



## Executive Director's Recommendation

Commission Meeting: October 6, 2022

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<b>PROJECT</b> <b>11th Street Bridge Park</b> 11th Street Bridge Southeast, Washington, DC	<b>NCPC FILE NUMBER</b> 7755  <b>NCPC MAP FILE NUMBER</b> 8.10(70.00)45568
<b>SUBMITTED BY</b> District of Columbia Department of Transportation	<b>APPLICANT'S REQUEST</b> Approval of final site development plans
<b>REVIEW AUTHORITY</b> District Projects Outside the Central Area per 40 U.S.C. § 8722(b)(1)	<b>PROPOSED ACTION</b> Approve final site development plans with comments  <b>ACTION ITEM TYPE</b> Staff Presentation

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### PROJECT SUMMARY

The District Department of Transportation (DDOT) has submitted final site development plans for the 11th Street Bridge Park, located in southeast Washington, DC. The project seeks to reuse the existing piers from the old 11th Street Bridge crossing at the Anacostia River to create an urban destination and park. A national competition, led by Building Bridges Across the River and the District Office of Planning (OP), in coordination with DDOT, selected a conceptual design for the bridge park from the winning team of OMA + OLIN. The Commission reviewed the concept plan in late 2017 and the preliminary design in 2020. Since that time, DDOT and the design team have continued to refine the overall design and proposed park elements. Overall, the major components of the design remain, and the applicant has continued to coordinate with the relevant stakeholders, including both the Department of the Navy and the National Park Service (NPS).

The project is focused on the success of four goals. These goals include:

- Economic - Serve as an anchor for inclusive economic opportunity
- Environment - Re-engage residents with the Anacostia River
- Health - Improve public health disparities; and
- Social - Reconnect communities

The park will serve as an area of interest for District residents and visitors, but also as a device to bridge the gap between the two wards on either side of the river. The Navy Yard and Capitol Hill are located on the northern end, while Anacostia Park and historic Anacostia are located on the southern end. Passing over the Anacostia River, the proposed bridge park will use the existing bridge piers, which were built in 1960. Piers 12 and 13 were updated with pedestrian overlooks in 2013. Immediately to the north, the 11th Street local bridge was constructed in 2012, along with the bridges for I-695 (Southeast Freeway).

## KEY INFORMATION

- The 11<sup>th</sup> Street Bridge Park will cross the Anacostia River in Washington, DC, connecting the Washington Navy Yard on the north and Anacostia Park on the south.
- A national competition, led by Building Bridges Across the River and the District Office of Planning, in coordination with DDOT, selected a conceptual design for the bridge park from the winning team of OMA + OLIN.
- The park will use the piers of the old 11<sup>th</sup> Street Bridge, which was replaced with an adjacent bridge in 2012.
- DDOT worked with Whitman, Requardt and Associates, LLP to perform a feasibility study and engineering analysis of the proposed design and the structural capacity of the existing piers.
- The Commission reviewed the concept plans for the project in November 2017 and requested that the applicant provide a lighting plan, additional details on stormwater management, coordinate with the Department of the Navy regarding security concerns at the Navy Yard, and improve the pedestrian and bicycle connection to the Anacostia Riverwalk Trail.
- The Commission approved the preliminary design in April 2020 and requested additional information on the proposed lighting levels and potential impact on the surrounding area, and details on the proposed pedestrian and bicycle path wayfinding, materials and connectivity to Anacostia Park which have been addressed in this submission.
- The U.S. Commission of Fine Arts reviewed the project on October 19, 2017 and provided comments on the proposal related to improving overall user access and accessibility, how the design can encourage physical activity, and encouraged the use of native plants.
- The project materials have been updated to include additional lighting details, stormwater information, pedestrian and bicycle connectivity, and modifications to address concerns by the Department of the Navy.
- The necessary transfer of jurisdiction for portions of the land at the south landing of the park along Anacostia River along Anacostia Drive was approved by the Commission in December 2020.

## RECOMMENDATION

**Approves** the final site development plans for the proposed 11<sup>th</sup> Street Bridge Park, located in Southeast Washington, DC.

**Comments favorably** on the proposed 11<sup>th</sup> Street Bridge Park, noting the park will increase community connectivity and create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses.

**Finds** that the applicant has significantly improved the overall bridge park access plan and wayfinding package.

**Notes** the applicant provided additional information regarding the lighting plan, including illumination levels and renderings, to demonstrate the cumulative lighting impacts, per the Commission's previous request.

**Notes** the bridge structure is unique in that it also functions as a park, and therefore includes a combination of both bridge and park lighting. The bridge and park decking will be a new structure with a contemporary design that is not located within or visible from the Monumental Core.

