

New York Avenue Corridor Study

Draft Plan

New Look

New Life

New York Avenue Corridor

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NEW YORK AVENUE
Corridor Study

Draft Plan

ZONING COMMISSION
District of Columbia
CASE NO.05-23
EXHIBIT NO.32G1

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Project Team

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District of Columbia

- Department of Transportation
- Office of Planning
- Department of Housing and Community Development

Consultant Team

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- HNTB Architects Engineers Planners
- Cambridge Systematics, Inc.
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- Parsons Brinckerhoff Quade Douglas, Inc.
- Economic Research Associates



NEW YORK AVENUE
Corridor Study

Draft Plan

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Introduction Chapter 1

1.1 Study Purpose

The New York Avenue Corridor, from the District of Columbia / Prince George's County line to 7th Street, NW, has been identified in the District's strategic transportation plan as a potential multimodal and intermodal corridor. Ideally, such a corridor would:

- Provide multimodal transportation, including automobiles, public transit, railroad, bicycles and pedestrians, along with intermodal opportunities
- Facilitate smooth traffic flow
- Ensure an ability to accommodate local and regional vehicular transportation and transit needs foreseeable over the next thirty to fifty years
- Create capacity for major commercial and residential development
- Avoid displacement of existing residents or exclusion of income diversity

In July 2002, the Government of the District of Columbia retained the services of a consultant team to conduct a study of the New York Avenue Corridor. This consultant team, consisting of the firms URS, HNTB, Cambridge Systematics, ERA, Justice & Sustainability Associates, and PBQD, was charged with developing an innovative plan for the Corridor, which meets, to the greatest extent possible, the purpose described above.

Over the two years that the Study has been underway, the consultant team has worked closely with the District Department of Transportation, an Oversight Committee representing other District agencies, and with the public to document existing conditions in the Corridor, to develop a vision for the Corridor, to develop a number of project concepts that could help to make that vision a reality, and to refine those project concepts, through a series of both quantitative and qualitative analyses.

These efforts have resulted in the Draft Plan, which is described on the following pages.



The character and look of New York Avenue varies as shown at three typical locations: west of North Capitol Street looking west (top), approaching Florida Avenue from the east (middle) and looking east at Montana Avenue (bottom).



Introduction Chapter 1

1.2 The Study Area

The New York Avenue Corridor (NYAC) is located in the northeast and northwest quadrants of the District and links the downtown area with Prince George's County, Maryland. Designated as US 50 and Alt US 1, New York Avenue is the principal vehicular commuter thoroughfare into the District from Interstate 95 and the Baltimore-Washington Parkway, as well as US 50.

Figure 1.1: Major Study Area Roadways shows New York Avenue beginning at the junction of US 50 and the Baltimore-Washington Parkway and continuing to and beyond the northern terminus of I-395, paralleling Amtrak's Northeast Corridor passenger line, a major national and regional rail corridor. Originally designed as one of the major avenues in Pierre L'Enfant's plan for the District, New York Avenue provides a first impression of Washington for many tourists and visitors.

Apart from its regional function, the Corridor acts as a major local street for several residential neighborhoods. The avenue also abuts and provides direct access to the largest concentration of industrially zoned land in the District, and connects prominent landmarks and institutions such as the National Arboretum, Gallaudet University, DC Farmer's Market, Mt. Vernon Square, and the new Convention Center.

The general study area for the project consists of about a five-mile stretch of New York Avenue and is bounded by 11th Street NW on the west, the Maryland state line on the east, Rhode Island Avenue, NE on the north and H Street, NE on the south.

For the purposes of transportation and urban design considerations, a primary study area approximately two blocks in width on either side of the avenue was defined, as shown in Figure 1.2: Detailed Study Area.



Residential block along 4th Street, NW (top), Bible Way Church (middle), commercial use along New York Avenue (bottom).



Introduction Chapter 1

1.3 The Study Process

The Draft Plan was developed through a study process that began with consideration and documentation of existing land use and transportation conditions in the Corridor. A number of studies and plans have been developed over the years for the Corridor and for areas close to the Corridor; these studies and plans were reviewed as well. Numerous interviews were conducted with stakeholders, including private citizens, business operators, government agencies and major employers, in order to identify their concerns for the Corridor today and their hopes for the Corridor in the future. These efforts provided the Study Team with a solid basis upon which to build in preparing the Draft Plan.

Then, anticipated land use and transportation conditions in the Corridor in the year 2025 were considered and documented. (These conditions are those which would be expected to occur "naturally", such as normal growth in traffic volumes and evolution of land uses in and around the Corridor.) Starting from this baseline, the Study Team was able to identify both potential problems and potential opportunities which could be addressed in the Draft Plan. As the Draft Plan took shape, potential land acquisitions were identified and very preliminary environmental analyses were performed. Finally, a proposed financing plan, designed to ensure that the Draft Plan could be implemented, was prepared.

Throughout the development of the Draft Plan, public outreach has been performed on several different levels, in addition to the stakeholder interviews mentioned above.

A project website was established at the outset of the project, and has been in operation since that time. Thus far, four public meetings have been held (with another planned for early in 2005). The information gleaned from the outreach effort has been instrumental in the development of the Draft Plan.

Intermediate work products have been prepared throughout the course of the Study, documenting the results of individual tasks and providing "snapshots" of the evolution of the Study. These intermediate work products include the following:

- Detailed Project Plan
- Rapid Assessment of Opportunities and Constraints
- Public Meeting Notes
- Traffic Analysis
- Task 5 Summary Memorandum (Project Concepts)
- Florida Avenue Urban Design Considerations
- Land Acquisitions
- Environmental Analysis
- Proposed Financing Plan

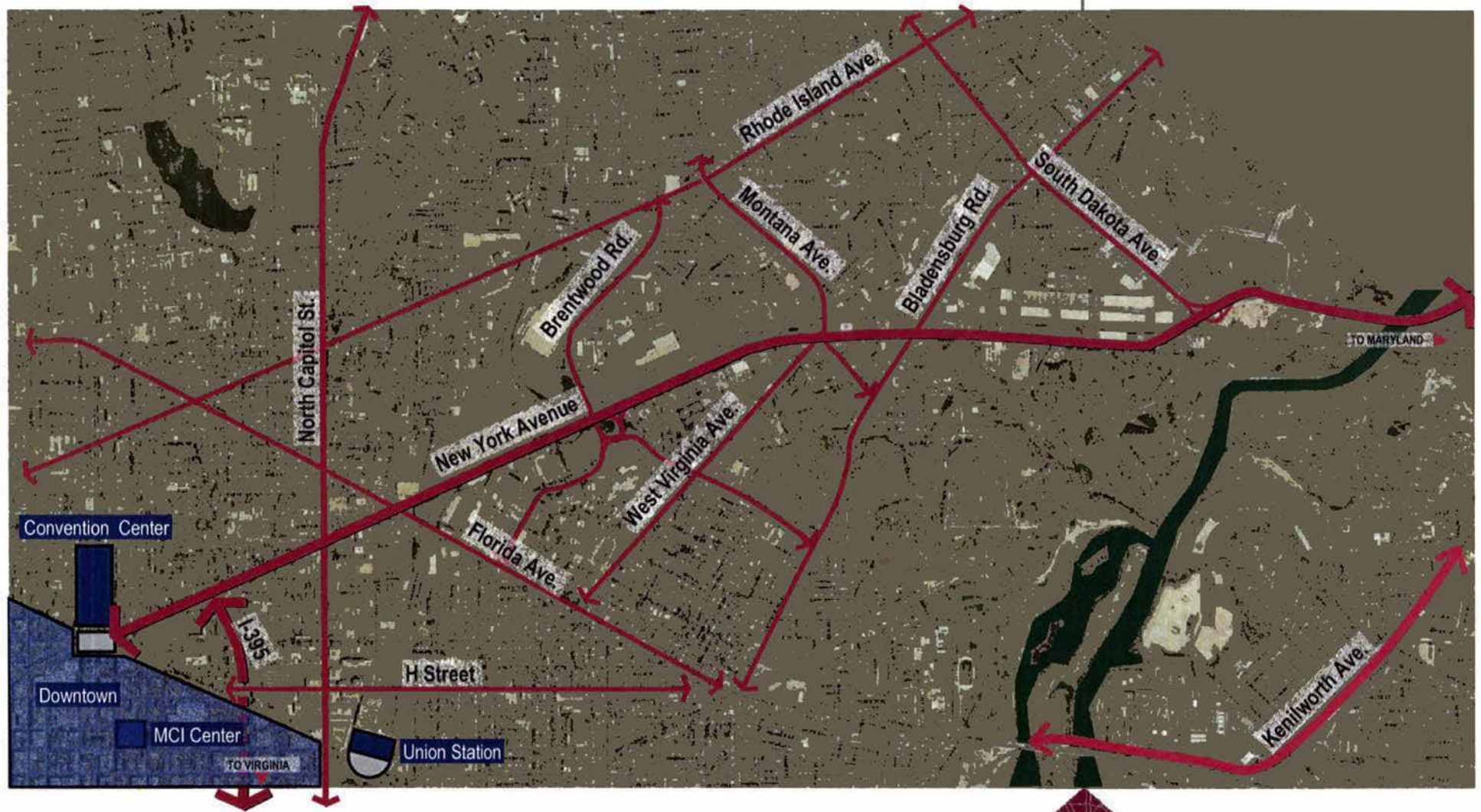
The information contained in these intermediate work products is summarized in the Draft Plan only to the extent necessary to provide appropriate context for the Draft Plan. Each of the intermediate work products is available on the project web site; the reader is encouraged to review them for additional information. The project website can be reached at:
<http://ddot.dc.gov/ddot/cwp/view,a,1247,q,560773.asp>



