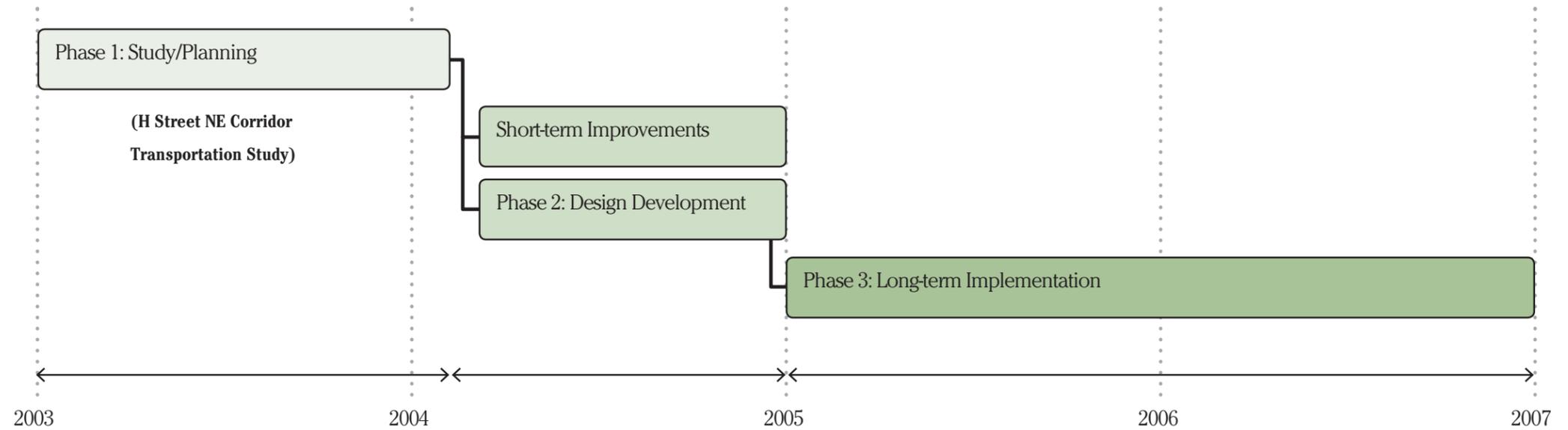
Linden

Stanton Park

Lincoln Park

Figure A (left): The Study Area and Surroundings

Figure B (right): DDOT's Multi-year Transportation Project Schedule



## INTRODUCTION

H Street NE is at an important juncture. For much of the last forty years, the Corridor has not flourished as a retail destination, despite its strategic location at the door of the US Capitol, Union Station, and downtown Washington, DC. However, over the last few years, significant public-private investment commitments have begun to unfold. H Street is poised to experience an economic revitalization.

Recently, business expansion and office development near Union Station, the construction of a new Washington Convention Center, and increased demand for housing in the District have set the stage for H Street's rebirth. This private interest in H Street is matched by a commitment on the part of the Mayor Anthony Williams, District government, and neighboring communities to help H Street realize its full potential.

As part of this effort, the District Department of Transportation (DDOT) has launched a program to plan for and implement improvements to the Corridor and its public realm. To be successful, all of the proposed improvements must be supported by H Street stakeholders, merchants and the community, and a realistic appraisal of the transportation role of the H Street NE Corridor.

DDOT's transportation project focuses on a 1.5 mile stretch of H Street NE and Benning Road between North Capitol Street, to the west, and 17th Street NE, to the east. This stretch is referred to as "H Street NE" or "the Corridor"

in this report. The area of interest, referred to as "the Study Area," and its immediate surroundings, are depicted in Figure A.

### Phasing

As depicted in Figure B, the transportation project is planned in three broad phases:

- i. Phase 1: Study/Planning
- ii. Phase 2: Design Development
- iii. Phase 3: Implementation

DDOT hired Michael Baker Corporation to begin the study/planning phase of the project. (Michael Baker and DDOT are referred to collectively in this report as the "Study Team"). The team began by documenting and understanding the community concerns and needs, future land use developments, market demands, and other data. This information was documented in the Existing Conditions and Needs Assessment Report, published separately.

This report, the H Street NE Corridor Recommendations Report, includes recommendations to enhance transportation elements and the public realm on the Corridor in both the short- and long-term. The short-term improvements can be implemented within the next twelve months, whereas the long-term improvements will be initiated subsequent to the completion of designs during the second phase.

The second phase, which will begin in 2004, will involve design development and preparation of construction drawings for long-term transportation and streetscape improvements, based on the guidelines set forth by this report. This phase could take up to one year or more. During the third, or last phase, starting in the year 2005, the implementation of the long-term improvements and construction of a new streetscape will take place. This phase would most likely last one to two years, and may take longer if funding is not identified immediately.

### Project Goals

A set of goals and objectives for the Corridor was articulated by the community and documented comprehensively in both the *Strategic Neighborhood Action Plan (SNAP)* and the *H Street NE Strategic Development Plan* developed by the Office of Planning. The public involvement that took place prior to this study serves as a foundation for this study.

Therefore, the transportation project has the following broad goals:

- i. Build on the *H Street NE Strategic Development Plan*.
- ii. Listen to residents, shop owners, and other stakeholders throughout the study/planning process.
- iii. Support the transformation of H Street NE into a more vibrant neighborhood by improving transportation throughout the Corridor.

- iv. Recommend balanced design and management strategies that encourage the efficient and safe movement of all users, and:
  - Increase short- and long-term transit connectivity;
  - Support and manage existing and future demand for parking;
  - Improve the efficiency and safety of pedestrian and bicycle movements;
  - Enhance the environment for pedestrians, bicyclists, and transit riders, while still improving vehicular connectivity and commercial loading; and
  - Reinforce a sense of place and uniqueness through creative urban and streetscape design, including public art; and create a safe, inviting, and interesting public realm supporting a diversity of uses and activities.
- v. Lay the groundwork for future transportation investments.

In general, the overall goal of the Study is to identify community supported, realistic and balanced transportation investments that will help transform H Street NE into a vibrant, neighborhood-based commercial street.

## Report Organization

This report is organized into several chapters, beginning with the *Corridor Context and History* chapter. This chapter establishes the overall transportation and land use context of the Study Area in relation to the District, and traces historical developments that have influenced the current state of the Corridor.

The *Existing Conditions and Needs Assessment Summary* documents and analyzes the existing transportation facilities and public realm. For details, refer to the *Existing Conditions and Needs Assessment Report*. Based on the conditions and needs documentation, subsequent work focused on estimating future projections and travel patterns and defining a series of improvement recommendations.

The Short-term Recommendations chapter focuses on the improvements that could be made over the next twelve months. The chapter on Long-term Recommendations lays out proposed major transportation improvements, while *Public Realm Framework Plan* and *Public Art Framework Plan* lay out designs and concepts for the long-term future of H Street.

An *Appendix Report*, published separately, provides background information details for the short- and long-term recommendations.

## EXECUTIVE SUMMARY

The H Street NE Corridor is an important transportation connector, both within the District and the region as a whole. The history of H Street has been shaped by transportation. In the late 19th century, the establishment of the streetcar along H Street spurred residential and commercial development in the area, and by the mid-1900s the H Street NE Corridor had become the City's second largest commercial hub, serving both the local neighborhood and the District at large. However, Washington DC, like many other American cities, began losing population following World War II. As residents of the surrounding neighborhoods moved to the suburbs, the population loss and resulting economic decline devastated the Corridor.

Today, H Street is at an important juncture. A renewed interest in the health of H Street on the part of local government, the community, business owners, and other critical stakeholders has created momentum for significant change along the Corridor. Projected private investments total over \$1 billion, with an additional \$42 million in public money committed. H Street NE is on the verge of a major transformation.

As part of the effort to revitalize H Street, the District Department of Transportation (DDOT) is spearheading a project to plan, design, and construct streetscape and public realm improvements along the Corridor. This report contains recommendations for transportation and streetscape investments to help make H Street a more vibrant place to work, live and do business, recommendations which complement the retail and economic proposals included in the Office of Planning's *H Street NE Strategic Development Plan*. This report also contains guidelines for public art investments along the Corridor.

### Study Area

The boundaries for this Study are K Street to the north, F Street to the south, North Capitol Street to the west and the 17th Street to the east. The 1.5-mile long area is referred to as "H Street NE" and "the Corridor" in this report.

### Public Participation

This Study actively sought input from the community, merchants, District government, developers, and other stakeholders in the preparation of the *Existing Conditions Report* (published separately) and this *Recommendations Report*. The public participation process involved residents, community associations, Advisory Neighborhood Commissions (ANCs), business owners and other stakeholders in and around the Study Area in a comprehensive, ongoing fashion.

The Study offered a variety of opportunities for the public to be involved, provide input, review findings, and offer feedback. Four evening public meetings were held during the course of the Study (one each at the beginning and end, and two in the middle of the Study for progress reviews). The Study Team invited the community to a Saturday morning walk down H Street NE, during which issues were noted, concerns recorded, and positive aspects of H Street were identified. The Study Team also hosted a three-day design charrette series, in which the community was asked to envision a new H Street that met their needs and was a true asset for the community. Numerous streetscape ideas came out of these sessions. In addition, an interactive website (link from [ddot.dc.gov](http://ddot.dc.gov)) was established and was regularly updated with information and graphics from the Study. Events were announced and advertised in advance using meeting notices, flyers, radio announcements on local stations, and other methods.

In addition, an advisory committee was convened on a regular basis to review draft findings and reports and provide ongoing management report for the Study Team. This advisory committee was made up of representatives from merchant and community groups, ANCs, arts organizations, and other area stakeholders.

### Corridor Context And History

The H Street NE Corridor is surrounded by the neighborhoods of Near Northeast, Trinidad, Carver, Kingman Park, Linden and Stanton Park, among others. H Street has a long and rich history, much of it shaped by transportation forces. H Street was constructed in 1849 and streetcars ran along it until 1949, carrying as many as 3.3 million passengers per month. H Street was devastated by the riots that followed the assassination of Martin Luther King, Jr. in 1968, but has benefited from an infusion of interest in recent years.

### Existing Conditions

The *Existing Conditions and Needs Assessment Report*, published separately, includes details about H Street's current and projected land uses, demographics, and transportation conditions (pedestrian and bicycle services, transit, streetscape, etc.). Generally, it was noted that pedestrian crossings are difficult at the Starburst intersection in the easternmost part of the Corridor, that sidewalks range in quality from good to poor, lighting tends to be focused on the roadway and not on the sidewalks, and that trees are in poor condition. Specific issues, including suboptimal placing of bus shelters, missing trash receptacles, and the like can be found in Chapter 3 of the full report.

### Short-term Transportation Recommendations

Recommendations for transportation improvements on H Street aim for the successful integration of the vehicular and pedestrian environments. To facilitate the development of recommendations, specific analyses were performed for four types of travel: pedestrian/bicycle, transit, parking and vehicular travel. Central to these recommendations is the development of a pedestrian-friendly streetscape that includes permanent parking on both sides of H Street, while maintaining four travel lanes for vehicular and transit activity.

Short-term transportation recommendations were developed to improve traffic flow and pedestrian safety on H Street. General recommendations included the striping of pedestrian crosswalks and travel lanes, installation of bike racks, optimization of the signal system, reconfiguration of signage and enforcement of parking regulations. These recommendations can be implemented within the next twelve months, without going through a detailed design process. They will provide immediate relief to some of the safety, cleanliness and movement issues along the Corridor. Most of the recommendations fall within the purview of DDOT's responsibility, although some fall under WMATA, DPW, and MPD.

Site-specific short-term recommendations include:

- Reconfigure signage and access to Union Station.
- Extend bike lanes on 4th and 6th Streets north to and through H Street.
- Retime signals at 3rd, 6th, 8th, 14th, and the Starburst.
- Restripe pedestrian crosswalks at 3rd, 6th, 7th, 11th, 13th, 14th, 15th, 16th and the Starburst.
- Relocate, rehabilitate, or introduce bus shelters on the 600, 800, 1400 and 1500 blocks.
- Add bike racks on the 200, 400 and 600 blocks.

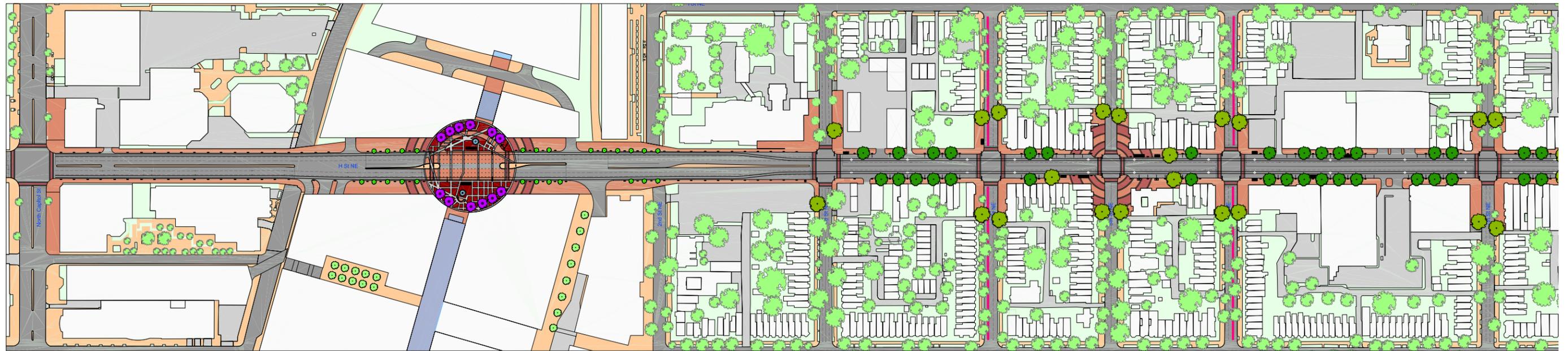
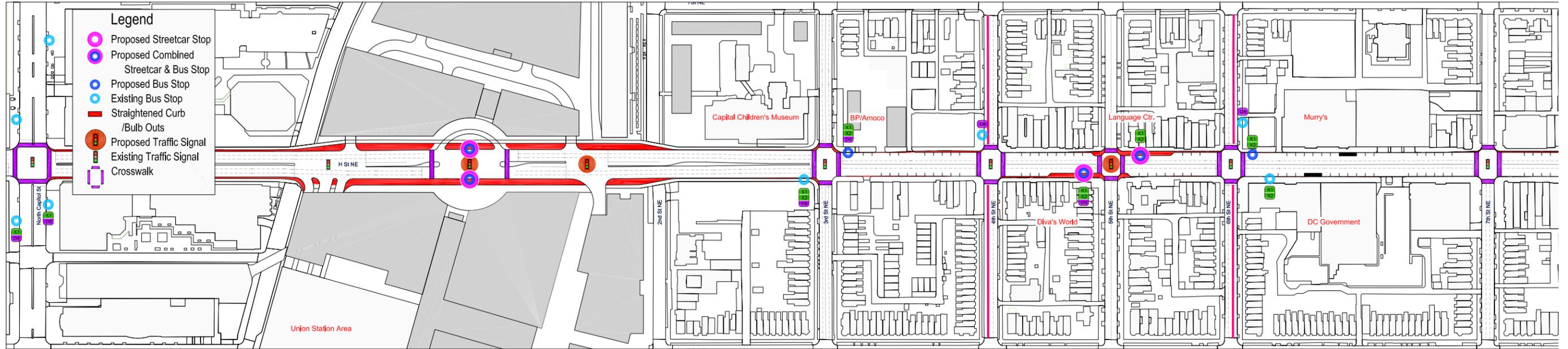
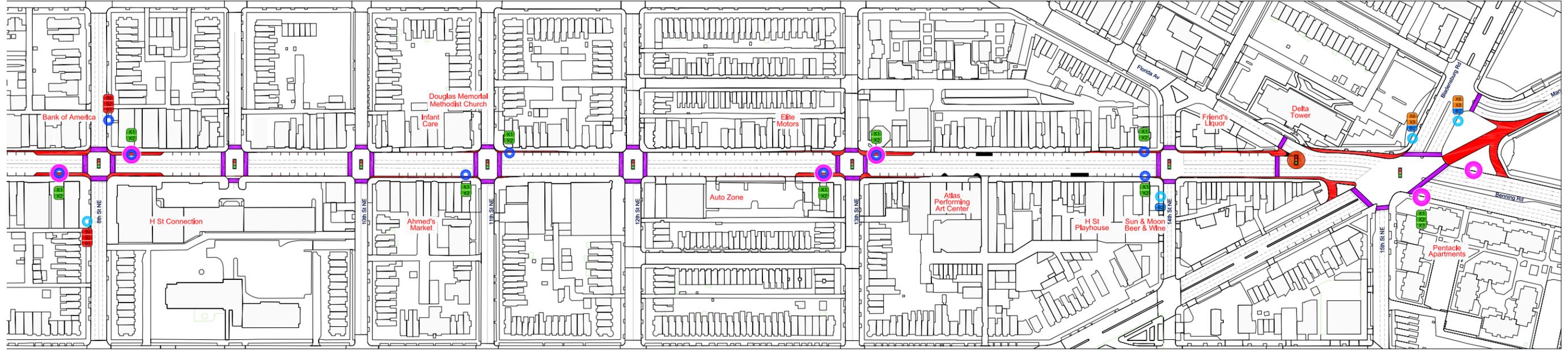


Figure ES1 (top): Specific Transportation Improvements

Figure ES2 (above): Public Realm Framework Plan



## Long-term Transportation Recommendations, By Mode

Long-term transportation recommendations, as depicted in Figure ES1, are characterized as either general that can be applied throughout the Corridor, or specific, which identify specific locations for transportation improvements. These recommendations are organized around the four types of travel: pedestrian/bicycle, transit, parking and vehicular.

These long-term improvements are typically cost and time intensive and may not be realized within the allocated budget for this project. Moreover, these improvements, although driven by the review of existing conditions, also require a much greater multi-agency effort, further detailed analysis in the next phases of this project, and above all, a strong community consensus to determine the details of the improvements and associated future funding.

### Pedestrian and Bicycle

General recommendations for pedestrian and bicycle improvements aim to mitigate the conflict that occurs as individual non-motorized activities conflict with vehicular traffic. Recommendations include: provide pedestrian preemptive phases at intersections; install uniform pedestrian signal heads; adjust intersection signal intervals to coincide with the magnitude of pedestrian activity; reconfigure crosswalk locations and markings; connect to regional trail and bike routes; and reduce the distance of pedestrian crossings at important intersections.

These general recommendations have specific applications along the Corridor, including:

- Widen the current sidewalk by removing the acceleration and deceleration lanes and a new signal at the center of the Hopscotch Bridge.
- Add bulb outs at the 5th, 8th and 13th Streets intersections to provide more sidewalk area at intersections with transit stops and high pedestrian volume.
- Add pedestrian crossings where Florida Avenue splits from H Street.
- Link H Street to the Metropolitan Branch Trail and bike lanes along Benning Road Bridge and Anacostia Riverwalk.
- Develop a pedestrian plaza area in the northeast quadrant of the Starburst intersection.

### Transit

General long-term recommendations for transit are based upon current and planned regional improvements to the District's transit system. The

Washington Metropolitan Area Transit Authority is conducting an analysis of transit improvements that could include bus rapid transit, or a trolley or streetcar in the longer-term (next 10 to 12 years), for the H Street corridor. These efforts are anticipated and accommodated in this plan, and will require ongoing coordination.

General recommendations in this report include: add transit service in the form of a streetcar to better serve H Street transit riders; provide a distinct visual identity for various bus services, and locate most transit stops nearside (before the intersections).

Specific long-term transit applications for the Corridor include:

- Create a shared-use park-and-ride location at the Starburst area.
- Enhance X2 bus service.
- Expand sidewalks to create bulb outs for transit stops at the apex of the Hopscotch Bridge, the Starburst and at the 5th, 8th, and 13th Street intersections.
- Reposition a number of transit stops to better utilize sidewalk space.

### Parking

Long-term parking recommendations are based on the proposed reconfiguration of the H Street right-of-way to accommodate permanent full-time on-street parking. Curb lanes that are currently being used as travel lanes during the rush hour will be replaced with 24-hour parking on both sides of H Street. Corridor-wide recommendations include: establish one-hour meter durations; allow use of residential curbside parking during business hours; pursue multi-space meters or attach meters to light poles to save sidewalk space; implement shared parking programs; and improve delivery truck loading options.

Parking recommendations also include:

- Create shared parking at Hechinger Shopping Mall, CVS, Union Station, Station Place, the DC Government Building and the Air Rights development on Hopscotch Bridge.
- Better utilize parking opportunities on vacant parcels adjacent to H Street in the 200 and 300 blocks, in the short-term. In the long-term, these parcels should be redeveloped.
- Remove rush hour restrictions and provide 210 on-street parking spaces at all times along H Street between the Hopscotch Bridge and 15th Street/Benning Road.

- Add truck loading zones in the 600 and 1300 blocks.
- Explore shared or structured parking options at Murry's (600 block), H Street Connection (900 block) and Auto Zone (1200 block).
- Add a no parking zone for pick-up/drop-off in front of the Atlas Performing Arts Center and H Street Playhouse.

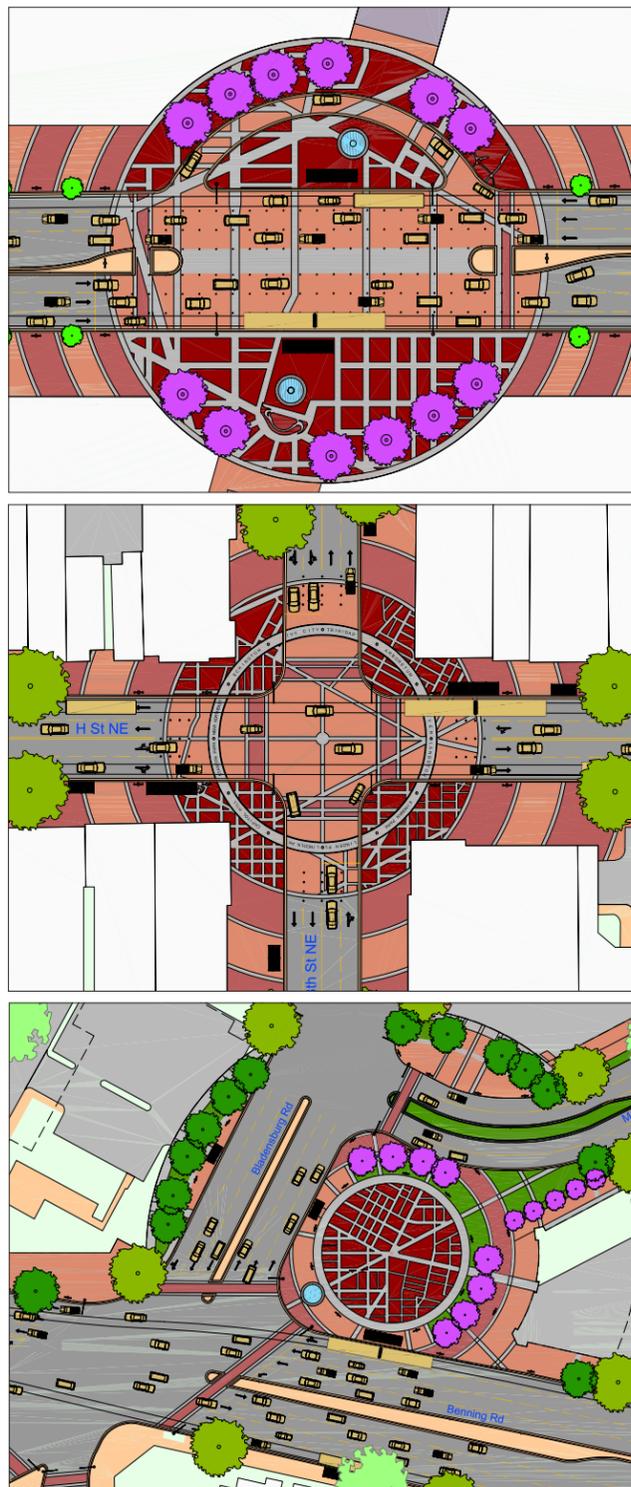
### Vehicular

The redesign of the H Street right-of-way is a central theme of the vehicular long-term recommendations, and will have impacts on the flow of traffic passing through, or stopping along, the H Street corridor. The long-term recommendation is to maintain two travel lanes in each direction (2:2) throughout the entire day. The 2:2 configuration sees some diversion of rush hour traffic to surrounding streets, but this was not found to be a significant factor in congesting those alternate roadways. Vehicular improvements have concentrated on accommodating pedestrian and vehicular movements under the 2:2 configuration. General long-term recommendations include: improved corridor striping, painting and intersection markings; improved intersection lighting and reflectivity of signing; increase police/radar speed limit enforcement; and the installation of new signal controllers.

Specific long-term vehicular recommendations include:

- The 3-lane per direction configuration on the Hopscotch Bridge will transition to 2-lanes per direction at 3rd Street.
- 2-lanes per direction on H Street between 3rd and 14th Streets.
- 3-lanes eastbound between 14th Street and the Starburst and a transitional section westbound from 3-lanes to 2-lanes.
- Triple left turn lanes from southbound 14th Street onto H Street east.
- Install cat-eyes lane markings at the apex of the Hopscotch Bridge and the 8th Street intersection.
- Redesign the Starburst intersection, including removal of Maryland Avenue and Benning Road legs, to create a plaza.
- Add new four-way signal at 5th and H Streets, and H Streets and Florida Avenue, and the apex of the Hopscotch Bridge, if warranted.
- Add lane striping and demarcation at the Florida Avenue/H Street split, to channel traffic and maintain two travel lanes on each road.

Figure ES3 (right, from top to bottom):  
Cartographical Paving Patterns at 8th &  
H Streets, Apex of Hopscotch Bridge, and  
Starburst Intersection



### Public Realm Framework Plan

A high-quality streetscape plan is proposed for H Street, one that prioritizes pedestrians and transit, unifies the public realm, and identifies H Street as a unique and safe place. The framework plan seeks to highlight H Street's importance to the surrounding neighborhoods, and as such uses cartographical paving patterns depicting the larger geographic significance of the Corridor as its central design theme.

As shown in Figure ES2, a map-focused design is utilized at H Street's special places—the apex of the Hopscotch Bridge, the intersection of 8th and H, and the Starburst intersection, which this plan proposes turning into a plaza. The paving pattern, with the exception of the Starburst intersection, extends from the sidewalks into the roadway, marking a sense of arrival and enhancing the pedestrian/transit environment at the intersections. The cartographic patterns are infused with anecdotes, which reference significant historical events pertaining to the Corridor. At 8th and H Street, the map is complemented by engraved names of the surrounding neighborhoods.

The cartographical patterns (Figure ES3) are also repeated in the design of the tree grates, permanent metal banners, and bus shelter decorations. They collectively define a cohesive and distinctive streetscape for the Corridor.

The streetscape elements chosen for H Street reflect the traditional quality of the Corridor and surrounding neighborhoods. Muted, earth tones are utilized for colors, and wrought iron is used as a material in the streetlamps, banners, and tree grates. Street trees are recommended based on their size, leaf pattern, and transparency. As shown in Chapter 7, all of the other H Street elements chosen are evaluated with the same care and consideration for detail.

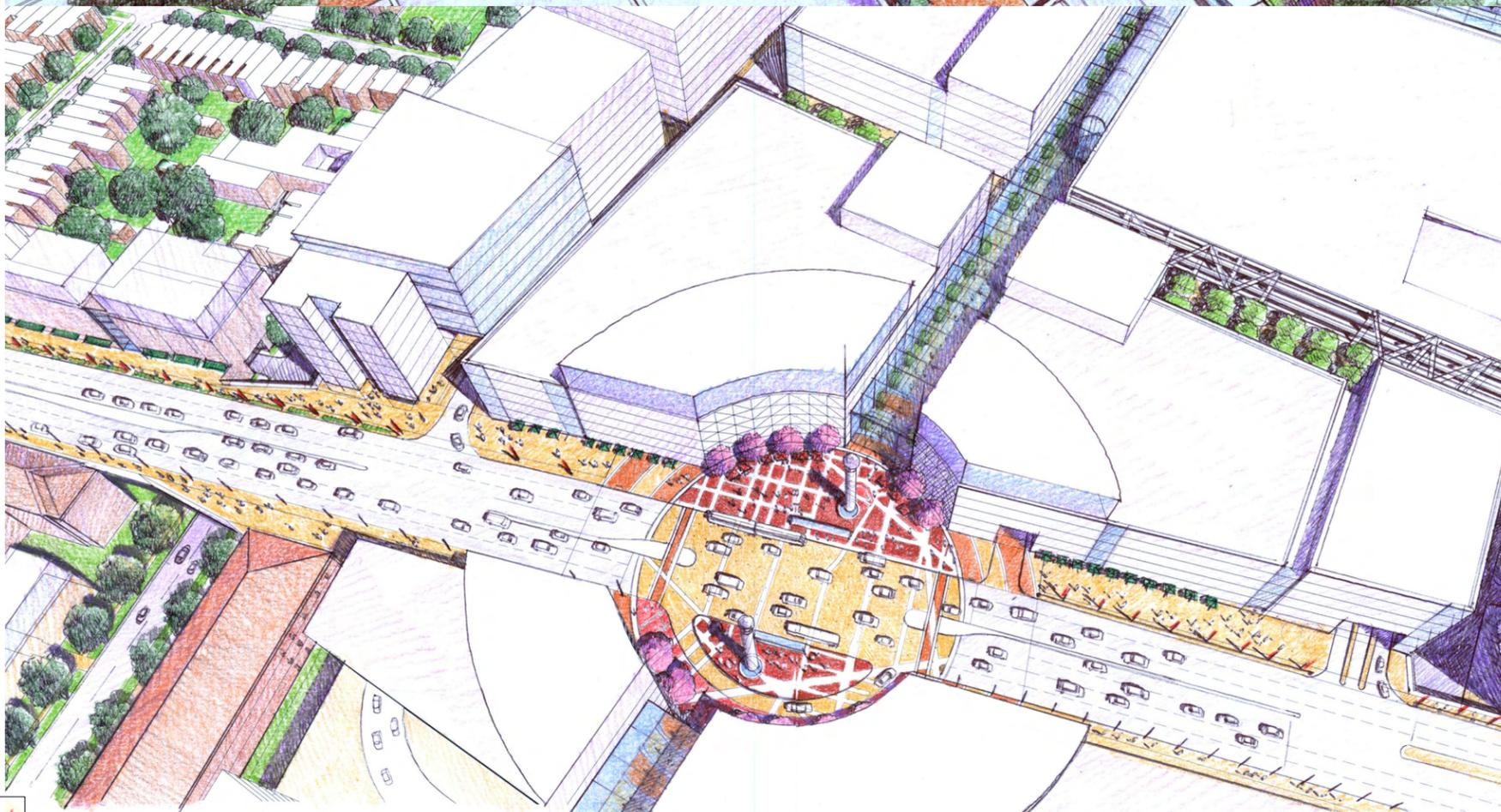
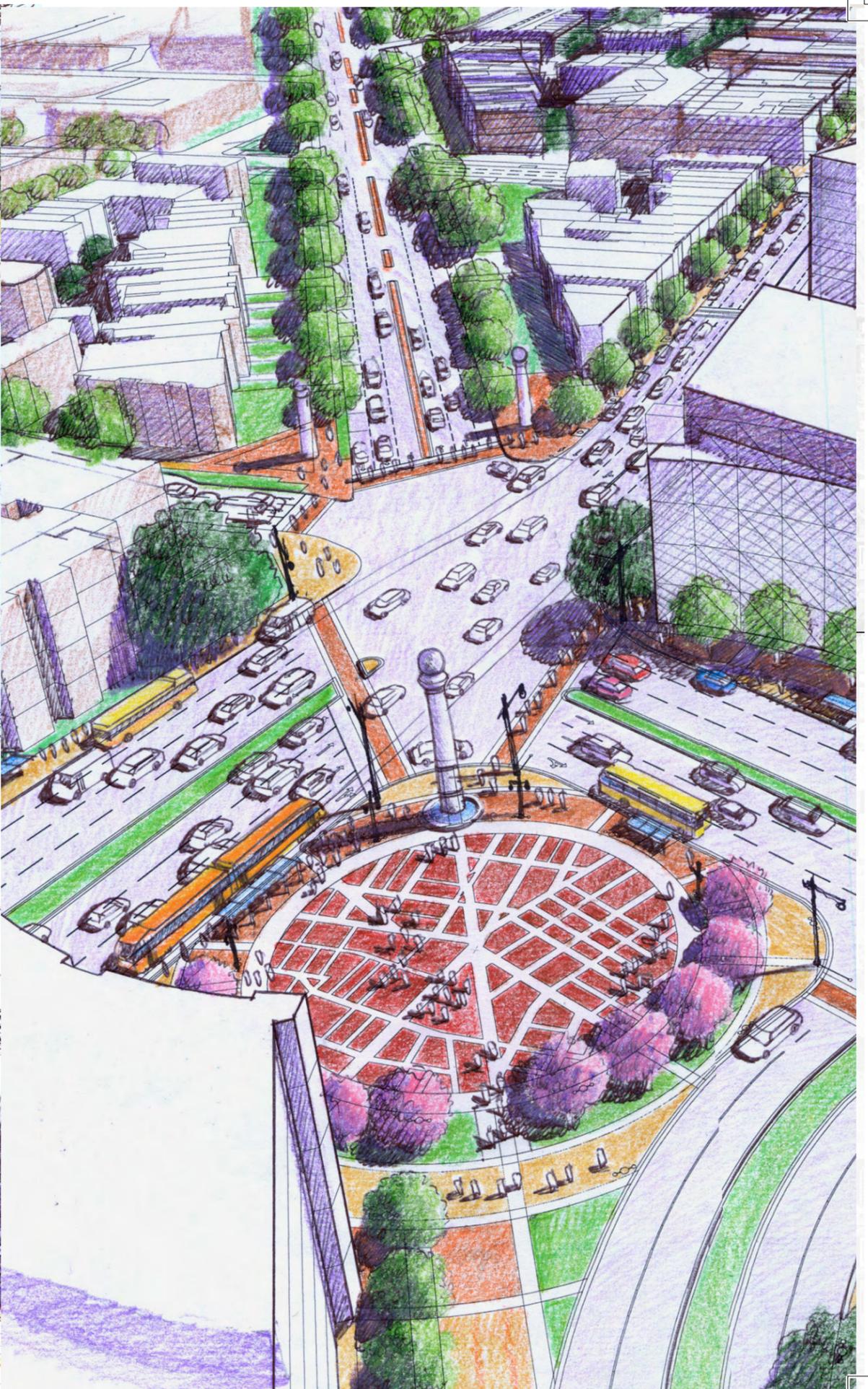
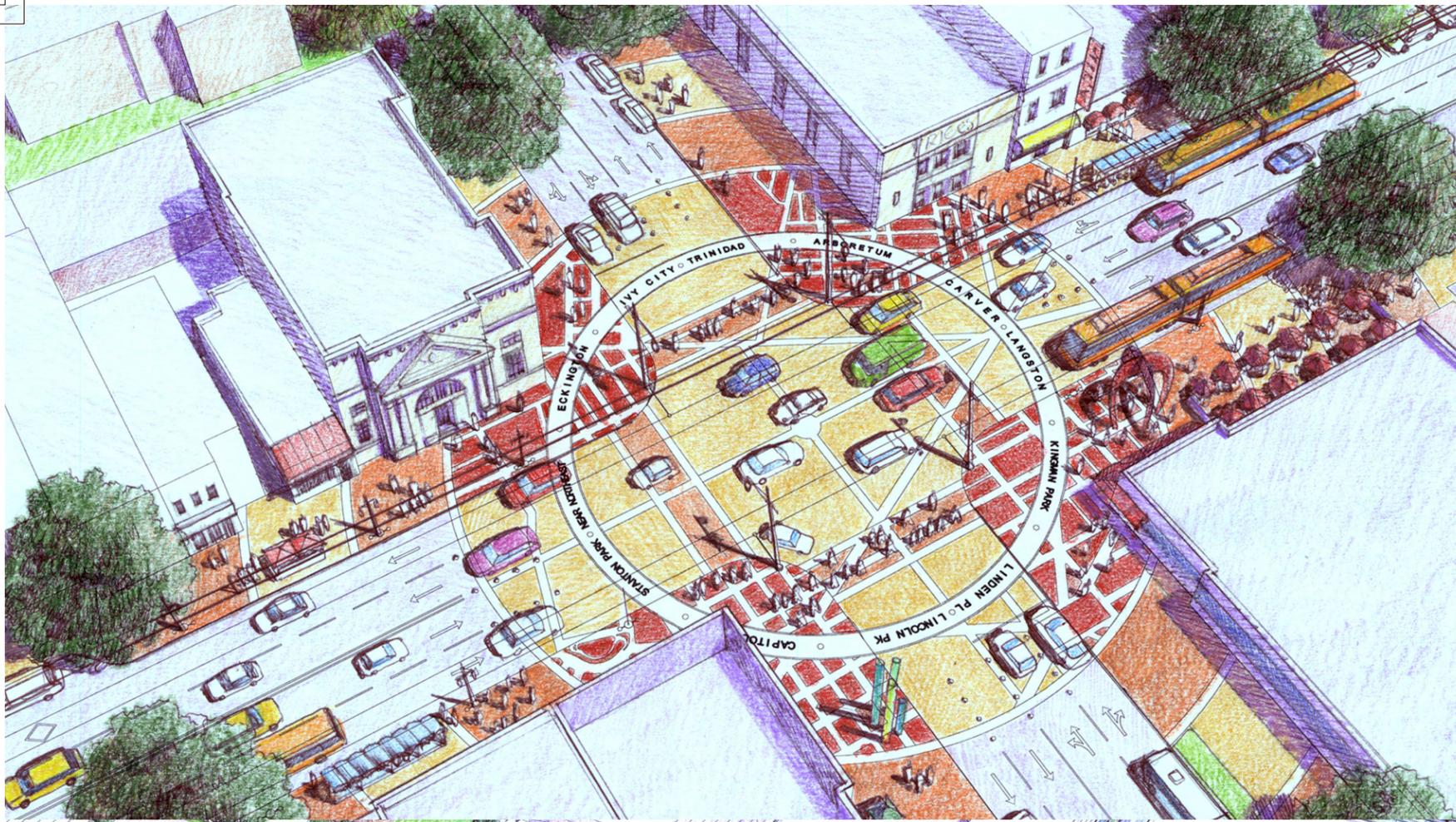
### Public Art Framework Plan

Through an open invitation process, the DC Commission on the Arts and Humanities selected artist Jerome Meadows to work in collaboration with the Study Team and area stakeholders to research and complete this Public Art Framework Plan. An artist was included in the design process in order to identify appropriate locations for public artworks, and ensure that works will capture and integrate the distinct and unique character of the community. Through this process, opportunities for "integrated art" (art which is built into bus shelters, benches, and the like) were explored. In addition, pending design approval, art opportunities identified in the plan will lead to the award of one or more commissions for public art installations to be located in the H Street NE Corridor. The DC Commission on the Arts and Humanities will fund up to \$100,000 for public artwork.