**Finds** architectural lighting for the bridge and park are appropriate given its function, location and contemporary design.

**Notes** the applicant has committed to an overall planting palette that is predominantly native plants that perform well in the local ecoregion. Only a few selections are adapted plant species based on microclimates and cultural limitations. Poke Milkweed is currently not available as plugs.

**Notes** the applicant has coordinated with the Department of Navy to address concerns related to visibility and access to the Washington Navy Yard which is located just north of the bridge park.

**Notes** there are ongoing discussions between the District Department of Energy and Environment and the applicant regarding the mitigation measures necessary to address the proposed changes to wetlands and pier dredging. If design changes are required as a result of this coordination, the project should be resubmitted to the Commission for review.

**Requests** the applicant continue to work with the District Department of Energy and Environment to address any outstanding issues.

## PROJECT REVIEW TIMELINE

<b>Previous actions</b>	<b>February 2016</b> – Information Presentation <b>November 2017</b> – Concept Plan Review <b>April 2020</b> – Preliminary Plan Approval <b>December 2020</b> – Transfer of Jurisdiction Approval
<b>Remaining actions (anticipated)</b>	– None

## PROJECT ANALYSIS

### Executive Summary

The District Department of Transportation (DDOT) has submitted final site development plans for the 11th Street Bridge Park, located in southeast Washington, DC. The project seeks to reuse the existing piers from the old 11th Street Bridge crossing at the Anacostia River to create an urban

destination and park that connects from the Navy Yard to Anacostia Park and the surrounding community. The park will be approximately 1,000 feet long, 65 feet tall at the highest point, and have a site area of over three acres. The design seeks to integrate the bridge architecture, landscape, river setting and program elements into a cohesive design that links neighborhoods on both sides of the river. The park program includes an amphitheater, café, environmental education center and a variety of gathering spaces, as well as bicycle and pedestrian circulation. The project team has coordinated with several federal and local agencies, as well as the local communities. Following preliminary review, the projects plans have been further developed, and staff finds they are generally responsive to previous comments. As such, staff recommends the **Commission approve the final site development plans for the proposed 11<sup>th</sup> Street Bridge Park, located in Southeast Washington, DC.** Additionally, staff recommends the Commission **comment favorably on the proposed 11<sup>th</sup> Street Bridge Park, noting the park will increase community connectivity and create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses.**

### **Analysis**

The 11<sup>th</sup> Street Bridge Park is located in the Southeast quadrant of Washington DC and will be constructed on top of old bridge piers spanning the Anacostia River, connecting the historic Anacostia and Capitol Hill neighborhoods. The project site is located between the Washington Navy Yard on the west and the National Park Service's Anacostia Park on east. The Bridge Park will be the city's first elevated park, an iconic architectural symbol across the Anacostia River, and a new venue for recreation, arts and environmental education. The project is being constructed in coordination with Building Bridges Across the River at THEARC, a local non-profit.

In 2011, the Commission approved the preliminary and final design for the replacement of the 11<sup>th</sup> Street Bridge. The purpose of the project was to improve the highway connection between the Southeast/Southwest Freeway (I-695) and the Anacostia Freeway (I-295) and to separate local and interstate traffic by building several bridge spans. The project replaced a 40-year-old pair of bridges across the Anacostia River and allowed for stronger neighborhood connections across the river with safety enhancements to the bridge and ramp structures. Today, the bridges have been built, and the proposed park will be located on top of the old downstream bridge infrastructure.

From the beginning, community engagement and feedback have driven the design principles and programming concepts of the 11<sup>th</sup> Street Bridge Park. Further, the Bridge Park will be more than just an innovative public space. It symbolizes a new connection across the Anacostia River, stitching together a booming area of the city and one that has long been overlooked and excluded from the city's economic progress. The 11<sup>th</sup> Street Bridge Park is an example of the District working together with residents to create a new space for the community on both sides of the Anacostia River. Proposed programming includes outdoor performance spaces; a playground; urban agriculture; classrooms; a café; two city overlooks; and kayak and canoe launches.

The 11<sup>th</sup> Street Bridge Park has four goals: create a healthy community by establishing a safe place for residents to exercise and play; connect the community with the Anacostia River; reconnect the neighborhoods of Anacostia / Fairlawn and Capitol Hill / Navy Yard; and generate new jobs and



economic activity. In March 2014, the 11<sup>th</sup> Street Bridge Park staff organized a nationwide three-stage competition informed by over 400 community meetings to transform the old freeway bridge piers into a new, one-of-a-kind civic space over the Anacostia River. Over eighty design firms submitted proposals, and after a seven-month selection process, the competition jury selected the design by OMA + OLIN in October 2014. The winning team captured ideas from residents on both sides of the river and across the city to create a literal “X” intersection and a dynamic, multi-layered amenity for both sides of the river.