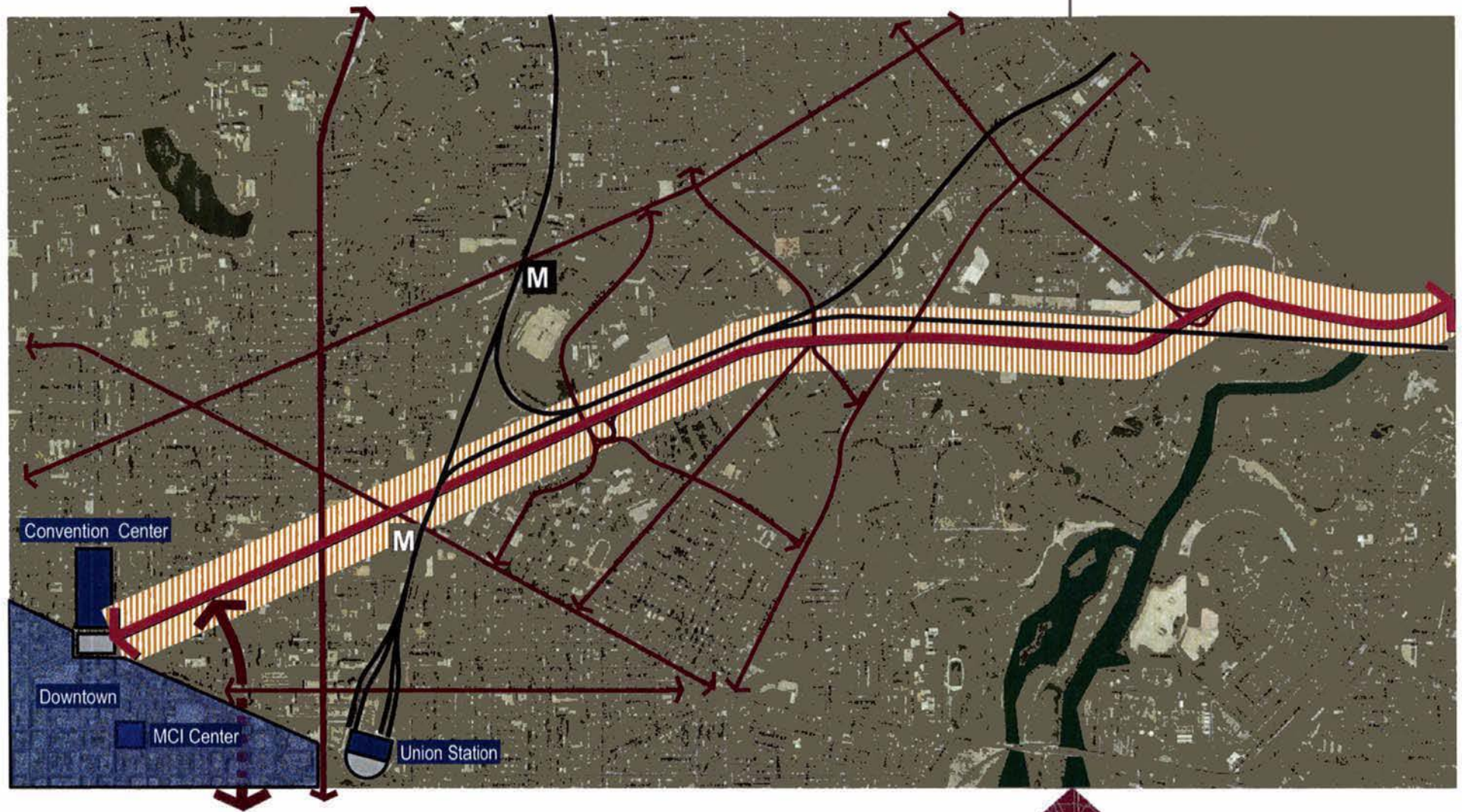
*XM Radio building on Eckington Place (top),
Entrance to the National Arboretum (middle),
Washington Times Distribution Center (bottom).*



Major Study Area Roadways **Figure 1.1**



Detailed Study Area **Figure 1.2**



Transportation Issues

Chapter 2

2.1 Transportation Issues Today

Following an initial Public Meeting in October 2002 and an existing conditions analysis, a series of issues and guiding principles emerged that defined a framework for exploring transportation and urban design improvements along the Corridor.

This effort confirmed that the New York Avenue Corridor has several distinct zones or segments with different land use and transportation conditions. Accordingly, the adoption of one overall concept or strategy for the entire Corridor would not be appropriate. Rather, a combination of land use, transportation and urban design changes that are responsive to the local context must be considered. The following pages graphically illustrate and discuss these issues and the specific considerations for the distinct zones along the Corridor. This chapter of the report addresses transportation issues. Chapter 3 addresses land use and Chapter 4 covers urban design considerations.

Traffic: Figure 2.1: Existing Average Daily Traffic Volumes shows the volumes of vehicles per day on New York Avenue and major intersecting roadways in 2000. It is important to note that traffic volumes are at their highest at the eastern end of the Corridor, with nearly 127,000 vehicles per day, a volume consistent with a major urban highway. Traffic volumes drop to less than half that amount between Bladensburg Road and I-395 to volumes between 57,000 and 69,000 vehicles per day. These volumes are consistent with a major urban arterial. The next significant drop occurs west of the I-395 junction, to less than 24,000 vehicles per day, a value more consistent with a major urban street.

Public Transportation: Figure 2.2: Existing Public Transportation Services illustrates bus and rail transit coverage, ranging from a high degree of choice and accessibility in the western half of the study area to more sparse coverage and limited choice in the eastern half. The New York Avenue Metro Station, which recently opened, significantly increases transit accessibility in the Corridor to those areas within one-quarter and one-half mile walking distance of the station.



New York Avenue has numerous traffic challenges including conflicts from left-turning vehicles such as near the intersection of Bladensburg Road (top), inadequate intersection design at I-395 (middle), and heavy volumes in residential areas such as North Capitol (bottom).



Transportation Issues

Chapter 2

Traffic Accidents: Figure 2.3: Traffic Accidents shows recent data regarding the number of vehicular accidents in a given year (2001). Intersections are ranked according to the total number of accidents. The New York Avenue Corridor contains 9 of the 36 worst intersections in the District. The number one worst ranked intersection is at New York Avenue and Bladensburg Road with a total of 87 accidents.

It is also important to note that the stretch of New York Avenue between Florida Avenue and I-395 has the 3rd, 5th, 6th, and 7th worst intersections in the District totaling more than 200 accidents for those four intersections alone and nearly 250 accidents total in this stretch of the Corridor.

Bicyclists: There are no dedicated facilities to accommodate bicyclists on New York Avenue. Riding a bicycle along New York Avenue during most times of the day would be dangerous given the volume and speed of traffic, or level of vehicular congestion. New opportunities for bicyclists such as the Metropolitan Branch Trail, the Anacostia River Walk, and other improvements along the Corridor are expected to improve bicycle accessibility in this area of the District.

Pedestrians: Pedestrian safety and accessibility is a major concern given the volumes of vehicular traffic along the Corridor and the general nature of land uses adjacent to New York Avenue. High-density development and pedestrian-oriented land uses dominate the western half of the Corridor and these are the segments of greatest concern. For example, local residents are concerned about their children's safety crossing New York Avenue to get between homes, schools, churches, and playgrounds on both sides of the Corridor.



New York Avenue generally lacks quality facilities for pedestrians and has problems such as narrow walkways too close to fast-moving traffic such as at the Brentwood Parkway overpass (top) no facilities for safely crossing the roadway east of North Capitol (bottom).



2.2 Future Transportation Issues

Traffic: Figure 2.4: Year 2025 Average Daily Traffic Volumes shows the same type of information as shown in Figure 2.1: Existing Average Daily Traffic Volumes, except that the volumes shown in Figure 2.4 are those expected in the study area in the year 2025 (assuming no substantive changes in the physical characteristics of the roadway). Comparison of the two figures reveals that volumes are expected to increase substantially along New York Avenue. For example, just west of Bladensburg Road, volumes are expected to increase by 21 percent (a growth rate of 0.9 percent per year). Just east of I-395, volumes are expected to increase by 50 percent (a growth rate of 1.9 percent per year). Volume growth on roadways intersecting New York Avenue is more variable, but is generally higher than growth along New York Avenue itself.

The projected increases in traffic volumes on New York Avenue are caused by a number of factors. One of these factors is an expected increase in population and employment along the Corridor; a second is an expected increase, at a regional level, in population and employment. Finally, societal changes (including a decrease in the average size of households and an increase in number of registered motor vehicles per capita) would lead to higher traffic volumes, even if there were no changes in population and employment.

Safety: While future accident rates cannot be predicted with any certainty, it is fair to assume that, as volumes and congestion increase along the New York Avenue Corridor, more accidents will occur. Even if accident rates (measured in accidents per vehicle-mile for roadway segments and accidents per entering vehicle for intersections) remain constant, the increase in volume would likely lead to an increase in total numbers of accidents.

Transit: The scope of work for this project emphasized looking at New York Avenue as a multi-modal corridor. Although there is Metrobus service that crosses New York Avenue and a new Metrorail station on the Red Line at New York and Florida Avenues, NE (see Figure 2.2: Existing Public Transportation Services), there is no transit service that runs the length of the corridor. Citizens and the project team inquired about instituting such a service. However, because of the low-density, auto-oriented land uses adjoining New York Avenue east of Florida Avenue, there was not enough foreseeable demand for this service to justify its expense.