### Implementation Plan

The long-term recommendations that are included in this *Recommendations Report* must be designed before anything can be built. Design will involve taking the concept-level plans prepared in this report and turning them into a set of plans and specifications that can be bid out to a construction contractor and then built. This design will begin in 2004 and could take as long as a year. If adequate funding is identified for the project, construction could begin in 2005 or 2006. Construction will likely take one to two years. Depending upon the availability of funding, design and construction may need to be phased, with parts of the Corridor designed and built first and other parts later. Phasing plans have yet to be fully developed.

The estimated budget for the long-term recommendations phase of this project is approximately \$27 million. DDOT has identified several million dollars for this project, but additional funding is required. This funding could be identified through innovative financing mechanisms, private funding, or other sources, in order to bridge the gap between needed and available funding. Community support will be necessary if this additional funding is to be secured.





# 1

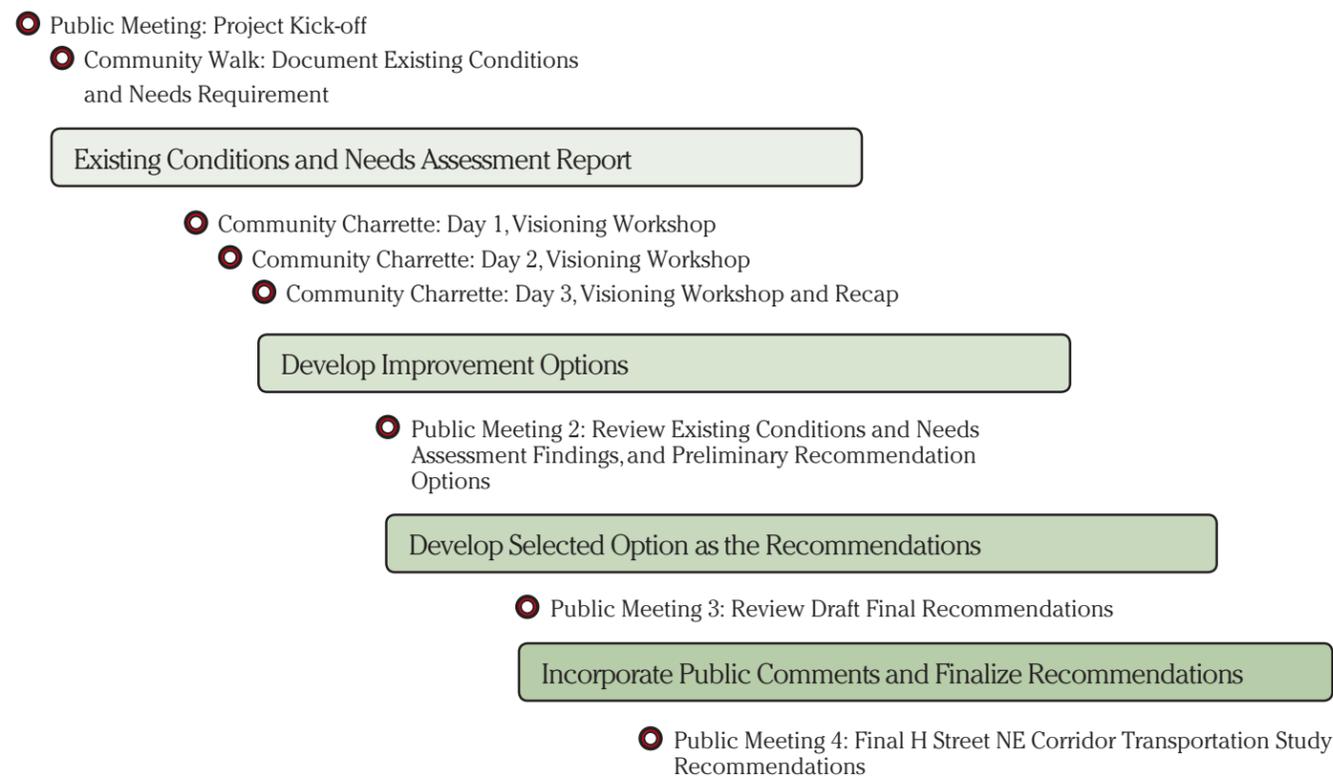
*Section*

## **Public Participation**



Figure 1.1 (opposite page): Images from Various Public Workshops

Figure 1.2 (right): Public Participation Process



## 1.1 PUBLIC PARTICIPATION PROCESS

This Study has actively engaged neighborhood residents and stakeholders in the preparation of all reports and recommendations. Throughout, open and ongoing discussions were held to identify community interests and needs, and develop recommendations that were broadly embraced and supported by all stakeholders.

The public participation process involved residents, Advisory Neighborhood Commissions (ANCs), business owners and other stakeholders in and around the Study Area. Each stakeholder helped the Study Team define and document the community's concerns and recommendations. The general public also had an opportunity to review and comment upon all study findings and recommendations.

To fully engage residents, elected leaders, retail operators, real estate developers, and other H Street stakeholders, the Study offered various public involvement opportunities, as described here. In addition, an interactive website was established (with a link from [ddot.dc.gov](http://ddot.dc.gov)) for the study. Events were announced and advertised in advance using meeting notices, flyers and

radio announcements on local stations to communicate project information and obtain community input.

### Public Meeting 1:

Approximately 40 people, including residents, business owners, ANC members and District government staff, attended a kick-off meeting on June 17, 2003 at J O Wilson School, and participated in an Interactive Work Session that discussed various transportation components along the H Street NE Corridor (Figure 1.3). Divided into three different groups, the attendees identified their areas of concern, positive aspects of the H Street NE Corridor, and opportunities for improvements. The findings from this session were summarized in the Appendices of the Existing Conditions and Needs Assessment Report (published separately).

### Community Walk:

On June 21, 2003, approximately 25 people, including residents, business

owners, ANC members and DC agencies staff, met at the Capital Children's Museum, attended the walk to identify various transportation concerns along the H Street NE Corridor (Figure 1.4). Divided into two tour groups, one group walked from North Capitol Street to 9th Street NE, and the other group walked from 9th Street to 17th Street NE. During the walk, each group identified specific transportation issues, block by block. The Study Team documented these concerns, which are included in the Appendices of the Existing Conditions and Needs Assessment Report (published separately).

Neighborhood representatives played a crucial role in engaging the local businesses along the Corridor and soliciting their input. The walk also provided an opportunity to distribute the Study questionnaires to the residents, business owners and transit riders.

### Charrette:

As part of the effort to set up a comprehensive development strategy to integrate the H Street NE Corridor's streetscape with its transportation needs, the Study Team met with members of the community and other stakeholders on the 8th, 9th and 13th of September 2003 in the auditorium of the Capital Children's Museum.

Each day, presentations on transportation and streetscape topics were given, and the public also had the flexibility to walk around casually, at a time that was convenient for them, browsing materials at four learning stations. These learning stations covered the following topics:

- Streetscape, Public Realm and Public Art;
- Vehicular Circulation, Parking and Right of Way Allocations;
- Transit Services; and
- Bicycle and Pedestrian Network, and Demographics

At each learning station, the public was presented with the issues/ concerns pertaining to the Corridor, and opportunities for improvements. Visual material depicting the existing conditions of the Corridor and potential changes were put on display.

The general public also had opportunity to interact with the Study Team in a group and on one-on-one basis. Discussions with the community focused on defining a unique identity and character for the Corridor; use of open space; right of way allocation; and locations of new stops for a proposed streetcar system.

Approximately 100 members of the public attended the Community Charrette, of whom 63% were residents of the Corridor and 37% were residents of areas outside the Study Area. Of the attendees, 50% worked within the Study Area and 50% worked outside.

**Public Meeting 2:**

Based on the comments and feedback received during the Community Charrette, the Study Team developed various alternatives to address the requirements of the community, businesses and other stakeholders. The Study Team also developed a range of themes that defined the identity and character of the Corridor, which were presented at this public workshop held on October 30th, 2003 at Miner Elementary School. Subsequent to the review and discussion, the community selected the most appropriate options for the Corridor, which set the foundation for all the recommendations included in this report.

**Public Meeting 3:**

The transportation and public realm design option selected by the general public were further developed by the Study Team and presented as preliminary recommendations on December 17th, 2003 at the Capital Children’s Museum. The general public reviewed each of the transportation and public realm design elements in detail and provided their comments to be incorporated in the final recommendations.

**Public Meeting 4:**

On March 31, 2004, approximately 100 people gathered in the Capital Children’s Museum to review and provide comments on the draft findings of the Study. Short-term improvements were discussed, as were the long-term recommendations, including the public realm and public art plans. Comments on trees, lighting standards, and other elements of the plan were welcomed, and have been incorporated into the final report where possible. The implementation plan was also discussed, and funding issues were reviewed.

**1.2 STUDY ADVISORY COMMITTEE**

A Study Advisory Committee (SAC) was formed to help foster continuous communication between stakeholders and the Study Team. The SAC’s primary role was to help coordinate a study process that was equitable, enjoyed broad community participation, and resulted in plans and recommendations that enjoyed broad community support. Along with community representatives, the SAC also consisted of members from other District agencies, private development interests, and others involved in initiatives relating to H Street. A complete listing of SAC members is included in the back of this report, under Acknowledgements.



(left, from top to bottom):

Figure 1.3: Images from Public Meeting 1



Figure 1.4: Images from Community Walk

Figure 1.5: Images from Community Charrette



Figure 1.6: Images from Public Meeting 3

Figure 1.7: Images from Public Meeting 4

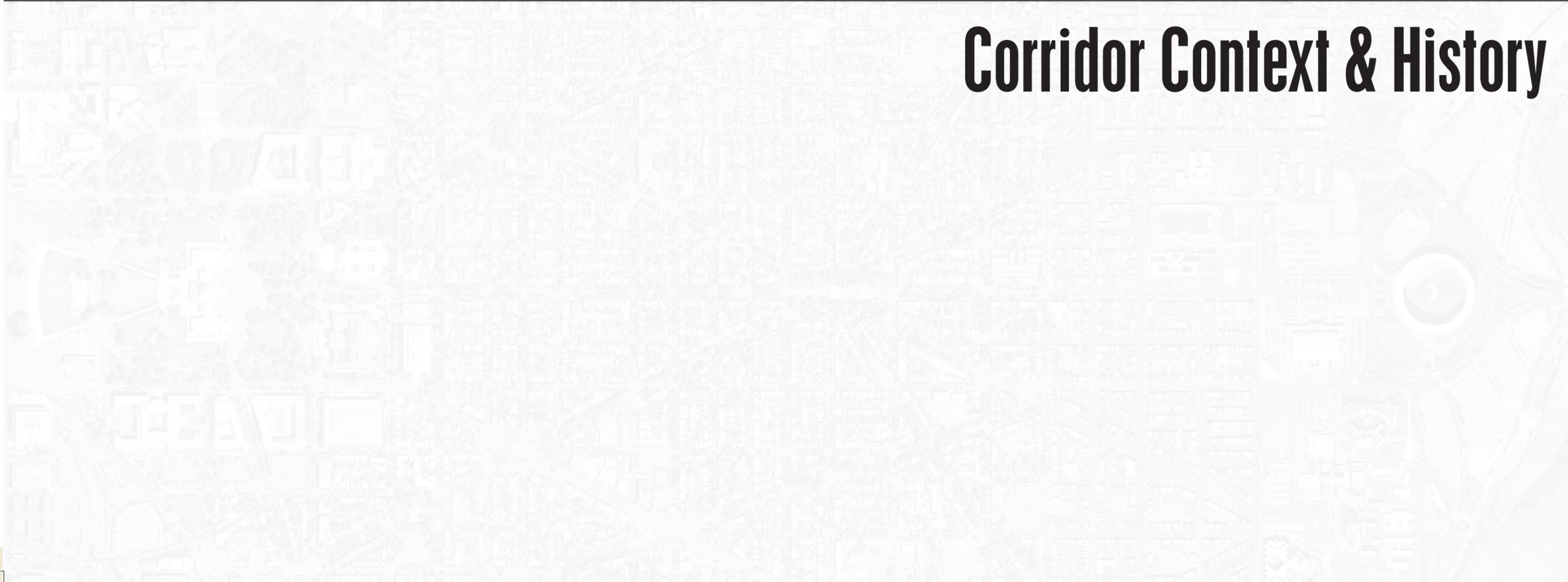


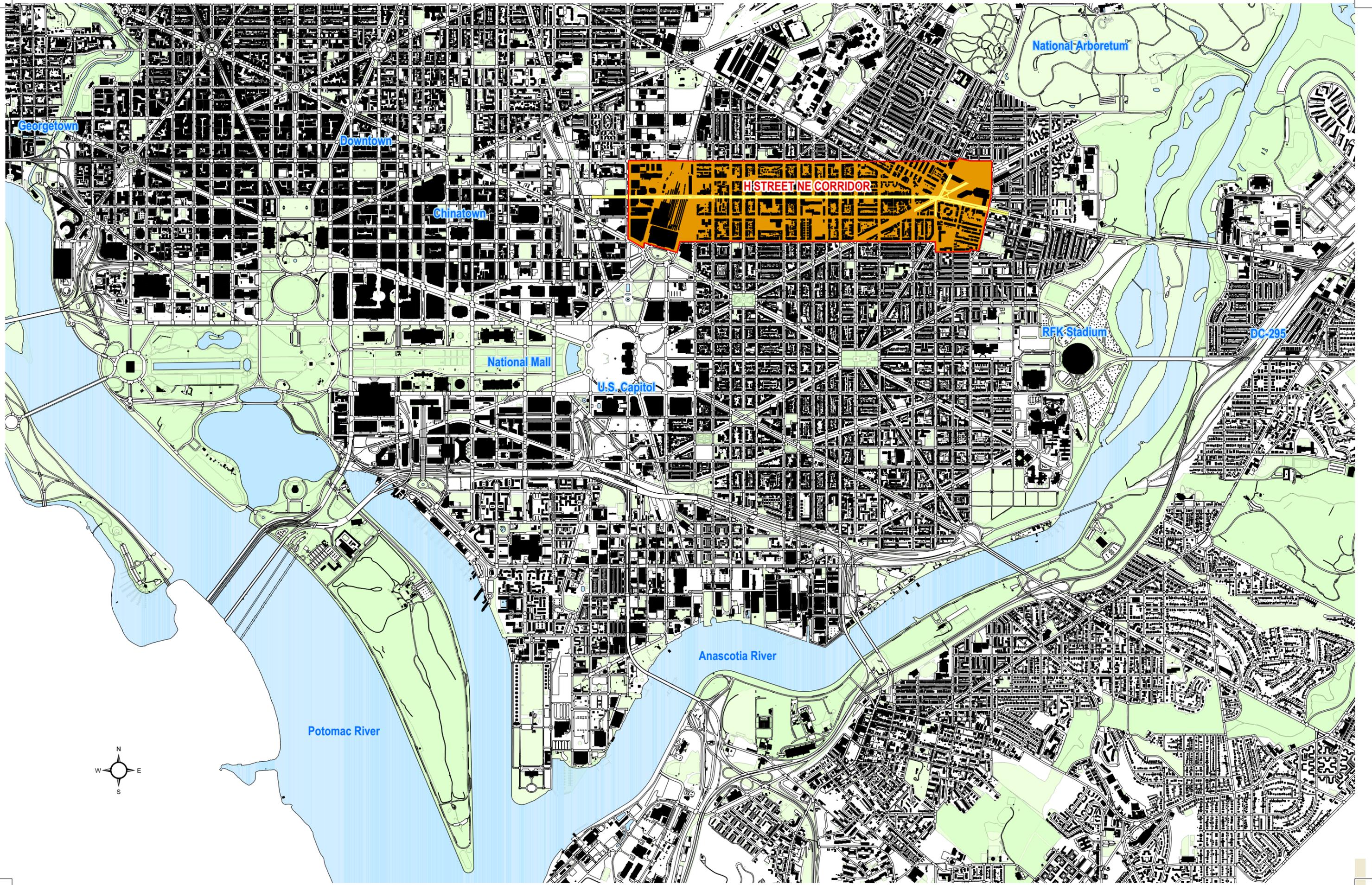


# 2

*Section*

## **Corridor Context & History**





Georgetown

Downtown

Chinatown

National Arboretum

H STREET NE CORRIDOR

National Mall

U.S. Capitol

RFK Stadium

DC-295

Anascotia River

Potomac River

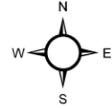


Figure 2.1 (opposite page): Site Context Map – Corridor Location

Figure 2.2 (top right): Typical Single-family Row Houses Surrounding the Corridor

(middle right): Union Station

(bottom right): H Street NE Corridor circa 1940s (Images: Courtesy of Washington Historical Society)

## 2.1 OVERVIEW

Spanning across the District’s northeast quadrant, H Street NE benefits from its strategic location within the City and region. The Study Area and its surrounding context are shown in Figures 2.1 and 2.2. Surrounded by traditional neighborhoods, including Near Northeast, Stanton Park, Linden, Trinidad, and Kingman Park, among others, the Corridor is located in a dense residential area.

The eastern part of the Corridor houses large-box retail stores. The CVS and Hechinger Mall located between 15th and 17 Streets NE attract customers from a large geographic area. Further to the east lies the Anacostia River.

The Corridor functions as a vital link between its surrounding neighborhoods and the District’s transit network. Union Station, located at the western end of the Corridor with its various rail services, allows many residents and businesses to economically commute to and from other parts of the District and the region via Metrorail, Amtrak, VRE and MARC trains. Similarly, the Greyhound and Peter Pan bus stations, located in the northwest of the Corridor, provide additional transit options for many residents and customers. The soon to be completed New York Avenue Metrorail station, located a few blocks north of the Study Area will further enhance the Corridor’s transit accessibility. Metro busses link H Street with other destinations in the District.

The Corridor, from its western terminus at North Capitol Street to the Starburst intersection consisting of several major arterials (Benning Road, Florida Avenue, Maryland Avenue, 15th Street, and Bladensburg Road), provides pivotal automobile and bus connections to these and other important District locales. From the Starburst intersection, southbound Maryland Avenue links the Corridor to the U.S. Capitol and the monuments and museums at the National Mall. Continuing west across North Capitol Street, H Street NW provides a short and easy route to the new Washington Convention Center, Chinatown, and the Downtown business district. 15th Street NE connects the Corridor to RFK Stadium and the Anacostia Waterfront area via Independence Avenue and C Street NE.

Similarly, Florida Avenue, from its intersection with H Street, traverses the northern quadrants of the District westbound toward Dupont Circle and Georgetown. At the Corridor’s eastern end, Benning Road connects with the Anacostia Freeway, which travels north and south along the Anacostia River. North of H Street, Bladensburg Road intersects with New York Avenue/US Route 50, which connects to DCMD-295 into Prince George’s County (northbound) and into Virginia (southbound) via I-95/495.

The Corridor’s role as a commuter spine, its proximity to other important District destinations, and the surrounding residential density collectively attract a large number of people. Although the Corridor is currently used by a range of commuters – pedestrians, bicyclists, transit riders and automobile users – vehicular traffic dominates the streetscape and public realm.

## 2.2 H STREET NE HISTORY

Many events over the last century have shaped the current physical characteristics of H Street NE. These events have influenced the rise and decline of the H Street commercial corridor, and defined its newer role within the City. Transportation-related events that have had a significant influence on shaping the Corridor are briefly discussed in the following paragraphs. Figure 2.9 at the end of this section, presents a timeline with major transportation and land use milestones on H Street.



300 block



400 block



500 block



800 block



1400 block



Maryland & 15th Street

**Early History:**

The neighborhoods of Near Northeast, Stanton Park, and Linden, including the historic H Street NE Corridor, were originally included as part of L'Enfant's 1791 plan for the District of Columbia. Boundary Street, now Florida Avenue, was one of the northern boundaries of the City. The areas north of Florida Avenue, including the present day campus of Gallaudet University, were large country estates located outside of the original federal city plan. Although conceptually planned in the late 18th Century, much of the land within the Corridor remained undeveloped until after the Civil War, because many areas were marshy and unsuitable for building. H Street itself was not constructed until 1849, although historical literature reveals that a 90-foot right-of-way was designated for the Corridor as part of L'Enfant's plan.

The Corridor is the site of some of the first important travel routes connecting Washington to other northeastern cities. In the early 1800s, the Bladensburg turnpike was an important connection between Washington and Bladensburg, Annapolis, and Baltimore. From the time of L'Enfant's plan, the intersection of the turnpike with Maryland Avenue (where there once stood a tollgate) was envisioned as a special place and gateway into the City. These routes are also historically significant because the British used them in 1814 when they entered the City and burned down the U.S. Capitol and the White House.

The appearance of the railroad into Washington in the 1830s was another important factor that shaped the development of the H Street commercial corridor and its surrounding neighborhoods. The Baltimore and Ohio railroad arrived in 1835, near the site of present day Union Station, and the railroad's proximity to the Near Northeast neighborhood and the jobs it provided played a large role in developing and shaping the surrounding areas into middle class neighborhoods.

The 1849 construction of H Street NE preceded the development of most of the other east-west connecting streets in the Corridor. Near the intersection of North Capitol and H Streets, the Swampoodle neighborhood, one of the few pre-Civil War neighborhoods that existed in the city, began to develop. Its working class residents were responsible for some of the first developments along the 100 and 200 block of H Street NE. Although many roads within the District were paved shortly after the end of the Civil War, H Street NE was not paved until the year 1880.

**H Street "Heyday":**

The Columbia Railway Company, founded in 1870, established a streetcar line along H Street in 1872. The new streetcar spurred both residential and commercial development along the Corridor. This heightened interest in residential development along the Corridor, and many of the residential dwellings in the surrounding neighborhoods were built from the 1870s to the 1920s. The streetcar also had an influence on the location of early commercial buildings within the Corridor, as many businesses concentrated along the H Street line, the intersection of the 8th and H Streets lines, and the streetcar terminus and surrounding car barns located near the intersection of 15th and H Streets. Streetcars ran along H Street until 1949, carrying as many as 3.3 million passengers a month during H Street's heyday (1900s-1940s).

As part of the 1901 McMillan Plan for Washington, Union Station was constructed between 1903 and 1913. Although this major transportation center within the Corridor further reinforced the railroad's importance and continued to influence the Corridor's development, the rail yard became a physical barrier between H Street NE and the rest of the City's downtown.

In the mid 1900s the Corridor served as one of the City's primary commercial hubs. Many chain stores located along the H Street commercial district, including People's Drug, Hechinger's, Giant, and Woolworth's. In 1929, Sears, Roebuck & Company opened its first store in the Washington metropolitan region at the corner of H Street and Bladensburg Road. The Atlas movie theater opened in 1938, with shops and storefronts located to the west of the theater. The Uline Arena, originally built as a home for the Washington Lions hockey team, opened just north of Union Station in 1941. The arena was the site of the Beatles' first concert in the United States.

These buildings and attractions were all part of H Street's once vibrant commercial and entertainment district, where residents could satisfy most all of their shopping, dining, and entertainment needs.

**Decline:**

Although the District had been losing population citywide since the end of World War II, including residents from the neighborhoods surrounding H Street, the civil disturbances that followed the assassination of Martin Luther King in 1968 further damaged the City and its neighborhoods. This event,



Figure 2.3 (left): H Street NE Underpass with Streetcar c. 1940s (Image Courtesy of Washington Historical Society)

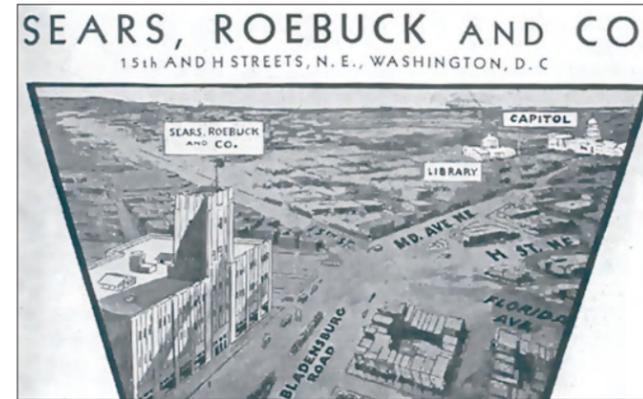


Figure 2.4 (middle left): Sears, Roebuck & Co. Opened First DC Store in 1929 at 15th and H Streets (Image Courtesy of Washington Historical Society)



Figure 2.5 (below left): 8th and H Streets NE Intersection - Streetcars, Automobiles, and Pedestrians Along A Bustling H Street c. 1940s (Historical Image Courtesy of Leroy O. King Collection/ Near Northeast Citizens Association)

Figure 2.6 (right): Atlas Performance Arts Center on 1300 Block, Opened in 1938 (Image Courtesy of Washington Historical Society)



Figure 2.7 (below right): Hopscotch Bridge, Constructed in 1970s



combined with suburban growth and competition, led to population losses within the neighborhoods, and an overall decline in the commercial corridor. Furthermore, the construction of the Hopscotch Bridge in the 1970s, completed as part of the Federal Highway Administration's inner beltway system for the District, was an added visual and physical barrier between H Street and other downtown neighborhoods, such as Chinatown and Mount Vernon Square.

Over the years, H Street's traditional attractiveness to shoppers, bikers, and pedestrians has been degraded due to several factors. The quality and suburban style of recent developments, such as CVS, the H Street Connection shopping center, and Auto Zone have impeded the Corridor's attempt to regain neighborhood retail status by catering to automobiles at the expense of pedestrians. In addition, the heavy volume of automobile through-traffic and prohibition of street parking during peak hours restrict pedestrian access along H Street. The uneven quality of lighting, sidewalks, bus shelters, and other amenities accentuate the lingering perceptions that the street is still an unsafe and unwelcoming place.

#### Revival:

The Corridor today is slowly but steadily beginning to feel the impacts from the revitalization efforts initiated by the District and from the infusion of public dollars. The period of change and heightened community interest in transforming H Street NE began in the late 1990s, with several major planning initiatives. In 1998 and 1999, the Comprehensive Plan called for the reassessment of the Corridor's Urban Renewal Plan to address new economic development needs.

In 2000 and 2001, during the Strategic Neighborhood Action Plan (SNAP) initiative, over 500 residents, stakeholders, businesses and Advisory Neighborhood Commissions from across the area identified H Street NE as one of the key areas essential for the larger neighborhood's revitalization. The SNAP identified the revitalization of H Street and its transformation into a vibrant commercial corridor as a top priority, and recognized that infrastructure improvements, increased safety, and beautification efforts are key to the revival process. Subsequently, the Corridor received the following commitments from various District and federal agencies:

- i. The Deputy Mayor for Planning and Economic Development (DMPED) budgeted local funds for the ReStore DC neighborhood commercial revitalization program;
- ii. The National Trust for Historic Preservation chose H Street NE as one of the few District's Main Streets and hired a full-time Executive Director to spearhead the program;
- iii. The District Office of Planning (OP) secured and developed *Revival: The H Street NE Strategic Development Plan*;
- iv. The District Department of Transportation (DDOT) has earmarked funding to improve transportation elements and the public realm along the Corridor; and
- v. The DC Commission on the Arts and Humanities budgeted funding for two programs to incorporate aesthetic improvements into the Corridor. The first includes local artists working with businesses to develop commercial signs that incorporate creative design. The second commissioned an artist to work with the Study Team to incorporate artwork into the Corridor's design improvements.

## 2.3 FUTURE OPPORTUNITIES

The Corridor by itself is well preserved and presents a tremendous opportunity for revival and positive transformation. Generally, the basic urban fabric of the Corridor – the buildings, street patterns, and designated land uses – is still intact, with only a small percentage of empty lots. The comparative photos in Figures 2.8 and 2.9 show the well-preserved character of the Corridor.

Virtually no industrial areas exist along the Corridor, except for small parcels located within Linden Court. The environment of residential areas is improving and more people are occupying the abandoned town homes. Hechinger Mall provides shopping opportunities to local residents, and the H Street Connection shopping center, despite its suburban character, has helped maintain 8th and H Streets as the neighborhood retail corner.

Furthermore, several building renovations, storefront improvements, and upper story conversions – central objectives of virtually every Main Street revitalization effort – provide other opportunities to restore the Corridor’s role as a vibrant community based street, presenting an important foundation for this Study. The H Street Playhouse is attracting patrons from across the region, and proposals for the Atlas Performance Arts Center are raising the community’s expectations that positive change is a real short-term possibility.

In terms of commercial development, the Akridge Company is preparing development plans for the Union Station Air-Rights site. Currently, plans call for a large-scale mixed project to include three office buildings and an inter-modal transit facility south of the Hopscotch Bridge, and possibly a hotel and parking facility north of the bridge.

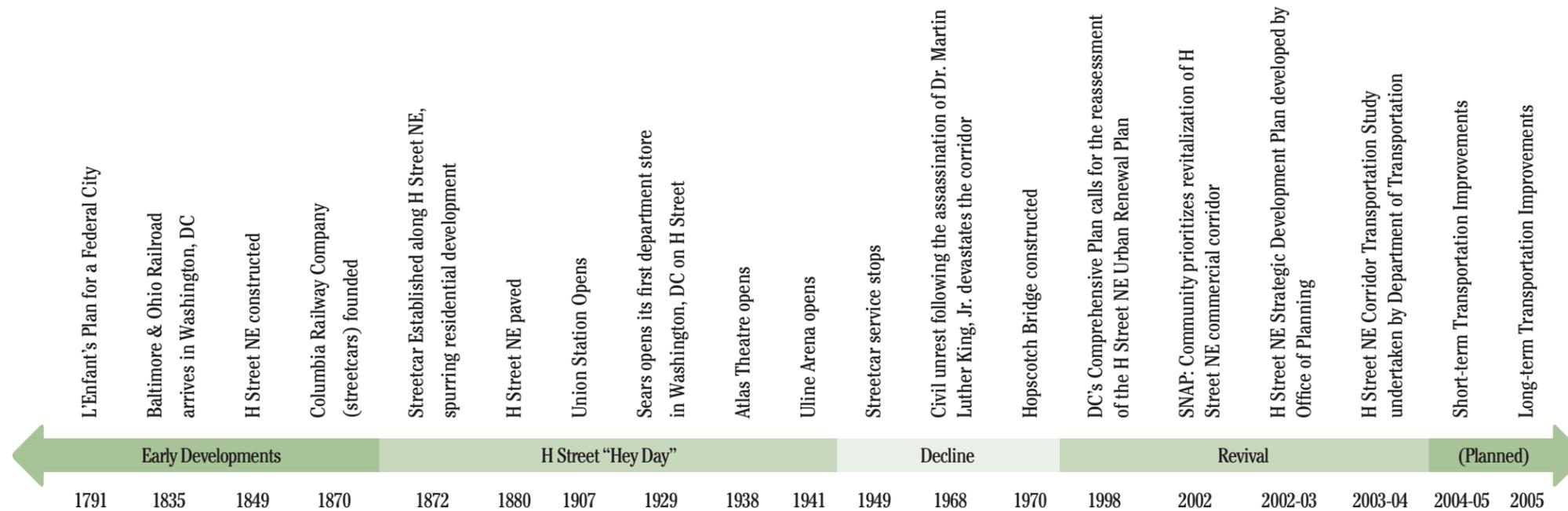
These developments, while providing momentum for the Corridor’s revival, may generate new traffic and make pedestrian access to H Street NE even more difficult. Striking a balance between the transportation requirements of new and existing developments and promoting the economic and commercial health of the Corridor is one of the primary challenges of this Study.



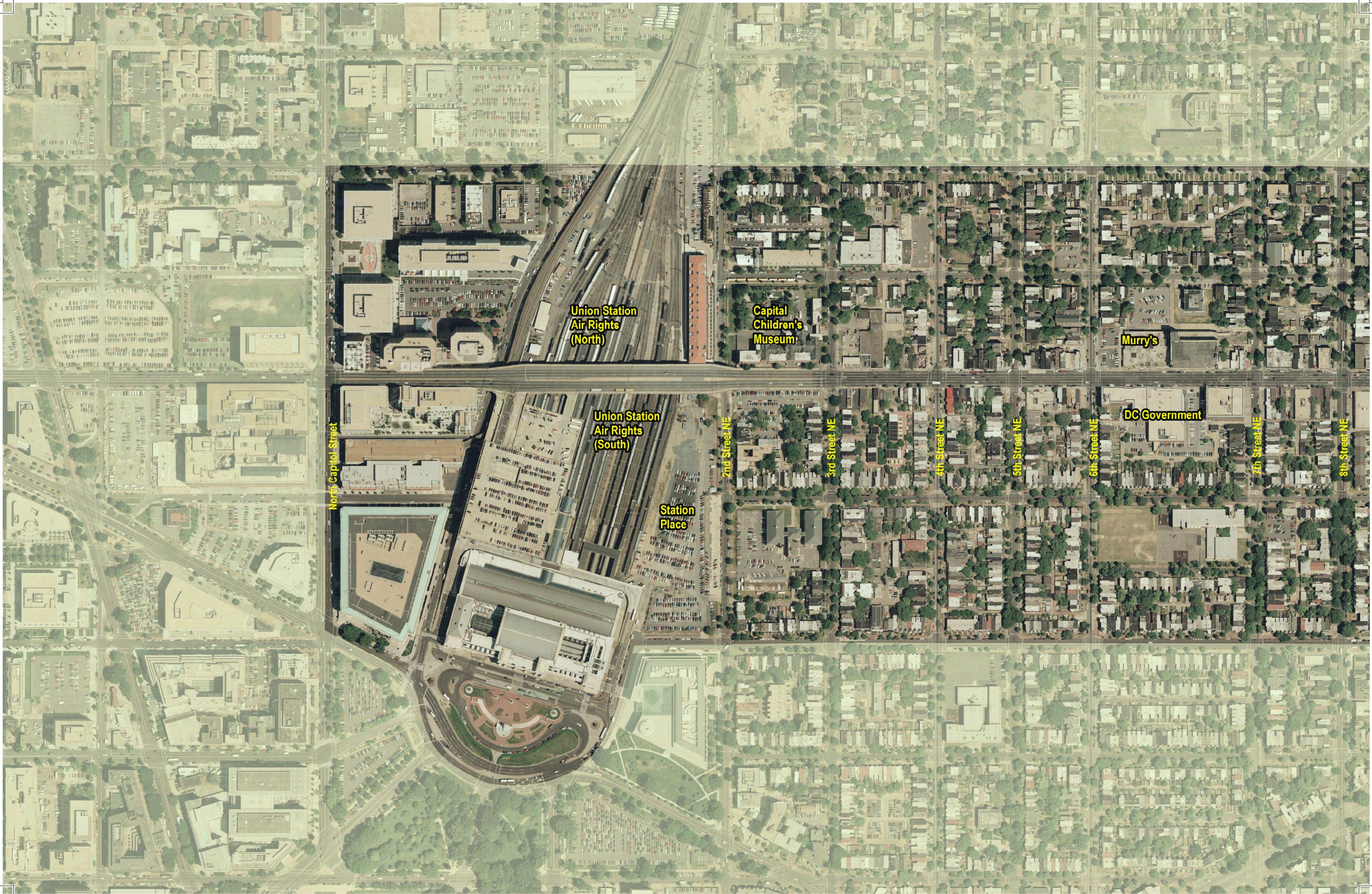
Figure 2.8 (left): 5th and H Streets NE (South) with Streetcar Rail c. 1940s (Image Courtesy of Washington Historical Society)



Figure 2.9 (middle left): 5th and H Streets NE Today



# **Existing Conditions & Needs Assessment Summary**



**Union Station  
Air Rights  
(North)**

**Capital  
Children's  
Museum**

**Murry's**

**Union Station  
Air Rights  
(South)**

**Station  
Place**

**DC Government**

**North Capitol Street**

**2nd Street NE**

**3rd Street NE**

**4th Street NE**

**5th Street NE**

**6th Street NE**

**7th Street NE**

**8th Street NE**



Douglas Memorial  
Methodist Church

H St. Connection

10th Street NE

11th Street NE

12th Street NE

Auto Zone

13th Street NE

Atlas Performing  
Arts Center

H St.  
Playhouse

14th Street NE

Delta  
Tower

Florida Ave.