The project team conducted a feasibility study of the design and further evaluated the existing piers. The concept was also reviewed for loading, emergency egress, accessibility and other requirements. Through the study, DDOT found the piers to be in good condition. However, the loading demands of the original design exceeded the capacity of the piers and foundations. As a result, the park design was modified to address the structural issues, but also to accommodate the variety of other program and operational needs associated with the park. The concept design, reviewed by the Commission in November 2017 was substantially similar to the original concept, but was reduced modestly while retaining the main program elements. A new multi-column pier and two additional support columns were added to support the bridge structure. At the same time, the environmental education center was moved outside the flood plain and south of Anacostia Drive. A continuous access route was added to allow for emergency vehicles and servicing. The proposed play space was moved onto the deck of the bridge and closer to the café.

Since the review of the preliminary design, the project team has made a combination of minor and a few more significant adjustments to the plan, while generally addressing the areas requested by the Commission. The most significant change since the last review includes relocating the amphitheater from below the bridge on the north end, to the park area on the Anacostia side. The applicant has indicated that the original location was problematic since the north end of the bridge is the narrowest point and there were concerns about noise interference from the adjacent 11<sup>th</sup> Street local bridge and I-695 bridge. The new location of the amphitheater is proposed in the location of a previously proposed spray park water feature and will be built into the existing topography of the landscape with a view overlooking the river. Additionally, the waterfall proposed in front of the café at the Anacostia overlook has been removed due to design and implementation challenges.

### *Design Features*

The bridge park design includes a variety of unique elements that serve as both a park function and to help create spaces where people can relax or interact. Rain gardens are proposed at the lower end of the western half of the bridge park deck and will treat stormwater from the bridge deck. Educational placards will be placed next to the rain gardens to educate the public on the importance of stormwater management for improving water quality. A hammock area and picnic area are located Adjacent to the rain gardens. These will provide space for passive recreation and engagement with the river. These facilities are near the narrowest portion of the bridge park deck, as passive recreation requires less space than more active programming and facilities. Local artists have been commissioned to design individual hammocks inspired by local community heroes.

In the center of the bridge park is the Café and Community room. The café will provide comfort facilities, beverages, and food to keep park visitors hydrated and comfortable, thereby likely increasing their time spent using the other bridge park programming. These elements also offer shelter during rain, snow, heavy wind, high temperatures, and other weather events. This is expected to be particularly helpful for senior citizens and adults with children. Any proceeds from the Café will be used to maintain the programming on the bridge park. Additionally, the adjacent community room will be made available for local stakeholders for meetings by local ANC's, civic associations, and non-profits. Above the Café is the great lawn feature that functions as a green roof. It will provide additional space for passive recreation, educational opportunities, and active programming.

South of the Café is the children's play area. The play area's theme is "mussel beach" and will highlight native mollusks in the Anacostia River and the important role they play in improving water quality and providing aquatic habitat. Given its environmental themes, the play area's close proximity to the Environmental Education Center is expected to further engage children and their families with the river. The Environmental Education Center is located at the east end of the bridge deck and will engage the public with the river and educate them on the local environment, its challenges, and ongoing efforts to improve local conditions. Many of the other facilities and programming included on the bridge park and nearby Anacostia shoreline are designed to increase engagement with the Environmental Education Center. The Environmental Education Center will be run by the Anacostia Watershed Society, whose mission is to protect and restore the Anacostia River by bringing partners and communities together to achieve a clean and safe Anacostia River for the benefit of all living in its watershed and for future generations.

Above the park areas is the track with Navy Yard and Anacostia overlooks. The overlook facing the Anacostia community is wider, therefore encouraging and accommodating more park visitors to learn of the historic and cultural significance of the area and potentially attract economic investment.

On the east/south side of the river are the kayak and canoe launch and the amphitheater. The kayak/canoe launch will provide access to the water from the east side of the river. The kayak launch will be used for visiting school groups during the week and rentals during the evening and weekends. Those with their personal kayaks or canoes who wish to launch will be directed to the launch further upstream of the bridge park near the skating pavilion. It is an essential element in achieving its function of engaging the public with the Anacostia River. The performing arts at the amphitheater will be a catalyst for bringing people together, amplify voices of local residents and celebrate the region's rich history and culture. The amphitheater will serve as a venue for concerts, community forums, theater and/or productions from arts groups across the city.