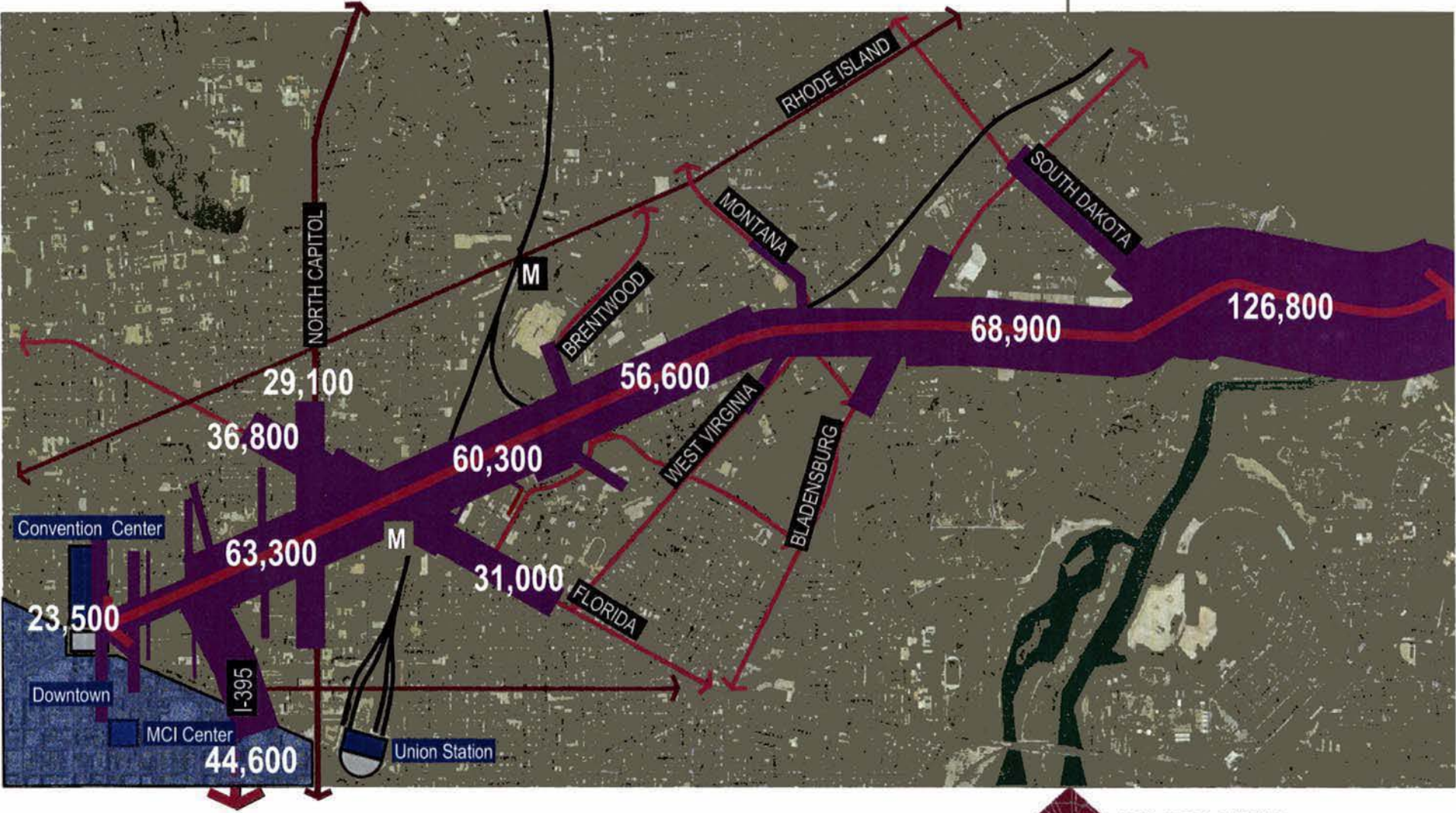
Transportation Issues Chapter 2

Intermodal Transportation Center: Previous District plans included a new intermodal transportation center along New York Avenue, but based on further analysis, such a facility at this location is not appropriate. New York Avenue is too close to downtown Washington for a center where commuters would transfer from cars to public transportation. This function is already better accomplished by the outlying stations on the Metrorail Orange and Green Lines and the MARC commuter rail Camden and Penn lines. Expansion of those stations and improvements to station access would be more effective than building a new intermodal center along the New York Avenue Corridor.

A different type of intermodal transportation center is needed in the District for tour buses. A tourist intermodal center could provide services for visitors; allow them to transfer between tour buses, Metrorail and the proposed downtown circulator; and provide off-street tour bus parking. An urban location such as New York Avenue would be appropriate for such a center, but the Union Station intermodal center already serves this purpose, as well as being a regional and national railroad terminal. Any additional investments should enhance the existing Union Station center instead of creating a new one.



Existing Average Daily Traffic Volumes **Figure 2.1**



Existing Public Transportation Services

Figure 2.2

Metrorail and Metro Bus

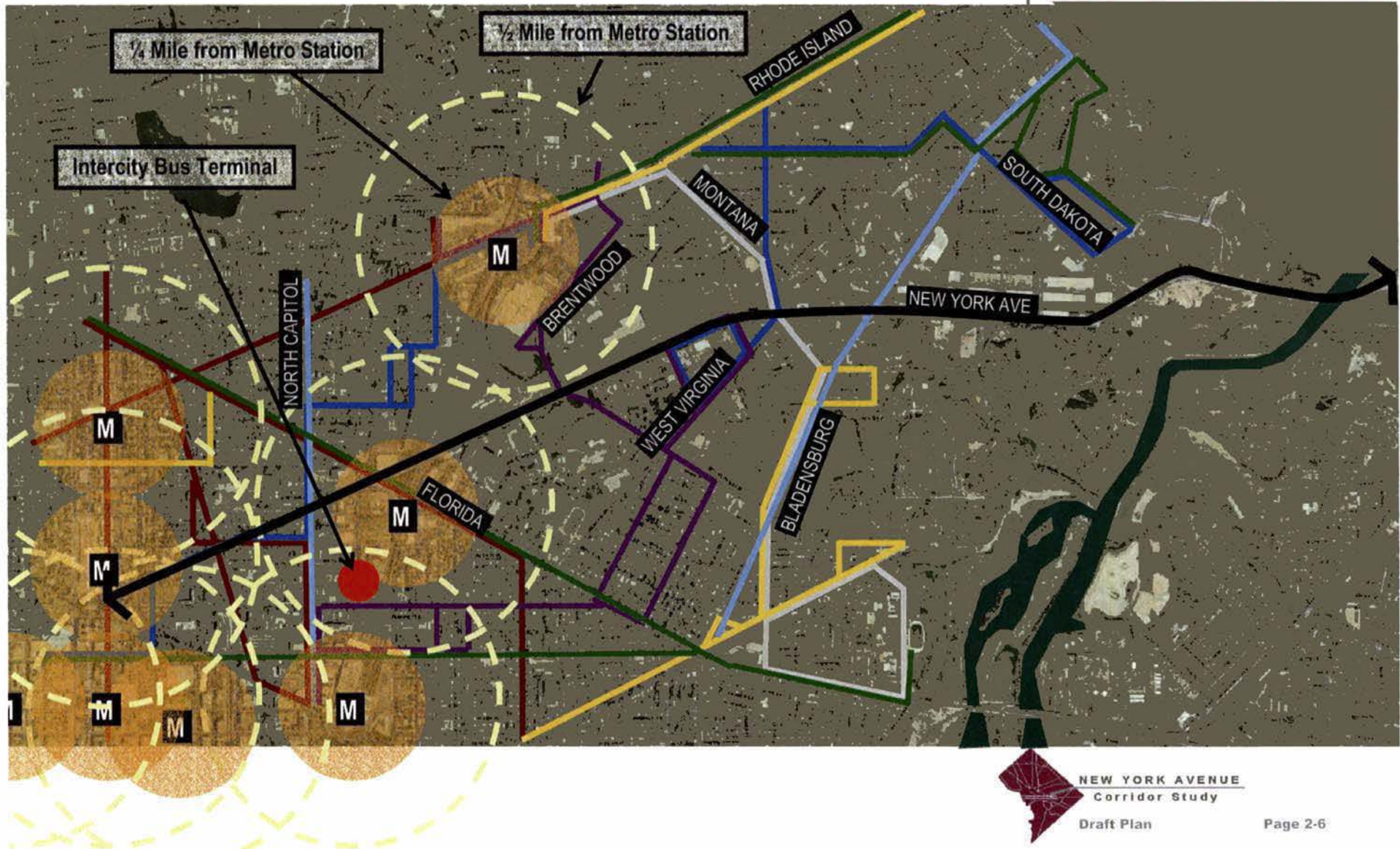
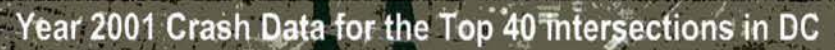
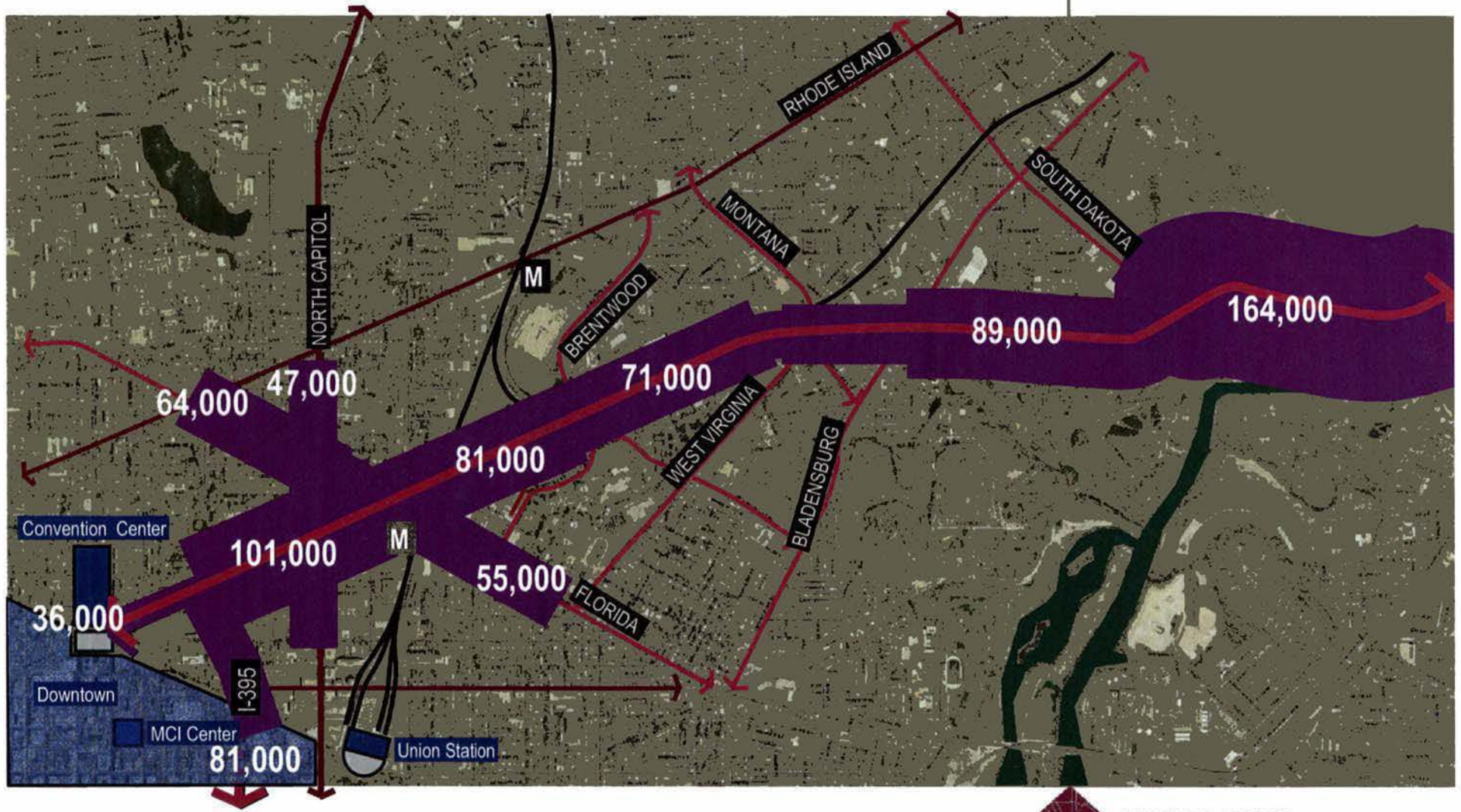