Bladensburg Rd.

CVS Pharmacy

Maryland Ave.

Old Sears Site

Hechinger Mall

Pentacle  
Apartments

16th Street NE

17th Street NE



Figure 3.1 (opposite page): Existing Conditions of H Street NE Looking East from 4th Street NE Intersection

### 3.1 Overview

The first phase of this Study focused on documenting and analyzing the Corridor’s existing transportation and public realm conditions, understanding the community’s priorities, and estimating the impacts of projected developments. All of the documentation, analysis, projections and precedent studies performed in the first phase were recorded extensively in the *Existing Conditions and Needs Assessments* report, published separately. For the convenience of readers, the key findings from the *Existing Conditions and Needs Assessments* report are briefly summarized here.

To conduct the analysis, the Study Team conducted field reconnaissance during morning, afternoon and evening periods. These site visits were also used to survey existing parking provisions and utilization, pedestrian volume and circulation issues, vehicle turning movements and conflicts, travel patterns and night time street lighting conditions.

All data used in this Study that was not directly compiled by Michael Baker Corporation is considered secondary data. This data was compiled from various sources, including:

- District of Columbia Department of Transportation (DDOT)
- District of Columbia Office of Planning (DCOP)
- Washington Metropolitan Area Transit Authority (WMATA)
- Metropolitan Washington Council of Governments (MWCOG)
- U.S. Census Bureau, and the
- Casey Tree Foundation.

### 3.2 Key Findings

#### 3.2.1 General

- H Street NE’s role as a commuter corridor, the proximity of other important District destinations as shown in Figure 2.1, and the residential density of the surrounding neighborhoods, present opportunities for creating a more robust customer base for the businesses along the Corridor.
- Union Station is one of the Corridor’s main assets. However, it is underutilized and not well connected to H Street NE.
- Planned developments at the western end of the Study Area and around the Starburst intersection in the eastern end create opportunities to better connect the Corridor to other parts of the District and the region.

Table 3.1: 2025 New Land Uses and Associated Socioeconomic Data along the Corridor

P. No	Lane Use Developments	Office/Other (SF)	Retail (SF)	Residential (Unit)
1	Union Station Air Rights (N)*	500,000	0	Hotel Rms. 400
2	Union Station Air Rights (S)*	1,100,000	20,000	0
3	Station Place *	1,480,000	20,000	0
4	Children’s Museum **	100,000	1,000	0
5	BP Amoco **	0	2,000	0
6	200-700 Block **	100,000	15,000	600
7	700-1200 Block **	50,000	200,000	100
8	1200-1600 Block **	50,000	40,000	100
9	Old Sears Site **	0	15,000	250
10	Hechinger Mall **	0	0	0
11	RL Christian Library	0	0	0
	<b>Total</b>	<b>3,480,000</b>	<b>313,000</b>	<b>1,450</b>

\* Information provided by owners

\*\* Information from H Street NE Strategic Development Plan

#### 3.2.2 Land Use and Demographics

- As shown in Table 3.1, the re-zoning and overlay district initiative, combined with the private developments around Union Station, could yield up to 313,000 square feet of retail, 3,480,000 square feet of office space and 1,450 residential units within the Corridor.
- Projected growth could add 3,190 residents and 32,597 employees by 2025 to the Corridor.
- Employment within the Retail Trade Area (RTA) that surrounds H Street will continue to increase over time. This employment growth will be focused around Union Station.
- An 18%-20% increase in residential population within the RTA is projected by MWCOG over the next two decades.
- 18% of the population in the Corridor area does not own an automobile and a quarter of the population within the RTA is too young to drive.

#### 3.2.3 Pedestrian and Bicycle Services

- 45% of the population in the RTA live within walking distance of the Corridor (¼ mile) and provides a strong base for pedestrian, bike and transit services. This number (including residents and employees) could double by 2025.
- Along the Corridor, north-south pedestrian and bicycle movements are impeded by heavy traffic volume on H Street.
- Pedestrian volumes significantly increase between the 600 and 1400 blocks, with the greatest activity concentrated at the intersections of H Street and 6th, 7th, 8th and 11th Streets. The 8th Street intersection experiences the Corridor’s highest number of pedestrian crossings due to the presence of H Street Connection Shopping Center and transfers between heavily utilized bus services with routes on 8th and H Streets.
- The Starburst intersection and Hechinger Mall area experience heavy foot-traffic because of the confluence of various arterials, bus transfers between seven different lines and shopping opportunities. Additionally, the presence of Hechinger Mall and CVS attracts many customers despite safety concerns, fast traffic, and confusing crosswalks within the intersection. It was observed that pedestrians cross this intersection with difficulty and extreme caution.
- In contrast to the active eastern end of the Corridor, the pedestrian movement along the Hopscotch Bridge is fairly low. This is true even though Union Station has the potential to bring many patrons over to H Street, and especially to the National Capital Children’s Museum, via the Hopscotch Bridge. Lack of crosswalks and other safety features, along with poor signage deter H Street pedestrians from using the bridge. Improved pedestrian access to Union Station is crucial to enhancing the overall accessibility of the Corridor.
- Pedestrian and bicycle accident data, along with and community comments, were used to identify signal timing, crosswalk striping and/or intersection design issues at intersections along the Corridor.
- Several bike trails are planned (Metropolitan Branch Trail, Anacostia Riverwalk) around the Study Area, providing an opportunity to integrate the Corridor with its surroundings.
- Bike traffic is limited due to the lack of bike lanes, bike lockers, transferability and the perceived danger associated with the close proximity of speeding traffic.
- 8th Street has the most pedestrian-vehicle accidents.



Figure 3.2 (top): 24-hour Pedestrian Counts at the Intersections between North Capitol and 17th Streets NE

Figure 3.3 (above): Pedestrian Accidents along the Corridor (MWGOC 2000-2002)

Figure 3.4 (next page): Bus Route and Bus Stop Locations along the Corridor

### 3.2.4 Transit Services

- Inconsistent lighting, inadequate police presence, and the absence of nighttime activities along the Corridor serve to deter bus use during late evening hours.
- Current bus services are not adequate to meet the projected growth in future transit demand.
- Implementation of a next generation transit system, such as a streetcar line, is crucial to attracting new growth, reducing parking requirements and revitalizing the Corridor.
- Without effective transit investments, the overall projected growth in the office, retail and residential sectors could bring major traffic impacts, diminishing the livability of residential areas and decrease the accessibility of the Corridor itself.
- Bus service along H Street NE is irregular, as a result of traffic problems on Minnesota Avenue and Benning Road.
- Several bus shelters need maintenance and upgrades.
- The heavily utilized bus stops at 8th Street NE, just south of H Street, lack adequate shelter.

### 3.2.5 Vehicular Circulation

#### Access

- Access points to Union Station, the 2-way unsignalized controlled stop at 5th Street, and the Starburst intersection are the locations of the three most significant traffic problem areas for the Corridor.
- Poor signage, faded pavement markings and the number of driveways make access to Union Station from the Hopscotch Bridge confusing. The lack of crosswalks and traffic controls inhibit pedestrians from using Union Station as a gateway to H Street.

#### Delays

- Vehicles experience the longest delay through the Starburst intersection, specifically between 16th to 14th Streets, traveling westbound.
- The overall performance of intersections at the Starburst intersection fail in the morning rush hour on the Benning Road approach. Specific queuing issues around the Starburst create bottlenecks as lanes transition at Florida Avenue and H Street. Capacity and geometric constraints contribute most significantly to this problem.
- The intersection at 3rd Street fails in the evening rush hour. Capacity and geometric constraints contribute most significantly to these problems.
- Traffic flow is impeded at the following locations, as a result of narrow streets: Florida Avenue westbound, northbound approaches at 3rd, 4th,

6th, 8th, 15th, and southbound approaches at 14th Street.

- Northeast-bound at 15th Street problems include on-street parking, sight distance, and cycle length.
- Cycle lengths, signal phasing and timings are insufficient at 3rd, 6th, 8th, 14th and 15th Streets. Traffic projections for 2025 show volume increases, resulting in additional insufficiencies at 7th, 13th and 16th Streets.

#### Accidents

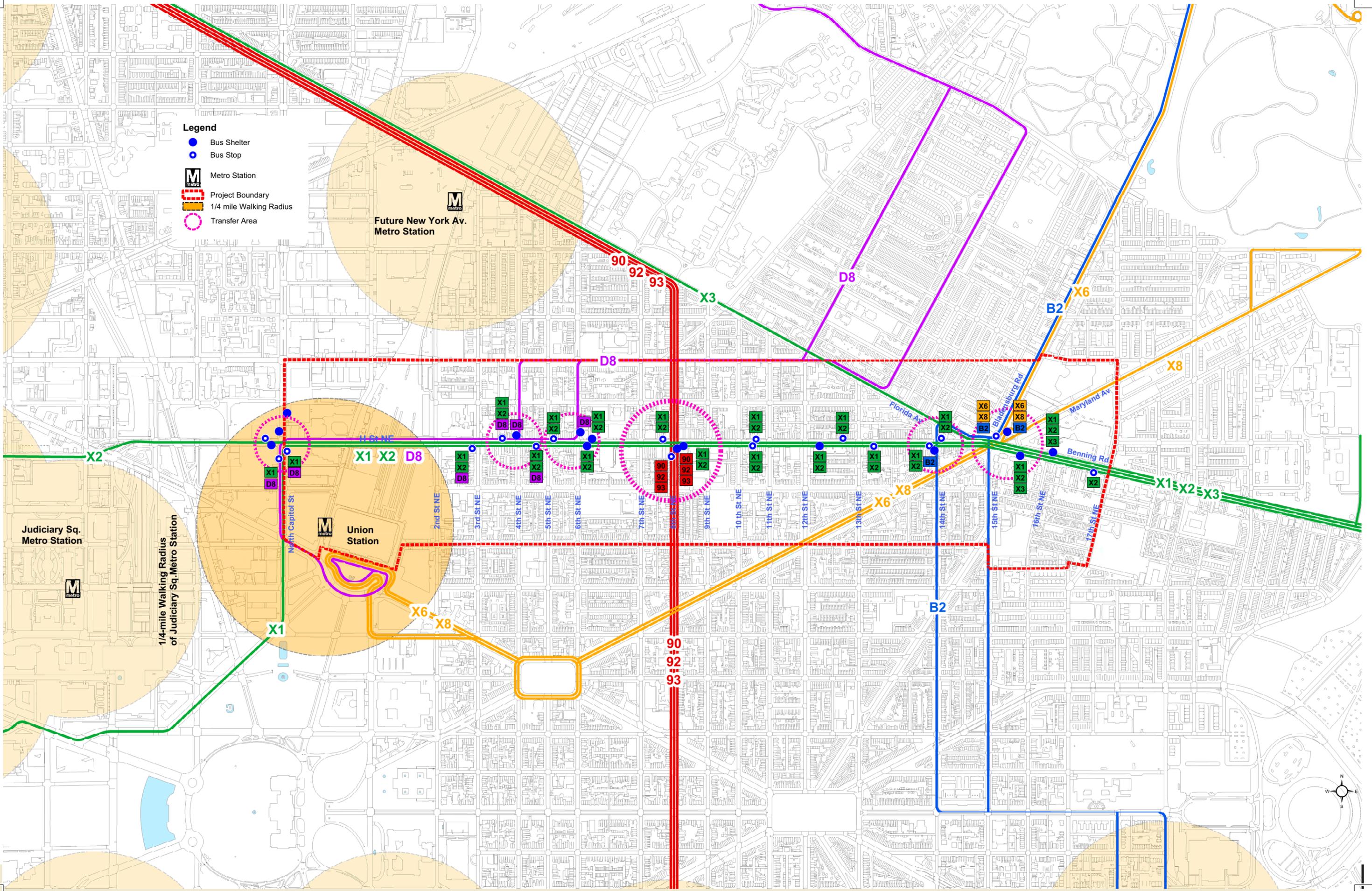
- Most accidents are sideswipes, followed by right angles and finally rear ends. High accident intersections include H Street at 3rd, 8th, 13th and 14th Streets. 14th Street is the location of the most vehicle-vehicle accidents and 8th Street has the most pedestrian-vehicle accidents.
- Accidents result from inadequate sight distance provisions, signal phasing, control types, police enforcement and signage.

#### Travel

- Traffic throughout most of the day (non-rush hour) uses 2 lanes in each direction with metered parking in the adjacent third lanes.
- Rush hour travel, of which 60-64% is traffic passing through H Street, generally occurs between 7:45 and 8:45 AM and 4:45 and 5:45 PM. During

**Legend**

- Bus Shelter
- Bus Stop
- M Metro Station
- ▭ Project Boundary
- 1/4 mile Walking Radius
- Transfer Area



Future New York Av.  
Metro Station

Judiciary Sq.  
Metro Station

Union Station

1/4-mile Walking Radius  
of Judiciary Sq. Metro Station

North Capitol St

2nd St NE

3rd St NE

4th St NE

5th St NE

6th St NE

7th St NE

8th St NE

9th St NE

10th St NE

11th St NE

12th St NE

13th St NE

14th St NE

15th St NE

16th St NE

17th St NE

Florida Av

Maryland Av

Benning Rd

Blaugherburg Rd

90  
92  
93

90  
92  
93

X3

D8

B2

X6

X8

X2

X1 X2 D8

X1 X2 X3

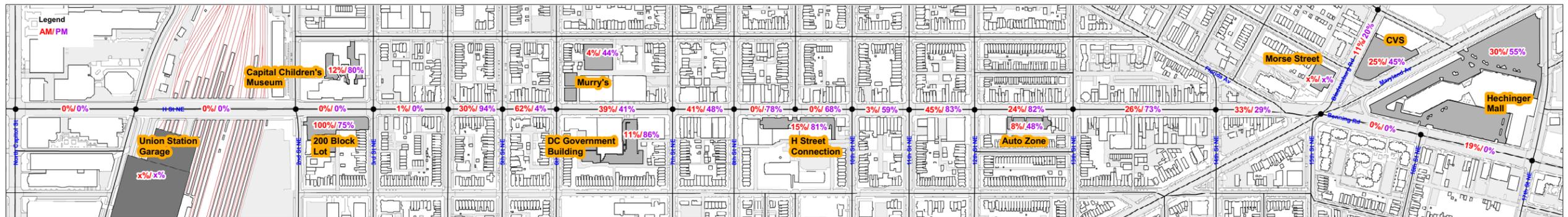
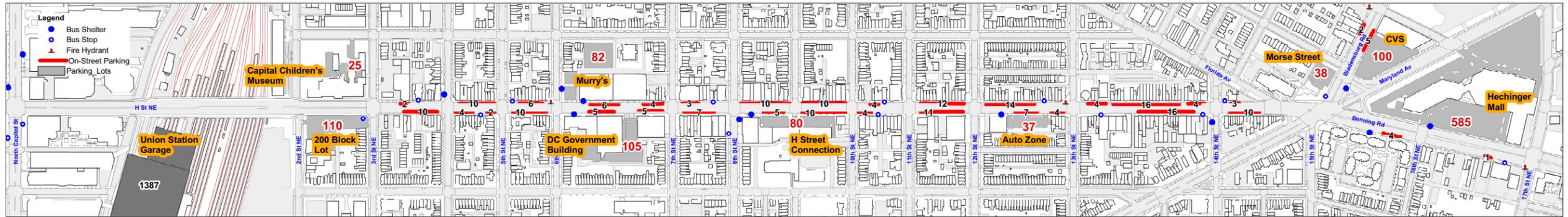
X6 X8

B2

X1

90  
92  
93





# H Street NE Corridor

(opposite page, from top to bottom)

Figure 3.5 : AM Peak Overall and Approach Existing Level of Service (LOS)

Figure 3.6 : PM Peak Overall and Approach Existing Level of Service (LOS)

Figure 3.7 : Location of Existing On-street and Off-street Parking

Figure 3.8 : On-Street Parking Utilization in AM and PM Peak Hours



(current page)

Figure 3.9 (top right): Auto Zone Off-street Parking Lot; (bottom right): H Street Connection Parking Lot

Figure 3.10 (far right): Curbside Lanes Used as On-street Parking during Non-peak Hours



this time, average speeds are reduced as a result of heavy volumes, conflicting left turning movements and poor signal timing.

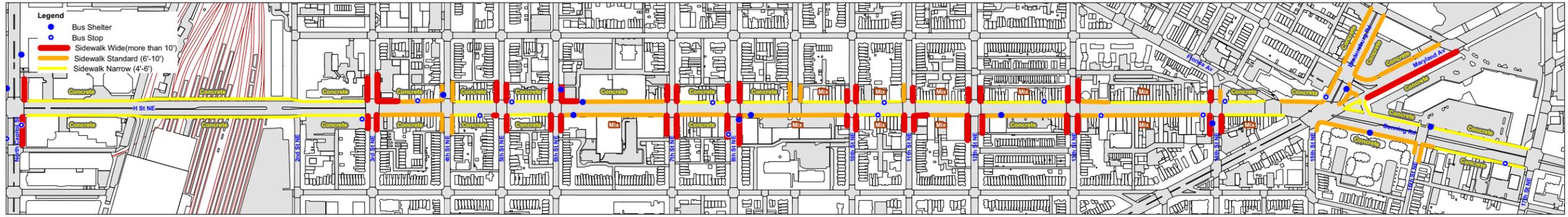
- Limited sight distance, on-street parking, non-optimized cycle length, and geometric constraints contribute to poor intersection performance and safety concerns.
- Corridor modifications must balance the needs of vehicles using H Street as a travel route, with those of local residents, pedestrians, bicyclists, buses, truck drivers and business owners.

### Loading

- Bus and truck delivery activities often interfere with daily traffic. Trucks delivering goods to H Street merchants create difficulties by double-parking, including extended queues, limited sight distances and increase delays. There are few delineated truck unloading/loading zones on the Corridor.

### 3.2.6 Parking

- H Street has metered parking on both sides of the street during non-peak hours. Parking is restricted in the rush-hour direction during rush hours.
- Businesses located between 3rd and 15th Streets perceive a parking deficit due to the limits of on-street spaces, rush-hour parking restrictions, restrictions on use of off-street parking lots by the general public, and a concentration of parking at either end of the Corridor. As shown in Figure 3.8, however, observed parking utilization is less than 100% in most places along the Corridor, and the problem seems to be mainly one of perception.
- Lack of enforcement of on-street parking regulations results in considerable illegal parking, double parking, bus queues, and less turnover of patrons parked at meters.
- The projected parking deficit for the entire Corridor in the Year 2005 is approximately 1,400 spaces. Approximately 50% of this parking deficit should be addressed through various parking management strategies. The remaining parking deficit of about 700 spaces should be provided through off-street lots.
- Planned developments, such as Station Place and the Union Station Air Rights, will accommodate most of their individual parking needs on site.



(opposite page, from top to bottom)

Figure 3.1 : Land Parcel Size and Number of Front Doors per Block along the Corridor

Figure 3.12 : Typical H Street NE Sidewalk Materials and Widths

Figure 3.13 : Existing Street Tree Locations, Species, and Conditions along the Corridor

Figure 3.14 : Existing Street Furnishings along the Corridor



(current page)

(far right, top to bottom):

Figure 3.15 : Hopscotch Bridge Looking West, from 3rd Street NE Intersection

Figure 3.16 : H Street Typical Section



(center, top to bottom):

Figure 3.17: Image of H Street Near Starburst Intersection

Figure 3.19 : Existing Street Lighting Primarily Lights the Roadway

(right, top to bottom):

Figure 3.18 : Large Areas at Intersection Corner; Standard Sidewalk Width; Narrow Sidewalk Width



(next page)

Figure 3.20: Snapshots of H Street NE Today

- The 200-1400 blocks could experience a parking shortage in the future despite improved transit services. This is a result of the density of planned developments and the physical inability to increase on-street parking.
- Some of the Corridor's future parking demand could be shared with the Hechinger Mall and CVS sites based on mutual agreements.

### 3.2.7 Streetscape

- The existing development types, lot size and street grid visually divide the Corridor into three segments: The Hopscotch Bridge area, the area between 3rd and 14th Streets, and the Starburst intersection area.
- The Hopscotch Bridge and Starburst intersection areas have few or no front doors opening onto the Corridor. This, combined with the considerable vehicular traffic and the large roadway right-of-way, contribute to an unfriendly pedestrian environment.
- There is a general lack of street furnishings.
- Sidewalk lighting is inadequate, creating the impression that the Corridor is unsafe after dark.



- The sidewalks along the Corridor are generally 10 to 15 feet wide, however the curb line "wanders" and narrows close to some intersections. Several areas along the sidewalk are also pinched by building encroachments, bus shelters and inappropriately placed tree boxes.
- The cross-streets along the Corridor have wider sidewalks (24 feet in average) and are underutilized.
- The sidewalk materials vary and do not present a coherent streetscape, with some sidewalks in disrepair.
- The existing street trees along H Street do not provide adequate shade or reinforce any kind of rhythm or continuity, and they fail to function as a vehicular and noise buffer for pedestrians. The tree growth is inhibited by the tree box size, soil compactions and lack of root protection.
- Future transit improvements, such as bus rapid transit, light rail transit, or the reestablishment of a trolley line, would most likely be located on the roadway surface, thereby impacting the future width and number of lanes designated for automobile traffic and on-street parking.
- The future and planned developments along the Hopscotch Bridge





# **H Street NE Strategic Development Plan Summary**

**OUR VISION FOR H STREET:**

H Street NE will be a unique and competitive shopping destination well-served by enhanced transit (bus rapid transit or trolley) and inviting to pedestrians.

As our neighborhood business center, H Street will offer diverse retail goods and services, thought-provoking cultural venues and a range of housing options.

Our architectural and significant social histories will substantially help to define our continued commitment to the quality and distinction of our built environment.

Our commitment is to work cooperatively and realistically with those who substan-

tially adhere to the tenets of this plan.

Our Plan recommends five (5) thematic areas:

- “The Hub” - North Capitol to 2nd Street
- “Urban Living” (Western Gateway) - 2nd to 7th Street NE
- “The Shops” (Central Retail District) - 7th Street to 12th Street NE
- “Arts & Entertainment District” - 12th Street to Bladensburg Road NE
- “Arboretum Place” (Hechinger Mall / Old Sears Site) - Bladensburg Road to 17th Street NE)

Boundary zones between thematic areas are expected to be dynamic and not strictly prescribed. This framework, however, should assist in strategically locating preferred concentrations of related uses.

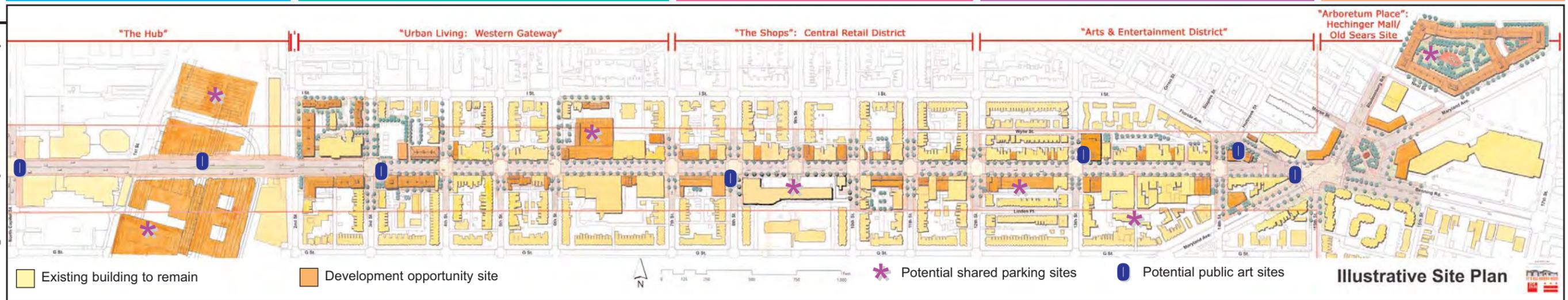
These thematic areas build upon existing assets and provide different amenities to the community and visitors.

As H Street revives, we are committed to seeking the best outcome for the community and the District.

4-2

H Street Strategic Development Plan Summary

<p><b>“The Hub”</b></p> <p>Bustling regional center of major transportation modes, Downtown-East End employment and thriving national retailers/restaurants with H Street addresses.</p>	<p><b>“Urban Living” (Western Gateway)</b></p> <p>Architecturally-distinctive, 4 to 8 story residential buildings strengthen within a mixed income, walkable, transit-oriented community easily accessible to quality goods and services and work opportunities.</p>	<p><b>“The Shops” (Central Retail District)</b></p> <p>Inviting and unique neighborhood goods and services in a mix of successfully preserved existing buildings and sensitively-infilled, new development.</p>	<p><b>“Arts &amp; Entertainment District”</b></p> <p>Eclectic restaurants, cafes, bookstores, galleries, artist work-shops, boutiques, live music, etc centered around the successful H Street Playhouse and The Atlas Performing Arts Center.</p>	<p><b>“Arboretum Place”</b></p> <p>Vibrant mixed-income residential and regional retail development beyond more pedestrian-friendly crossings at the “spider” streets.</p>
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<p><b>“The Hub”</b></p> <ul style="list-style-type: none"> <li>2 - 3 million square feet of Class A office</li> <li>Multimodal transit center</li> <li>3000-4000 parking spaces</li> <li>Potential hotel uses</li> <li>Dynamic public realm along bridge and a bold H Street NE entrance</li> </ul>	<p><b>“Urban Living” (Western Gateway)</b></p> <ul style="list-style-type: none"> <li>500 - 600 units of mixed income housing</li> <li>5,000 - 10,000 square feet of retail</li> <li>100,000 square feet of Class B office space for local professionals</li> <li>“Gateway” streetscape treatment and public art at 3rd and H Street</li> </ul>	<p><b>“The Shops” (Central Retail District)</b></p> <ul style="list-style-type: none"> <li>120,000 - 200,000 square feet of retail</li> <li>100 units of mixed income housing</li> <li>50,000 square feet of Class B office space for local professionals or organizations</li> <li>Distinctive streetscape treatment and public art at 8th and H Street neighborhood transit center</li> <li>Coordinated technical assistance to existing businesses</li> </ul>	<p><b>“Arts &amp; Entertainment District”</b></p> <ul style="list-style-type: none"> <li>15,000 - 40,000 square feet of retail</li> <li>100 units of mixed income housing</li> <li>50,000 square feet of Class B office space for local professionals and arts related groups</li> <li>New library building at 13th and H Street</li> <li>Public art at both 13th Street and Maryland Avenue</li> </ul>	<p><b>“Arboretum Place”</b></p> <ul style="list-style-type: none"> <li>Retail with mixed income housing on Old Sears Site</li> <li>Redevelopment of Hechinger Mall site with a mix of uses (long term)</li> <li>Pedestrian-friendly intersections</li> <li>Maryland Avenue as a prominent axial corridor between the National Arboretum and the US Capitol</li> </ul>
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Figure 4.1 (opposite page): The H Street NE Strategic Development Plan

## 4.1 OVERVIEW

As the inception study for the *H Street NE Corridor Transportation Study*, the *H Street NE Strategic Development Plan* served to establish community, private sector, and public agency actions and investments that will be needed to revive this traditional neighborhood corridor. The *Strategic Plan* was based on an analysis of market conditions, neighborhood assets, transportation objectives, and current and proposed land uses, and was compiled with significant community input. This conceptual plan strived to produce a preferred mix of diverse uses and retail goods and services.

Specific goals in the *Strategic Plan* included:

- Provide information and recommendations to help existing businesses to grow and thrive;
- Recommend a realistic strategy for the reuse of vacant lots and storefronts;
- Assist in determining the public investment needed to improve the infrastructure and physical appearance; and
- Improve the physical and market perception to attract shoppers, tourists, residents, visitors and investors

The vision identified in the plan for H Street included:

- H Street will be a unique and competitive shopping destination that is well-served by enhanced transit (bus, rapid transit, or trolley) and inviting to pedestrians
- H Street will offer diverse retail goods and services, thought-provoking cultural venues and a range of housing options
- H Street's architectural and social histories will substantially help to define the commitment to the quality and distinction of the built environment

The *Strategic Plan* served as the baseline for the development of recommendations in this Study. This *Recommendations Report* takes the next step in defining the location of specific improvements, the staging of those improvements, and the preliminary assessment of costs associated with the improvements.

## 4.2 H STREET NE STRATEGIC DEVELOPMENT PLAN DISTRICTS

As shown in Figure 4.1, the *H Street NE Strategic Development Plan* organizes the Corridor into five distinct but interrelated districts:

- The Hub
- The Urban Living
- The Shops
- Arts and Entertainment
- Arboretum Place

While each district has its own unique qualities and opportunities, plan recommendations build towards a larger vision of the Corridor as a safe, attractive and interesting destination. Development recommendations as shown in Figure 4.1 for each district are briefly discussed in the following paragraphs:

### The Hub (North Capitol Street to 2nd Street)

The area between North Capitol Street and 2nd Street NE will be developed significantly over the next few years. Union Station is a regional retail and transportation hub, and The Hub district is within a 10 to 12-minute walk of a Metro station, making development and adaptive reuse projects particularly attractive to residents, retailers and office tenants seeking to benefit from regional transit accessibility. This district is a critical transitional stretch to H Street at its western gateway.

### Urban Living (2nd Street to 7th Street)

New buildings between 2nd and 4th Streets could bring new life to this end of the Corridor. Larger sites in single ownership along this stretch of H Street make higher density, mixed-use projects possible and allow a transition from developments in The Hub to lower scale buildings between 4th and 7th Streets. Mixed-use development at this end of the Corridor would reinforce the District's policy of focusing higher density mixed-use activity nodes close to major transportation hubs.

### The Shops (7th Street to 12th Street)

Recommendations for The Shops district focus on leveraging existing assets, including strong existing businesses, quality building stock, and excellent accessibility. Plans recognize this area's long history as the neighborhood's primary shopping destination. The area around the intersection of 8th and H Streets continues to benefit from its position as the Corridor's "100% corner"—the place where the transportation network best supports retail activity. Several transportation-related factors—the crossing of high volume bus lines, the passing of 24,000 vehicles per day, and foot traffic from the neighborhood—make this area attractive to a mix of local, regional, and national retailers. Recent building renovations and the low number vacant sites and storefronts are clear signs of the area's viability as a retail destination.

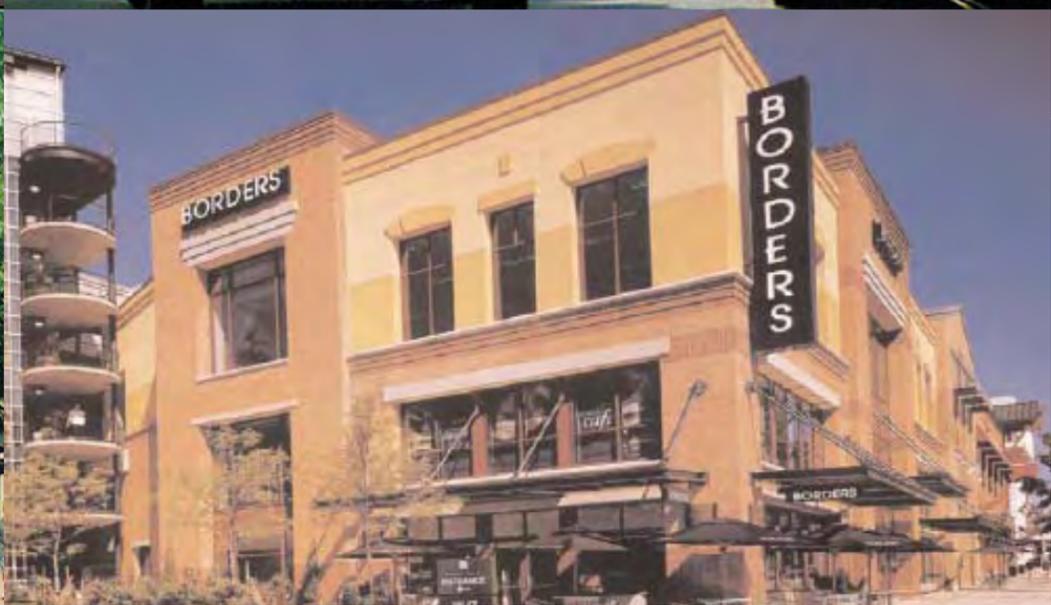
### Arts & Entertainment (12th Street to 15th Street)

Building on the success of the H Street Playhouse, the presence of the R. L. Christian Library, plans for the Atlas Performing Arts Center, and the area's historic buildings, the *Strategic Plan* envisions the eastern end of the Corridor developing as a destination for restaurants, cafes, galleries, small shops, and studio spaces serving the needs of theatergoers, the District arts community, and neighborhood residents.

Extending from 12th Street to Bladensburg Road, this area will act as a magnet for arts and entertainment-related investments and a catalyst for the celebration of local heritage and culture. Improved library facilities are expected to play an important role in the area's future—a new or improved facility could provide a civic presence and an important educational and cultural anchor for neighborhood residents, especially children. The plan also calls for the redesign of the intersection of 15th and H Streets with Florida, Maryland, Bladensburg, and Benning Roads to improve conditions for pedestrians, calm traffic, and create a new space for a memorial or public art.

### Arboretum Place (15th Street to 17th Street)

Plans for the Hechinger Mall/former Sears sites focus on improving the Hechinger Mall and former Sears sites into residential or commercial development that is sensitive to the surrounding neighborhood and the urban context.



# Short-Term Recommendations



Figure 5.1 (above): Short-term Improvement Locations

## 5.1 OVERVIEW

The H Street NE Corridor possesses many advantages due to its geographic location. This, along with the recent momentum associated with the *H Street Strategic Development Plan* and other city initiatives, means that the opportunities for positive change on H Street NE are real and immediate. Despite strong community support for the Corridor's revitalization and an improving market environment, however, the perception that the Corridor is unsafe poses real challenges to the Corridor's revival.

Long-term streetscape improvements, as described in other sections, must be designed, and construction drawings must be completed. Major reconstruction of H Street NE is planned for late 2005 or early 2006. Between now and then, the Corridor needs immediate improvements that will jumpstart the revival process, provide temporary solutions to some of the transportation and streetscape problems, and build public confidence that the transformation of H Street NE is underway. Therefore, the following short-term recommendations are proposed. These recommendations are also mapped in Figure 5.1.

These recommendations can be implemented in the next twelve months, without going through a detailed design process. They will provide immediate relief to some of the safety, cleanliness and movement issues along the Corridor. Many of the following recommendations fall within the purview of DDOT's responsibilities, though some must be undertaken by other District agencies or non-governmental entities. If responsibility lies with another entity, it is noted below.

The lighting on H Street should be increased, ideally in both the short- and long-term. However, many of the cobra-head lamps on H Street are already at their maximum wattage of 400 watts. Therefore, it may be difficult or impossible to increase the amount of lighting from these lights in the short-term. Recommendations for lighting increases are included in this report to show areas of need, and to encourage adjacent property owners to increase the amount of spill-over lighting that they provide from their shops onto the street.