In general, staff finds the changes necessary and beneficial to the bridge design. A variety of landscape palettes have been developed which will enhance the visitor experience, promote shade and highlight the park's relationship to its river setting. The Comprehensive Plan calls for incorporating trees and vegetation into plans and projects to absorb carbon dioxide, moderate temperatures, minimize energy consumption, reduce pollution, and mitigate stormwater runoff. The applicant has committed to an overall project palette that is predominantly native plants that

perform well in the local ecoregion. Only a few selections are adapted plant species based on microclimates and cultural limitations. The applicant also notes that Poke Milkweed is currently not available as plugs.

### *Proposed Guardrails*

The applicant has updated the fencing/guardrail design to meet several goals including aesthetics, implementation, and anti-scalability. Generally, guardrails are used in around the perimeter of the bridge park and anywhere it is needed. Fencing is used in around the top of the central utility building. The applicant proposes a material with 2"x2" grating for the fencing and a 3"x3" grating for the guardrails because they are not climbable. It is also consistent with the building façade materials. The steel grating design used on the guardrails has larger openings to minimize disruption to the great views from the bridge. The grating used for fencing has smaller openings to limit views onto mechanical equipment and trash collection areas. Another benefit of the grating is that while appearing very simple, the depth of the grating has a very dynamic sculptural quality. The material self-shadows and changes in appearance as sun moves around it during the day. Similarly, the opacity varies as park users move around the grating. The materials are galvanized zinc and fiberglass reinforced plastic (FRP). The zinc develops a patina over time, changing in color over years based on exposure to elements and is has subtle variance and irregularity of color across its surface to the nature of its application in a hot dipped bath. The FRP is lightweight, making it easy to ship and assemble, and the bold green color on the buildings both adds liveliness to the concrete/steel superstructure of the bridge while remaining within the classic palette of park colors.

### *Bridge Park Lighting*

The proposed bridge lighting includes a combination of general-purpose lighting for access and safety, lighting for activity areas and architectural bridge lighting. The operational hours will be similar to other DC parks which are open from sunrise to sunset. The security of the park will be accomplished with on-site park rangers who will monitor and patrol the park, similar to NPS sites. The lighting proposed is key to maintaining a safe environment after dark without negatively impacting the local ecology. In terms of architectural lighting, the type of bridge and its function, adjacent land uses, proximity of natural resources, nearby historic properties, and viewsheds are all considerations. Regarding the proposed park, the use is unique from other bridges in that it is also a park with occupiable spaces. It is also a new structure with a contemporary design that is not within or visible from the Monumental Core. As such, staff finds some architectural lighting is appropriate to this location and setting. The 11<sup>th</sup> Street Bridge Park will likely be perceived as a counterpart to the new Frederick Douglass Bridge, located downstream, which also has a contemporary design. Staff recommends the **Commission notes the bridge structure is unique in that it also functions as a park, and therefore includes a combination of both bridge and park lighting. The bridge and park decking will be a new structure with a contemporary design that is not located within or visible from the Monumental Core.**

The project team has submitted information on the proposed lighting strategy, including fixture details and locations, the cumulative illumination levels, and potential impact on the natural river

setting and adjacent neighborhoods, per the Commission's request. As the bridge will be visible from areas near and along the river, which is also a natural riparian corridor, the lighting design is important. The applicant has indicated that the park will not be open at night, similar to other District parks and will only allow people to pass through the park at night. The proposed lighting achieves the Leadership in Energy and Environmental Design (LEED) Light Pollution Reduction credit using the Backlight, Up light, and Glare (BUG) method. As such, lighting levels will be appropriate to meet design needs and minimum safety standards, while minimizing excess light, as well as upward and horizontal spillage. Therefore, the applicant provided additional information regarding the lighting plan, including illumination levels and renderings, to demonstrate the cumulative lighting impacts, per the Commission's previous request. In addition, staff recommends the **Commission finds architectural lighting for the bridge and park are appropriate given its function, location and contemporary design.**

#### *Character of the Riverfront*

The proposed bridge park intends to create welcoming and vibrant spaces that enhance the user experience and foster civic and local uses. This is consistent with policies set forth in the Urban Design element of the Comprehensive Plan. Further, a high-quality public realm will reinforce Washington's national image, as well as everyday experiences for residents and visitors alike. The park will also promote waterfront access, and highlight the Anacostia River's recreational, ecological, and scenic qualities. Staff notes that the South Capitol Bridge, located less than a mile downstream, has also been rebuilt with a new contemporary design. Both the 11<sup>th</sup> Street Bridge Park and the South Capitol Bridge reflect a renewed emphasis on Washington, DC as a riverfront city.