Figure 2.3

Districtwide Ranking



Year 2025 Average Daily Traffic Volumes **Figure 2.4**



Land Use Issues Chapter 3

Transportation functionality is strongly influenced by adjacent land uses and how those uses interface with a particular transportation facility. The type, density and configuration of land use and development drive the generation of local vehicular trips. How the New York Avenue Corridor functions is highly dependent upon the land uses adjacent to the Corridor, land uses near the Corridor and land uses remote from the Corridor that depend on the Corridor as a major connection. The degree of access to adjoining properties and aesthetic character of the Corridor also directly influences the type and quality of development attracted to the Corridor.

Most stakeholders interviewed during the course of this Study indicated that they believe there is a strong connection between the poor level of transportation service in the Corridor and the generally inferior quality of development that adjoins it, particularly in the eastern half of the Corridor. Based on these interviews and good transportation corridor planning practices, it can be concluded that the quality and functionality of transportation infrastructure along the New York Avenue must be improved in order to attract a higher quality of development to the area. Accordingly, the effort of this Study is to develop recommendations to enhance transportation functionality, land use and aesthetic quality in the Corridor, mindful of the impacts and benefits each has on the other.

The New York Avenue Corridor Study is being led by the District Department of Transportation and partnering with the District Office of Planning whose primary responsibility is the establishment of land use policy in the District. While the New York Avenue Corridor Study is not a general,

areawide strategic development planning study, it does recognize that transportation and land use decisions are integrally linked, particularly with regard to decisions about access to properties immediately adjacent to New York Avenue. Therefore, while the Study does not recommend specific land use changes, it does include recommendations for coordinated urban design and transportation improvements as part of an overall corridor enhancement strategy.

These recommendations are entirely consistent with the "Vision for Growing an Inclusive City", a document recently published by the Office of Planning as part of that agency's efforts to update the DC Comprehensive Plan. For further information regarding how the New York Avenue Corridor Study fits within the framework of the Comprehensive Plan, the reader is encouraged to review the "Vision".

For the New York Avenue Corridor Study, the primary focus of recommendations is within the two-block detailed study area immediately adjacent to the Corridor. Particular attention is given to redevelopment opportunities that could be created within the two block zone based on impacts to properties resulting from proposed transportation improvements.

The form and character of land use, planning initiatives, and real estate market trends over a large area influence the transportation functionality of the New York Avenue Corridor. The next several pages of this chapter illustrate various land use issues that influence the transportation needs and opportunities for the New York Avenue Corridor.



The New York Avenue Corridor features a variety of land uses. These range from auto-oriented commercial development, such as the uses around the Bladensburg Road intersection (top), to residential dwellings undergoing renovation, such as this row house west of North Capitol (bottom).



Land Use Issues Chapter 3

Open Space: Figure 3.1: Parks, Trails, and Open Spaces illustrates the network of green spaces and natural amenities located within and near the New York Avenue Corridor. The area has many quality assets and opportunities to build upon. These include the Anacostia River, the National Arboretum, Langston Golf Course, and many smaller scale neighborhood parks, open spaces, green areas, and trails. New York Avenue could be enhanced to create stronger visual and pedestrian linkages to these important amenities.

Residential: Figure 3.2: Major Neighborhoods and Residential Areas shows that residential uses are the dominant land uses overall in the larger study area. At least 18 identified neighborhoods are located near New York Avenue. Two of those neighborhoods, Northwest One and Mt. Vernon Square, directly adjoin New York Avenue. Other neighborhoods are separated from New York Avenue by commercial and industrial properties.

Commercial: Figure 3.3: Major Commercial Areas shows the major clusters of commercial uses located along the Corridor. Most commercial uses in the Corridor are concentrated in particular areas, such as the DC Farmer's Market, the Brentwood Shopping Center, and the planned Gateway Center at Fort Lincoln. There is also an area of general highway-oriented commercial uses that line New York Avenue stretching from the area around Bladensburg Road to beyond Montana Avenue. In addition, commercial uses are incorporated within a number of buildings facing New York Avenue west of I-395.

Industrial: Figure 3.4: Major Industrial and Employment Areas shows the large concentration of industrial and warehousing uses that dominate the eastern half of the New York Avenue Corridor. Major facilities and employers include the Brentwood Post Office, the Ivy City Rail Yard, the Brentwood Metrorail Maintenance Facility, Hecht's Warehouse, and the WMATA Bladensburg Bus Division. Many of the older, smaller warehouse and manufacturing buildings are viewed as obsolete by today's market standards and are either vacant or underutilized when the assessed value of improvements is compared to the assessed value of land. Many of these areas are likely to redevelop in the future and considerations for better truck access and neighborhood buffers will need to be incorporated with the recommendations of this Study.

Mixed Use: Figure 3.5: Mixed Use Areas and Institutions shows that the remaining areas in the Corridor can generally be characterized as mixed use, such as the Mt. Vernon Triangle area, or institutional, such as Gallaudet University.

Figure 3.6: Land Use Framework shows a composite picture of the pattern of existing land uses in the study area.



New York Avenue is home to many quality uses and buildings both new, such as the new Salvation Army Harbor Light Center (top), and old, such as the old Carnegie Library building (bottom).



Historic Resources: Figure 3.7: Historic and Special Resources shows the various historic districts, sites, streets, and other resources that contribute to the unique character and quality of the Corridor. Transportation improvements must avoid or minimize impacts to these resources. For example, Florida Avenue, NE in the western third of the study area is the boundary of the L'Enfant Plan historic District grid. Streets within this grid are considered special resources and modifications require additional design considerations and review.

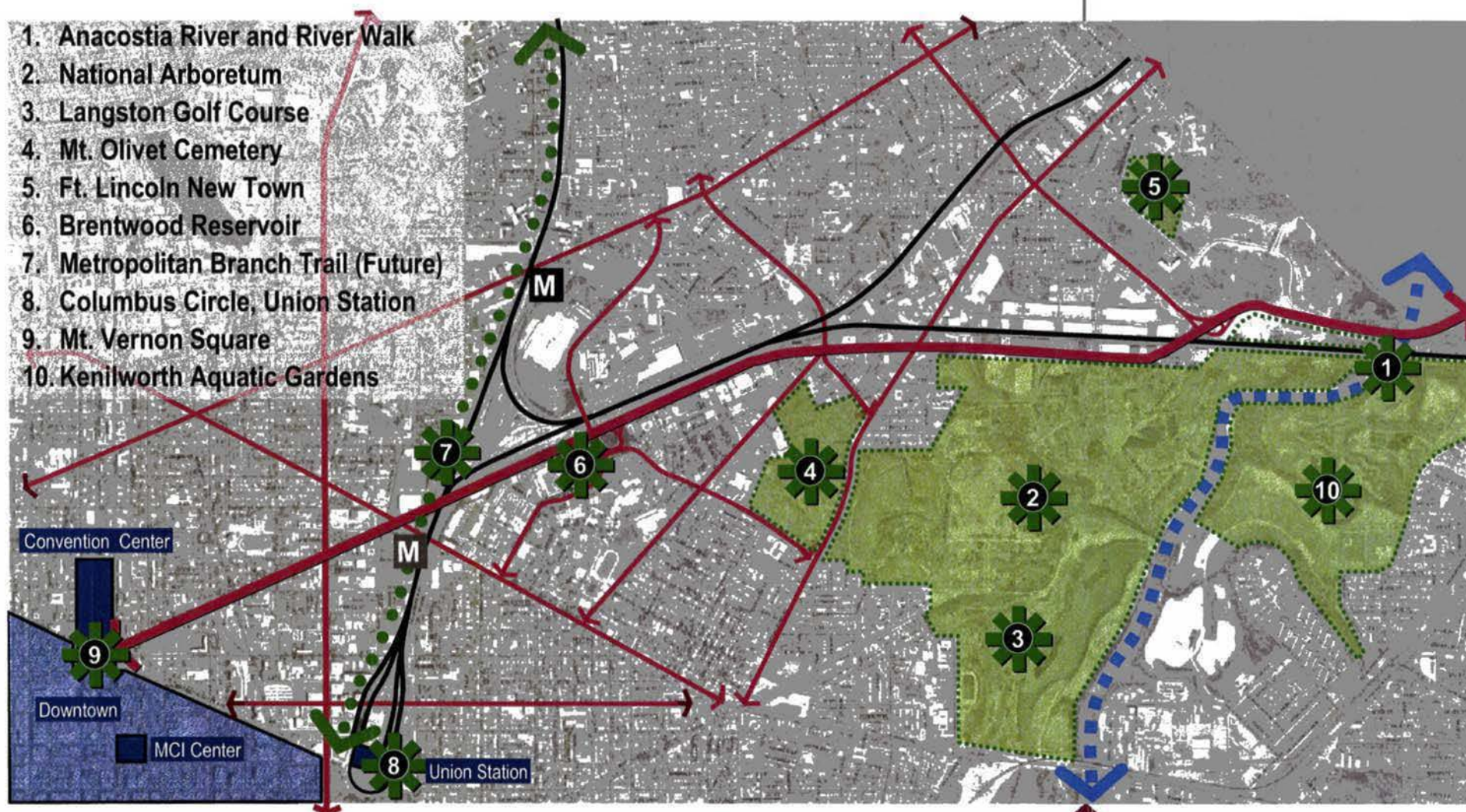
Current Planning: In addition to the ongoing efforts to update the District's Comprehensive Plan, the Office of Planning, other District agencies and private developers have a number of other initiatives, studies and projects underway that will influence future needs and opportunities in the New York Avenue Corridor. These are shown in Figure 3.8: Current Initiatives.