## 5.2 SHORT-TERM RECOMMENDATIONS

### North Capitol and Hopscotch Bridge

- Adjust pedestrian signal phase
- Reconfigure the signage and access to Union Station parking
- Replace cobra light bulb

### 2nd Street and 200 Block

- Increase police presence
- Add more lighting under Hopscotch Bridge along 2nd Street, if possible
- Provide new trash receptacles
- Provide bike racks

### 3rd Street and 300 Block

- Restripe and retime all approach legs, evaluate and address poor LOS
- Restripe crosswalk on 3rd St, north of H Street

### 4th Street and 400 Block

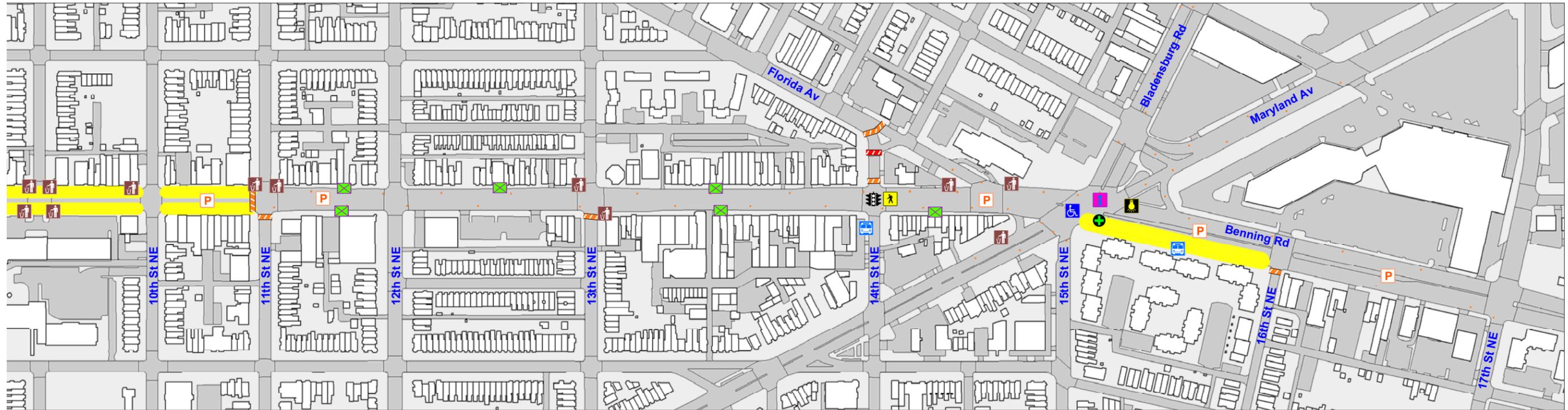
- Extend bike lanes from Capitol Hill area north to H Street on 4th Street
- Restripe and retime all approach legs, evaluate and address poor LOS
- Provide new trash receptacles
- Provide bike rack
- Repair tree box, which is too small and not manicured

### 5th Street and 500 Block

- Provide new trash receptacles
- Repair tree box

### 6th Street and 600 Block

- Extend bike lanes from Capitol Hill area north to H Street on 6th Street
- Restripe crosswalk
- Clean the bus shelter on 6th Street
- Relocate bus shelter to avoid pinching pedestrian circulation



- Enhance police presence
- Increase lighting, if possible
- Provide new trash receptacles
- Provide bike rack

#### 7th Street and 700 Block

- Restripe crosswalk on 7th St, north of H Street
- Increase police presence to reduce loitering
- Provide new trash receptacles
- Replace cobra light bulb

#### 8th Street and 800 Block

- Introduce a new bus shelter south of H Street on 8th Street
- Evaluate and address northbound 8th Street approach failing LOS
- Increase lighting, if possible
- Add more trash receptacles

#### 9th Street and 900 Block

- Provide new trash receptacles

#### 10th Street and 1000 Block

- Increase lighting, if possible
- Provide new trash receptacles

#### 11th Street and 1100 Block

- Restripe crosswalk on 11th Street and south of H Street
- Repair tree boxes
- Provide new trash receptacles

#### 12th Street and 1200 Block

- Repair existing tree box on north side of H Street
- Provide new trash receptacles

#### 13th Street and 1300 Block

- Restripe crosswalk on 13th Street, south of H Street
- Repair existing tree box
- Increase police presence
- Provide new trash receptacles

#### 14th Street and 1400 Block

- Provide a pedestrian phase in the signal timing

- Restripe and retime all approach legs, evaluate and address poor LOS
- Provide new crosswalks across H Street from the middle of the block to Florida Avenue, and across Florida Avenue
- Restripe crosswalk on 14th Street, north of H Street
- Expand bus shelter
- Increase police presence
- Clean existing litter filled tree box
- Provide new trash receptacles

#### 15th Street and 1500 Block

- Rehabilitate bus shelter
- Provide additional lighting, if possible
- Replace cobra light bulb

#### 16th Street and 1600 Block

- Restripe crosswalk on 16th Street, south of Benning Road
- Enforce AM peak period on-street parking

#### Starburst Intersection Area

- Restripe and retime all approach legs, evaluate and address poor LOS
- Reconfigure and replace all signage

### 5.3 AGENCY COORDINATION, IMPLEMENTATION AND RESPONSIBILITIES

The Study Team anticipates that most of the short-term improvements discussed above could be accomplished within the next twelve months. Some, though, will need to be an ongoing effort. In the next few months, DDOT will begin working internally to coordinate, fund, and implement these changes. DDOT will also be working with its partner agencies, including DPW and WMATA, to upgrade bus shelters and stops, and add trash receptacles, again within the next year.

Table 5.1: Short-term Recommendations, Sorted by Agency / Division Roles and Responsibilities

Location	Action	Responsibility
2 <sup>nd</sup> Street & 200 Block	Provide bike racks	DDOT, TPPA
4 <sup>th</sup> Street & 400 Block	Extend bike lanes from Capitol Hill area north to H Street on 4th Street	DDOT, TPPA
4 <sup>th</sup> Street & 400 Block	Provide bike racks	DDOT, TPPA
6 <sup>th</sup> Street and 500 Block	Extend bike lanes from Capitol Hill area north to H Street on 6th Street	DDOT, TPPA
6 <sup>th</sup> Street & 500 Block	Provide bike rack	DDOT, TPPA
4 <sup>th</sup> Street & 400 Block	Repair tree box, which is too small and not manicured	Adjacent Property Owner (APO)
5 <sup>th</sup> Street & 500 Block	Repair tree box	APO
11 <sup>th</sup> Street & 500 Block	Repair tree boxes	APO
12 <sup>th</sup> Street & 500 Block	Repair existing tree box on north side of H Street	APO
13 <sup>th</sup> Street & 500 Block	Repair existing tree box	APO
14 <sup>th</sup> Street & 500 Block	Clean existing litter filled tree box	APO
North Capitol & Hopscotch Bridge	Replace cobra light bulb	DDOT, TSA, Streetlights
2 <sup>nd</sup> Street & 200 Block	Provide additional lighting under Hopscotch Bridge along 2nd Street	DDOT, TSA, Streetlights, APO
6 <sup>th</sup> Street & 500 Block	Provide additional lighting	DDOT, TSA, Streetlights, APO
10 <sup>th</sup> Street & 500 Block	Provide additional lighting	DDOT, TSA, Streetlights, APO
15 <sup>th</sup> Street & 500 Block	Provide additional lighting	DDOT, TSA, Streetlights, APO
15 <sup>th</sup> Street & 500 Block	Replace cobra light bulb	DDOT, TSA, Streetlights
7 <sup>th</sup> Street & 500 Block	Replace cobra light bulb	DDOT, TSA, Streetlights, APO
8 <sup>th</sup> Street & 500 Block	Provide additional lighting	DDOT, TSA, Streetlights
North Capitol & Hopscotch Bridge	Reconfigure the signage and access to Union Station parking	DDOT, TSA, Operations
3 <sup>rd</sup> Street & 300 Block	Restripe crosswalk on 3rd Street, north of H Street	DDOT, TSA, Operations
6 <sup>th</sup> Street & 500 Block	Restripe crosswalk	DDOT, TSA, Operations
7 <sup>th</sup> Street & 500 Block	Restripe crosswalk on 7th Street, north of H Street	DDOT, TSA, Operations
11 <sup>th</sup> Street & 500 Block	Restripe crosswalk on 11th Street, on and south of H Street	DDOT, TSA, Operations
13 <sup>th</sup> Street & 500 Block	Restripe crosswalk on 13th Street, south of H Street	DDOT, TSA, Operations

Location	Action	Responsibility
14 <sup>th</sup> Street & 500 Block	Provide new crosswalks across H Street from the middle of the block to Florida Avenue, and across Florida Avenue	DDOT, TSA, Operations
14 <sup>th</sup> Street & 500 Block	Restripe crosswalk on 14th Street, north of H Street	DDOT, TSA, Operations
16 <sup>th</sup> Street & 500 Block	Restripe crosswalk on 16th Street, south of Benning Road	DDOT, TSA, Operations
Starburst Intersection Area	Reconfigure and replace all signage	DDOT, TSA, Operations
North Capitol & Hopscotch Bridge	Adjust pedestrian signal phase	DDOT, TSA, Signals
3 <sup>rd</sup> Street & 300 Block	Restripe and retime all approach legs. Evaluate and address poor LOS	DDOT, TSA, Signals
4 <sup>th</sup> Street & 400 Block	Restripe and retime all approach legs. Evaluate and address poor LOS	DDOT, TSA, Signals
6 <sup>th</sup> Street & 500 Block	Restripe and retime all approach legs. Evaluate and address poor LOS	DDOT, TSA, Signals
8 <sup>th</sup> Street & 500 Block	Evaluate and address northbound 8th Street approach failing LOS	DDOT, TSA, Signals
14 <sup>th</sup> Street & 500 Block	Provide a pedestrian phase in the signal timing	DDOT, TSA, Signals
14 <sup>th</sup> Street & 500 Block	Restripe and retime all approach legs. Evaluate and address poor LOS	DDOT, TSA, Signals
Starburst Intersection Area	Restripe and retime all approach legs. Evaluate and address poor LOS	DDOT, TSA, Signals
8 <sup>th</sup> Street & 500 Block	Introduce a new bus shelter on south of H Street, on 8th Street	DDOT/WMATA
14 <sup>th</sup> Street & 500 Block	Expand bus shelter	DDOT/WMATA
15 <sup>th</sup> Street & 500 Block	Rehabilitate bus shelter	DDOT/WMATA
6 <sup>th</sup> Street & 500 Block	Clean the bus shelter on 6th Street	DDOT/WMATA
6 <sup>th</sup> Street & 500 Block	Relocate bus shelter to avoid pinching pedestrian circulation	DDOT/WMATA
2 <sup>nd</sup> Street & 200 Block- 14 <sup>th</sup> Street & 500 Block, each block	Provide new trash receptacles	DPW
2 <sup>nd</sup> Street & 200 Block	Increase police presence	MPD, working with H St Main St
6 <sup>th</sup> Street & 500 Block	Increase police presence	MPD, working with H St Main St
7 <sup>th</sup> Street & 500 Block	Increase police presence to reduce loitering	MPD, working with H St Main St
13 <sup>th</sup> Street & 500 Block	Increase police presence	MPD, working with H St Main St
14 <sup>th</sup> Street & 500 Block	Increase police presence	MPD, working with H St Main St

An aerial photograph of a city grid, showing streets, buildings, and green spaces. The image is faded and serves as a background for the page.

6

*Section*

# **Long-Term Transportation Improvement Recommendations - By Mode**



Figure 6.1 (opposite page): Streetscape Rendering Showing the Proposed Multi-modal Character of the Corridor - 8th and H Streets Intersection Looking West

## 6.1 OVERVIEW

The H Street Corridor is one of the District's most important business and residential corridors. Although many challenges lie ahead, in recent years momentum has been gathering for revitalization and positive change on the Corridor. With community, local and federal government support, a transformation that promotes retail development, makes H Street more accessible, and substantially improves the quality of the public realm is possible.

This chapter summarizes transportation recommendations, by mode, that should be made in the long-term to help spur this transformation. The chapter begins by summarizing goals and objectives of the recommendations, and then goes mode by mode in a discussion of specific proposed changes. Together, these changes should help transform the Corridor's underutilized public spaces into safe and vibrant gathering spots, buffer the impact of traffic, increase parking, and promote the retail development of H Street.

## 6.2 OBJECTIVES

From the onset of this Study, members of the local community, businesses, retail experts and other stakeholders were involved in an ongoing and constant manner. These stakeholders defined how the improvements along H Street NE could and should address their needs. These objectives are summarized, by category, below:

### Pedestrians / Community

- Transform the Corridor into a more pedestrian- and transit-oriented street
- Create a safer pedestrian environment and reduce vehicle-pedestrian conflicts
- Better utilize sidewalk space to accommodate various pedestrian activities, and avoid "pinching" sidewalks with bus shelters and other impediments
- Develop a streetscape and public realm that unites the surrounding neighborhoods
- Minimize the traffic impacts from new developments on the surrounding neighborhoods

### Retail

- Create a unique and unified streetscape, to showcase H Street NE as an attractive venue for shopping, dining and entertainment and support mixed-use developments
- Widen sidewalks where possible to provide spill out spaces, including sidewalk cafes, music venues, outdoor displays and vending opportunities
- Improve and increase lighting to prolong pedestrian activity into the evenings
- Maximize on-street parking and increase the amount of off-street parking

### Transit

- Develop a street that clearly prioritizes transit circulation to boost retail and residential developments, as streetcars once did in the Corridor during the early and mid 20th Century
- Expand sidewalks at key locations to accommodate transit shelters and ease of transfers
- Create enhanced bus / streetcar accommodations

## 6.3 TRANSPORTATION IMPROVEMENTS, BY MODE

Each transportation improvement recommendation serves to satisfy one or more of these objectives. They include system, level-of-service, circulation and safety upgrades. These recommendations are complemented by a public realm framework plan in Chapter 7 that specifies concept designs for qualitative improvements to the streetscape.

In this chapter, long-term transportation recommendations are discussed as they relate to pedestrian/bicycle activity, transit, parking and vehicular circulation. Long-term recommendations are characterized as either "Corridor-wide" (they can and should be applied throughout the Corridor), or "Site-specific" (applicable to certain locations only).

The long-term improvements described in this chapter are typically cost and time intensive, and may require additional budgetary commitments outside of the allocated budget for this project. These improvements also require a multi-agency effort and above all, strong community support for the allocation of future funding for their implementation.

### 6.3.1 Pedestrians and Bicycles

Pedestrian and bicycle circulation problems occur when individual non-motorized activities conflict with vehicular traffic. Accidents occur where there is increased pedestrian activity at a pedestrian crossing, at bus transfers, school areas, or at business retail areas, among other locations. The long-term recommendations discussed below were developed to minimize such conflicts and accidents. Recommendations are also illustrated in Figure 6.2.

#### Corridor-Wide Recommendations

- i. Install new signals, with a pedestrian signal heads and a pedestrian signal phase, at the following locations: apex of the Hopscotch Bridge, 5th and H Streets, and Florida Avenue (westbound) and H Street. These signals must meet signal warrant requirements. Add pedestrian signal heads at all H Street signals where they do not currently exist.
- ii. Provide pedestrians with a three-second head start through the use of a leading pedestrian interval (a signal that allows pedestrians to begin crossing prior to the release of turning vehicles). This would reduce conflicts between pedestrians and turning vehicles and allow pedestrians

- to cross without being blocked by turning vehicles.
- iii. Install crosswalks at all signalized intersections.
- iv. Improve intersection lighting to increase visibility.
- v. Adjust the all-red intervals and yellow intervals at signals to coincide with magnitude of pedestrian activity.
- vi. Paint limit lines by moving painted stop lines farther in front of crosswalks. This will increase the percent of drivers who stop at least six feet from the crosswalks, and decrease the percentage of drivers who stop within the crosswalks.
- vii. Reduce the distance that pedestrians have to cross at important intersections by adding bulb outs.
- viii. With the recommended bulb outs and traffic patterns on H Street, the roadway is not conducive to bicycle traffic. Parallel routes along F, K, G, and I Streets are more appropriate.
- ix. Link the Corridor to the Metropolitan Branch Trail and Anacostia Riverwalk via Benning Road.

#### Site-Specific Recommendations

- i. **Hopscotch Bridge.** Better utilize the incredible asset of Union Station by facilitating connections between H Street and the transit hub. All recommended improvements on the Bridge will require implementation support from the firm that develops air rights at Union Station:
  - a. Implement pedestrian improvements at the top of the Hopscotch Bridge by creating a focal point at the apex of the bridge through design and construction of a plaza.
  - b. Install a new signal at the apex of the bridge, in order to facilitate safe pedestrian movements.
  - c. Construct a streetcar and bus stop at the apex of the bridge.
  - d. Widen the current sidewalk by removing the acceleration and deceleration lanes.
- ii. **Starburst Intersection.** The Starburst intersection has the longest pedestrian crosswalks and highest vehicle volumes of the entire Corridor. Recommendations to improve the intersection include:
  - a. Create a pedestrian plaza in the northeast quadrant of the intersection by removing the Maryland Avenue approach to the current six-road

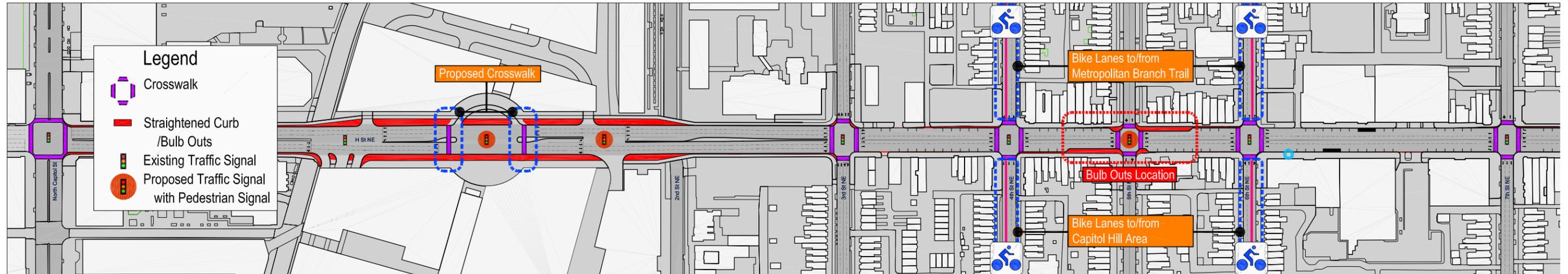


Figure 6.2 (above): Pedestrian and Bicycle Improvement Plan



Figure 6.3 (right): Pedestrian Signal Phase

Figure 6.4 (center): Existing Designated Bike Lane along 4th Street SE

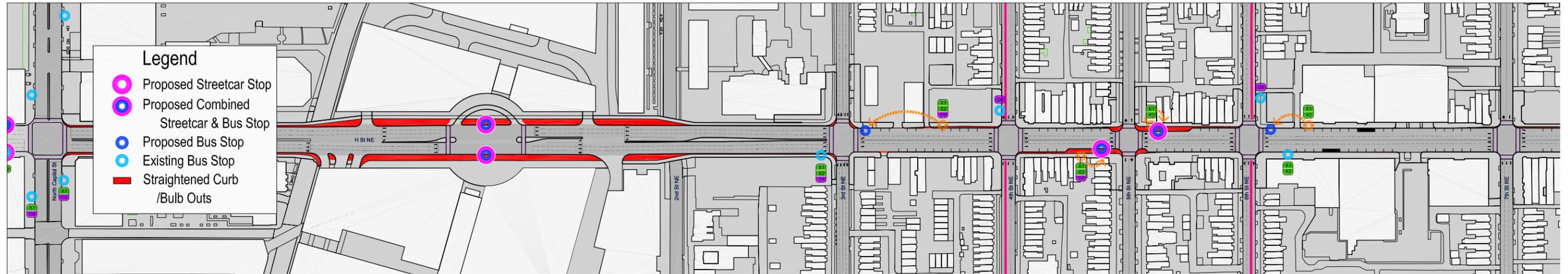
Figure 6.5 (far right): Bulb Out to Provide More Sidewalk Area at Intersections (King Street, Alexandria, VA)



- intersection, as well as the free-right turn spur from Benning Road to Maryland Avenue.
- b. This plaza will serve to better connect Hechinger Mall, the CVS site and the old Sears site to the rest of the Corridor. A well-defined pedestrian crosswalk will facilitate safe and efficient movement across the remaining five approaches.

- c. Relocate pedestrian crossings to optimize the performance of this intersection, and install raised medians as refuge areas at crosswalk locations.
- d. On the west side of the Starburst intersection (Florida Avenue), minimize mid-block pedestrian crossings and add pedestrian crossings on Florida Avenue and H Street at the corner of Florida Avenue and H Street. The estimated time required for the new H Street crossing is 15 seconds.

- iii. 5th, 8th, 13th Street Intersections
  - a. Construct bulb outs at the 5th, 8th, 13th Street intersections, to provide more sidewalk area at these intersections and accommodate transit stops.
  - b. These bulb outs will accommodate proposed transit stops and high pedestrian volumes at these locations.



### 6.3.2 Transit

The Washington Metropolitan Area Transit Authority (WMATA) is conducting an analysis of transit improvements that could include bus rapid transit, or a trolley or streetcar in the longer-term, for the H Street Corridor. These efforts are anticipated and accommodated in this plan, and will require ongoing coordination. A streetcar system (example shown in Figure 6.8) which runs the entire length of the Corridor is crucial for future economic growth of H Street. The recommendation listed here include modifications and improvements to the current system, as well as the addition of new services. Recommendations are illustrated in Figure 6.6.

Near side stops are recommended in order to give transit the greatest amount of prioritization possible. These recommendations were developed in close consultation with WMATA.

#### Corridor-Wide Recommendations

- Provide a distinct visual identity for various bus and streetcar services.
- Locate all transit stops (bus and streetcar) on the near side of intersections (with the exception of 6th Street, south side. Please see note.).
- Consider signal priority options for transit.

#### Site-Specific Recommendations

- Leverage an interim shared-use park-and-ride location in the Starburst area.
- Add X2 bus service to improve peak hour bus service, with the goal of achieving headways that are shorter than 7 minutes.
- Expand sidewalks to create bulb outs for streetcar stops at the apex of the Hopscotch Bridge, and at 5th, 8th, and 13th Streets.
- As shown in Figure 6.6, add enhanced transit stops at the following locations:
  - Benning Road, Starburst intersection, north side
  - Benning Road, Starburst intersection, south side
  - 13th Street
  - 8th Street
  - 5th Street
  - Apex of Hopscotch Bridge
- Reposition bus stops to the near side, and optimize bus transfers and pedestrian crossings along H Street. As shown in Figure 6.6, proposed locations for bus stops include:
  - Apex of Hopscotch Bridge\*
  - H Street at 3rd Street\*
  - 4th Street north of H Street
  - H Street at 5th Street\*
  - 6th Street north of H Street
  - H Street at 8th Street\*, and 8th Street south and north of H Street
  - H Street at 11th Street\*
  - H Street at 13th Street\*
  - H Street at 14th Street\* and 14th Street south of H Street
  - Bladensburg Road north of H Street
  - Benning Road at 16th Street\*

\* denotes new or relocated stop

*Note: The existing far side bus stop on the south of H at 6th Street will be left in place in order to accommodate turning movements for D8 buses and other vehicles that will be turning north on 6th Street*

Figure 6.6 (above): Streetcar and Bus Stop Locations Recommendations

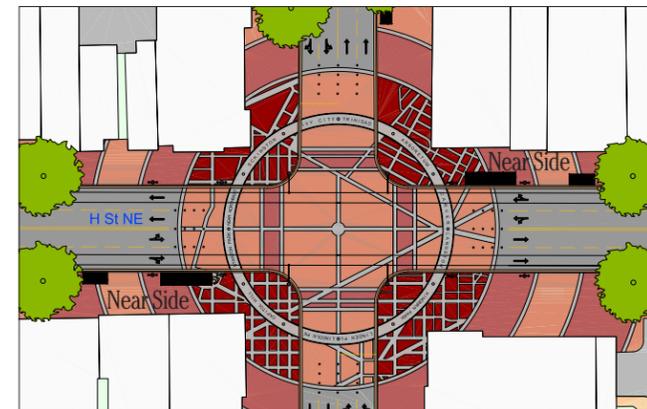


Figure 6.7 (right): An example of Near Side Transit Stop Location

Figure 6.8 (below right): Streetcar Lane in Conjunction with Travel Lanes in Trolley - Vienna, Austria

Figure 6.9 (far right): Bike-Bus Transfer as Part of WMATA's Bike-n-Ride Program (WMATA)

Figure 6.10 (below far right): An Example of A Raised Streetcar Stop



### 6.3.3 Parking

In the *Existing Conditions and Needs Assessment Report*, a 1,500 parking space deficit was projected for the Year 2025. The *Report* estimated that more than 50% of the deficit could be addressed through various demand management strategies such as creative pricing, shared parking, municipal parking, shuttle and transit programs, and flexible ride sharing provisions. As shown in Figure 6.13, Union Station Redevelopment Corporation is currently considering the extension of parking garage to accommodate 790 additional car spaces and 65 bus parking slips. Coordination will be required for signal location, curb cuts and pavement markings. Enforcement of illegal parking is also the key. To help address the parking deficit and resolve parking issues, recommendations are provided below and illustrated in Figure 6.11.

#### General Recommendations

- i. On-street parking
  - a. Reconfigure the parking regulations to accommodate permanent full-time, on-street parking. Curb lanes that are currently being using as travel lanes during rush hours should be replaced with 24-hour parking along H Street on both sides of the road. This will foster increased patronage of businesses along the Corridor.
  - b. Each parking bay size should be marked out as 22 foot by 8 foot.
  - c. Modify meter times to one-hour meter durations to increase parking

space availability through quicker turnover, to the extent allowed by city-wide policies.

- d. To avoid crowding the sidewalk, install multi-space meters and/or attach parking meters to lighting poles, to the extent allowed by city-wide policies.
- ii. Off-street parking
  - a. Assess the potential of existing parking at schools, recreation facilities, churches (during their non-peak hours) within a ¼-mile walking distance from the Corridor to serve as shared off-street parking for the Corridor.
  - b. Better utilize vacant lots for parking in the short-term. In the longer-term, these lots should be redeveloped in accordance with the *H Street Strategic Development Plan*.
- iii. Loading
  - a. Better locate loading zones throughout Corridor, especially the 300-1400 blocks, and enforce no parking regulations, as shown in Figure 6-11.
  - b. Improve the behavior of delivery trucks in the Corridor through enforcement.
  - c. Increase use of side streets and alleys for loading and unloading activities.

#### Site-Specific Recommendations

- i. Add a pick-up / drop-off zone in the 1300 block for the Atlas Performing Arts Center.
- ii. The number of curbside parking spaces provided under the recommended long-term plan is shown in Table 6.1.
- iii. Develop shared parking arrangements with Hechinger Shopping Mall and CVS and other lot owners during non-peak hours. Shared parking opportunities are also available at Union Station, the new air rights development, the DC Government building in the 600 block, and the north side of the 1300 block during the evening hours.
- iv. Develop shared or structured parking possibilities at the Murry's grocery store (600 block), and Auto Zone (1200 block).
- v. Explore the use of H Street Connection (900 block) during the evenings, for use by the Atlas Performing Arts Center patrons.

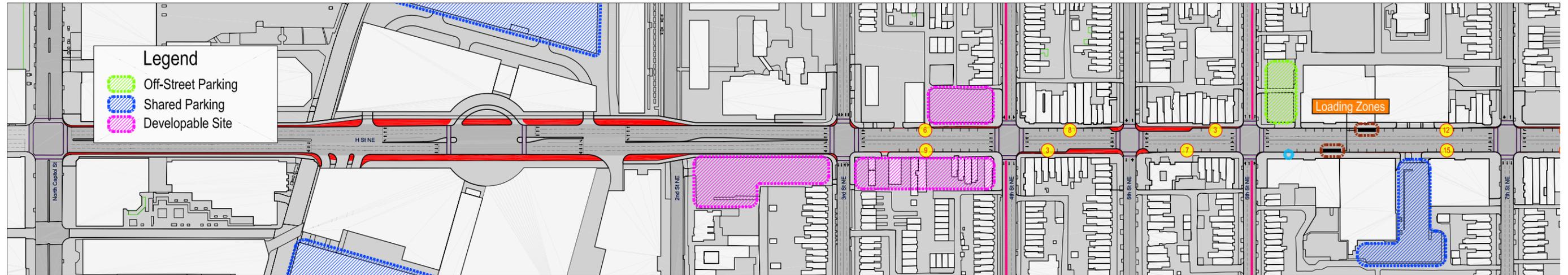


Figure 6.11 (above): On-street Curbside and Off-street Parking Locations

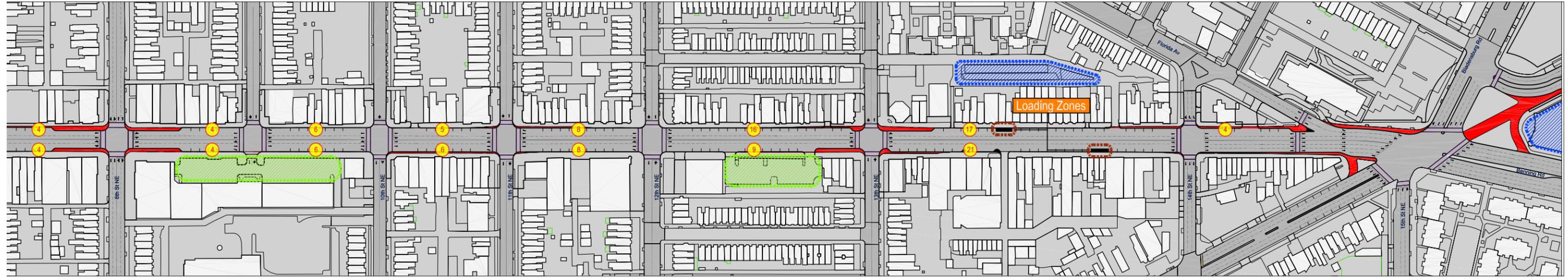


Figure 6.12 (top far right): Example of On-site Parking Garages with Retail at Street Level (below far right): Curbside Lanes Dedicated as Permanent On-street Parking

Figure 6.13 (center right): Union Station Redevelopment Corporation's Proposal for Parking Garage Extension

Table 6.1: Curbside Parking Numbers and Locations

Block	North Side	South Side	Total Spaces
Hopscotch Bridge	0	0	0
300	6	9	15
400	8	3	11
50	3	7	10
600	12	15	27 (plus 2 loading zones)
700	4	4	8
800	4	4	8
900	6	6	12
1000	5	6	11
1100	8	8	16
1200	16	9	25
1300	17	21	38 (plus 2 loading zones)
1400	4	0	4
1500/Benning Rd.	0	4	4
<b>Total</b>	<b>93</b>	<b>96</b>	<b>189 (plus 4 loading zones)</b>



### 6.3.4 Vehicular Circulation

A review of accident data, volumes, intersection level of service, and operational conditions forms the basis for the long-term vehicular recommendations.

#### 2:2 Right-of-Way Configuration

The number of lanes and lane uses on the H Street Corridor is central to the vehicular recommendations, and many of the specific vehicular recommendations are a function of this planned configuration. The redesign of the H Street right-of-way will have impacts on the flow of traffic passing through, or stopping along, the H Street NE Corridor.

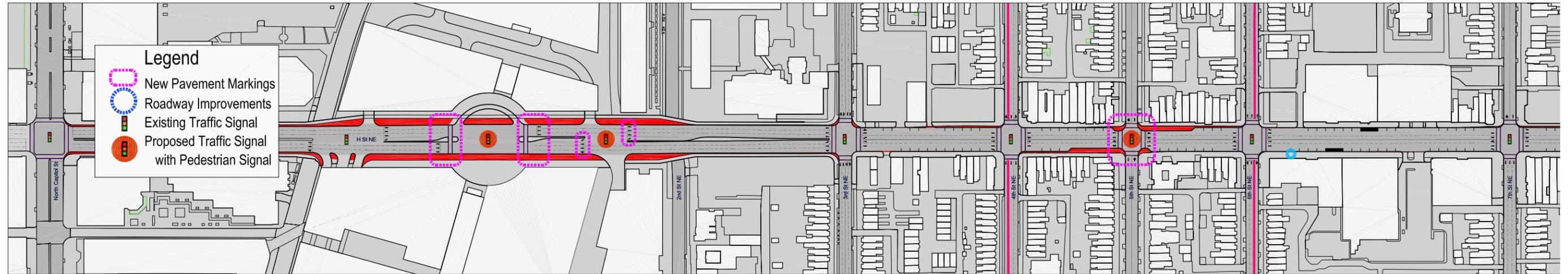
During rush hours, H Street NE currently prohibits parking in the peak direction, providing 3 lanes for traffic in the peak direction while maintaining 2 lanes in the off-peak direction. This Study recommends that, going forward, the Corridor maintain two travel lanes in each direction (2:2) throughout the entire day. The analysis of traffic indicates that even though this will divert some traffic from H Street, the impact to surrounding streets is not significant.

For the purpose of this analysis, the peak direction was defined as either the AM or PM rush hour. The number of vehicles diverted under the different

configurations was considered to be approximately the same for both the AM and PM directions (though the vehicles will be traveling in the opposite directions). This is because the majority of these vehicles are work trips and travel assumptions typically have westbound AM trips return on the same route as PM eastbound trips.

The 2:2 configuration sees a greater percentage reduction in the peak direction and minimal change in traffic in the off-peak direction. In the peak direction, the Corridor experiences a reduction of 375-450 vehicles or about 25-30% of the traffic in this direction. Of those 450 vehicles, approximately 50 vehicles are diverted to New York Avenue, 150 to West Virginia Avenue-to-K Street and the remaining 250 to Maryland Avenue as shown in Figure 6.15. Being the peak direction, 250 additional vehicles on Maryland Avenue will increase congestion marginally on a roadway that currently performs well with considerable excess capacity. The off-peak direction exhibits a non-significant diversion in traffic along the Corridor as shown in Figure 6.16.

Vehicular improvements have concentrated on accommodating pedestrian and vehicular movements under this 2:2 configuration. As shown in Figure 6.14, many of the recommendations are specific to pedestrian safety and vehicular channelization. Vehicular recommendations work in concert with the overall Corridor redesign, which includes sidewalk bulb outs. Under the redesign, traffic will continue to move through the Corridor while pedestrian and transit accessibility is maintained.



#### Corridor-Wide Recommendations

- Pavement markings and roadway striping are critical for drivers to understand what are permissible vehicular movements. Corridor striping, painting and intersection marking should include centerlines, lane-lines, turn arcs, curb lines, raised markers, installed object markers and limit lines.
- Increase traveler information and clear directional wording to assist in improving traffic flow. Visibility of traffic controls and signing also ensures traffic safety.
- Improve intersection lighting and reflectivity of signing. Possibly install electronic message boards to communicate weather and other warnings to drivers.
- Increase police/radar speed limit enforcement and install speed and warning signs throughout the corridor. Speed limits should be strictly enforced in areas of pedestrian activity. Red light violations, which endanger pedestrians, also need to be curbed.
- Install new 2400 signal controllers that can be optimized in concert with simulation software analysis.
- All roadway improvements should maintain a provisional minimum turning radius for trucks of 25 feet.
- Install cat-eyes to clearly demarcate travel lanes.