#### *Transportation and Access*

The Comprehensive Plan encourages biking, walking, transit, and other non-single-occupancy modes of transportation for visitors. The proposed bridge park will be accessible by a variety of different transportation options. The Anacostia and Navy Yard Metro Stations are both about a 20-minute walk from the bridge. Bus service is also frequent in the area. No new parking will be provided at the bridge. However, several parking garages are located in close proximity, including the Anacostia Metro Station.

The final design further promotes pedestrian and bicycle access, as both will be essential in ensuring a successful park. From the north side, pedestrians will access the bridge where it lands adjacent to the Navy Yard and the existing 11<sup>th</sup> Street Bridge. Thru-bicycle access will primarily be along the existing 11<sup>th</sup> Street Bridge, although a shared bicycle/pedestrian path will allow direct access to the bridge programming. Due to the activity-based nature of the bridge park design, utilizing a shared bicycle/pedestrian path through the park could become problematic when usage increases. On the south side, the bridge connects to the adjacent grade, and paths and ramps allow access down to Anacostia Drive, Good Hope Road and Martin Luther King, Jr. Boulevard. The proposed wayfinding and materials will help navigate the new routes along with the addition of shared use paths and staff suggests the **Commission finds that the applicant has significantly improved the overall bridge park access plan and wayfinding package.**

### *Coordination*

The project team has coordinated with numerous federal and local agencies, as well as the surrounding communities. This has included meetings with NCPC staff, the U.S. Commission of Fine Arts, Federal Highway Administration, U.S. Army Corps of Engineers, NPS and others. The project team has also met countless times with District agencies and a variety of community stakeholders near the bridge site. The Commission had previously requested the applicant further coordinate with the Department of the Navy regarding any security impacts of the project to the Washington Navy Yard. The design team met with the Department of the Navy and revised several design components to address these issues. The Navy was concerned about people have unrestricted view access at the Navy Overlook. The applicant has modified the plans to include glass at the Navy Overlook. As such staff recommends the **Commission notes the applicant has coordinated with the Department of Navy to address concerns related to visibility and access to the Washington Navy Yard which is located just north of the bridge park.**

### *Transfers of Jurisdiction*

The project design required portions of land under NPS jurisdiction to be transferred to the District for transportation or park use. The project team in coordination with NPS transferred the jurisdiction of the property in December 2020. The Commission reviewed and approved the transfer of jurisdiction as NCPC File No. 8230.

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

As noted above, this project meets the goals of the Comprehensive Plan. Staff has reviewed policies related to parks and open space, urban design, transportation, and visitor experience in evaluating the proposed bridge park. The Federal Environment Element specifically recommends that sites reduce levels of light pollution by selecting the appropriate level of lighting to meet design needs, while minimizing excess light, and designing light fixtures to eliminate upward and horizontal spillage. As described above, the project team has submitted information on the lighting package to address the recommendations of the Comprehensive Plan to ensure the overall lighting is appropriate.

### **National Historic Preservation Act**

NCPC has an advisory review of the project, and therefore does not have an independent responsibility to comply with the National Historic Preservation Act (NHPA). The applicant has been coordinating with the State Historic Preservation Officer extensively and they have reviewed this project on numerous prior occasions and is coordinating since the most recent design appears to be consistent with previously approved concepts, and the project summary documents that the historic Anacostia Park seawall will be retained within the project area.

## **National Environmental Policy Act**

DDOT completed an extensive Environmental Impact Statement (EIS) as part of the design process for the reconstruction of the 11<sup>th</sup> Street Bridge. As this District project is outside the Central Area, NCPC has an advisory review, and therefore does not have a National Environmental Policy Act (NEPA) obligation.

## **CONSULTATION**

### **Coordinating Committee**

On September 14, 2022, the Coordinating Committee forwarded the final design to the Commission with the statement that the proposal has been coordinated with all participating agencies. The participating agencies included NCPC, DC Office of Planning, the District of Columbia State Historic Preservation Office, the Washington Metropolitan Transit Authority, the General Services Administration and DDOT. The District Department of Energy and Environment submitted comments after the Coordinating Committee meeting.

Staff notes there are ongoing discussions between the District Department of Energy and Environment and the applicant regarding the mitigation measures necessary to address the proposed changes to wetlands and pier dredging. If design changes are required as a result of this coordination, the project should be resubmitted to the Commission for review. Therefore, staff recommends the Commission request the applicant continue to work with the District Department of Energy and Environment to address any outstanding issues.

### **U.S. Commission of Fine Arts**

The Commission of Fine Arts (CFA) reviewed and approved the final design at their September 15, 2022 meeting, with a request that a few additional details be submitted for staff review. A copy of the approval letter is attached.