One possible improvement for the Corridor is to create infill redevelopment opportunities for some currently underutilized commercial sites. A potential use for these areas could be new retail development at an appropriate, urban scale such as the examples shown (upper and lower left and bottom) from Atlanta. This strategy would benefit local neighborhoods providing residents with better access to goods and services and would benefit the District by capturing needed sales tax dollars from commuters who might patronize businesses on their way home in the evening.

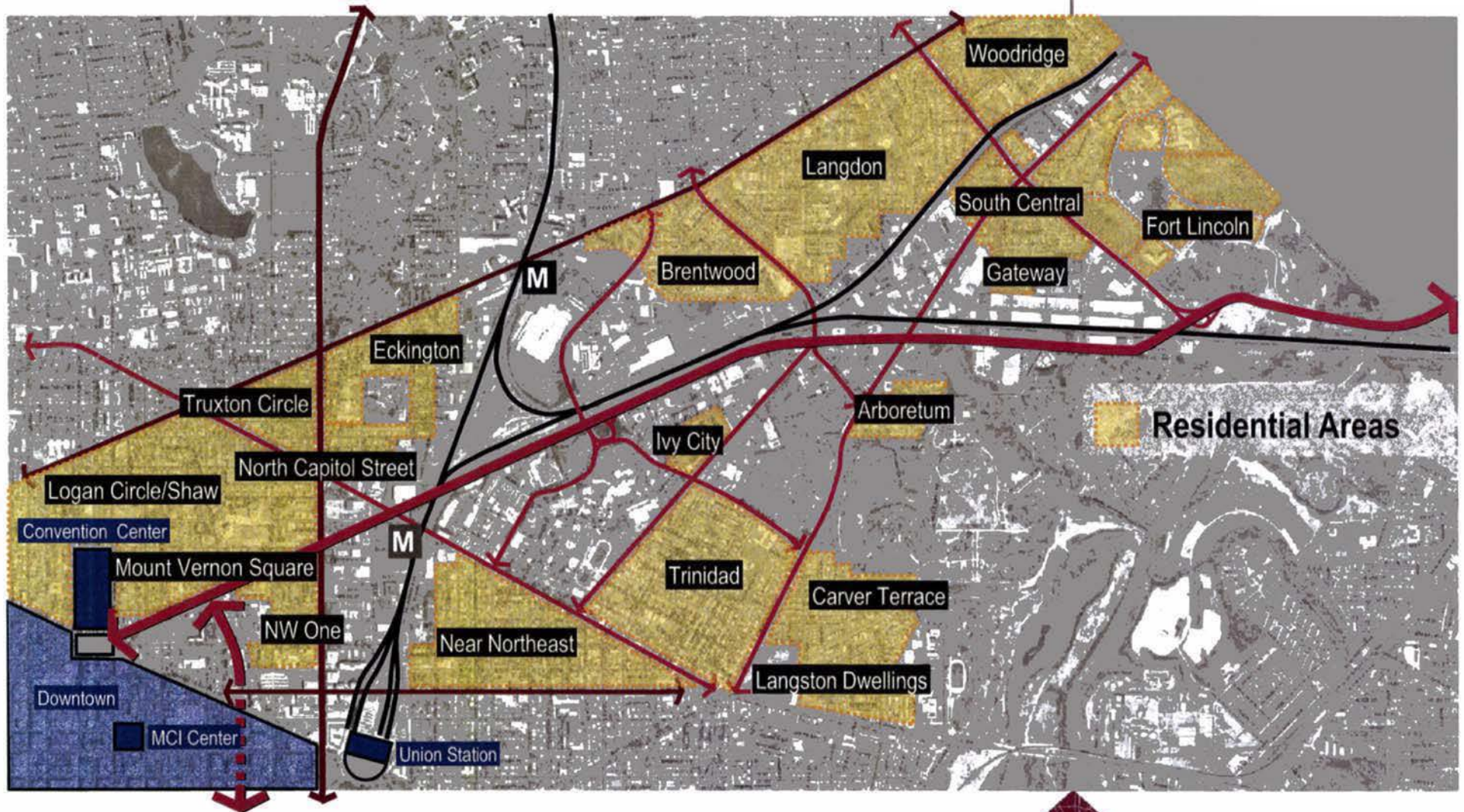


Parks, Trails, and Open Spaces **Figure 3.1**

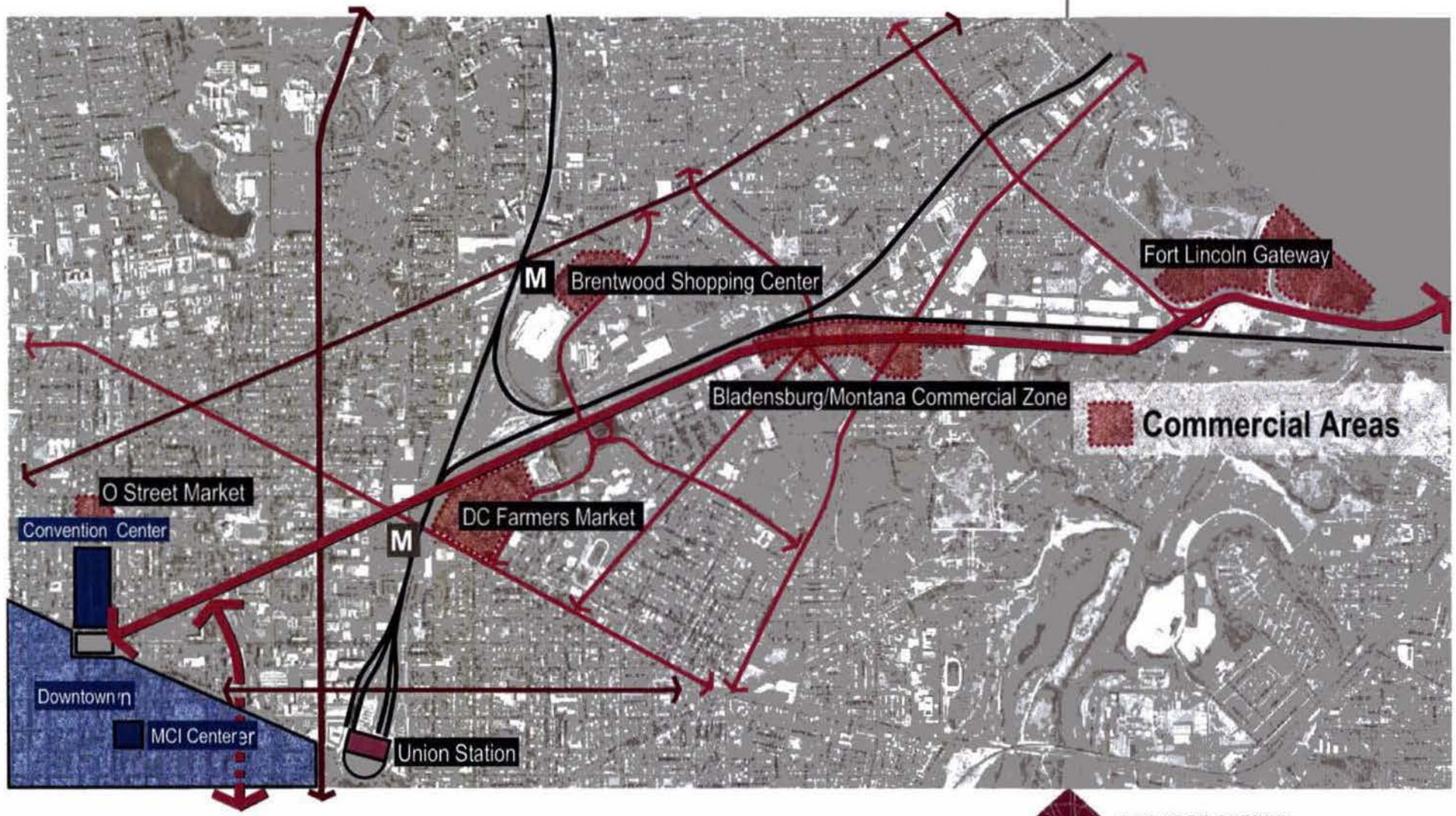


Major Neighborhoods and Residential Areas

Figure 3.2

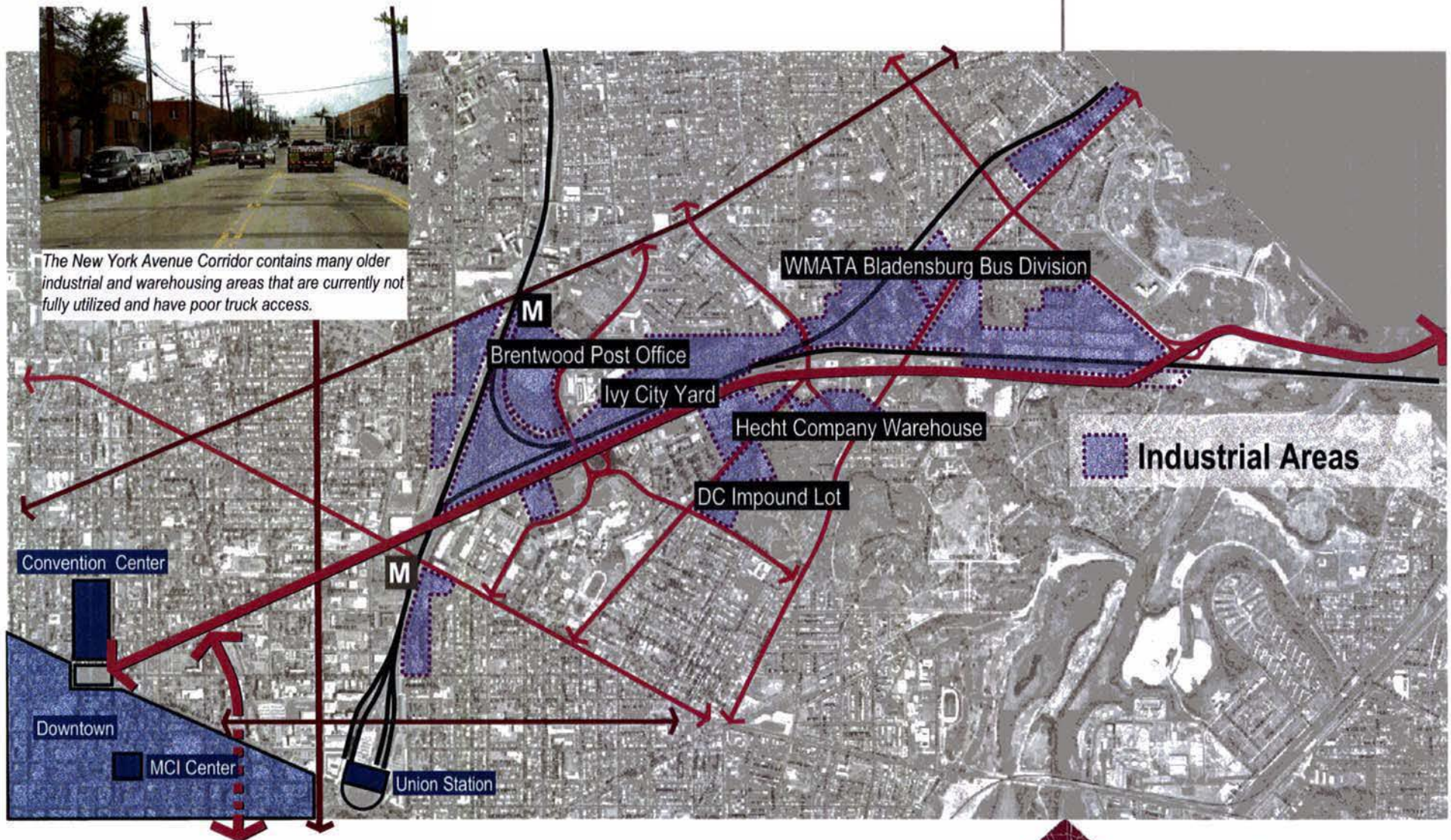


Major Commercial Areas **Figure 3.3**



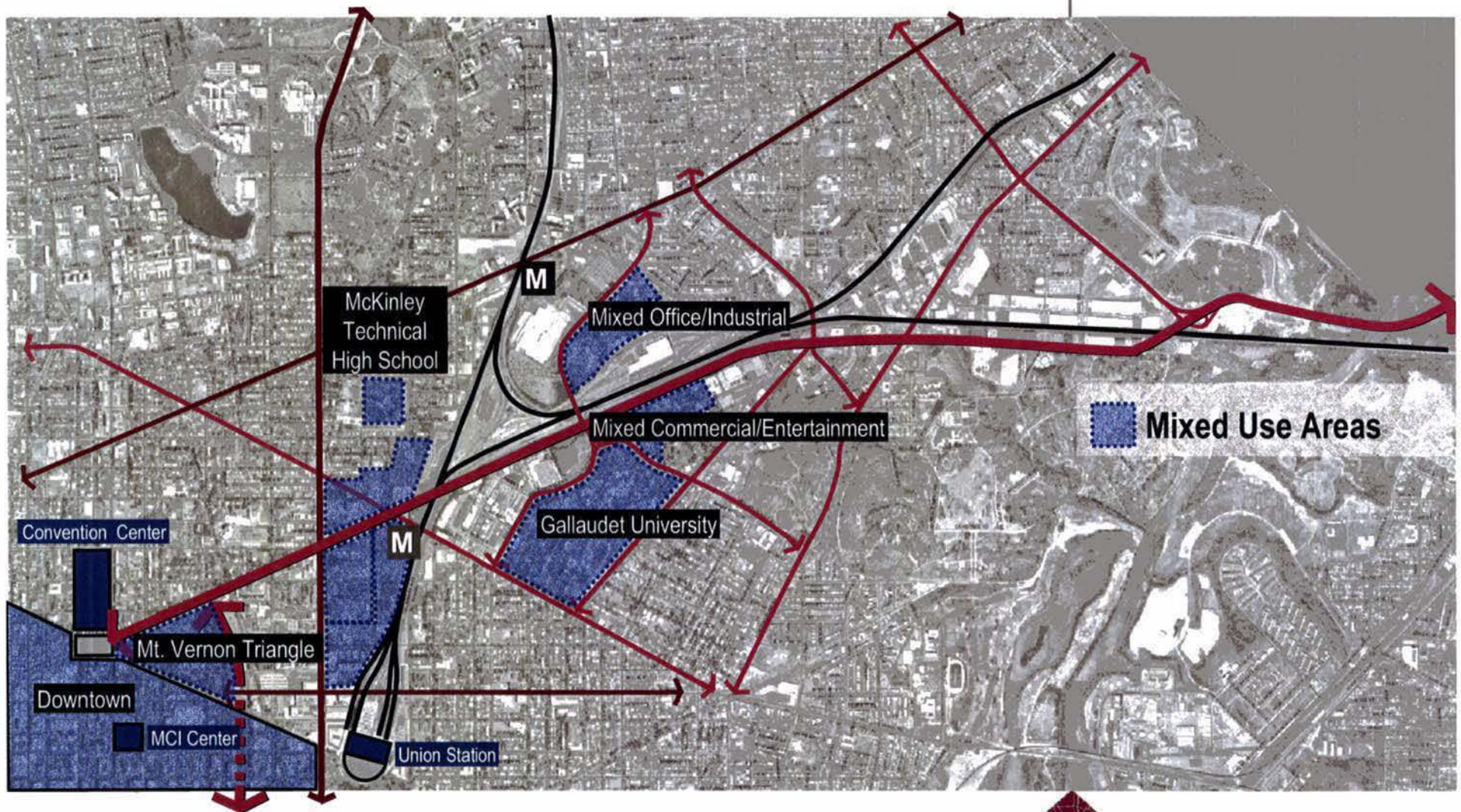