Figure 6.14 (above): Vehicular Circulation Improvements

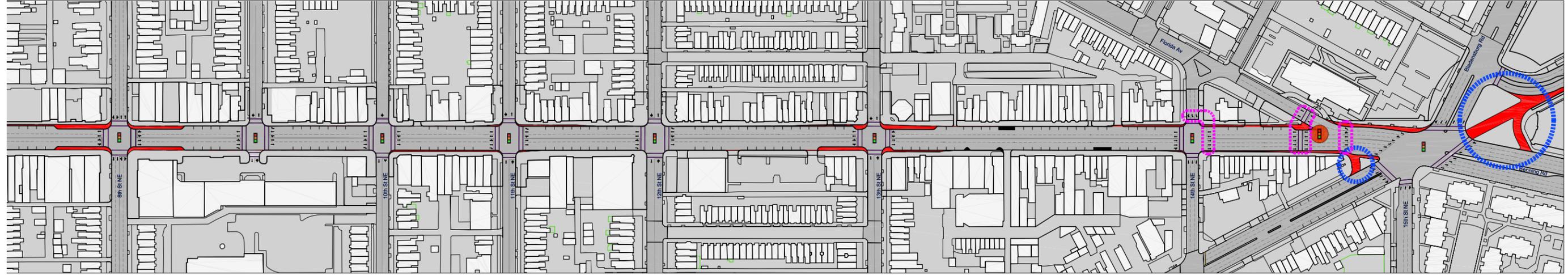
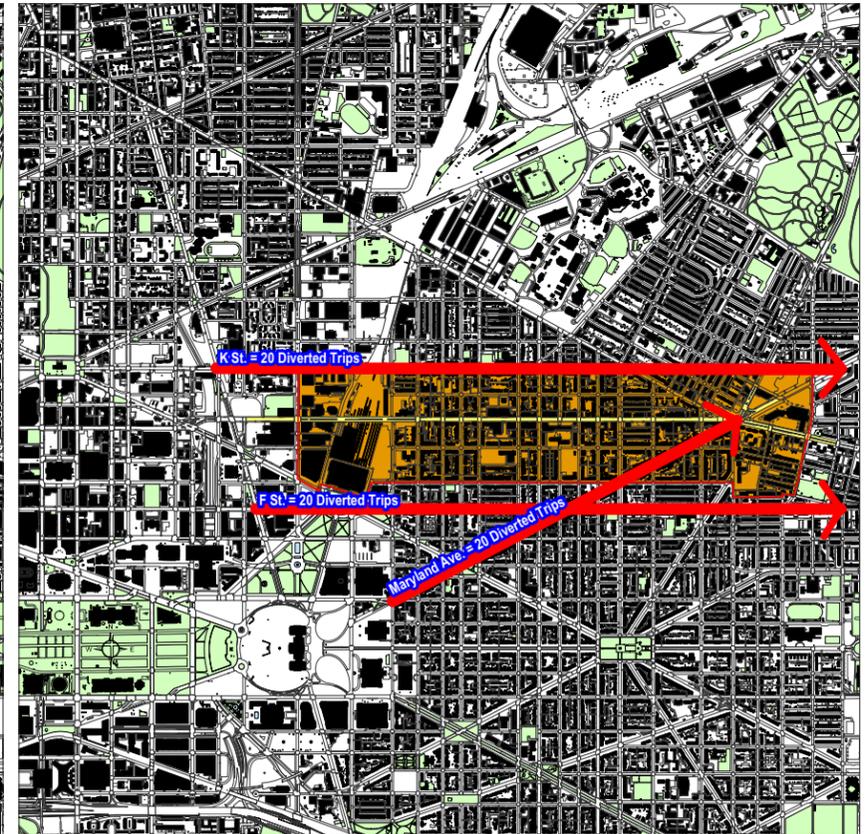
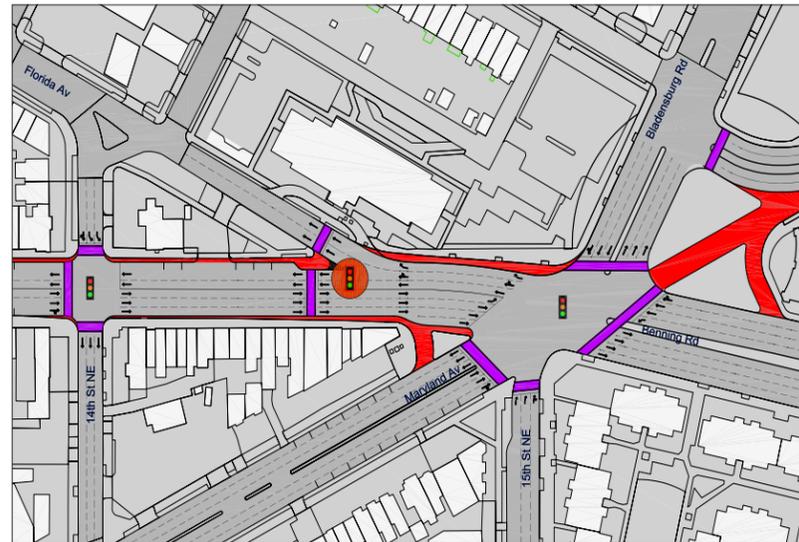


Figure 6.15 (right): AM Westbound Diversion 2:2

Figure 6.16 (far right): AM Eastbound Diversion 2:2

Figure 6.17 (bottom): Starburst and Florida Avenue Intersection Detail



### Site-Specific Recommendations

- i. The Hopscotch Bridge (North Capitol – 3rd Street Intersection) will have 3-lanes per direction between North Capitol Street and 3rd Street, that will transition to 2-lanes per direction before reaching the intersection at 3rd Street.
- ii. The roadway configuration on H Street NE between 3rd Street and 14th Street will maintain 2-lanes in each direction throughout the entire day.
- iii. H Street NE between 14th Street and the Starburst will maintain 3-lanes in the eastbound direction, and a transitional section westbound from 3-lanes to 2-lanes with introduction of the free right turn lane onto Florida Avenue.
- iv. New traffic signals will be installed at the following locations, if warranted:
  - Apex of the Hopscotch Bridge
  - 5th and H Streets
  - H Street and Florida Avenue
- v. Florida Avenue:
  - a. There will be three left turn lanes from southbound 14th Street onto eastbound H Street NE. The three lane southbound configuration will be used to stack vehicles and maximize left turn throughput. Buses and cars are in mixed flow so they compete for the same space. The impact to buses such as the D8 will be minimal.
  - b. At the westbound Florida Avenue/ H Street split, the center lane will provide motorists the option of proceeding northwest onto Florida Avenue or west on H Street. Florida Avenue and H Street will each maintain two travel lanes westbound after the split.
- vi. Starburst Intersection
  - a. Improve traffic operations and minimize vehicle-pedestrian conflicts by reconfiguring the intersection. Reconfiguration involves removing the sections of Maryland Avenue and the Benning Road spur, and turning this area into a plaza. Improvements would also include complete striping, signage, and signal timing modifications.
  - b. Under the proposed reconfiguration, all destinations will still be reachable by vehicle, although routes may be slightly less direct. Pedestrians and bicyclists will have an easier time navigating the intersection.
  - c. The removal of the Maryland Avenue and Benning Road sections will have a minimal impact on vehicular traffic operations. This is because these roadway sections currently experience very low utilization.

Both Maryland Avenue and Benning Road spur roadway sections are currently northbound one-way operations at all times. This section of Maryland Avenue experiences 30 cars per hour in the AM peak, and 60 in the PM peak. The Benning Road spur experiences 40 cars per hour in the AM peak, and 80 during the evening peak.

- d. As a result of the intersection reconfiguration, traffic operations improve (there is less delay traveling through the intersection). However, consistent with current peak hour conditions at the Starburst, forecasted 2025 peak traffic conditions still result in a failing LOS (Level-of-Service) as seen in the following table:

Table 6.2: Projected Starburst Intersection Performance, 2025

15th Street at H Street NE	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
Eastbound, H Street NE	0.34	47.4	D	1.44	164.2	F
Westbound, Benning Road	1.32	129.0	F	0.72	24.0	C
Northbound, 15th Street	1.01	75.3	E	1.27	143.0	F
Southbound, Bladensburg Road	0.60	24.0	C	0.31	14.3	B
Northeast bound, Maryland Avenue	0.38	34.8	C	0.68	35.1	D
<b>Overall Intersection</b>	<b>1.69</b>	<b>90.2</b>	<b>F</b>	<b>1.44</b>	<b>105.9</b>	<b>F</b>

Notes: V/C= Volume/Capacity, Delay=Control Delay in Seconds, LOS=Level-of-Service

- e. The eastbound H Street ramp to southbound Maryland Avenue would be removed. Access to Maryland Avenue would be accommodated by taking 14th Street to northbound Maryland Avenue and use the median breaks to access properties along Maryland Avenue. A minor reduction in the median may be required to access one of the isolated driveways.

A review of the peak periods results in the following observations:

- AM Peak Hour:
 

Overall the 2025 projected AM traffic demand at the intersection exceeds capacity by 69% (which is better than existing conditions that exceeded capacity by an additional 44%). Westbound Benning

Road to H Street traffic exceeds the roadway carrying capacity by 32% (again better than existing conditions that exceed capacity by an additional 7%). The constrained geometry on H Street westbound, will continue to impede traffic as three through lanes are funnel into a channeled right-turn lane, a shared right-through lane and a through lane at Florida Avenue.

- PM Peak Hour:
 

Overall the PM traffic demand at the intersection exceeds capacity by 44% (better than existing conditions that exceed capacity by an additional 37%). Eastbound H Street traffic exceeds the roadway carrying capacity by an 44% (better than existing conditions that exceed capacity by an additional 47%). And northbound 15th Street traffic exceeds the roadway carrying capacity by 27% (better than existing conditions that exceed capacity by an additional 36%).

Obviously, 2025 operational performance still shows poor levels-of-service at the Starburst intersection. Yet this performance is better than existing conditions that have considerable less traffic volume than 2025 conditions. Because the modifications will significantly improve the pedestrian and transit environment at this location, and represent an improvement over projected 2025 conditions without modifications, the starburst should be changed as recommended.



7

*Section*

# Public Realm Framework Plan

## 7.1 OVERVIEW

The term “public realm” refers to the area of the urban environment that belongs to the public or community. Building façades are important components that influence the look and feel of the public realm. However, they are under private domain and are not included in the improvements recommended for H Street in this Study. The general guidelines and intensions for façade improvements are widely covered in the *H Street NE Strategic Development Plan* developed by the Office of Planning. This Public Realm Framework Plan, as shown in Figure 7.1, focuses on improvements to public streets and spaces, as well as the new amenities that are necessary to jump-start the Corridor’s revival.

In concert with the Study Advisory Committee and community stakeholders, the Study Team developed the following goals to guide and inform the workings of the Public Realm Framework Plan and the subsequent phases of the Corridor improvements. In addition to incorporating adjustments to better serve the Corridor’s transportation needs, the Public Realm Framework Plan also reflects the larger goal of transforming H Street NE into a safe, vibrant and unique place that supports multiple land uses that are compatible with the surrounding neighborhoods.

## 7.2 DESIGN GOALS

Consistent with the District’s initiative to develop H Street NE into a community based commercial corridor, five design goals are articulated below. These goals and objectives were developed by community stakeholders in numerous public workshops.

### Transform H Street NE into a safe and secure place to live, work and shop

- Leverage public infrastructure funds to improve and prolong street-level activities
- Introduce street lighting focusing on the pedestrian areas
- Introduce intersection lighting to increase crosswalk visibility
- Incorporate well-marked crosswalks with distinct materials and colors
- Buffer sidewalks and plaza areas with trees and curb-side parking

### Develop a timeless, coherent and unified streetscape

- Develop high-quality streetscape improvements, with good life-cycle cost characteristics
- Use conventional materials that withstand the test of time
- Develop an “interesting” streetscape without being tacky
- Leverage street elements such as lighting fixtures, bus shelters, and seating to unify the overall streetscape
- Explore opportunities to repeat public art elements along the Corridor

### Celebrate the Corridor’s unique identity through streetscape design

- Develop H Street NE into a place where the surrounding neighborhoods converge
- Select streetscape elements that blend well with the traditional urban fabric
- Capture the Corridor’s multi-cultural/multi-ethnic aspects
- Coordinate with an artist to develop a Public Art Framework Plan that highlights specific aspects of the Corridor’s history, commerce and ethnic/cultural diversity

### Develop areas within the Corridor as ‘Gateways’ to the neighborhoods

- Identify and embellish strategic areas (transit hubs, important intersections and nodes) as “Gateways” to the surrounding neighborhoods
- Develop Gateways to have a “sense of arrival”
- Develop the Corridor’s core areas by providing opportunities for public spaces that are larger than regular sidewalks
- Foster a “sense of arrival” both in roadway and on sidewalks, by using similar paving patterns at intersections

### Transform the Corridor into a pedestrian and transit friendly place

- Complement and strengthen the ground-level uses by creating public areas for street activities
- Calm traffic through streetscape design
- Embellish areas within the Corridor with high pedestrian volumes and transit venues
- Enhance nodes and intersections along the Corridor to facilitate easier transit transfers
- Emphasize crosswalks with different materials and colors to enhance visibility
- Introduce streetscape elements that are human-scale

The details of the Public Realm Framework Plan discussed in the subsequent paragraphs have been developed to complement the *Strategic Neighborhood Action Plan (SNAP)* and *H Street NE Strategic Development Plan* prepared by the District of Columbia Office of Planning. This plan meets the goals and objectives defined by the H Street NE community, businesses and other stakeholders and are consistent with the planning policies of the District Department of Transportation and Office of Planning. These policies support the principle of transit-oriented, mixed-use development, and complementary street-level uses in order to foster greater vitality of public life throughout the Corridor. In addition, the streetscape identifies design directions to strengthen the identity of the Corridor, as well as actions necessary to integrate the new developments.

The Public Realm Framework Plan is organized into three sections:

- i. Interpreting the Corridor’s Unique Identity
- ii. Streetscape Furnishings
- iii. Focus Areas

Figure 7.1 (insert): The Public Realm Framework Plan

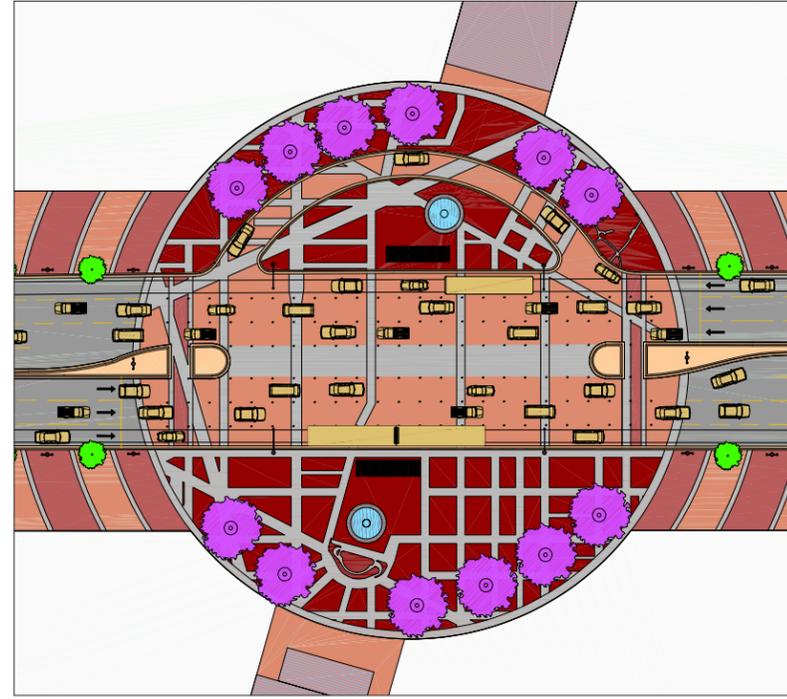
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Figure 7.2 (top left): Ripple Effects

Figure 7.3 (top right): Hopscotch Bridge Area

Figure 7.4 (below left): 8th and H Streets Intersection

Figure 7.5 (below right): Starburst Intersection



### 7.3 INTERPRETING THE CORRIDOR'S UNIQUE IDENTITY

The primary planning strategy was to capture the central qualities of the Corridor in order to develop a “design identity” unique to H Street NE. During meetings, when participants were asked to verbalize the characteristics of the Corridor and its people, several recurring comments were made. These comments identified H Street NE as the following:

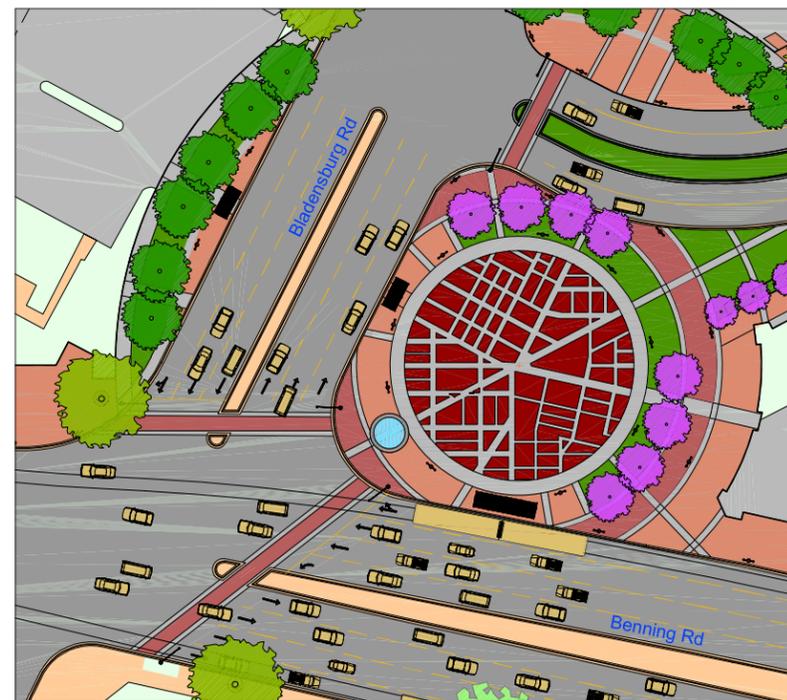
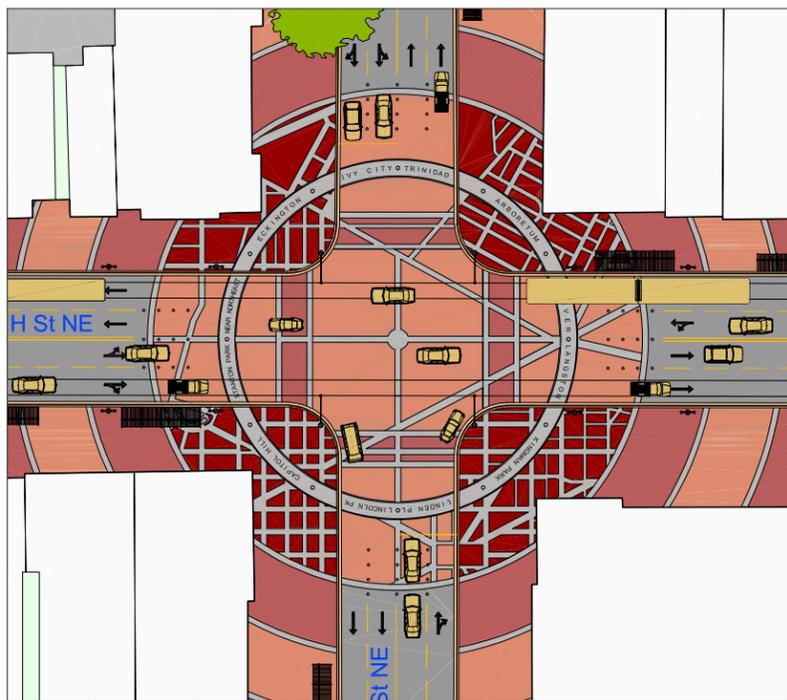
- A changing neighborhood that maintains its consistency across streets, blocks and buildings
- Diverse
- A true transit corridor
- Willing to change for the better
- Possessing extraordinary historical qualities and rich cultural heritage
- Gateway to neighborhoods
- A place common to the surrounding neighborhoods
- A line of ‘division’ and ‘unification’
- A symbol of the past and hope for the future

The Study Team developed numerous design ideas to reflect these comments. After discussing several of them, the concept of “Narrative Theme” was chosen by the community and the Study Advisory Committee as the design solution that uniquely shows the most essential characteristics of the Corridor. The Narrative Theme, besides enhancing the overall streetscape, leverages public infrastructure improvement funds to narrate the Corridor’s story. The underlying design intent of this theme is to highlight the geographic, historic, and contextual significance of the Corridor.

This theme, as illustrated in Figures 7.2 through 7.5, is communicated in paving patterns and other streetscape elements, ranging from tree grates and permanent banners to anecdotes on the sidewalks. The design also depicts the revival of the Corridor, which will send positive ripple effects throughout the neighborhoods. This is embodied by the concentric paving pattern, with ethnic diversity and unity represented by changing colors within alternating ripples.

### 7.4 STREETSCAPE FURNISHINGS

The Corridor’s character is defined collectively by a range of street elements, which are discussed in the following paragraphs. Some elements are unique to the Corridor, while others are standard elements chosen to establish a relationship with the District’s other public spaces.





### 7.4.1 Street Trees

The selection of tree species, along with their location and spacing, is an integral part of the Public Realm Framework Plan. The Framework develops a street tree plan that can withstand harsh urban conditions, provide adequate shade, does not obstruct the visibility of storefronts, reinforces continuity through consistent spacing, and functions as a vehicular and noise buffer for pedestrians and businesses. In consultation with the District Arborist, Casey Trees Endowment Fund, and the general public, the Public Realm Framework Plan recommends an overall replacement of the existing street trees, which are mostly Red/Norway Maple. As shown in Figure 7.6, the Plan recommends that the following species be planted in the following manner:

#### Willow Oak

The Willow Oak an indigenous, deciduous urban tree provides shade in the summer with its semi-dense large canopy spread (maximum 25 feet radius in urban conditions) starting at a 12-14 feet height. It also has a deep root system. This tree should be planted to shade large bulb-out areas (at 5th, 8th and 13th Street intersections) and to break the monotony created by the London Plane trees, which will be spaced at 44-foot intervals.

#### The London Plane

The London Plane tree is an indigenous urban tree. It is deciduous and provides shade in the summer. With its semi-transparent canopy, it does not impede the visibility of street-level businesses and signage. Its medium canopy spread, with a maximum 10-foot radius in urban conditions, is suitable for the Corridor's typical 15-foot sidewalk widths. It has a deep root system.

This tree should be planted at 44-foot intervals throughout the Corridor, where it will provide shade, rhythm, continuity, and a vehicle and noise buffer. This tree should be planted 44 feet from the Willow Oak trees. For variety, Swamp White Oak could be planted in a block stretch of the Corridor.

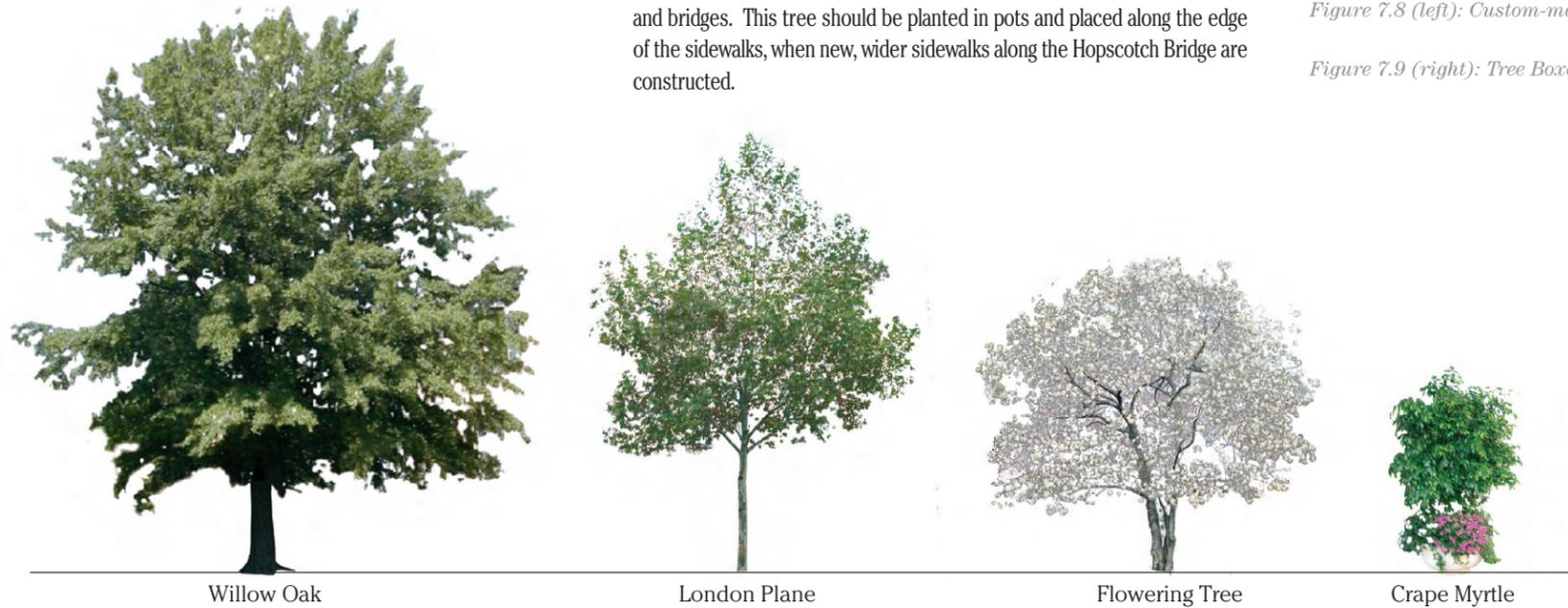
#### Flowering Tree

Flowering tree options include Star Magnolia, Single Stem Serviceberry, or Redbud trees. All are good for planting in green spaces. They are deciduous, meaning that they will provide shade only in the summer. Their semi-

transparent canopies produce flowers during the Spring, and their medium canopy spread (maximum 7-foot radius in urban conditions) can provide accents in public open spaces. These trees should be planted at the apex of the Hopscotch Bridge and at the Starburst intersection plaza.

#### Crape Myrtle in Containers

The Crape Myrtle tree is a decorative tree, which is planted in large containers with perennials. It has a semi-transparent canopy and a small canopy spread with a maximum 5-foot radius. This tree is suitable for embellishing viaducts and bridges. This tree should be planted in pots and placed along the edge of the sidewalks, when new, wider sidewalks along the Hopscotch Bridge are constructed.



Willow Oak

London Plane

Flowering Tree

Crape Myrtle

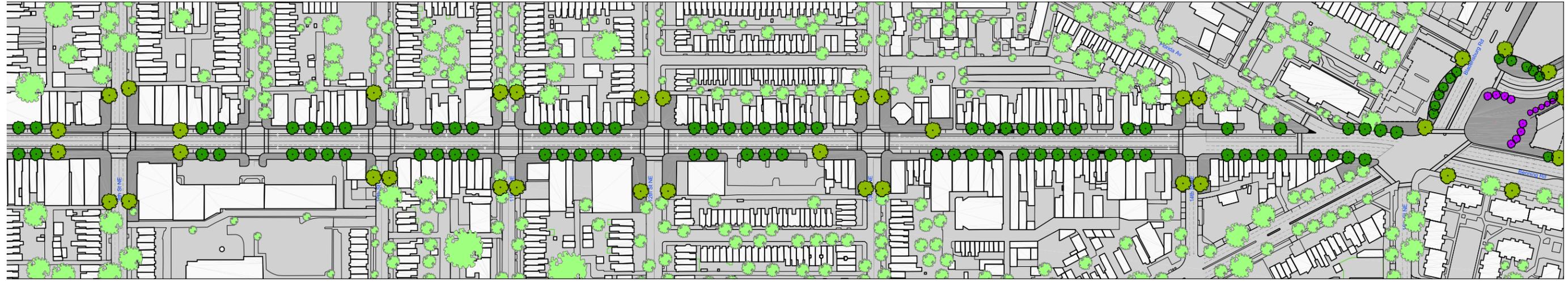
Figure 7.6 (above): Street Tree Locations and Species along the Corridor

Figure 7.7 (bottom): Street Trees Recommended for Use along the Corridor

(next page)

Figure 7.8 (left): Custom-made Tree Grates

Figure 7.9 (right): Tree Boxes

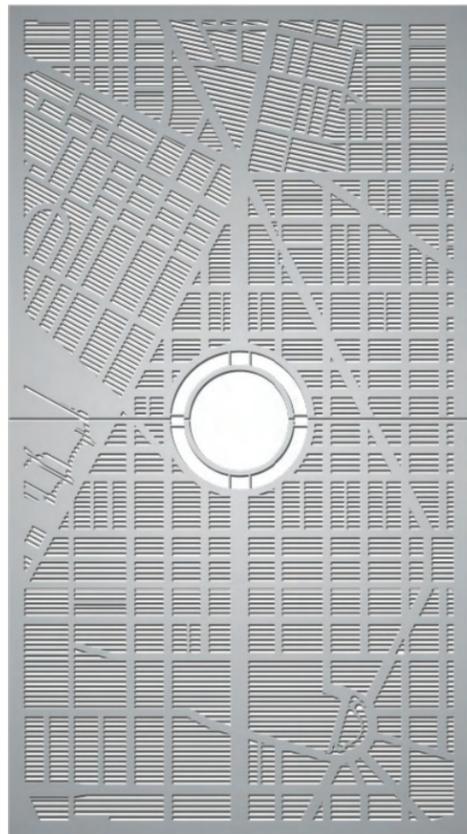


### 7.4.2 Tree Boxes and Grates

The guidelines concerning tree boxes aim to both maximize the area required for soil volume and amount of water runoff that is crucial for the health of urban trees, and preserve as much usable sidewalk space as possible. In consultation with the District Arborist and Casey Trees Endowment Fund, the Public Realm Framework Plan recommends an overall replacement and relocation of all the tree boxes.

#### Tree Pits

Tree pits should be 50 square feet (5'x10') in area and covered by the tree grates described below. Tree pits in the public plaza at the Hopscotch Bridge and Starburst intersection would not receive tree grates.

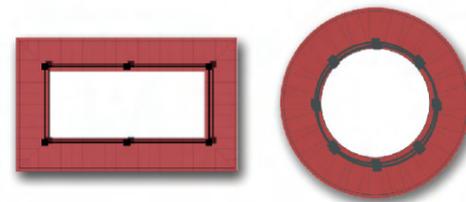


#### Tree Grates

The custom-made tree grates depicted in Figure 7.8 would be installed in accordance to District guidelines, and would allow for the retention of usable sidewalk. They would be made out of cast iron, with a design that references the geographic context of the Corridor. Two 5'x5' pieces make up one tree grate, and the design would accommodate tree growth by allowing the expansion of the trunk hole from 12 inches to 18 inches to 24 inches. These grates, once installed, would be the responsibility of the adjacent property owner to maintain.

#### Raised Tree Boxes with Seating Arrangement

These boxes are shown in Figure 7.9. They would be 2 feet high, structurally sound rectangular or circular boxes that contain both tree roots and soil. They would have a relatively narrow 8-inch ledge (to allow sitting but discourage sleeping), and would be made of concrete, bricks or pavers. Because of their size, they are appropriate only with one of the flowering trees, and would need to be a minimum of 18 square feet in volume. They should be placed only on relatively wide sidewalks (especially side streets) so as not to inhibit pedestrian movements. The vertical walls, which should be finished with a brick veneer, provide opportunities to install public artwork. Their 8-inch ledge provides resting places for the Corridor's visitors.



#### Planting Restrictions

The District's guidelines stipulate that trees should be located 40 to 50 feet from the intersection, 10 feet from alleyways and curb cuts, 15 feet from the center of light pole or traffic signal, and 10 feet from fire hydrants.

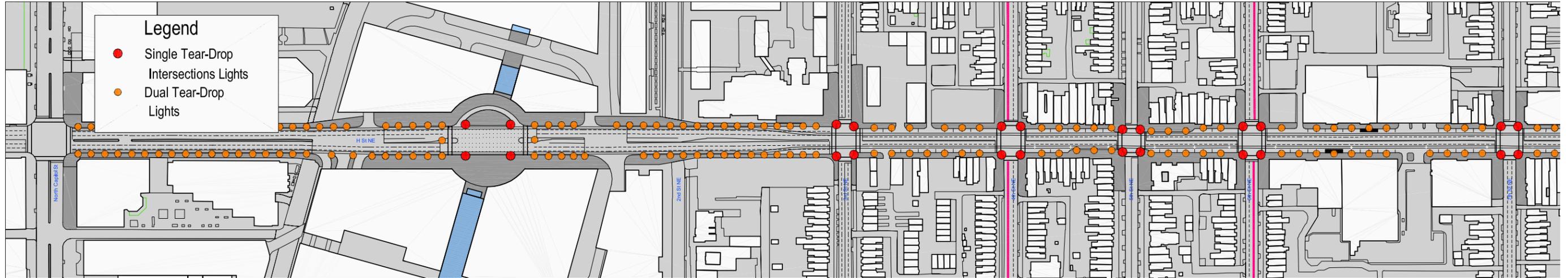
#### Root Zone Treatment

A tree's root zone is critical to the survival of a tree under urban stress and is a major factor in a tree's overall condition and continued growth. Root areas in urban settings often compete with utilities and building foundations and experience extensive soil compaction from people walking on the roots. Greater soil compaction along with restricted root paths could lead to tree stunting and disruption of sidewalks, due to a bulging root system.

To prevent all of the above, the Public Realm Framework Plan recommends that the area under the sidewalk cement base be made of "structural soil", which consists of a mix of stones and growing material. This soil allows expansion of tree roots under the sidewalk, while supporting the sidewalk. Root paths could be used in conjunction with the structural soil. Root paths are tubes filled with growing medium that allow the expansion of tree roots.

#### Low Impact Design

Design of the tree boxes should incorporate the best practices of Low Impact Design, which provides for the diversion of storm water into the tree boxes, thereby reducing the volume of water that reaches the area's rivers. Porous pavers might also be appropriate in the sidewalk area to reduce rainwater run-off and to increase the amount of water the trees receive.



### 7.4.3 Streetlights

The lighting plan, which includes details about fixtures, location and spacing, will primarily provide for illumination of the pedestrian areas. The lighting will also reduce light pollution, define the “historic” character of the street, and add warmth and human-scale elements to H Street NE.

The Public Realm Framework plan provides adequate illumination of the Corridor to enhance safety and foster public activities after dark. However, over-illumination will be detrimental to residential and other land uses above street level. Therefore, an optimal lighting amount of 1.0 foot-candle (defined as the illumination on one square foot of surface over which one lumen is equally distributed) should be maintained throughout the Corridor, with 1.4 foot-candles at the intersections.

The Public Realm Framework recommends an overall replacement of the existing streetlights (which are mostly cobra-head lights), with the following or similar off-the-shelf products in the prescribed manner:

#### Single Tear-Drop Intersection Lights

Similar lights are located along the George Washington Parkway. These lights include a single bulb (maximum 200 watts), with inverted Washington globe luminaries mounted at 30-foot heights which focuses light downwards to the ground. The fixture will extend 8 feet from the sidewalk post. The light post should be black with supports to hang traffic and pedestrian signals and signs.

#### Dual Tear-Drop Lights

This light consists of dual bulbs (with a maximum of 100 watts each) with an inverted Washington globe mounted at a 15-foot height, focusing light downwards to the ground. The dual bulbs should be aligned parallel to the curb, with each bulb extended on a 3-4 foot post. The light post should be black with supports to hang metal banners, signs and other attachments for special occasions. The lights should be placed at 44-foot intervals along the curb line. Final approval of these lights will depend upon city-wide streetlight policies.

#### 7.4.4 Streetlight Accessories

The guidelines concerning the choice of light post accessories and their locations will create a cohesive informational and decorative system that is specific to the Corridor’s context.



Single Tear-Drop Light



Dual Tear-Drop Lights



Dual Tear-Drop Lights with Metal Banners



Single Tear-Drop Light with Traffic Signal Pedestrian Signal, and Directional Sign



Figure 7.10 (above): Street Light Locations and Types along the Corridor

Figure 7.11 (opposite page): Street Lights and Street Light Accessories along the Corridor

Figure 7.12 (bottom): Street Light Accessories along the Corridor



#### Metal Banners

These accessories should be made of light metal (aluminum, copper or bronze), and finished in black or a natural material color. They are custom-made banners that have a design pattern that emulates the geographic context of the Corridor. They should be a maximum of 2 feet wide by 5 feet high, and mounted perpendicular to the light posts at a minimum height of 7 feet.

These banners should be placed at appropriate locations at key intersections and nodes, including the following: Apex of Hopscotch Bridge, 5th and H Streets, 8th and H Streets, 13th and H Streets and the Starburst intersection. It is anticipated that H Street Main Street or some other entity besides DDOT would procure, install, and maintain these banners.

#### Changeable Banners

Changeable banners can be produced from acrylic, canvas, or other materials, and can be custom made at 2 feet wide by 5 feet high. These banners would provide visual information regarding local landmarks, venues and programs, and possibly H Street Main Street. They should be mounted at the minimum height of 7 feet on the dual tear-drop streetlight posts, and placed in appropriate locations throughout the Corridor. It is anticipated that H Street Main Street or some other entity besides DDOT would procure, install, and maintain these banners.

### 7.4.5 Traffic Signals

Traffic signals and signs should conform to the Uniform Traffic Control Device code and provide an unambiguous and visible signaling system that minimizes traffic, transit and/or pedestrian movement conflicts. All traffic signals should adhere to standard District traffic signals standards, and be mounted on single tear-drop intersection lights, extending 2 feet into H Street, Benning Road and Bladensburg Road, 14th Street NE and 1 foot along all the cross streets.