## **ONLINE REFERENCE**

The following supporting documents for this project are available online at [www.ncpc.gov](http://www.ncpc.gov):

- Submission Package
- Commission of Fine Arts letter

**POWERPOINT (ATTACHED)**

# 11th Street Bridge Park

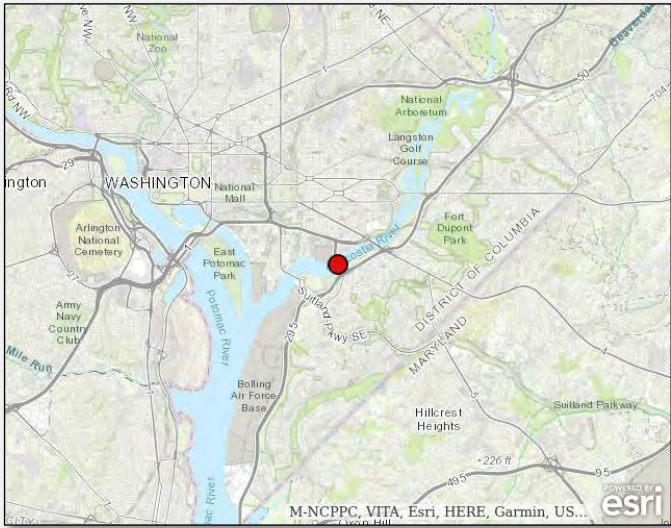
11th Street Bridge, Southeast, Washington DC

Approval of Final Site Development Plans

District of Columbia Department of Transportation



# Site Location



Location Map



# Existing Conditions

- The proposed Bridge Park will retrofit the existing piers, which were built in 1964.
- Piers 12 and 13 were more recently updated with pedestrian overlooks in 2013.
- The 11<sup>th</sup> Street local bridge was recently constructed in 2012, along with the bridges for I-695 (Southeast Freeway).





# Land Use

- The proposed project includes 1.2 acres of land improvements on the Navy Yard side and 5.5 acres of land improvements on the Anacostia Park side.