Major Industrial and Employment Areas

Figure 3.4

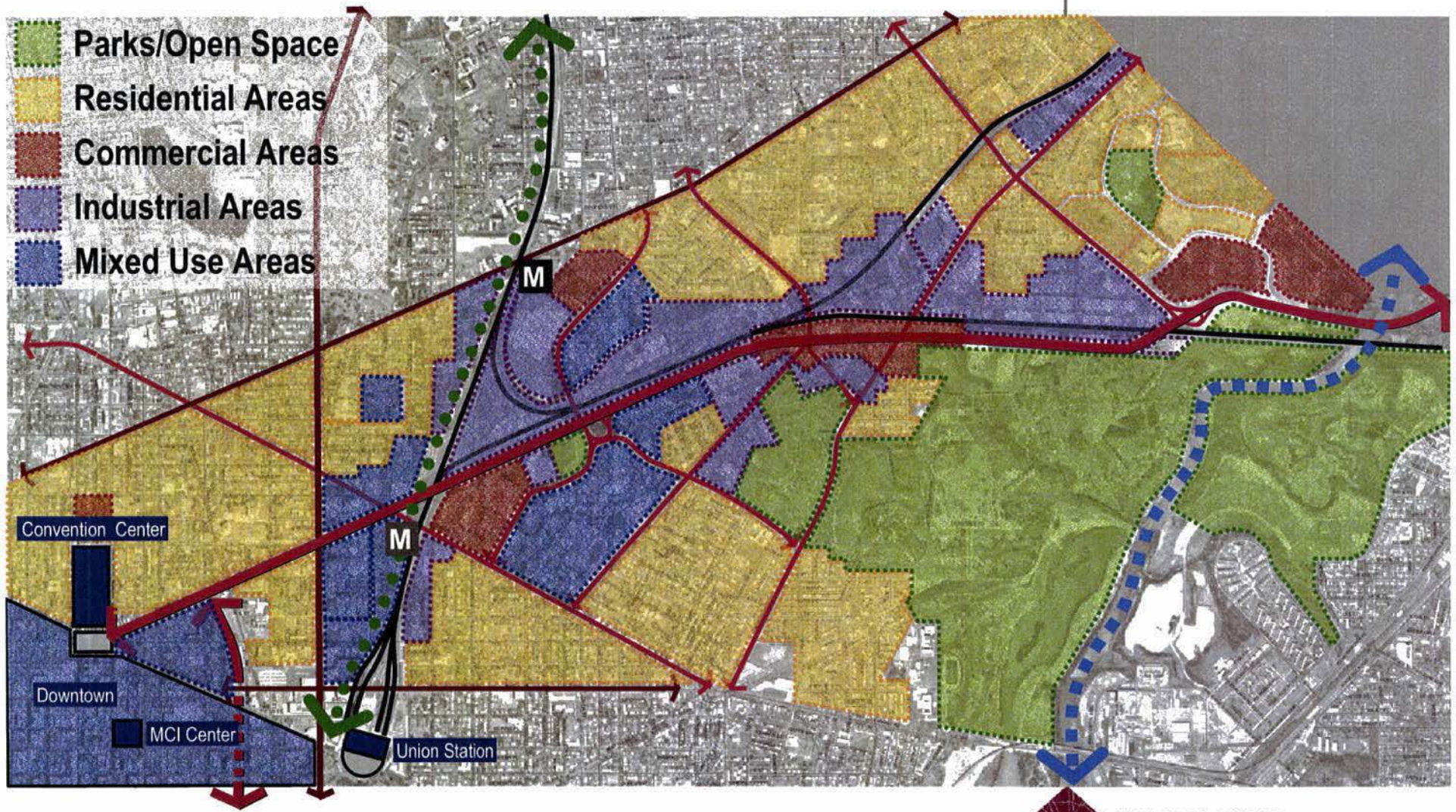


Mixed Use Areas and Institutions

Figure 3.5

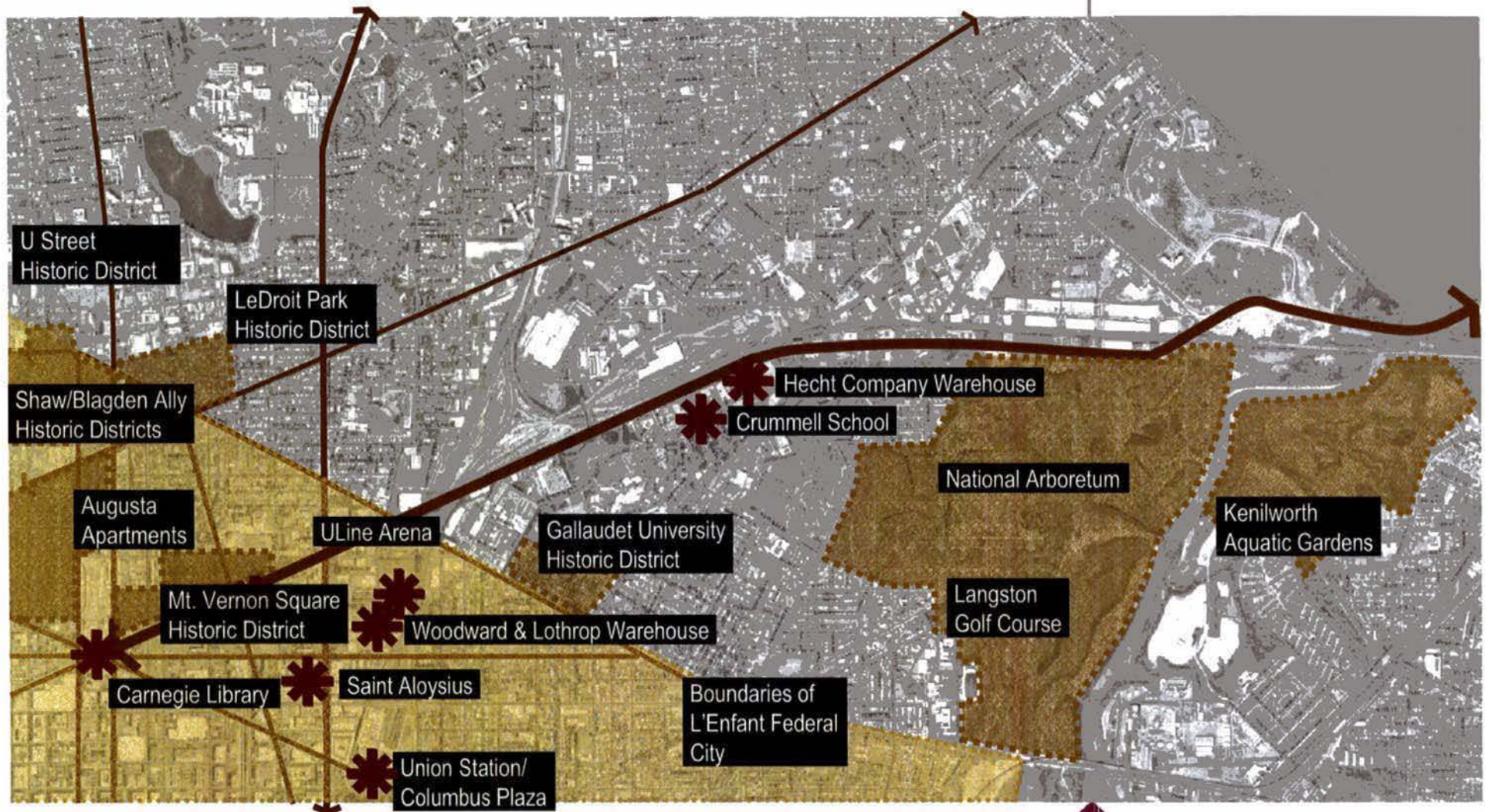


Land Use Framework **Figure 3.6**

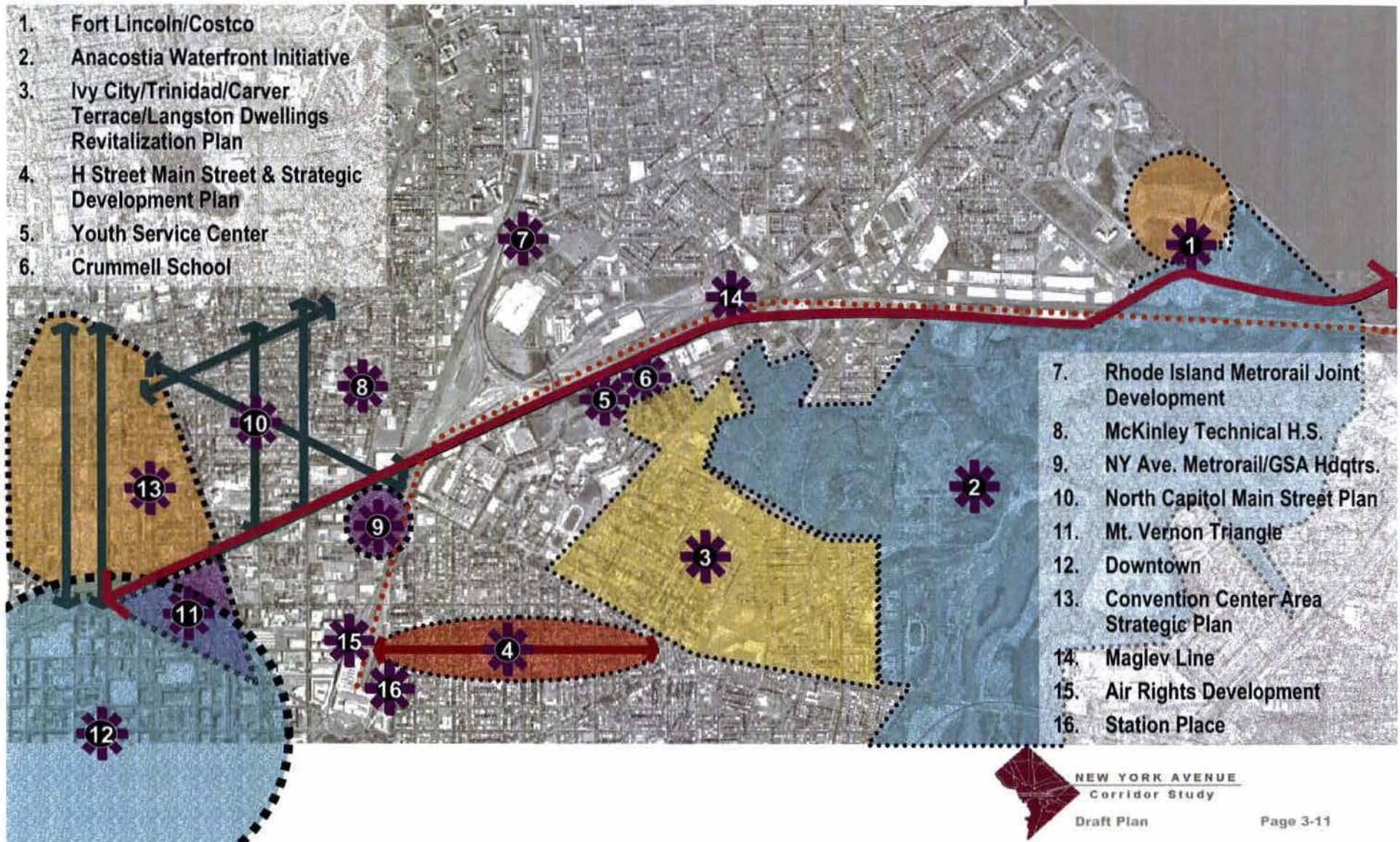


Historic and Special Resources

Figure 3.7



Current Initiatives **Figure 3.8**



Urban Design Issues

Chapter 4

4.1 Urban Design Goals

Improving the image and appearance of New York Avenue is a major concern of residents and merchants who adjoin the Corridor. It is widely felt that New York Avenue can be improved significantly and can become a more attractive gateway that reflects positively on the vibrant metropolitan city of Washington, DC.

Washington, D.C. has many fine examples of boulevards, boulevards, bridges, avenues, open spaces and architecture that create a quality appearance. This strong precedent of quality places Districtwide sets the stage for improving the aesthetic character and attractiveness of New York Avenue as part of the overall transportation improvement recommendations.

This chapter presents an overview of key urban design needs and opportunities. Specific urban design improvements are detailed in Chapter 8.0 as part of the overall corridor improvement recommendations.



Amenities such as strong neighborhoods, the new Convention Center, and the old Carnegie Library building (above) offer strong building blocks for an attractive and vibrant image for the New York Avenue Corridor.



New York Avenue features many attractive elements and qualities that provide a good foundation for aesthetic enhancement including significant green amenities in the boulevard section between Montana and Florida Avenues (top and middle) and Mt. Vernon Square (bottom).