#### Pedestrian Signals with Countdown

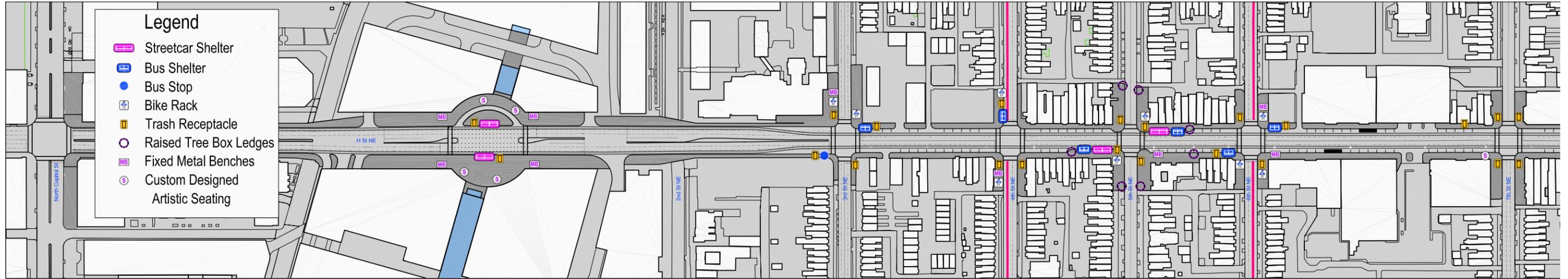
The plan recommends the use of standard District traffic signals with pedestrian countdowns at all H Street NE intersections, with priority at 8th and H Streets NE and the Starburst intersection. These signals should be mounted onto the intersection lights.

#### Street and Traffic Signs

Standard District street and traffic signs are recommended. The traffic signs will prescribe movement and turn restrictions along with speed limits. They should be mounted on the dual tear-drop lights.

#### Directional Signs

Standard District directional signs pointing out important destinations, landmarks, arteries and/or routes should be used and mounted on the light posts.



### 7.4.6 Transit Shelters

Transit shelters should function as transit amenities that are compatible with the overall streetscape design. The Public Realm Framework Plan recommends that the bus shelters be standard DC shelters, as shown in Figure 7.14, and that they be placed only at stops with sidewalks that exceed 12 feet. These shelters offer opportunities to incorporate public art, as shown in Figure 7.13.

#### Streetcar Shelter

A more comprehensive shelter program could also be developed when a streetcar or bus rapid transit comes through H Street. These shelters could be produced on a more individual basis and could incorporate public art or other unique elements.

### 7.4.7 Bike Racks

The guidelines concerning bike racks preserve sidewalk space while providing convenient and practical bicycle amenities. The Public Realm Framework Plan recommends an overall relocation of the existing racks to compliment the new streetscape design, with racks installed at transit stops, public plazas, and in front of important public buildings and landmarks.

#### Standard Hoop Racks

Shown in Figure 7.14, these bike racks are used throughout the District. They are made of metal and are approximately two feet wide and three feet tall. They are appropriate along wide and narrow sidewalks alike.

### 7.4.8 Trash Receptacles

Trash receptacles should help prevent littering of public spaces by providing convenient and plentiful opportunities for trash disposal. The Public Realm Framework Plan recommends an overall relocation of the existing receptacles to compliment new streetscape design at transit stops, liquor stores, fast food restaurants, and along wide sidewalks providing vending opportunities.

#### Standard Trash Receptacle

These trash receptacles are shown in Figure 7.14. They are approximately

four feet tall and are lined with trash bags. Some of these trash receptacles are pre-existing on the Corridor and should be retained.

#### Standard Trash Receptacle with Anecdotes

These trash receptacles are identical to the standard trash receptacles, except they are ornamented with anecdotes that reflect the character and identity of H Street. These anecdotes or sayings can be determined later, and could include, “Discover H Street” or a similar slogan.

Figure 7.13 (above): Transit Shelter along the Corridor

Figure 7.14 (bottom): Street Furnishings along the Corridor

Figure 7.15 (next page): Parking Meters and Seating



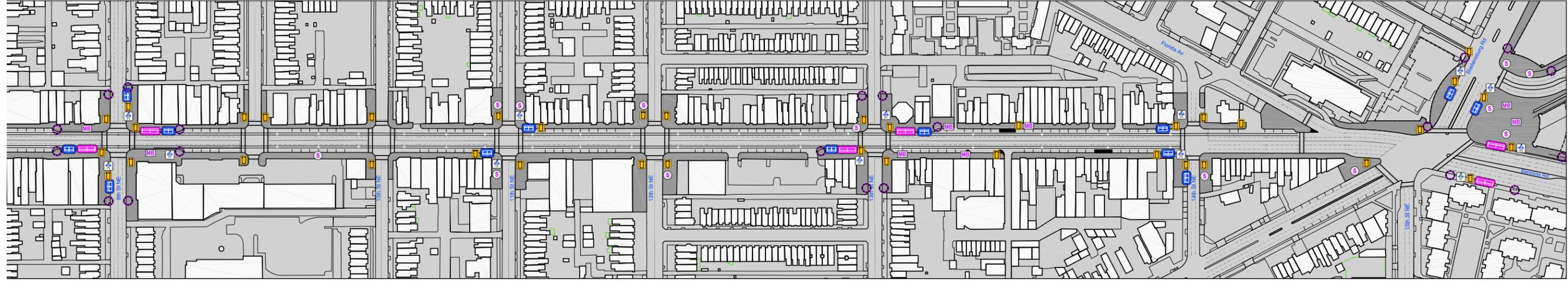
Trash Receptacles



Bike Rack



DC Standard Shelter



### 7.4.9 Parking Meters

The guidelines concerning type of parking meters provides for a metering system that occupies minimal space along the Corridor’s narrow sidewalks. The Public Realm Framework Plan recommends an overall replacement of the existing metering system with one or a combination of the following standard products, installed in accordance with District guidelines. The metering system actually used will depend on city-wide meter policies.

#### Dual Parking Meter Attached to Light Posts

A dual parking meter, as shown in Figure 7.15 and used in Downtown Annapolis, MD could be used. These meters will face the curb-side parking spaces and should be mounted at standard height on the dual tear-drop lights.

#### Centralized Parking Meters

Alternatively, a centralized or multi-space parking meter, as shown in Figure 7.15 and used in New York, NY, could be used. The centralized parking meter is also proposed on a limited basis in Georgetown. One to two meters would be required on every block of the Corridor, depending on the block length.

#### Conventional Parking Meters

Another, less-preferred option is the standard DC electronic parking meters. These could be installed throughout at residual parking spaces only.

### 7.4.10 Seating

The guidelines concerning seating provisions will provide optimal resting opportunities for the general public and enhance the vitality of the Corridor without making it prone to loitering. The Public Realm Framework Plan recommends a combination of the following durable and low-maintenance products, installed in accordance with District guidelines.

#### Raised Tree Box Ledges

As described in Section 7.4.2, the 8-inch ledges on the raised tree boxes offer an opportunity for sitting or resting, without being conducive to sleeping or long periods of loitering. Because of their size, these tree boxes can only be located at areas with wide sidewalks (more than 15 feet).

#### Fixed Metal Benches

These benches, as shown in Figure 7.15, are appropriate for active areas along wide sidewalks and in public plazas. They are made of metal and have a middle armrest to discourage loitering.

#### Custom Designed Artistic Seating

Custom designed artistic seating is appropriate along both narrow and wide sidewalks, as well as public plazas. This seating could be concentrated at locations where the sidewalk is wide, including side streets.



Dual Parking Meter Attached to Light Post



Conventional Parking Meter



Centralized Parking Meter



Fixed Metal Bench with Middle Arm Rest



### 7.4.11 Sidewalk Paving Materials and Color Palette

Sidewalk treatments should provide distinct pedestrian areas that help define the character and identity of the Corridor while fitting in with the rest of the streetscape. The Public Realm Framework Plan recommends that sidewalks be treated as described below. It also recommends that all the new developments be built 5 feet from the right-of-way line, thereby increasing the sidewalk width along the Corridor.

#### Poured-in-Place Colored Concrete Treatment

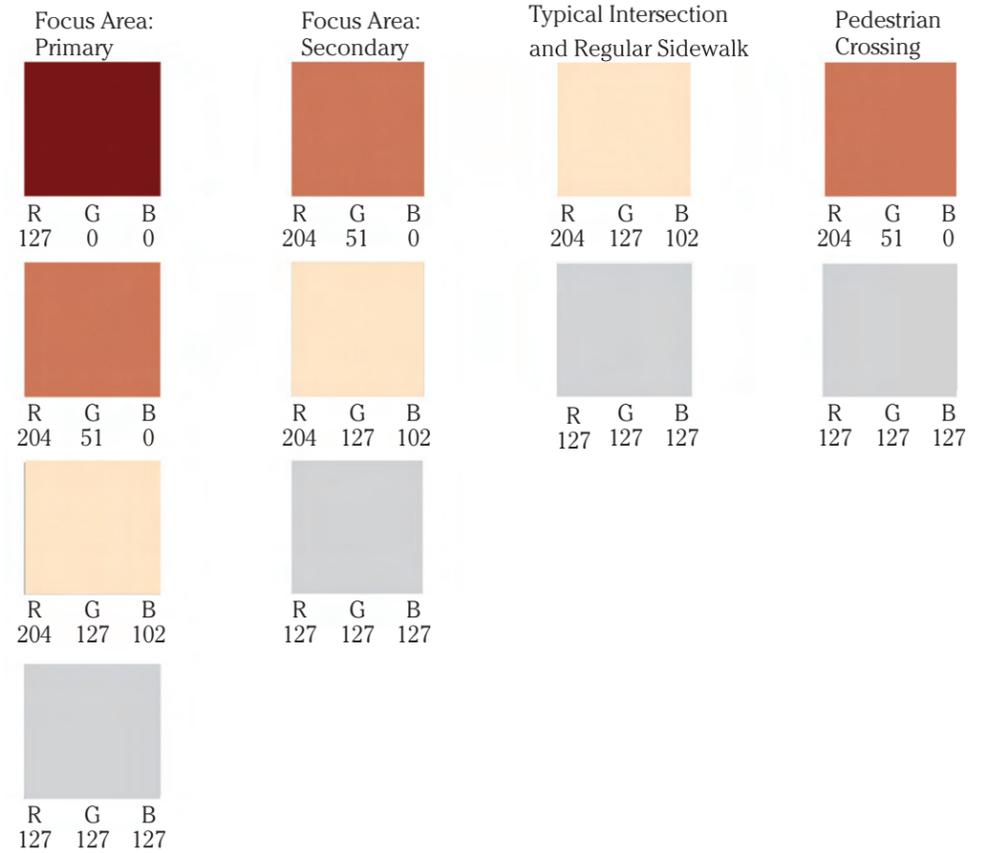
This treatment should be installed within the sidewalks and intersection pavement at the Primary and Secondary Focus Areas, as shown in Figure 7.17. Locations include the apex of the Hopscotch Bridge, 8th and H Streets, as well as the public plaza at the Starburst intersection. The poured-in-place concrete will allow a high level of graphic clarity in the paving pattern. Colors used should meet the Red-Green-Blue specifications included in Figure 7.16.

#### Colored Concrete Tiles or Pavers

These tiles, or pavers, should be used at all sidewalks, except in locations that are receiving a poured-in-place concrete treatment. They should be 2 feet by 2 feet in size and installed in an off-set pattern. The color tones used should meet the Red-Green-Blue color specifications in Figure 7.16.

### 7.4.12 Crosswalk Paving Materials and Color Palette

Crosswalk treatment should allow visible, safe and low maintenance pedestrian crossings compatible with the overall streetscape design. The Public Realm Framework recommends that crosswalks be installed at all signalized intersections and nodes. Crosswalks should be constructed of stamped concrete, in the earth-tone colors of Red-Green-Blue specified in Figure 7.16. They should be rimmed in granite and be a minimum of 10 feet in width.



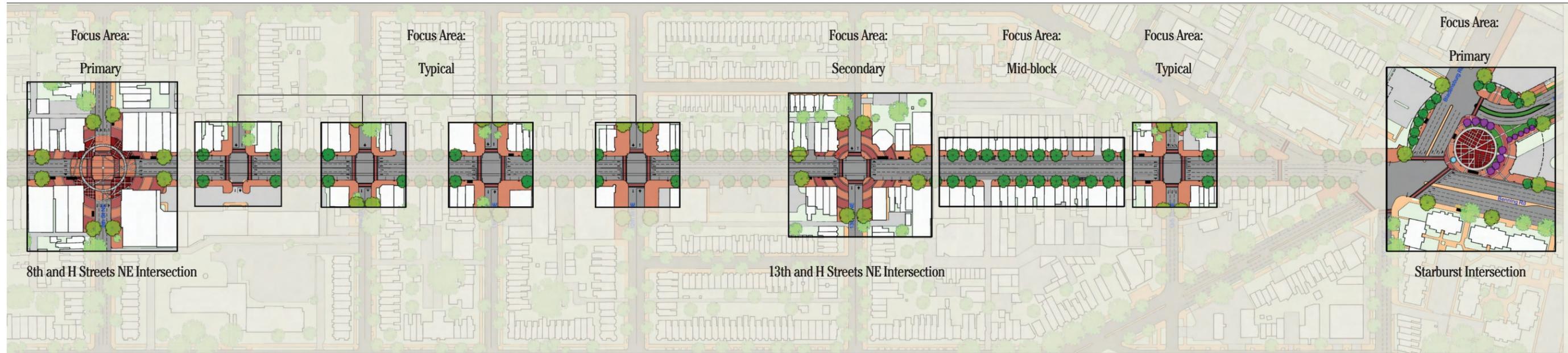


Figure 7.16 (opposite page): Paving Materials and Color Palette

Figure 7.17 (above): Focus Areas along the Corridor

## 7.5 FOCUS AREAS

Public realm improvements are proposed for the entire H Street NE Corridor. These improvements are described at varying levels of detail in this report, depending upon an area's location, its relation to transit services, and its role in framing the identity and character of the Corridor (as specified in *H Street NE Strategic Development Plan* and developed throughout this Study). The Focus Areas, as shown in Figure 7.17, are arranged in a hierarchy that depends on these factors. The treatment of the Focus Areas is crucial to defining the character of the public environment in a consistent and compelling way.

The Public Realm Framework Plan identifies the following four types of Focus Areas, which are described in more detail below:

- **Primary:** These focus areas represent primary nodes along the Corridor, which includes the existing and future transit hubs, prominent developments and/or links to important public buildings. These primary focus areas will organize the 1.5 mile long Corridor into walkable segments. Identified as 'gateways' to the Corridor and neighborhoods, primary focus areas are located at the apex of Hopscotch Bridge, the Starburst intersection, and the 8th and H Streets NE intersection.

- **Secondary:** These focus areas represent secondary nodes along the Corridor, predominantly defined by the future streetcar stops. Secondary focus areas are located at the intersections of 5th Street and 13th Street. 5th Street is centrally positioned between bus routes along 4th Street (one-way southbound) and 6th Street (one-way northbound), whereas the 13th Street intersection is strategically positioned to serve several planned developments in the eastern part of the Corridor.
- **Typical:** This type of focus area represents all of the remaining intersections along the Corridor, which may or may not include bus stops. No bulb outs are recommended within these areas.
- **Mid-Block:** This focus area represents a typical mid-block streetscape. No bulb outs are recommended within these areas.

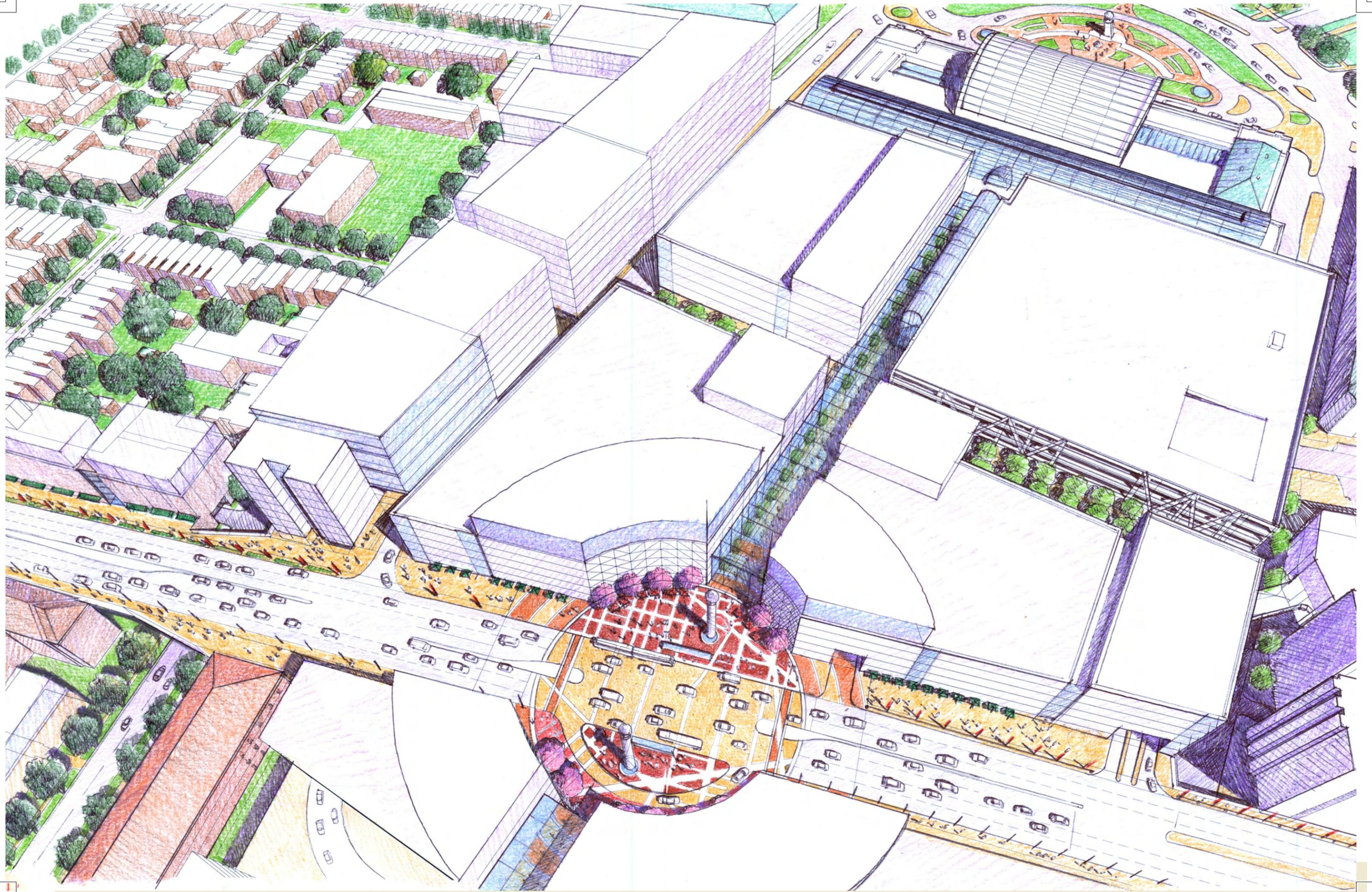
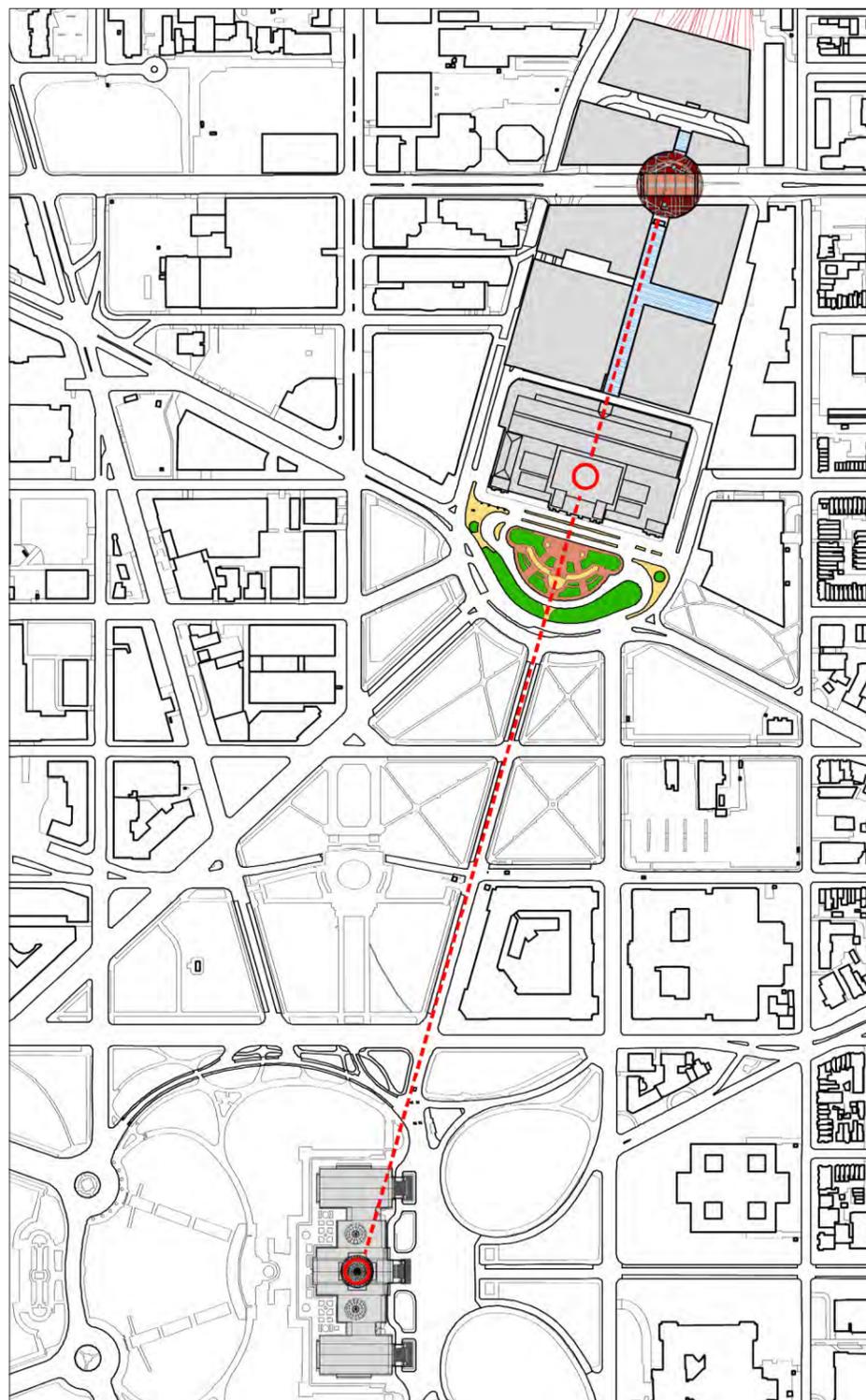


Figure 7.18 (opposite page): Hopscotch Bridge Sketch Showing the Connection between Plaza and Union Station

Figure 7.19 (right): Location of the Western Gateway at Apex of Hopscotch Bridge and Its Axial Relationship with Union Station and the U.S. Capitol

Figure 7.20 (below far right): View of Crest of the Bridge from North Capitol and H Streets Intersection



### 7.5.1 Primary

This focus area represents primary nodes along the Corridor, including existing and future transit hubs, prominent developments, and major links to important public buildings.

The primary focus areas organize the 1.5-mile long Corridor into three walkable segments. Identified as 'gateways' to the Corridor and surrounding neighborhoods, primary focus areas are located at three locations:

- Apex of the Hopscotch Bridge,
- Starburst intersection, which is transformed into an important plaza and park, and
- Intersection of 8th and H Streets NE.

#### Apex of the Hopscotch Bridge: Western Gateway

##### Purpose

A western gateway at the apex to the Hopscotch Bridge will foster a sense of arrival within the 'Hub' district at the apex of the bridge. It will also provide a venue for future streetcar stops, create a pedestrian-friendly environment along the bridge, and reconnect the Corridor with the NW Quadrant of the District. One of the objectives of the design at this location, as shown in Figure 7.18, is to establish a prominent pedestrian link from the Corridor to Union Station (utilizing a link provided by development of the air rights over Union Station), thereby enhancing transfers between streetcars and Metrorail. Finally, improvements at this location provide the impetus for new developments on and around the Hopscotch Bridge.



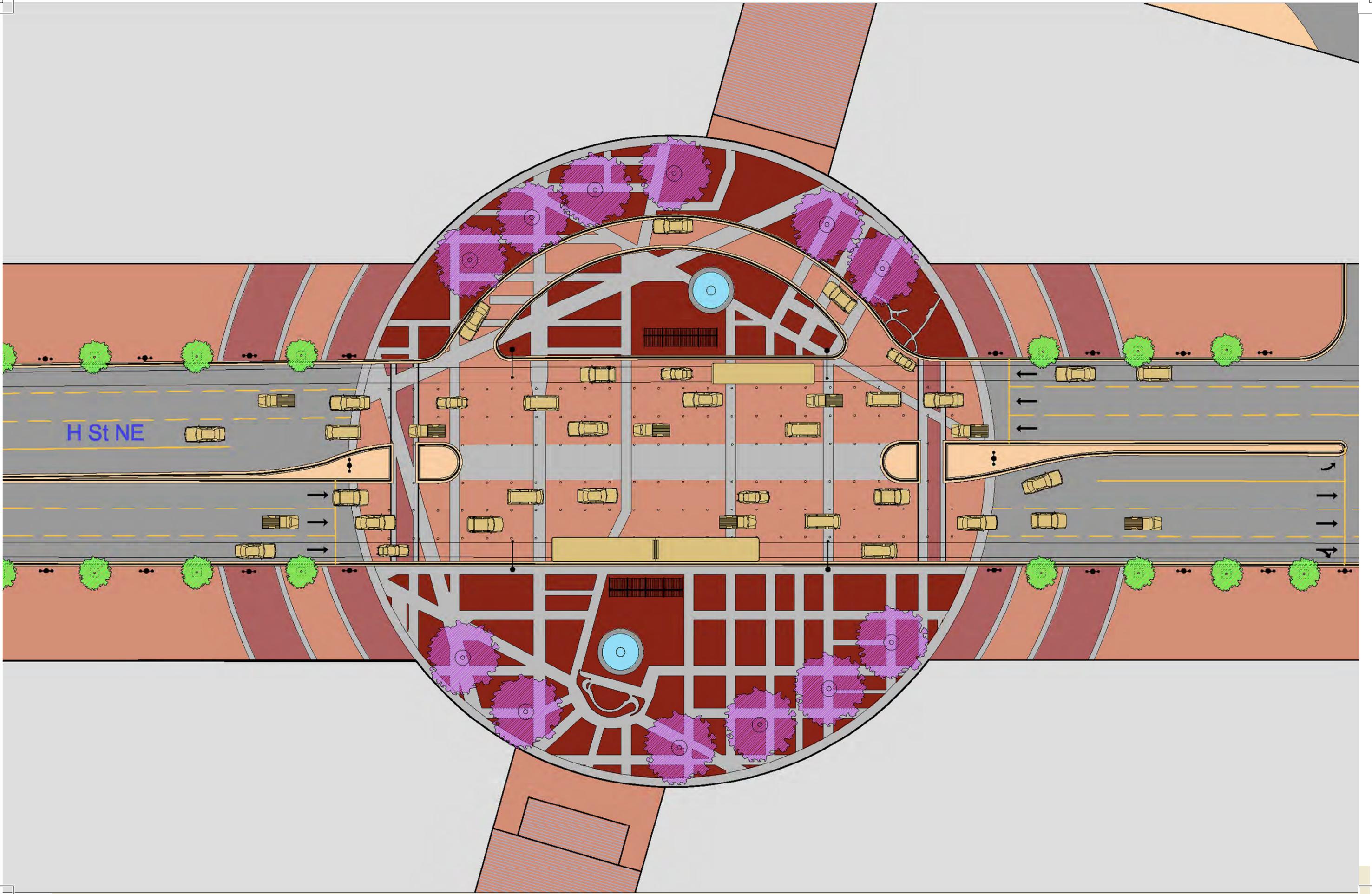
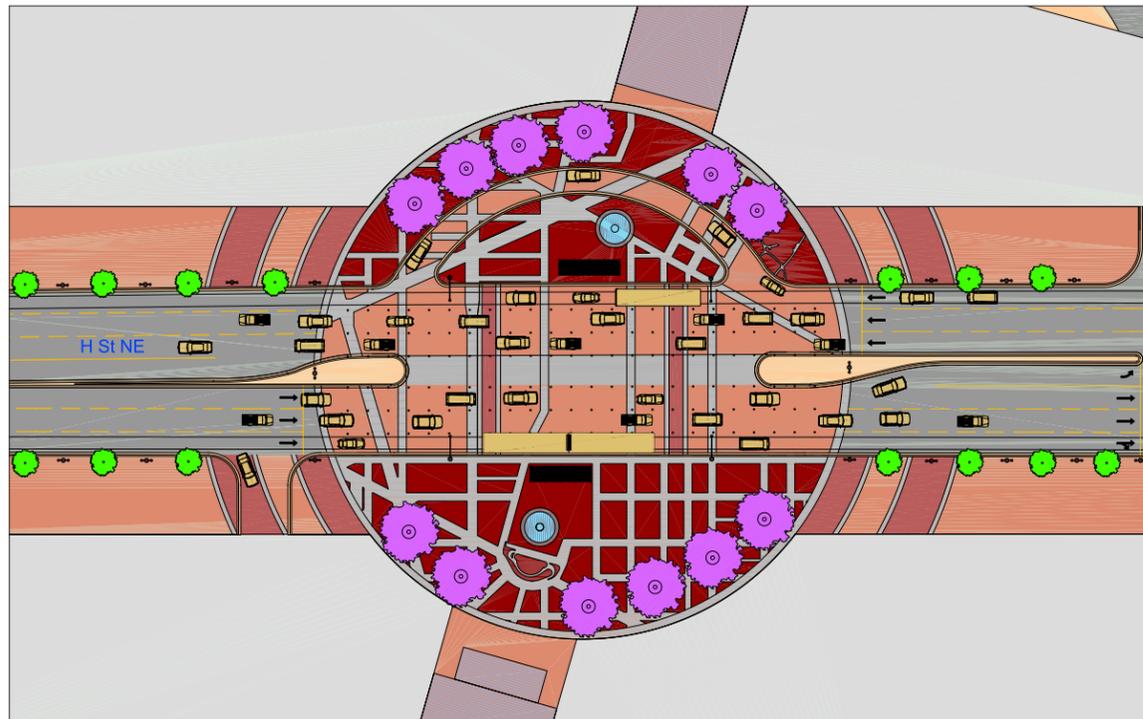


Figure 7.21a (opposite page): Paving Pattern Detail and Design of the Western Gateway

Figure 7.21b (bottom): Alternate Design for the Western Gateway with Curb-cut for Buses to the Union Station Parking Garage Extension

Figure 7.22 (below right): Hopscotch Bridge Section Looking West



### Site Plan and Design

As shown in Figures 7.19 and 7.21a, the design of this location establishes new pedestrian access points to Union Station. To facilitate this pedestrian circulation, it establishes two semicircular pedestrian plazas of approximately 230 feet in diameter, enclosed by the proposed air rights development. An expanded sidewalk over the acceleration and deceleration lanes along the bridge adds to the space available for pedestrians.

An alternate design for this location is shown in Figure 7.21b. This design shows continued use of Union Station Garage exit.

The plaza area is organized by activity. The immediate area along the curb line at the center of the plaza is slated for future streetcar stops. The areas directly behind the transit stops are the focal points of the semi-circular plazas, which fall on the axis of the Union Station and the US Capitol (See Figure 7.19), and provide opportunities to install public art and water features. The remaining areas provide spill-out opportunities for the plaza-level uses. Flowering trees will define the plaza and add to its vibrancy.

### Paving Pattern and Material

The paving pattern and materials chosen will unify the plaza, create a sense of arrival and slow the passing traffic. The pattern extends from the pedestrian area into the roadway pavement, with a simplified pattern on the pavement to reduce maintenance needs.

The paving pattern shows the geographical location of the plaza, with reference to its surroundings. The design patterns, as shown in Figure 7.21a, use textual anecdotes to reference surrounding streets (in lighter colors) and blocks (in darker colors). These phrases could include references to the history and geography of the area, including, for example, “Site of pre-Civil War Swampoodle neighborhood,” “H Street used to run under this bridge,” “This way to the US Capitol.” The paved surfaces are predominantly finished with poured-in-place concrete in order to achieve a high level of graphic quality.