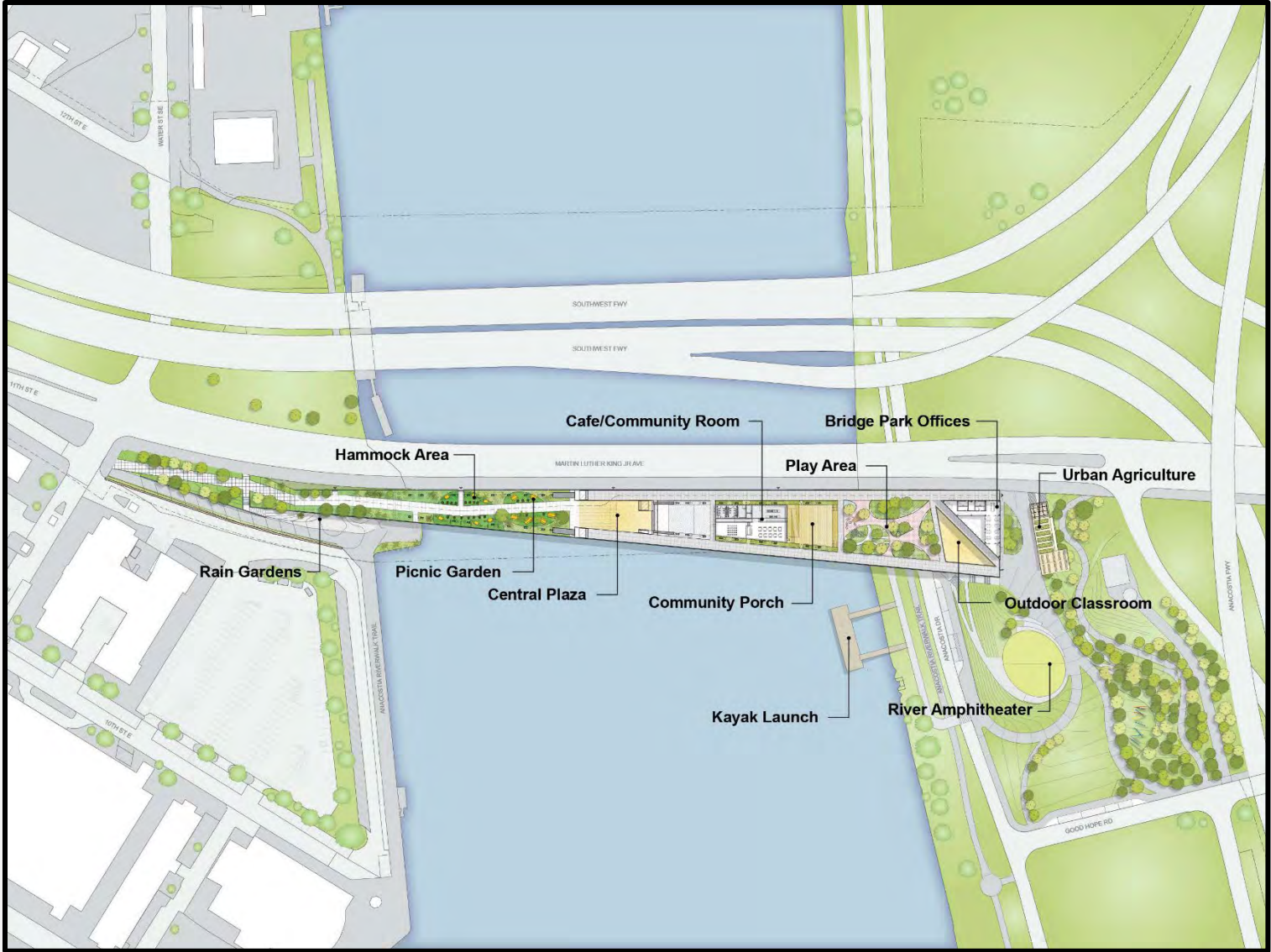


# Proposed Bridge Park Roof Plan

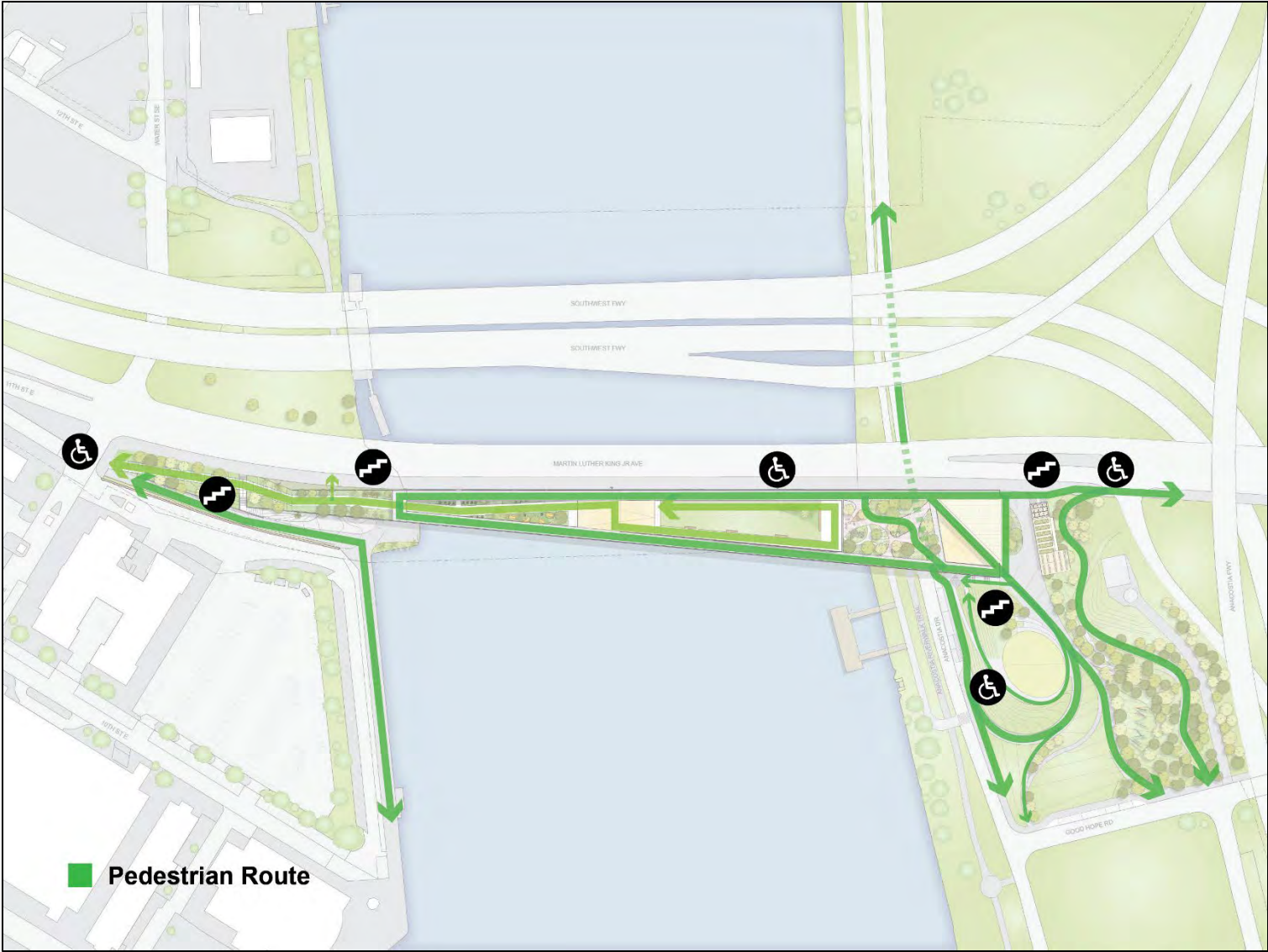