Urban Design Issues

Chapter 4

Figure 4.1: *Urban Design Opportunities* gives an overview of the opportunities for major urban design enhancements along New York Avenue. One overarching concept is to take advantage of the opportunity to use New York Avenue to connect major parks, green spaces, historic sites, and neighborhoods through enhancements along the Corridor itself and the establishment of design guidelines and aesthetic improvements at major intersections along the Corridor. In addition, corridor-wide improvements to lighting, signage, landscape, and other streetscape considerations are also envisioned. The following describes some of the major intersection concepts as illustrated in Figure 4.1.

Baltimore Washington Parkway, US 50, and the Anacostia River – Incorporate design elements that build upon the strong boulevard landscape features and reference the river creating greater connectivity to these 'green' resources. Introduction of pedestrian and bicycle facilities along New York Avenue between the Anacostia River and Bladensburg Road will improve accessibility to the River and serve as an important signal to vehicular traffic that they have left a highway environment and entered into an urban one.

South Dakota Avenue – Enhance the gateway potential of this interchange and include references to the Fort Lincoln Gateway commercial development.

Bladensburg Road – Establish a quality commercial gateway image and focal point at this intersection that will benefit adjacent businesses and create redevelopment opportunities. Incorporate design elements that enhance pedestrian safety and create strong connections to nearby neighborhoods.

Montana Avenue – Create a strong focal point at this intersection by building upon the historic traffic circle design. Incorporate new streetscape elements that reference nearby neighborhoods.

Brentwood Parkway Interchange – Build upon the "green relief" image this node offers and incorporate references to the Farmers Market and Gallaudet while capturing views of the uptown neighborhoods.

Florida Avenue – Create an urban, pedestrian-friendly node that emphasizes the surrounding neighborhood character and creates a sense of arrival to the historic edge of the L'Enfant District plan. Create strong pedestrian links between new development, the new Metrorail Station, surrounding properties, and neighborhoods. The Metropolitan Branch Trail, running north and south along the west side of the Amtrak tracks and Metrorail Red Line should be integrated into this concept.

North Capitol Street – Enhance the neighborhood characteristics of this area through strengthening pedestrian connectivity, calming traffic and augmenting the strong landscape elements already present along the avenue.



Examples of the varying scales of District streets and the different streetscape and urban design treatments in the District.



Urban Design Issues

Chapter 4

4.2 Urban Design Challenges

Mt. Vernon Square – Create strong connections to Mt. Vernon Square, the old Carnegie Library building and the new Convention Center through streetscape improvements that celebrate the point of arrival to downtown.

Corridor-Wide – Create new opportunities for redevelopment of properties along the Corridor and utilize new buildings and streetscape improvements to reinforce focal points and roadway edges.

New York Avenue is a corridor of contrasts. While there are a number of positive features and amenities that can be enhanced and built upon to create a more positive aesthetic appearance, there are a number of areas and uses that do not contribute to a quality visual experience. In addition, the sheer volume and congestion of vehicles in the Corridor also have an impact on the overall visual quality and experience.

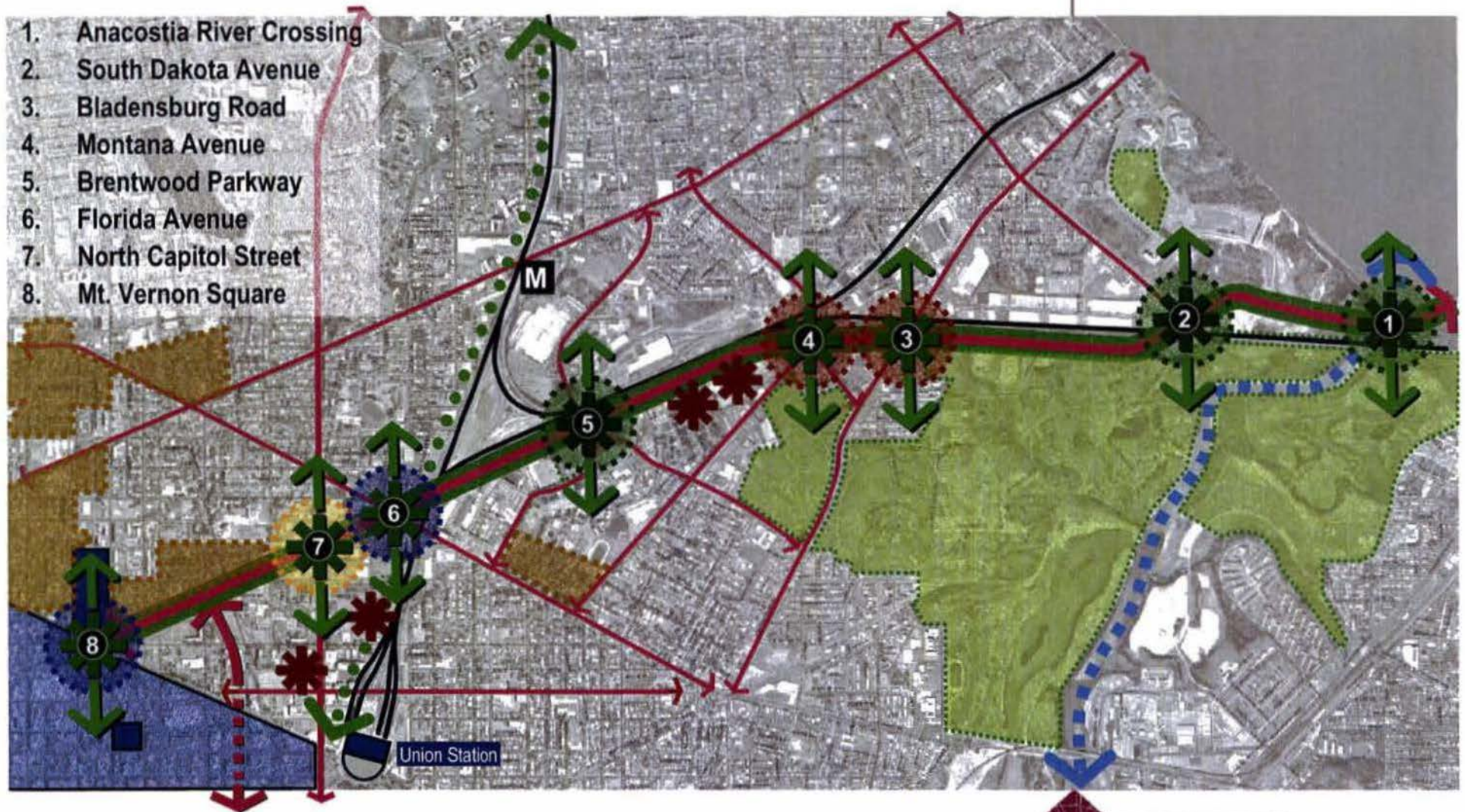


Examples of some of the aesthetic challenges that need to be addressed along New York Avenue, including the need for improved tree maintenance, better attention to pedestrian amenities (far left) and better screening of commercial areas and control of commercial signage (below).



Urban Design Opportunities

Figure 4.1



Community Input Chapter 5

5.1 Community Outreach

Community outreach and citizen engagement are important aspects of the New York Avenue Corridor Study. Listening to the opinions, needs and desires of multiple residents, business owners and other stakeholders concerning the future of the Corridor is a fundamental element in developing a final plan for the future of New York Avenue. To date, the Study process has involved the public in identifying key issues, developing a vision statement, and determining the criteria by which to choose a preferred alternative for the Corridor. Community input has heavily influenced the selection of preferred concepts.

The Study Team sought community input in the following ways:

Public Information: Websites, flyers and information letters kept interested community members up to date and have offered opportunities for feedback.

Public Meetings: Four general public meetings were held on the following dates: October 2, 2002; May 20, 2003; June 17, 2003; and January 10, 2004. A public meeting to review this Draft Report will be held in March, 2005. Please consult the DDOT website, listed below, for details about time and place. Alternatively, you may call Sharlene Reed at 671-2407.

<http://ddot.dc.gov/ddot/cwp/view,a,1247,q,560773.asp>



Attendees discuss concepts at the June 17th public meeting.

Stakeholder Meetings: Several one-on-one meetings with 16 individual business owners, 9 District agency representatives, and 48 community groups and neighborhood associations have occurred.

The following discussion highlights some of the recurring themes that have emerged from this outreach process.

New York Avenue is a gateway to the nation's capital and several of its unique neighborhoods. It is an urban growth corridor that is a safe and efficient means for providing access within the District and between the District and the region.

Draft vision statement developed from community input at public meetings held on May 20, 2003 and June 17, 2003.



5.2 Recurring Themes

Transportation and Traffic

- Enhance transit options along the Corridor and promote its use.
- Address environmental concerns, such as noise and pollution caused by the large volume of trucks, buses and cars.
- Design for more exits between Bladensburg Road and Baltimore-Washington Parkway, allowing residents more choices of access into their neighborhoods.
- Increase parking including investigating the feasibility of constructing a parking garage at the east end of the Corridor connecting it with Metrorail to reduce vehicular congestion on the Corridor.
- Regulate the speed to reduce the number of accidents, especially involving pedestrians, and reduce safety concerns. Consider a pedestrian overpass for New York Avenue and safe paths for bicyclists.
- Increase tour bus parking. Buses often park in neighborhoods and idle while they wait.

Law Enforcement

- Increase the presence and visibility of DC Police in business districts and neighborhoods along the Corridor.

Land Use

- Create more attractive land uses such as outlet stores, restaurants, quality hotels, green space, and a library.
- Gallaudet University is an asset to the community. It has ongoing relations with the ANCs and civic organizations.
- The National Arboretum should be better integrated into the neighborhoods through community related landscape projects and by providing better access to this resource via public transportation.
- Address illegal waste dumping.
- Spread out through the Corridor the Convention Center truck yard.
- Explore creating a hospitality district along the Corridor.

Aesthetics

- Enhance the Farmer's Market visual appeal.
- Improve tree canopy.
- Include façade improvements to the revitalization of local businesses.
- Offer opportunities for neighborhood identity along the Corridor.