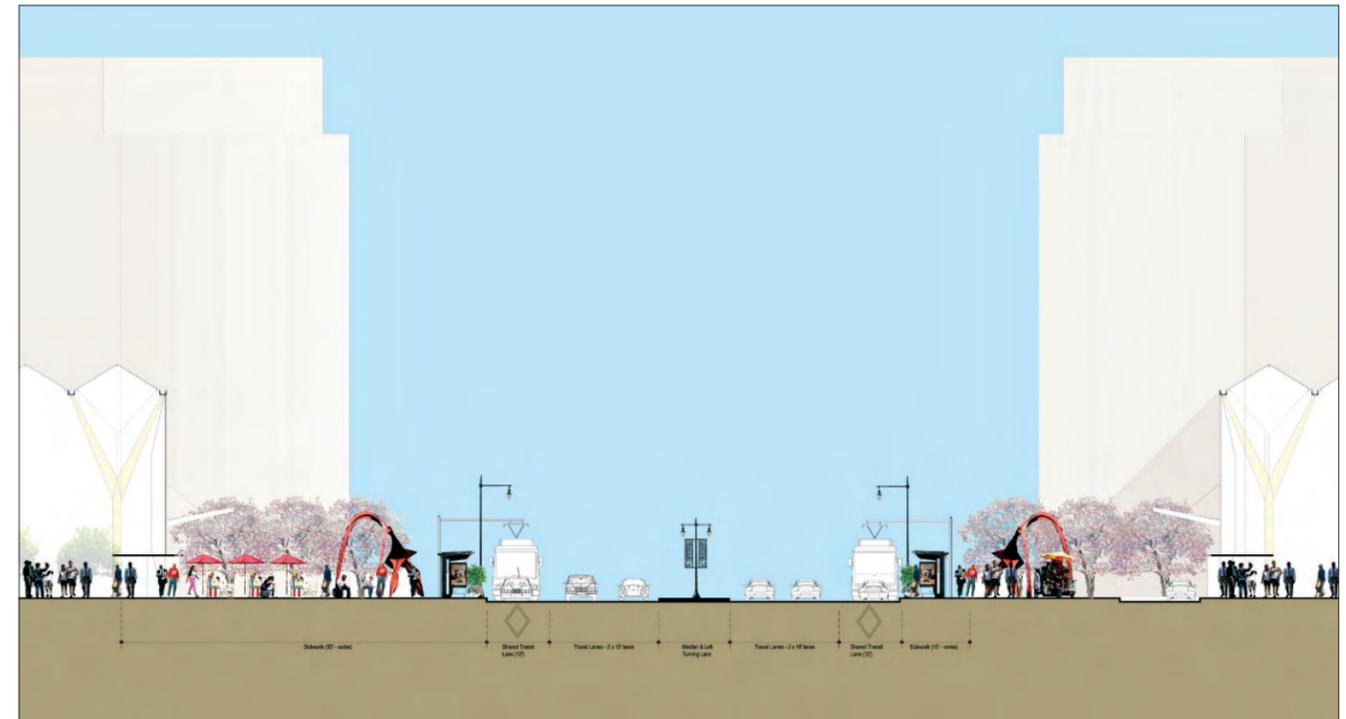
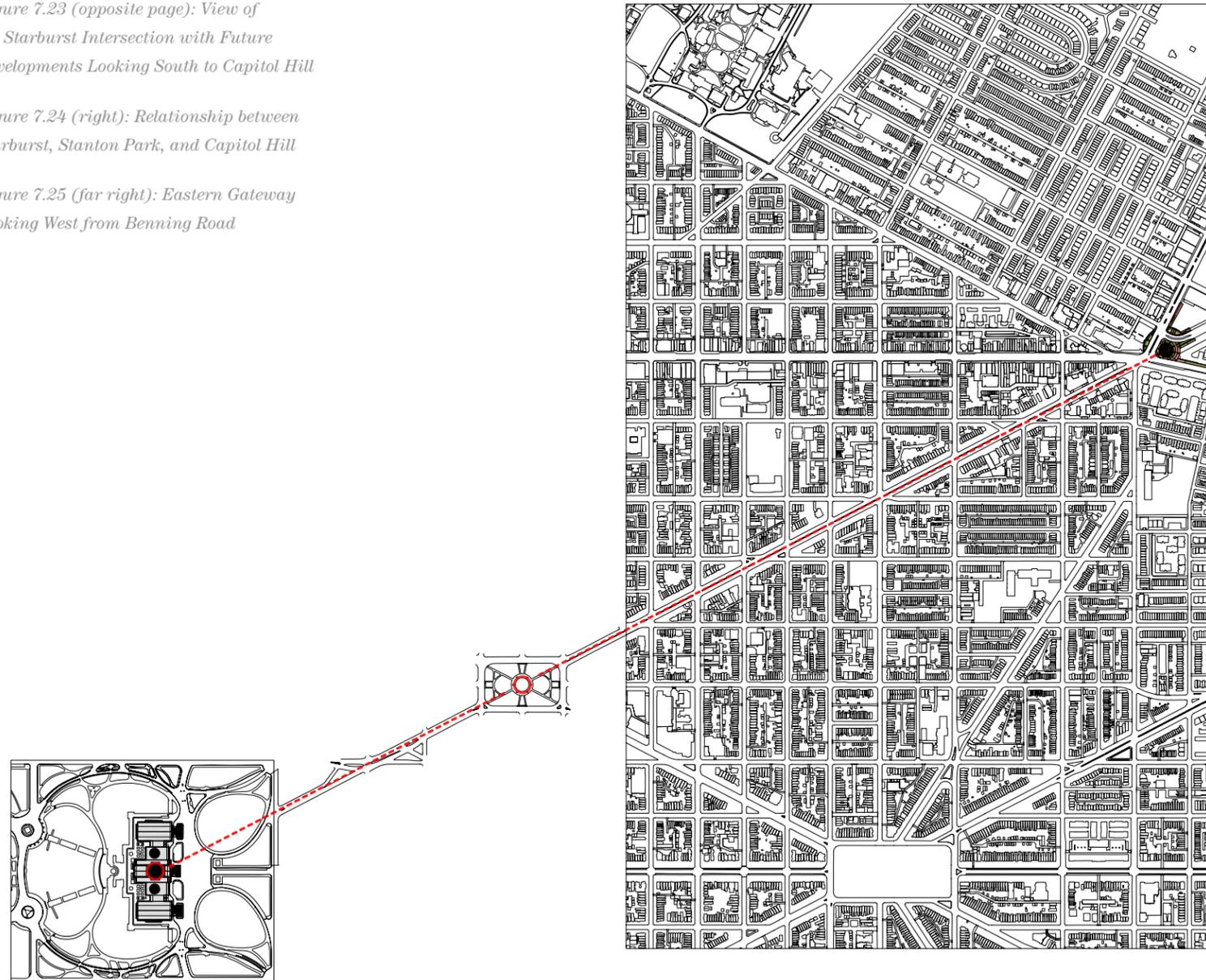




Figure 7.23 (opposite page): View of the Starburst Intersection with Future Developments Looking South to Capitol Hill

Figure 7.24 (right): Relationship between Starburst, Stanton Park, and Capitol Hill

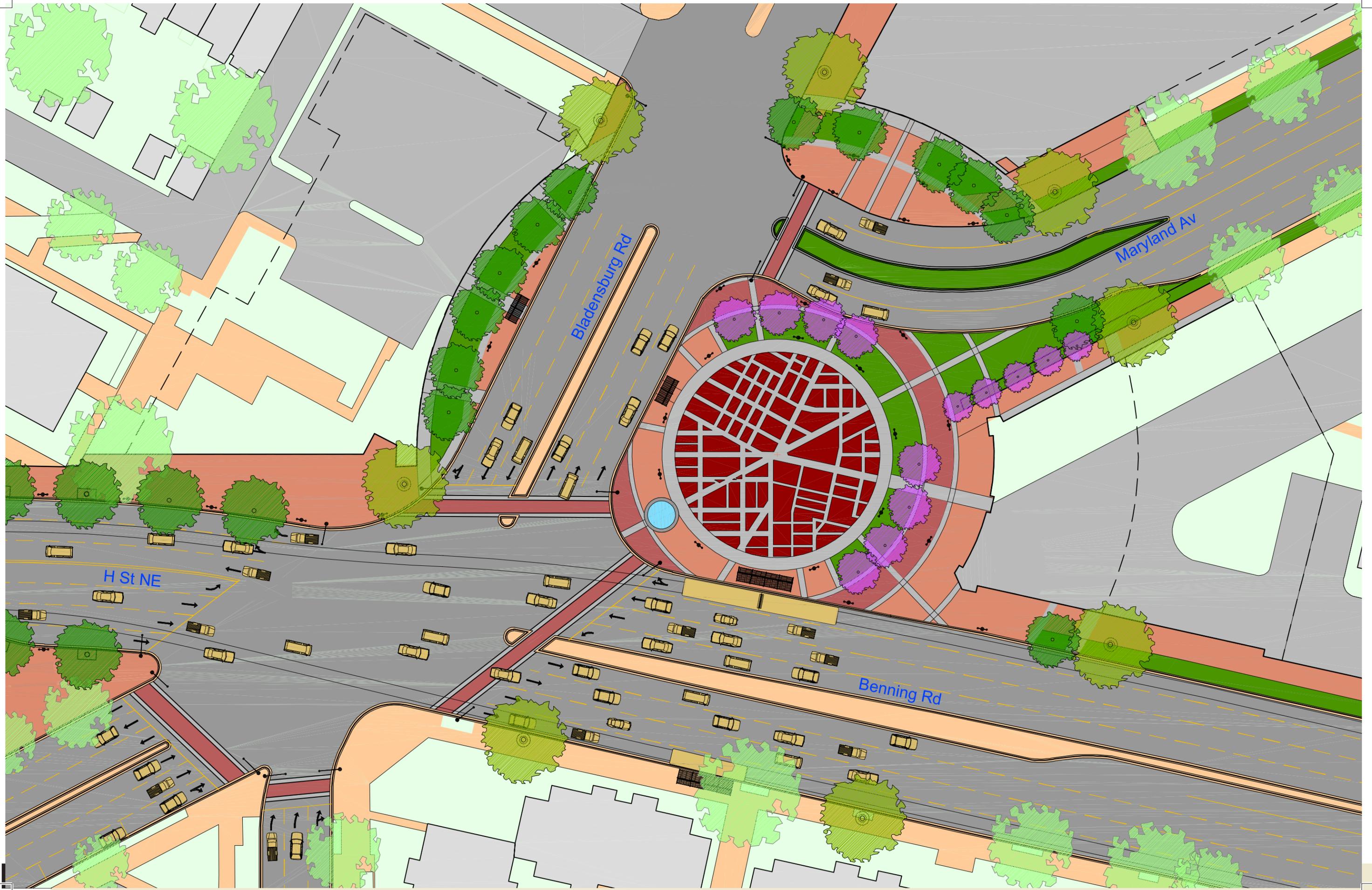
Figure 7.25 (far right): Eastern Gateway Looking West from Benning Road



## Starburst Intersection: Eastern Gateway

### Purpose

As shown in Figure 7.25, the new design at the Starburst intersection will create a sense of arrival from the east, and establish a prominent venue for future streetcar stops. The Maryland Avenue and Benning Road segments that pass through this plaza, which are minimally used by vehicles, will be turned into usable plaza space and made available to pedestrians. This reconfiguration will make the intersection safer for pedestrians, transit riders, and bicyclists and improve connections between H Street NE and developments at Arboretum Place. It will enhance transit transfers between streetcars and buses, and provide the impetus for new developments around the intersection.



Bladensburg Rd

Maryland Av

H St NE

Benning Rd

Figure 7.26 (opposite page): Starburst Intersection Design and Paving Pattern Detail

Figure 7.27 (below right): Starburst Intersection Section Looking North

### Site Plan and Design

Defined by a realigned Maryland Avenue on the north side, Benning Road on the south, and Bladensburg Road on the west, the public plaza at the Starburst intersection creates a large, multi-purpose civic space immediately adjacent to the Corridor. This space will be appropriate for diverse community activities, such as a farmers' market, festivals, and public concerts.

As shown in Figure 7.24, the design of the plaza will maintain and strengthen the visual axis of the US Capitol from Maryland Avenue through the Starburst intersection. The plaza is organized into different activity areas, with the southwest corner slated for circulation and pedestrian refuges, and also for the transfer of people from streetcars to buses (and vice versa) on Bladensburg Road. This area also includes space for public art installed along the axis of Maryland Avenue and the US Capitol.

The central ring, which is defined by a paving pattern depicting the map of the plaza area, is designed to hold diverse community activities. The semi-circular ring (in the north east area of the plaza) is predominantly a grassy surface, filled with flowering trees, that provide shade and a resting place for the general public. This green space adds more pervious area to the Corridor, promoting the retention of storm water.

Flowering trees define and enclose the central area of the plaza from the northern and eastern sides. The southern and western sides do not have any trees in order to maintain clear visibility from Benning Road and Bladensburg Road and enhance the plaza's safety. The ultimate layout and design of this plaza will be refined as the project moves forward.

### Paving Pattern and Material

The paving pattern within the plaza area symbolizes the spatial context of the plaza, and references its surroundings. The intricate design patterns, as shown in Figure 7.26, delineate the surrounding streets (in lighter colors) and blocks (in darker colors). The design could be embellished with anecdotes that narrate contextual and historic information, including the following, "The British army came through this intersection to burn the US Capitol in 1815," "Site of historic toll booth," and "L'Enfant's Plan envisioned this intersection as an important gateway into the City." The paved surfaces will be predominantly finished with poured-in-place concrete to achieve the high level of graphic quality required for the patterns to read clearly.



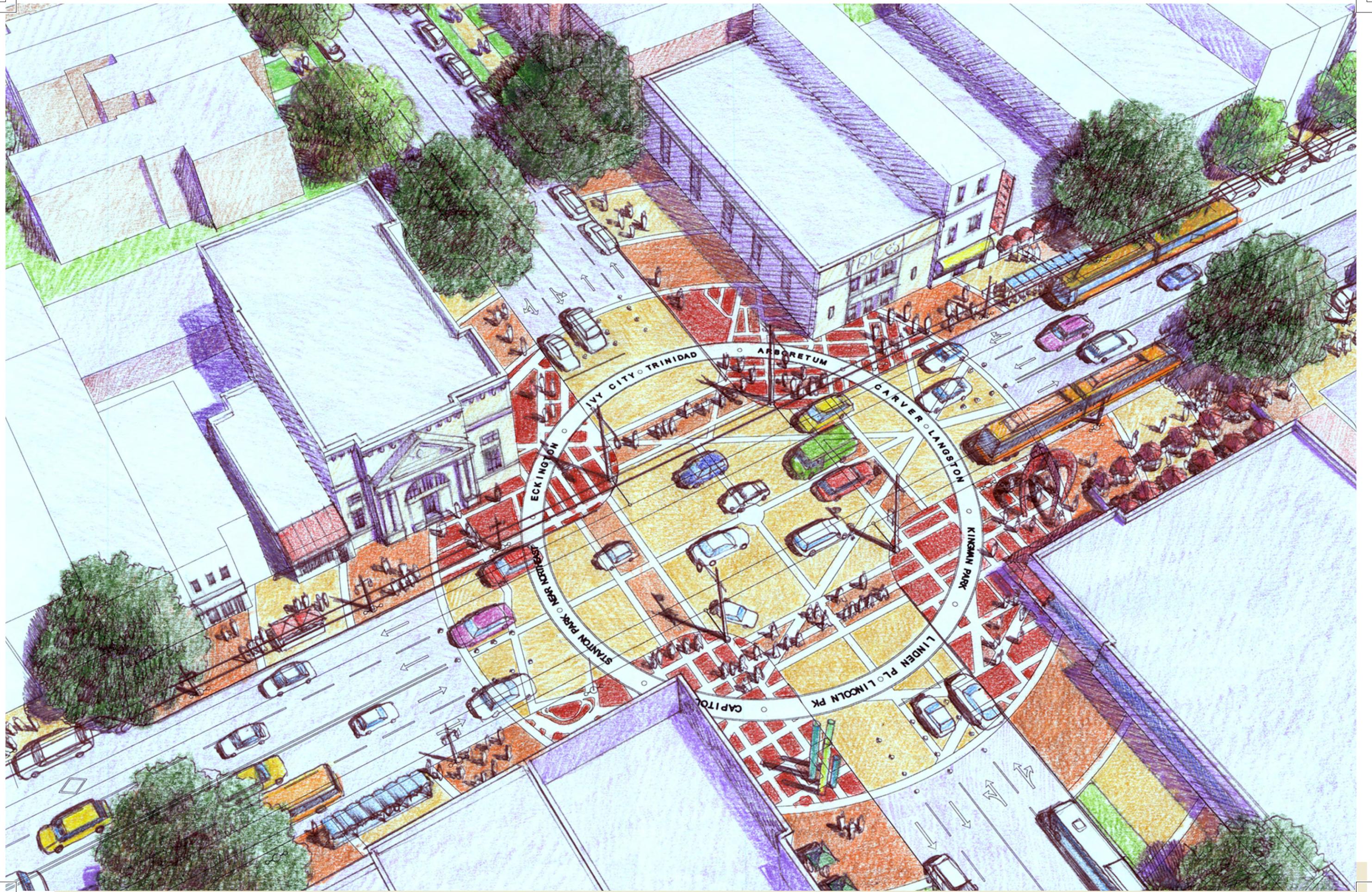


Figure 7.28 (opposite page): Aerial View of 8th and H Streets NE Intersection Looking North

Figure 7.29 (right): Relationship between 8th and H Streets NE Intersection and Gallaudet University

Figure 7.30 (below far right): Central Gateway Looking West



## 8th and H Streets Intersection: Central Gateway

### Purpose

The proposed changes, as shown in Figure 7.28, create a sense of arrival at the central gateway, which sits at the 'heart' of the Corridor within the Shop district. This intersection will be developed as a major transit hub, connecting future streetcar stops, which run east-west, to buses running north-south. Pedestrian crossings will be facilitated, and high crossing volumes accommodated, by creating an enhanced environment with extended curb lines or bulb outs at the intersection.



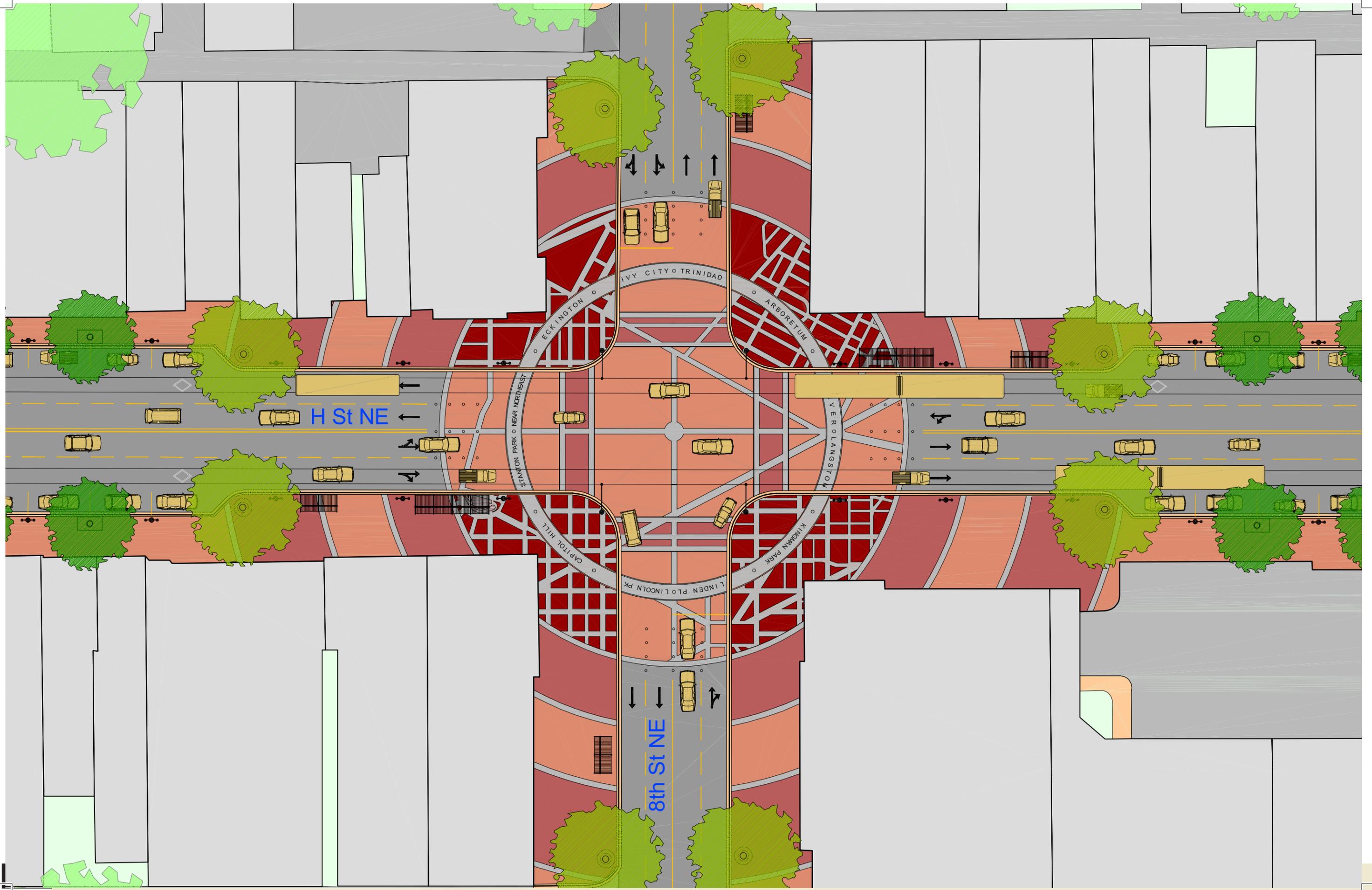


Figure 7.31 (opposite page): 8th and H Streets Intersection Design and Paving Pattern Detail

Figure 7.32 (right): 8th and H Streets NE Section Looking West

### Site Plan and Design

The current 15-foot sidewalk around the intersection will be expanded to 23 feet, with 8-foot deep and 120-foot wide bulb outs. These bulb outs are crucial accommodations for the planned streetcar stops and to enhance opportunities for street level activities within this important intersection.

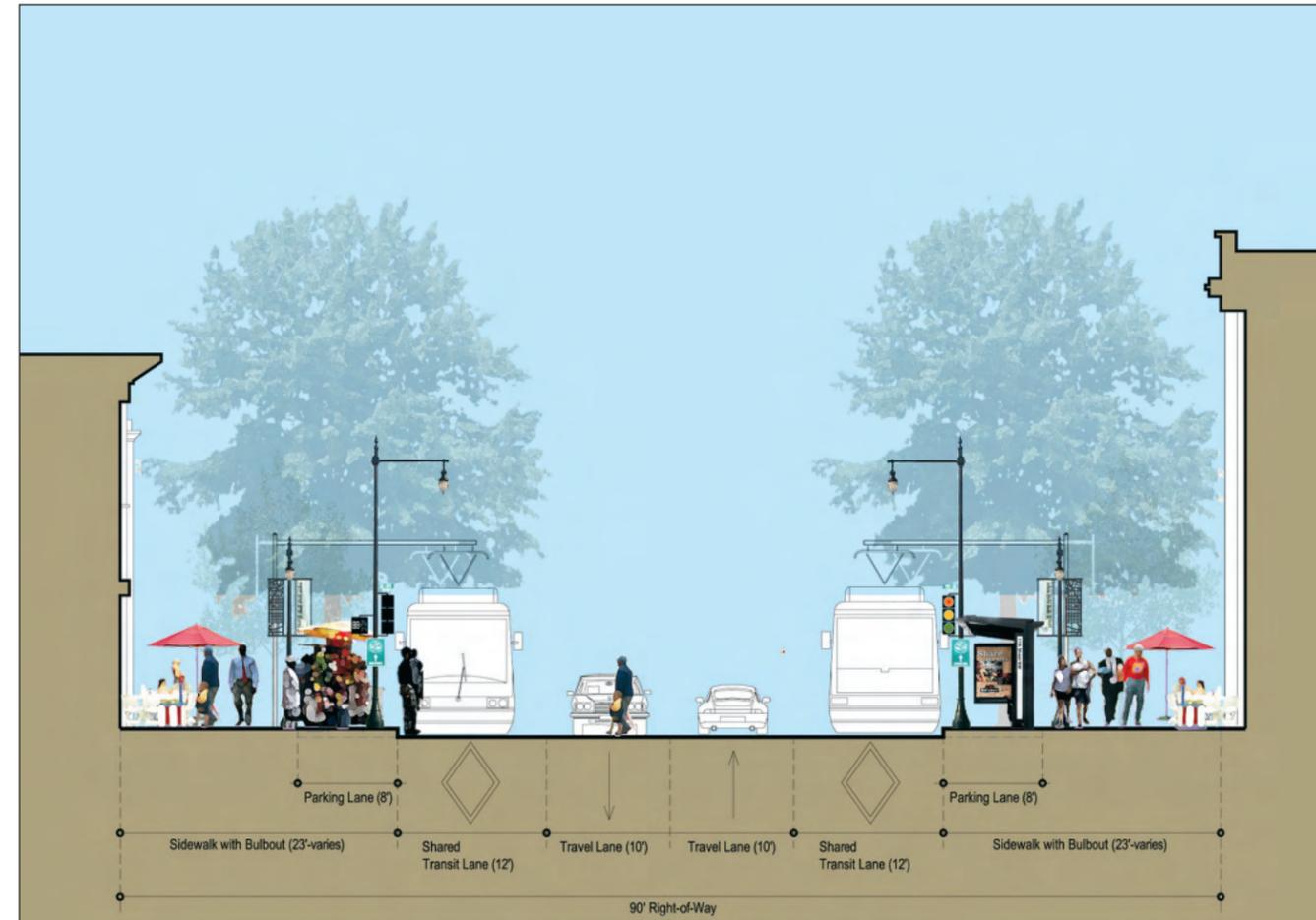
The expanded sidewalk areas immediately adjacent to the intersection are convenient for pedestrians wishing to cross from one side of the street to the other. The bulb out space that is on the near side of the intersection will be reserved for streetcar and bus stops, while the far side will offer opportunities for vending, seating, street musicians and public art installations. The sidewalk areas adjacent to the buildings will be primarily used for pedestrian circulation and spill-out activities of the street-level retail uses, including sidewalk cafes and outdoor sales. Surrounding building enclosures, along with the paving pattern and the intersection trees, will combine to create a powerful sense of place.

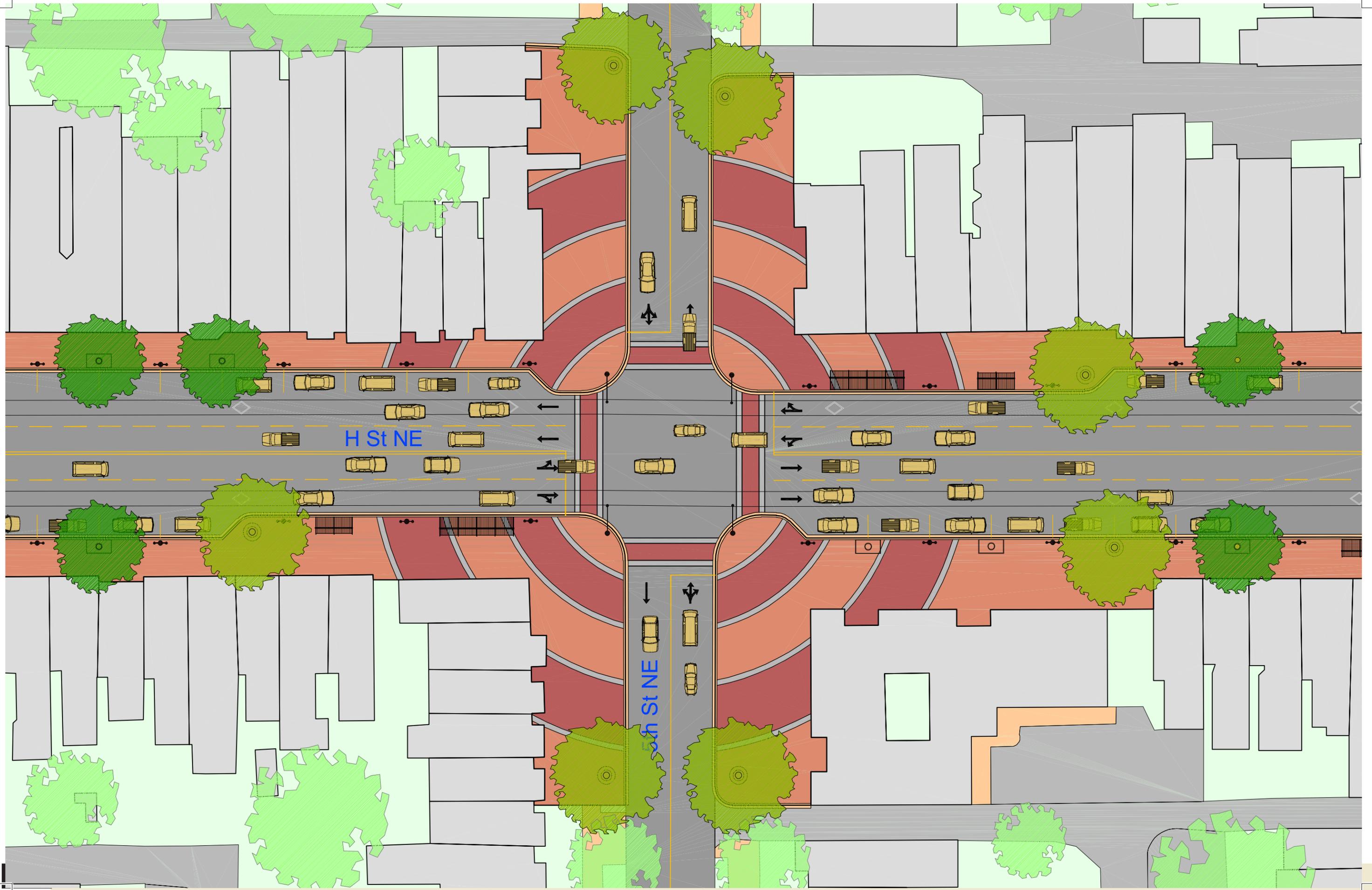
Trees will not be planted within 120-feet of the intersection, in order to provide adequate space for the streetcar and bus shelters and protect sight lines. Important buildings will be more visible as a result, and will anchor the intersection and help foster a sense of arrival.

### Paving Pattern and Materials

The paving pattern extends from the pedestrian area into the roadway pavement, unifying the intersection. Because of the maintenance that would be needed, the pattern on the road pavement is a simplified version of the pedestrian or sidewalk area. The paved surfaces are predominantly finished with poured-in-place concrete.

The paving pattern in pedestrian areas shows the geography of the intersection, and references its surroundings. The design pattern, as shown in Figure 7.31, reflects the pattern of area streets, and is surrounded by a central ring engraved with the names of neighborhoods around H Street NE. This design symbolizes the transformation of the intersection of 8th and H Streets into a common area where different H Street NE communities converge. This design will be further refined as the construction project progresses.





H St NE

5th St NE

Figure 7.33 (opposite page): 5th and H Streets  
NE Intersection Design and Paving Pattern  
Detail Depicting All Secondary Focus Areas

Figure 7.34 (below right): 5th and H Streets  
NE Section Looking West

## 7.5.2 Secondary

This focus area represents secondary nodes along the Corridor, which are primarily defined as future streetcar stops. One secondary node will be located at the intersection of 5th and H Streets, with the other at 13th and H Streets.

The 5th and H Streets intersection is located within the Urban Living district and is positioned between southbound bus routes on 4th Street and northbound bus routes on 6th Street. The 13th Street intersection is located in the Arts and Entertainment district, and is strategically positioned to support several developments planned within that district. These secondary nodes are treated similarly, in the manner described below.

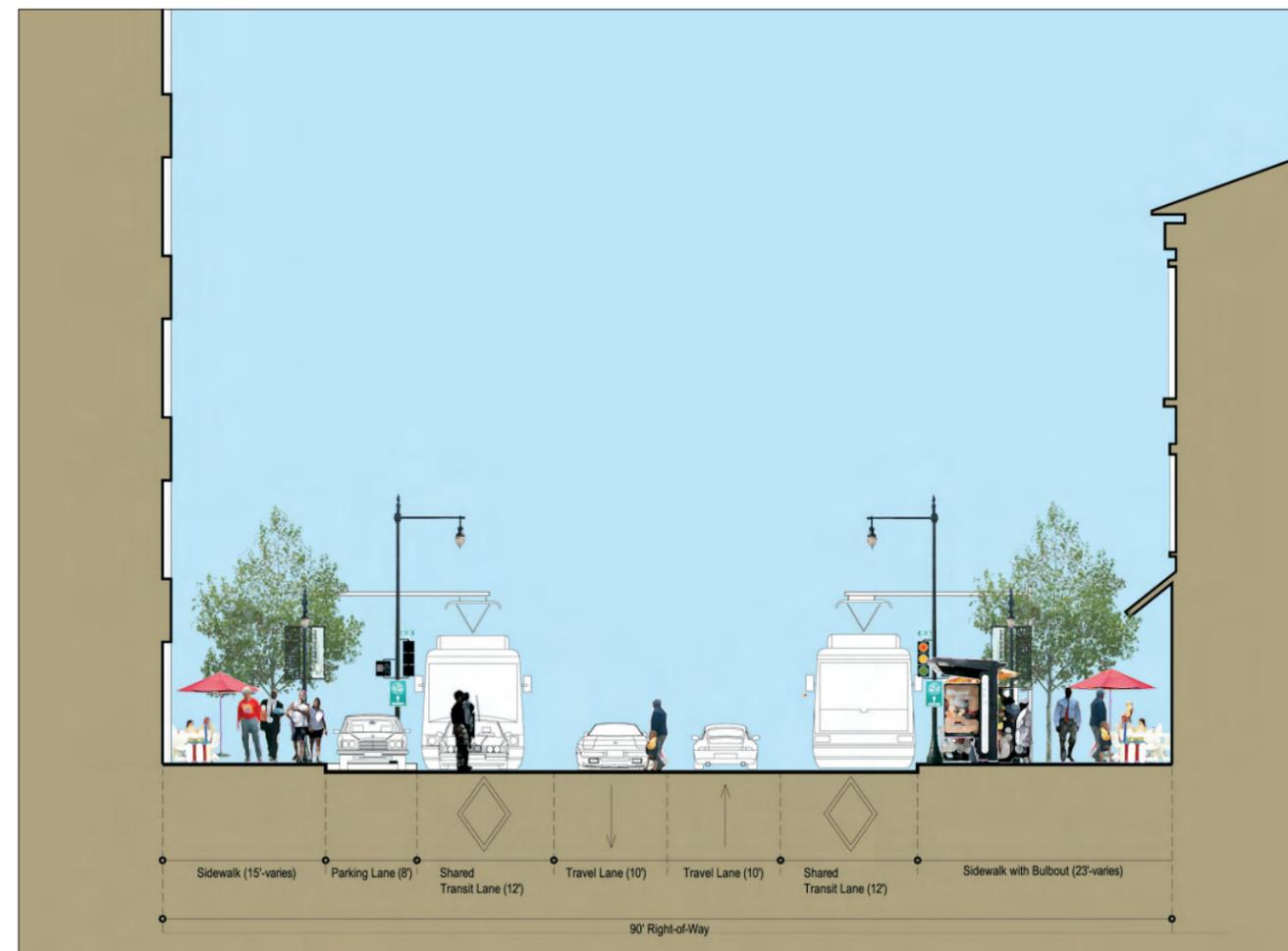
### Site Plan and Design

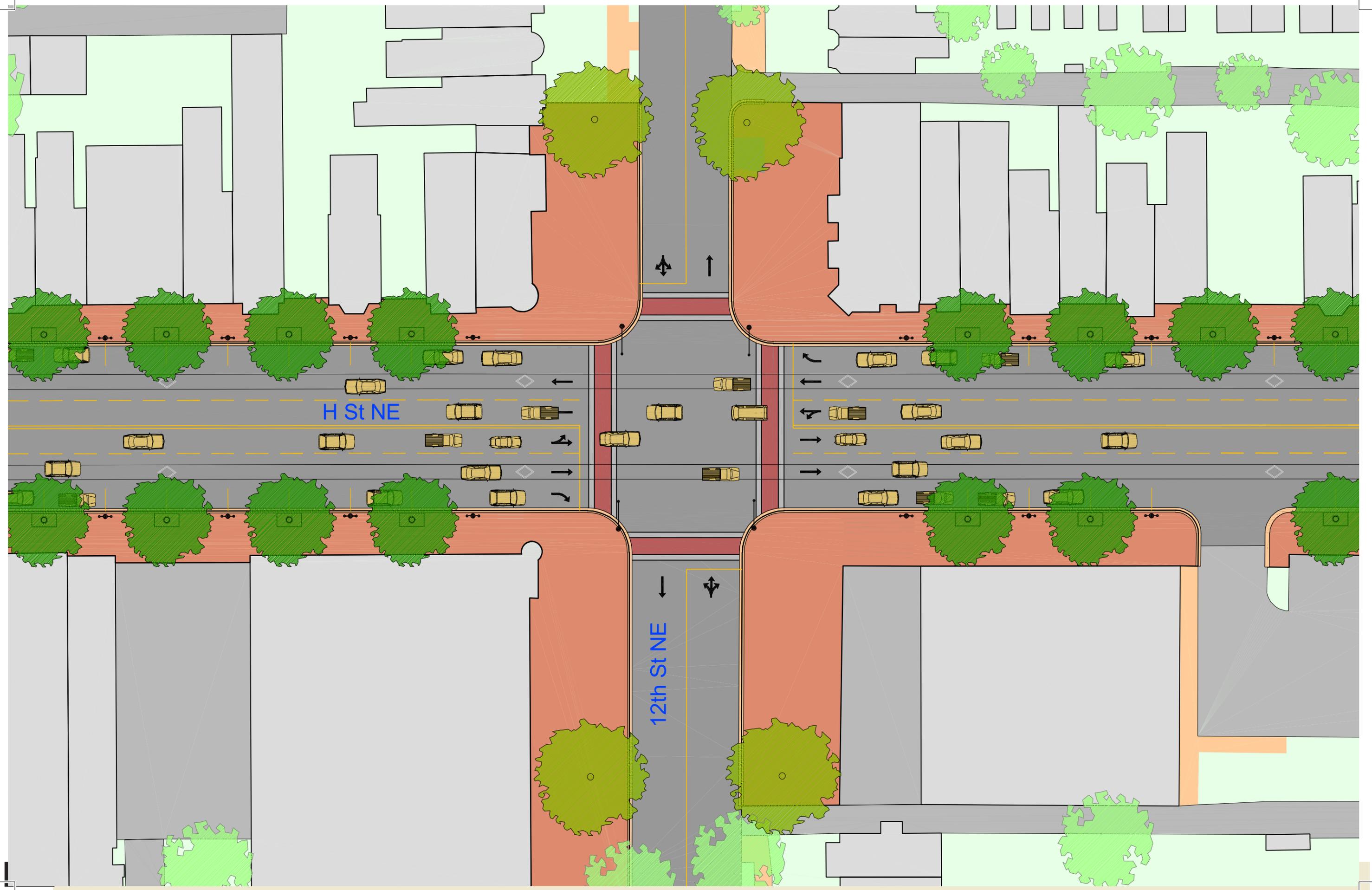
As shown in Figures 7.33 and 7.34, the 15-foot sidewalk around the intersection is expanded to 23 feet with the addition of 8-foot wide bulb outs. These bulb outs will be 100 feet long on the near side, to provide room for future streetcar stops. There is a shorter bulb out (approximately 35 feet) at the far side, which will serve as a pedestrian refuge.

The sidewalk areas adjacent to the intersections will be convenient for pedestrians crossing from one side of the street to the other, with the surrounding building enclosures, paving pattern and Willow Oak trees collectively serving to create a sense of place. No trees will be planted within 100 feet of the intersection, in order to provide space for streetcars and pedestrians.

### Paving Pattern and Materials

The special paving pattern will be limited to the pedestrian area, with the exception of plain stamped concrete crosswalks across the roadway. The paving pattern within the pedestrian areas will be concentric in nature, and will be filled with two different earth tone colors. The paved surfaces are predominantly finished with poured-in-place concrete.





H St NE

12th St NE



Figure 7.35 (opposite page): 12th and H Streets NE Paving Pattern Detail

Figure 7.36 (below far right): 12th and H Streets NE Improvements Rendering

Figure 7.37 (below right): 12th and H Streets NE Today

### 7.5.3 Typical

This focus area represents all of the remaining intersections along the Corridor, some of which include bus stops. This type of area is shown in Figure 7.35. No bulb outs are recommended within these areas. These areas will be treated in the manner prescribed below.

#### Site Plan and Design

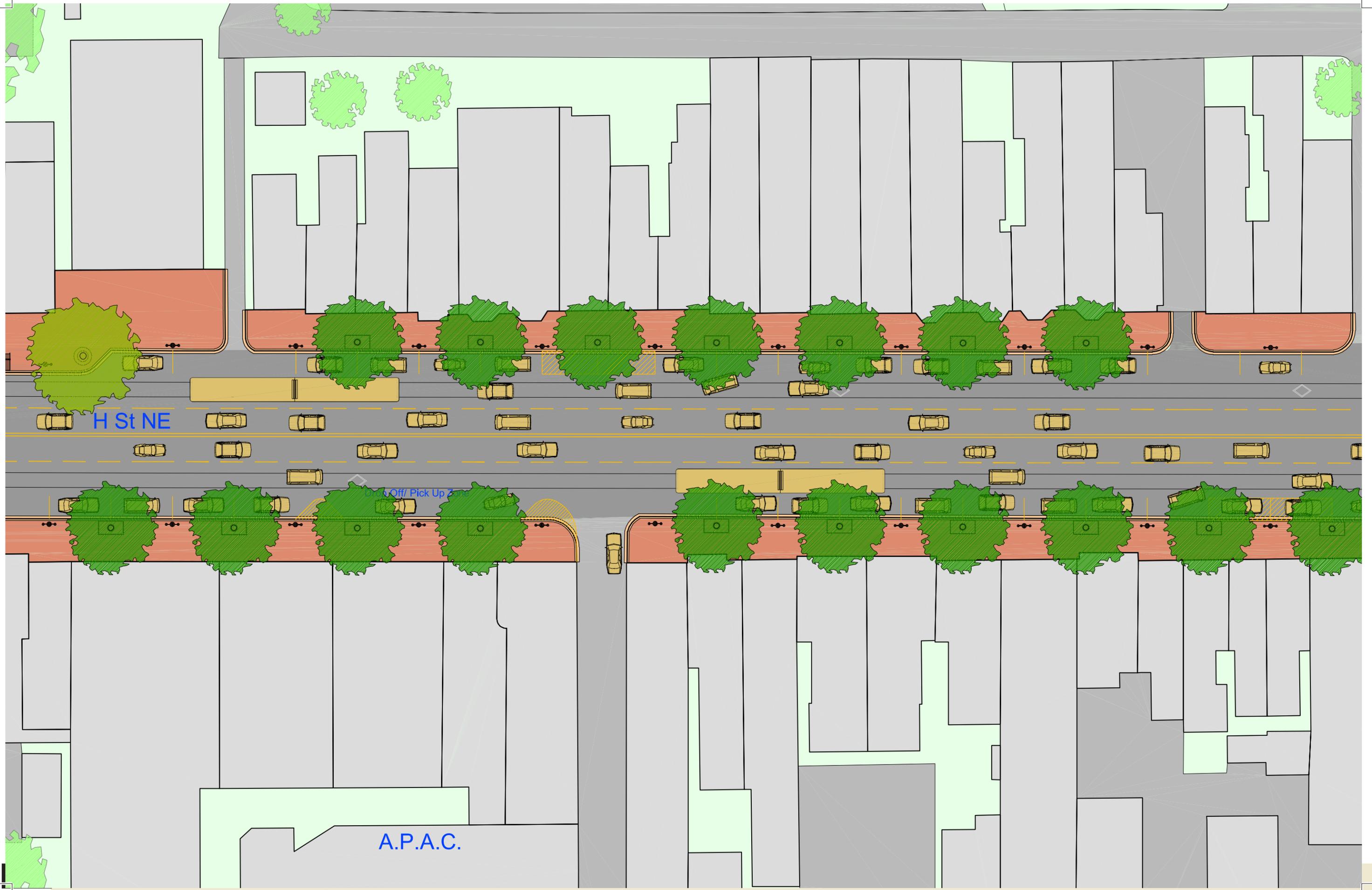
The site plan calls for 15-foot wide sidewalks around the intersection. The limited sidewalk width means that these areas will not be suitable for bus shelters, which should be located primarily on areas that have wider sidewalks.

The sidewalk areas adjacent to the intersection will be convenient for pedestrians crossing from one side of the street to the other. No trees will be planted within 40 feet of the intersection, in order to provide clear sight-lines to the buildings and activities in and around the intersection.

#### Paving Pattern and Materials

A plain, basic paving pattern, made of colored concrete tiles, is recommended in this type of intersection, with the exception of stamped concrete crosswalks across the roadway.





H St NE

Off/ Pick Up Zone

A.P.A.C.

Figure 7.38 (opposite page): Mid-Block Paving Pattern Detail

Figure 7.39 (far right): Mid-Block Elevation Looking North

Figure 7.40 (below far right): Mid-block Section Looking West

### 7.5.4 Mid-Block

This focus area represents a typical mid-block streetscape along the Corridor. No bulb outs are recommended for this type of area, which is shown in Figures 7.38 through 7.40.

#### Site Plan and Design

The average sidewalk width will be 15 feet, with London Plane trees planted at 44-foot intervals along the curb line to define the street edge and buffer the pedestrian area from the vehicular right-of-way. Double hanging Washington Globe street lights will be centrally positioned between the London Plane trees, where they will also be installed at 44-foot intervals.

The road pavement area between every tree and light post will be allocated for curbside parking (22-foot long spaces) or loading.

#### Paving Pattern and Materials

No paving pattern is recommended in these areas, and the sidewalks will be paved with colored concrete tiles.





# Public Art Framework Plan



Figure 8.1 (opposite page): Detail of Materials Used in Figures 8.3 and 8.4 into Streetscape Element by Jerome Meadows © 2004

Figure 8.2 (below right): Images of Workshops with Children

## 8.1 OVERVIEW

Through an open invitation process, the DC Commission on the Arts and Humanities selected artist Jerome Meadows to work in collaboration with the Study Team and area stakeholders to research and complete this Public Art Framework Plan. An artist was included in the design process in order to identify appropriate locations for public artworks and ensure that works will capture and integrate the distinct and unique character of the community. Through this process, opportunities for “integrated art” (art which is built into bus shelters, benches, and the like) were explored. In addition, pending design approval, art opportunities identified in the plan will lead to the award of one or more commissions for public art installations to be located in the H Street NE Corridor. The DC Commission on the Arts and Humanities will fund up to \$100,000 for public artwork.

## 8.2 PROCESS

The selection committee, including representatives from stakeholder groups, reviewed 28 applications before selecting Jerome Meadows, an artist with an extensive background in public art commissions and design team projects. Meadows joined the Study Team in September 2003. Over the course of his five-month participation, the artist conducted research within the community to identify specific opportunities to integrate “place making” public artworks in civic spaces and streetscapes.

Meadows held workshops with the community residents at Sherwood Recreation Center with Kid Power, a student program held at Miner

Elementary School, and with City Vision, an educational youth program sponsored by the National Building Museum. As shown in Figure 8.2, students conveyed their wishes for improvements along the H Street NE Corridor, including a convenience store with fresh food, more playgrounds and parks, and a much larger neighborhood library. Other suggestions included a fountain with benches, more seating along the Corridor as well as more green spaces. The City Vision workshop concluded with a writing component entitled, “The importance of involvement and the infusion of art throughout the H Street Corridor,” which utilized poetry, short stories, and creative drawings.

The artist also met with the Study Team on numerous occasions to integrate the community’s proposals into the Public Realm Framework Plan; gave design presentations with the Design Team at public meetings and workshops held at Miner Elementary School and the Capital Children’s Museum; assisted with development of custom designs for artistic enhancements to standard streetscape elements; and proposed guidelines and designs for site-specific artworks.

Participants at public meetings and workshops reviewed, evaluated and commented on draft proposals and offered guidance and suggestions for continuing design development. The blend of responses from laypersons, professionals, residents, and business owners highlighted the range of interests that exist along the Corridor and inform the public art component of its revitalization.



## 8.3 GOALS AND GUIDELINES

Arts and culture will play a significant role in the effort to restore and revitalize the H Street NE Corridor by improving the quality of life for residents, business owners and visitors. Public art, in particular, will enliven the community by beautifying the environment, celebrating local customs and traditions, and synthesizing diverse elements into a creative and unified “voice”. The Public Art Framework Plan is intended to ensure that artwork introduced into the Corridor is of specific relevance to the area, reflecting and celebrating the unique physical, cultural, and sociological features that identify H Street NE as a vibrant community in which to live, work, shop, and be entertained.

Benefit of Public Art:

- Contributes to neighborhood revitalization and a livable vibrant urban environment.
- Stimulates cultural, social, and economic development.
- Preserves and enhances the artistic and civic pride of community.
- Expresses common cultural interests.
- Establishes a positive and stronger neighborhood identity.
- Beautifies the immediate environment and surroundings.
- Raises the quality of public facilities and spaces.
- Enhances tourism.
- Creates strong visual markers that identify and define gathering places and destination points.
- Provides local visual artists with financial opportunities and professional benefits.
- Commemorates notable citizens, places, institutions, and local history.
- Creates an artistic enhancement to correct an eyesore.
- Provides a deterrent to vandalism and graffiti.
- Brings the vision and talent of a diverse group of highly skilled artists to urban and residential communities.
- Provides opportunity for educational programming such as tours and collaborative projects.
- Increases public awareness and understanding of works of art. Makes artwork more accessible to the public by moving the art experience out of museums and galleries and into neighborhoods.
- Transforms public places from ordinary places to sites that can lift the spirit of a community.
- Creates a destination of unique quality and interest.

- Promotes a diverse and stimulating cultural environment for residents, visitors, employees, and patrons.
- Promotes interaction between artists, designers, city planners, business owners, residents, and developers.
- Provides artistic enhancements to standard streetscape elements.

With these goals in mind, the Public Art Framework Plan includes recommendations and parameters for ways to incorporate artistic elements in the scope of the larger development plan for the H Street NE Corridor. Three categories of guidelines have been developed:

- Artwork Types
- Artwork Themes
- Locations

## 8.4 ARTWORK TYPES

“Integrated artwork” is incorporated as artistic enhancements to standard streetscape elements. Individual works that are commissioned for key locations are referred to in this plan as “Site-specific artwork”. Integrated artworks will be implemented during the design and construction phases of the larger public realm improvements, while site specific artworks will be proposed and incorporated over time as funding becomes available. H Street NE community members will be involved in the process to select and approve designs for future artworks.

### 8.4.1 Integrated Artwork

Integrated artwork provides the opportunity to customize various streetscape elements, including tree grates, bus shelters, and sidewalks (See Figures 8.2 and 8.3). Integrated artworks will be widely and evenly dispersed along the Corridor and will focus on commemorating the rich legacy, tradition, and context of the H Street NE community through use of narrative visual elements including street map patterns, handmade tiles, custom grille work, geometric and textural pavement patterns, contemporary and historic photographs, and text such as poetry or historic anecdotes.

Examples of integrated artwork opportunities:

- Bus shelter images and text (roof, back panel, and/or in pavement)
- Custom seating and sidewalk treatment at one special intersection
- Tree boxes



- Tree grates
- Metal and/or fabric banners on streetlight poles
- Sidewalk patterns at special intersections
- Light Rail Transit stops (in pavement)

### 8.4.2 Site-Specific Artwork

Site specific artwork will consist primarily of commissioned or donated works of freestanding sculptures and/or murals that will provide visual markers and cultural icons that will become destinations in their own right. Examples are shown in Figures 8.5 through 8.7. Site-specific artworks will be celebratory or decorative in character and contained within a specific area.

These artworks will be placed at a number of special locations throughout the Corridor, such as the Hopscotch Bridge near Union Station, the busy pedestrian and vehicular intersection at 8th and H Streets, and the public plaza near Starburst intersection at Benning Road and H Street.

Recommended locations for site-specific artworks are divided into two categories:

- First Priority works**, which will be commissioned at the earliest opportunity, and
- Second Priority works**, will be phased in over time, according to the needs, funding and desires of the community

Examples of site-specific artwork opportunities:

- Outdoor murals
- Outdoor sculpture
- Creative outdoor seating
- Plaza and/or fountain elements



(center left)

Figure 8.3 (left): Integrated Artworks to Enhance The Artistic Appeal of Streetscape Elements by Jerome Meadows © 2004

Figure 8.4 (right): Another Artwork Integrated into Streetscape Element by Jerome Meadows © 2004

(left)

Figure 8.5 (top left): Making A Place, Sculpture at Bede Park, Leicester, England by Rory McNally and Chloe Cookson

Figure 8.6 (top right): A Clock in Romeo, Michigan. Similar Feature Could Be Incorporated If Additional Sources of Money Are Available

Figure 8.7 (left): Artwork in Lamont Park by Hester Nelson © 1994

Criteria for selection of First Priority artwork locations:

- Opportunity to integrate artwork with construction phase for streetscape improvements
- Primary gateways into the Corridor
- Public plazas
- Major transportation hubs
- High visibility
- High accessibility
- Heavy volume of pedestrian/vehicular traffic
- Sites where people congregate or linger for a longer period of time

Criteria for selection of Second Priority artwork locations:

- Proximity to public institutions, transit stops, or cultural, retail, dining, and entertainment destinations
- Visibility
- Accessibility
- High volume of pedestrian/vehicular traffic
- Sites where people congregate or linger for a shorter period of time
- Noteworthy historical sites
- Sites that relate to artwork themes identified in the plan
- Sites that provide and enhance a connected and varied artistic experience throughout the Corridor and promote a sense of discovery

## 8.5 ARTWORK THEMES

Narrative information describing the identity and character of the H Street NE community, both from an historical as well as a contemporary vantage point, was a recurring topic of discussion at all of the workshops and public meetings. A comprehensive record of narrative information collected throughout the design process was compiled and is included in the bibliography of this document.

This record serves as an anthropological sample, oral history, and snapshot of the H Street NE Corridor and community. This broad narrative information has been distilled into a set of themes, referred to as the “Artwork Themes”, which establish a means to effectively portray the identity of this distinguished area of Washington, DC. These themes provide a wealth of materials from which, with additional research, creative works can be envisioned and commissioned.

### 8.5.1 History

The extensive and varied history of the Corridor provides a means of understanding and conveying the richness of the community at large. Historical context links and relates all of the subsequent themes (listed below) and provides a framework for interpreting the present and

envisioning the future. One recommended design concept is the use of images or texts that illustrate historic events or changes in relevant trends over a period of time, such as periodic glimpses into the evolution of H Street NE architecturally, culturally, socially, etc.

### 8.5.2 Geography

Geographic references include images and text that describe the configuration of the H Street NE Corridor and its placement within the broader context of surrounding neighborhoods and the City of Washington, DC. Street maps/grids are one recommended design element.

### 8.5.3 Economics

Change, rebirth, and growth are key economic trends associated with the H Street NE Corridor, which is the commercial spine of three diverse neighborhoods in Ward 6. Economic opportunities are provided throughout each zone of the Corridor including retail goods and services; office and residential rentals/sales; and sales of tickets/fares for transportation services, parking, and theatrical offerings. These trends and opportunities can be referenced directly through inclusion of elements such as text, photographic images, or found objects; or indirectly through more abstract and conceptual design elements, such as shape or pattern.

### 8.5.4 Ethnicity/Social Issues

The evolving ethnic and social character of H Street NE has strong roots in the African American community, along with a number of other groups. Residents of the H Street Corridor are also diverse in terms of age, religion, and family structure. Area households are a mix of families, singles, and seniors; some dating back generations while others are relative newcomers. Recommended design elements for public art reflecting ethnicity and social issues include text, photographic images, found objects, and more abstract and conceptual design elements such as shape, pattern, texture, or color.

### 8.5.5 Culture/Arts

The H Street NE community is no stranger to art and culture. H Street NE

has long served as a cultural destination within Washington, DC, principally by way of the many theaters and clubs that have been located along the Corridor and within the surrounding neighborhood. Such venues were well known locally and regionally for their wide range of musical, theatrical and cinematic offerings as well as for the energy and diversity of their clientele. The new Arts and Entertainment District will boast the Atlas Performance Arts Center and the H Street Playhouse as centerpieces. In addition, local cafes and restaurants will showcase the talents of local visual and performing artists. Literal and abstract references to the arts and culture are encouraged.

### 8.5.6 Transportation

H Street NE is and has historically been a major transportation corridor connecting downtown Washington, DC with suburban Maryland. Because transportation has always been central to the Corridor’s identity, a street map representing the Corridor and the vicinity is the basis for the design of various streetscape elements. The map is repeated throughout the Corridor, in pavement designs, tree grates and banners, and highlights the vital role that H Street plays in the transportation and commercial fabric of the City. In particular, Union Station, the intersection of 8th and H Streets, and the Starburst intersection are major hubs for vehicular, pedestrian, and bus transit connections for residents and visitors traveling within the District.

Recommended transportation themes include movement, transition, access, modes of transportation (including an historical progression of types of vehicles), points of departure and arrival, routes, pathways, and connections. Literal and abstract references to transportation are encouraged through use of visual elements and text/poetry. Placement of artwork at transit stops should underscore the transportation theme.

### 8.5.7 Significant People and Institutions

Some recommended design elements include images or text that reference specific persons or buildings. It is important to place these references in context as they relate to other events or thematic elements. In addition, H Street NE community members should be involved in the process to select the specific people and institutions to highlight. These choices will add another perspective or layer in the interpretation of the community’s broader identity.



## 8.6 LOCATIONS

The 1.5-mile length of the Corridor provides many locations for artwork. The goal of the Public Art Framework Plan is to introduce elements that create a sense of discovery at the personal level and at the same time establish a broader uniform identity that will distinguish the unique character of the entire H Street NE Corridor from other areas of the District. Figure 8.8 shows locations and themes for integrated and site-specific artwork throughout the Corridor.

Table 8.1 shows the general placement of integrated and site-specific artwork and the associated themes. As shown in the Table 8.1 and Figure 8.8, artwork should eventually be installed in each of the Corridor’s 5 districts identified in the *H Street NE Strategic Development Plan* and distributed along its total length.

The Public Art Framework Plan does not assign priority to any one theme, for the identity of the Corridor is woven out of all of them. The Plan does, however, identify specific areas along the Corridor where individuals, events and/or institutions of note should be highlighted. Locations for various artwork types and themes were chosen based on the following criteria:

- Volume of pedestrian/vehicular/public transportation activity
- Availability of space for installation
- Relationship to the assigned character and boundaries of the 5 zones
- Contextual relevance to the Artwork Themes
- Opportunity for integration



Figure 8.8 (above): Integrated and Site-specific Artwork Locations and Associated Themes

Figure 8.9 (left): A Mesquite Leaf Pattern Projected on the Entry Walkway Mesquite Branch Library Expansion by Lewis Alquist © 1999



### 8.6.1 Integrated Artwork Locations

Placement of integrated artwork will often rely upon the location of various streetscape elements such as tree grates, tree boxes, bus shelters, bike racks, light posts, and opportunities for seating and informational signage. Some artistic enhancements can be incorporated with less restriction (for example, they can be attached to the exterior walls of buildings, inserted as paving units within the sidewalk, or projected as lighting designs for nighttime displays as shown in Figure 8.9).

As indicated earlier, integrated artwork will serve a narrative function along the Corridor, drawing directly from the themes with respect to conceptual and visual symbolism. These locations have been determined on the basis of their relationship to events, places and/or institutions of significant importance to the community. Integrated artwork can reference exact street addresses (for example, the Dixie Theater at 800 H Street), highlight history (locate the area of encampment of British Troops along Bladensburg Road during the War of 1812), or draw attention to historic areas (for example, the Rosedale neighborhood).

Table 8.1: Integrated Artwork Locations and Associated Themes

Theme/Location	The Hub	Urban Living	The Shops	Arts and Entertainment	Arboretum Place
History					●
Geography	●				●
Economics	●		●		●
Ethnicity/Social Issues		●			
Culture/Arts				●	
Transportation	●				●
Significant People/Institutions	●	●		●	

## 8.6.2 Site-Specific Artwork Locations

Site-specific artwork should create gateways that bracket each end of the H Street NE Corridor (in the west at North Capitol Street and in the east at the Starburst intersection), and fill the area between them with a well-spaced assortment of works at key locations. The specific size, style and character of each artwork will be determined with respect to its relationship to the immediate surroundings.

The following are proposed guidelines for site-specific artwork:

**The Hub:** A First Priority Work is to be located at the apex of the Hopscotch Bridge, utilizing Transportation, Geography and Economics as its conceptual premise. Due to its prominent placement as a gateway, this artwork should have a bold and dynamic character by virtue of its size, color and material substance, in order to be seen from the intersection of H and North Capitol Streets. The design of the plaza in the center of the Hopscotch Bridge, which embraces both sides of the street, lends itself to a twin set of works that frame the roadway.

**Urban Living:** A Second Priority Work is to be located at the intersection of 5th and H Streets NE. This work shall utilize Ethnicity/Social Issues and Significant People as its conceptual premise. Due to restricted sidewalk space, this work should be a sculpture that is more modest in scale than the First Priority Work located in The Hub.

**The Shops:** A First Priority Work is to be located at the intersection of 8th and H Streets NE which functions as the “heart” of the H Street NE Corridor. This high-traffic location will provide increased visibility, and therefore, the artwork should have a significant visual presence drawing upon several if not all of the themes. A First Priority Work, with Economics as its conceptual theme, is to be placed at the intersection of 8th and H Streets NE. This work should be smaller in stature than the piece at 8th Street.

**Arts and Entertainment District:** A Second Priority Work is to be placed at the intersection of 13th and H Streets, within close proximity of the Atlas Performing Arts Center. This work shall utilize Arts/Culture and Significant People/Institutions as its conceptual premise. Despite the limited sidewalk availability at this location, the artwork should be of a size and material that put forth a bold and dynamic presence.

**Arboretum Place:** Two works will be located in this zone. Each work should address themes of History, Economics, and Geography. The First Priority Work is to be located within the Starburst intersection plaza. This site provides the largest single area for artwork along the Corridor; therefore, the artwork should be of significant size and stature, allowing for multiple components that are combined to form a park-like setting. Due to the

high volume of vehicular traffic through the Starburst intersection, the work should contain features that will make it highly distinguishable both from a distance and when traveling close by.

### Selection Process for Artwork Commissions/Purchases

A separate artwork selection committee will be formed for each site, including the site owner, community representatives, and artists or art experts. Each committee will meet to review the site and identify specific criteria for each project. They will publicize the opportunity to professional artists and/or artist teams who will submit applications (including artist’s resume and slides of examples of previous works) to be considered for artwork commissions. Each selection committee will review their applications and select 1-5 artists to develop site-specific artwork proposals, including a scale drawing/model, project timeline, detailed budget, and project narrative. The artists will be paid an honorarium after presenting their proposals to the selection committee. Typically, one artist/team will be selected for each project. This process can be modified for selection of completed artwork purchased directly from an individual artist. Budgets and deadlines for implementation of these projects will be determined as individual funding is available and commissions/purchases are undertaken.

Criteria for artwork selection:

- High artistic quality
- Durable
- Safe - structurally sound, no accessible sharp edges, does not provide an opportunity for hiding or climbing, and does not interfere with or create a significant distraction for pedestrian or vehicular traffic. (All freestanding sculpture must maintain a minimum distance of 6 feet between the curb and the outer edges of the artwork)
- Weather resistant
- Vandalism resistant
- Low maintenance
- Average life span of 5-30 years
- Uniquely design to reflect input from the local community
- Conceptual reference of the Artwork Themes as identified in the Public Art Framework Plan
- Appropriate for the neighborhood and for the layout and use of the site
- Budgeted to include all cost for artwork design, fabrication, insurance,

transportation, permits, installation, copyright registration, and maintenance instructions

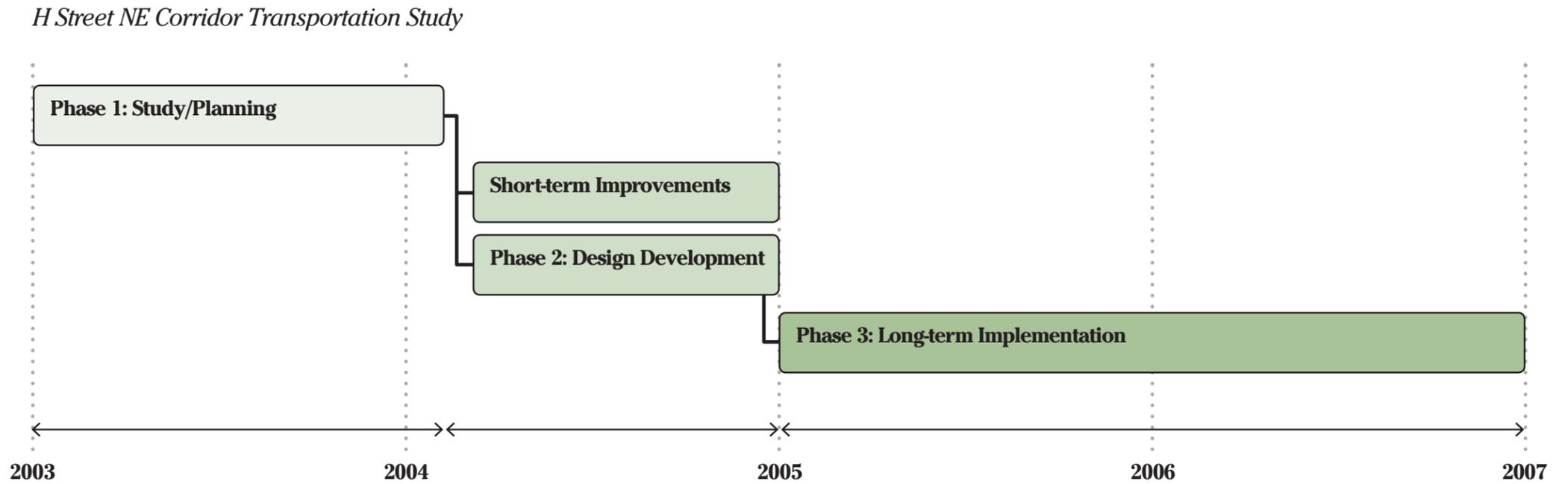
- Valued commensurate according to the budget
- Located on H Street NE between North Capitol Street and the Starburst intersection
- Lit when possible and appropriate



# Implementation Plan



Figure 9.1 (right): DDOT's Multi-year Transportation Project Schedule



## 9.1 OVERVIEW

As depicted in Figure 9.1, the transportation project is planned in three broad phases:

- i. Phase 1: Study/Planning
- ii. Phase 2: Design Development
- iii. Phase 3: Implementation

This report completes the study/planning phase, which began by documenting existing conditions and needs on the Corridor. The *Existing Conditions and Needs Assessment Report*, released separately prior to this report, contains the results of an extensive data collection and analysis effort. The report also summarizes comments received from the public and merchants at meetings, through questionnaires, the website, charrettes, and one-on-one conversations. The report discusses what people liked about the Corridor,

its assets, as well as the many problems evident in the public realm. This *Recommendations Report* documents how the public realm should be improved.

The second phase, which will begin in 2004, will involve the design development and preparation of construction drawings for long-term transportation and streetscape improvements based on the guidelines set forth by this report. This phase could take up to one year or more. During the third, or last phase, starting in the year 2005 or 2006, the implementation of the long-term improvements and construction of a new streetscape will take place. This phase would most likely last one to two years. The design and construction of the whole Corridor may not be possible all at once, due to funding constraints. As a result, parts of the corridor may be designed and built first, with other parts following later.



Figure 9.2 (above): Limits of Improvements

## 9.2 LIMITS OF IMPROVEMENTS

Construction limits must be set in such a way that the project budget and scope are manageable, but that construction extends far enough down side streets to create a pleasing visual effect along H Street. The Study Team has studied the infrastructure in the area and proposes to generally use alleys and other small cross-streets to serve as natural markers for the limits of construction. Limits of improvements for this project are shown in Figure 9.2.

## 9.3 DESIGN FOR CONSTRUCTION & IDENTIFICATION OF FUNDING

DDOT and other agencies will need to seek additional funding for design and construction of the project. DDOT has earmarked approximately \$8 million for H Street. However, based on the budget figures included in the following section, the project will cost approximately \$27 million, and the DDOT funding alone will not be sufficient.

Therefore, DDOT, along with the Office of Planning and others in District government, will need to seek supplemental funding elsewhere. This supplemental money will likely be cobbled together from a variety of sources, and could come in the form of public-private partnerships, tax-increment financing, and other innovative financing mechanisms. Without additional

resources, the recommended improvements in this report, which represent the collective vision of the local community, business and other stakeholders, cannot be constructed.

One likely possibility is for the design and construction of the Corridor to be phased, with parts of the Corridor designed and built before other parts. Which sections of the Corridor are designed and built first will be an important question for stakeholders to consider.

The long-term recommendations that are included in this *Recommendations Report* must be designed before anything can be built. Design will involve taking the concept-level plans prepared in this report and turning them into a set of plans and specifications that can be bid out to a construction contractor and then built. The process requires surveying the Corridor, both on the surface and underground, cataloguing and confirming the exact placement of existing features, specifying the exact location of proposed features, preparing specifications for materials and fixtures, and so on. Because of the length of the Corridor, the intricacy of the concept-level plans, and the substantial grading work that must be done to accommodate the bulb outs, the design for the entire Corridor could take as long as two years. Throughout the design process, DDOT will continue to involve the community in review of the design plans and specifications.

## 9.4 CONSTRUCTION AND COORDINATION

This final phase of the H Street NE transportation and streetscape project will begin after design plans and specifications are completed and adequate funding is secured. Construction is likely to last at least a year and a half. If construction needs to be phased to accommodate the availability of funding, it could last up to three years or more.

During the construction phase, coordination between merchants, as represented by H Street Main Street, and the construction team will be vital. A comprehensive communication strategy will need to be implemented, and ongoing meetings will be necessary. A Construction Advisory Committee, chaired by the H Street Main Street organization, should be established to facilitate communications between the construction team and area stakeholders.

However, even with the best of efforts, construction will be disruptive, dirty, and difficult for businesses. Planning should begin as soon as possible to help prepare H Street businesses for construction-related disruptions. The planning should be initiated by the Main Street program or another merchant support group.



## 9.5 COST ESTIMATE

The cost estimate for the construction phase of this project is shown in Table 9.1, which is broken out by street section (Hopscotch Bridge, 300-1400 Blocks, and Starburst intersection). These figures represent only preliminary estimates for the construction work that will need to be done to implement the recommendations in the Public Realm Framework Plan. These costs are only best estimates at this point, because more accurate and reliable estimates require a survey of elevations, utility lines, and other currently unknown elements to be conducted. However, the estimates do provide a good order-of-magnitude sense of the costs associated with this project, in order to aid in planning and long-range budgeting. A more reliable estimate will be completed when the construction designs are completed.

According to the estimate, the bulk of the project costs will occur in the 300-1400 blocks of the Corridor, and a substantial portion of these result from the work needed to move curb lines and add bulb outs. These modifications require the relocation of water, sewer, and power facilities. In addition, each block that receives bulb outs will require a total re-grading and re-sloping of the roadway, activities that add to total costs. Other expenditures include new lighting, sidewalks, and trees.

Table 9.1: Schedule of Anticipated Costs

H STREET NE IMPROVEMENTS - SCHEDULE OF ANTICIPATED COSTS	Estimated Costs
Move curb line to remove extra travel lane and add sidewalk	\$1,500,000
Create specially designed place at bridge apex (assumes bridge deck is built by other project)	\$2,000,000
Upgrade lighting	\$1,000,000
Add traffic signal / pedestrian crossing at top of Hopscotch Bridge	\$100,000
Add tree planters and trees	\$300,000
Enhance apex of the Bridge through special color materials and paving patterns	\$200,000
<b>Subtotal: Hopscotch Bridge</b>	<b>\$5,100,000</b>
Straighten out curb line, relocate utilities (will widen in some places)	\$2,000,000
Replace curb and gutter	\$4,000,000
Add bulb outs, relocate utilities (\$500,000-750,000 per block)	\$2,250,000
Reconstruct street (\$700,000 per block with bulb outs)	\$2,400,000
Resurface street	\$850,000
Enlarge and add tree boxes/replace trees	\$1,200,000
Replace streetlights	\$3,000,000
Replace all sidewalks with colored concrete pavers	\$2,000,000
Differentiate intersections through special color materials and paving patterns (Three)	\$400,000
Add Parking Meters	\$300,000
<b>Subtotal: 300-1400 Blocks</b>	<b>\$18,400,000</b>
Pave through Maryland Avenue and the Benning Road spur	\$1,000,000
Landscape pedestrian plaza	\$2,500,000
Retime signals	\$50,000
Add pedestrian crossings	\$100,000
Enhance new pedestrian plaza through special color materials and paving patterns	\$200,000
<b>Subtotal: Starburst Intersection</b>	<b>\$3,850,000</b>
<b>TOTAL</b>	<b>\$27,350,000</b>

## ACKNOWLEDGEMENTS

The Study Team would like to thank all those who participated in this year-long effort to document and analyze H Street's assets and needs, and to lay the groundwork for short- and long-term improvements to the Corridor. Thanks to everyone who attended the public meetings and the week-long charrette, to everyone who expressed hopes and dreams for H Street, listened attentively to what we had to say, asked hard questions and demanded the very best. Thanks to all those on the Advisory Committee, who gave up evenings at home to attend meetings, review reports, and give constructive feedback. Thanks to our partners in other District agencies for helping to keep things on track, stepping in where it was needed, and being cheerleaders and resources for the project.

The planning was the easy part, the hard work lies ahead, and this list will no doubt grow. Thanks to all those who gave this project such a good start. It was a team effort, and you made it possible.

### Study Team

**Rachel MacCleery**, Project Manager, DDOT

**Derrick Woody**, Revitalization Planner, DCOP

**Karina Ricks**, Transit Oriented Development Coordinator, DCOP

**Sherry Schwechten**, Public Arts Advisor, DCAH

**Rachel Dickerson**, DCAH

**Victor Siaurusaitis**, Multi-modal Transportation Planner, Baker

**Kiran Mathema**, Urban Design, Streetscape & Public Realm Planner, Baker

**Jerome Meadows**, Public Artist, Meadowlark Studio

### Study Staff

**Sponsoring District Agency: The District Department of Transportation**

**Rachel MacCleery**, Project Manager, Ward 6 Transportation Planner

**Public Realm and Transportation Consultant: Michael Baker Corporation (Baker)**

**Victor Siaurusaitis**, Baltimore Regional Manager

**Kiran Mathema**, Assistant Director of Urban Planning and Design

**Ephraim Fermin**, Urban Planner

**Ximena Zamora**, Urban Planner

**Henry Asri**, Urban Planner

**Prashant Salvi**, Urban Planner

**Jon Mautz**, Landscape Architect

**Derek Miura**, Transportation Planner

**Kerri Reilly**, Transportation Planner

### Other Assistance

**Jim Woodworth**, Casey Trees Endowment Fund

### Study Advisory Committee

**Appointed by ANC6C:**

**Bob Evans**

**Appointed by ANC6A:**

**Wanda Stevens-Harris**

**A. Toni Young**

**Jessica Ward**

**Community Members/Civic Associations:**

**Drury Tallant**, Stanton Park Civic Association

**Sheila White**, Capital North Civic Association

**Rev. Williams Bynum**, Calvary Episcopal Church

**Robert Pittman**, Linden Neighborhood Association

**Loree Murray**, Near NE Citizens Against Crime & Drugs

**Barry Lucas**

**Laverne Law**

**Michael Benning**

**Other**

**Gregory Walker**, WMATA

**Tom Harrington**, WMATA

**Tomika R. Hughey**, WMATA

**Lindsay Dunn**, Gallaudet University

**Bill Barrow**, H Street Community Development Corporation

### Business Owners

**Anwar Saleem**, H Street Business & Professionals Association

**Bryan Dold**, Akridge Companies

**Jim Galibaldi, Jr.**, JBG Rosenfeld

**Bob Braunohler**, LouisDreyfus Property Group

**Keith Sellars**, DC Marketing Center

### Area Attractions

**Jane Lang**, Atlas Performing Arts Center

**Bruce Robey**, H Street Playhouse

**Bob Evans**, Capital Children's Museum

### Other District Staff

**John McGaw**, Office of the Deputy Mayor for Planning  
and Economic Development

**Cindy Petkac**, Ward 6 Planner, DCOP

**Said Cherifi**, Infrastructure Project Management Administration, DDOT

**Bill Beck**, Urban Forestry Administration, DDOT