# Proposed Bridge Park Deck Plan

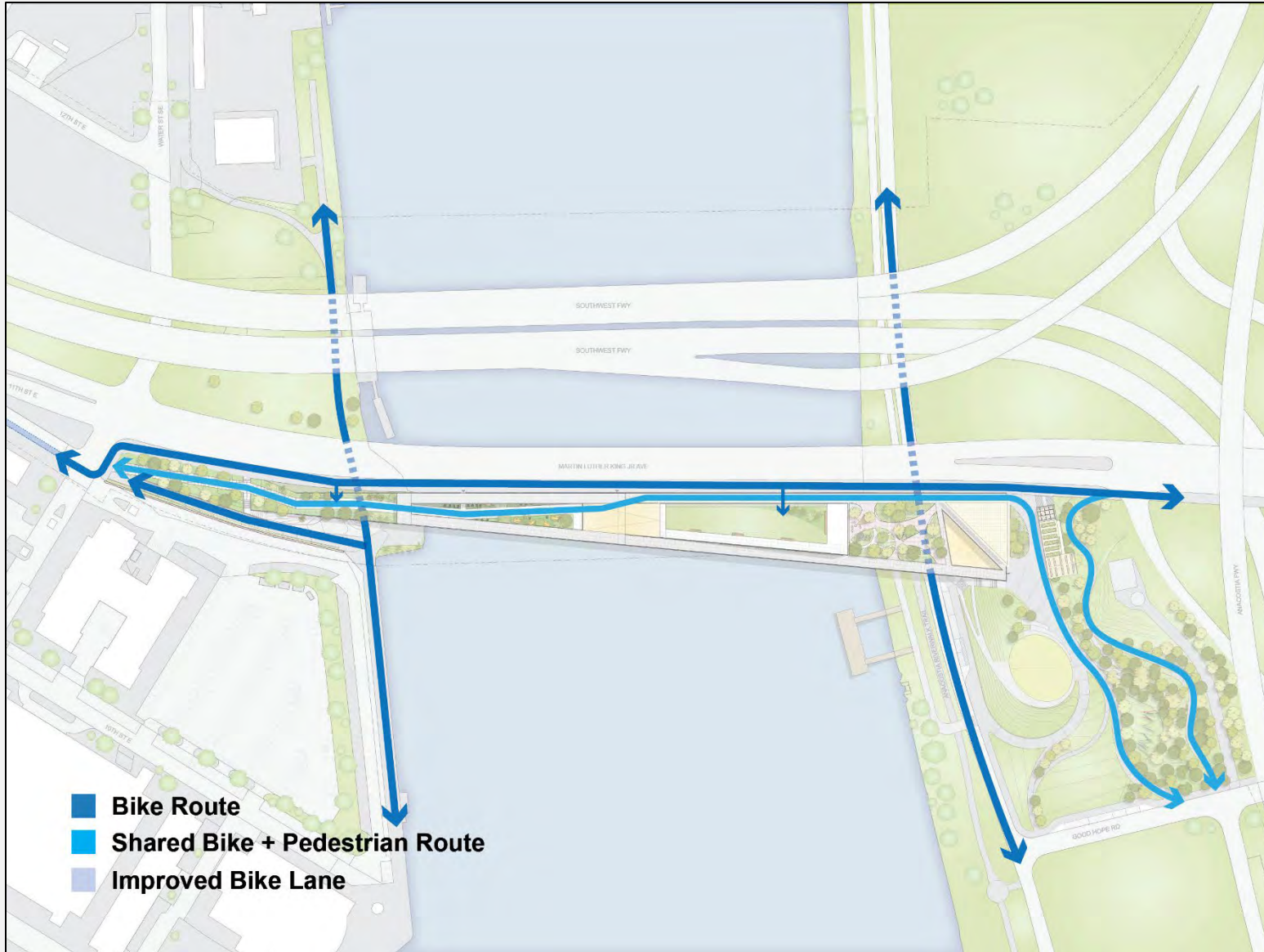


# Proposed Bridge Park Access Plan

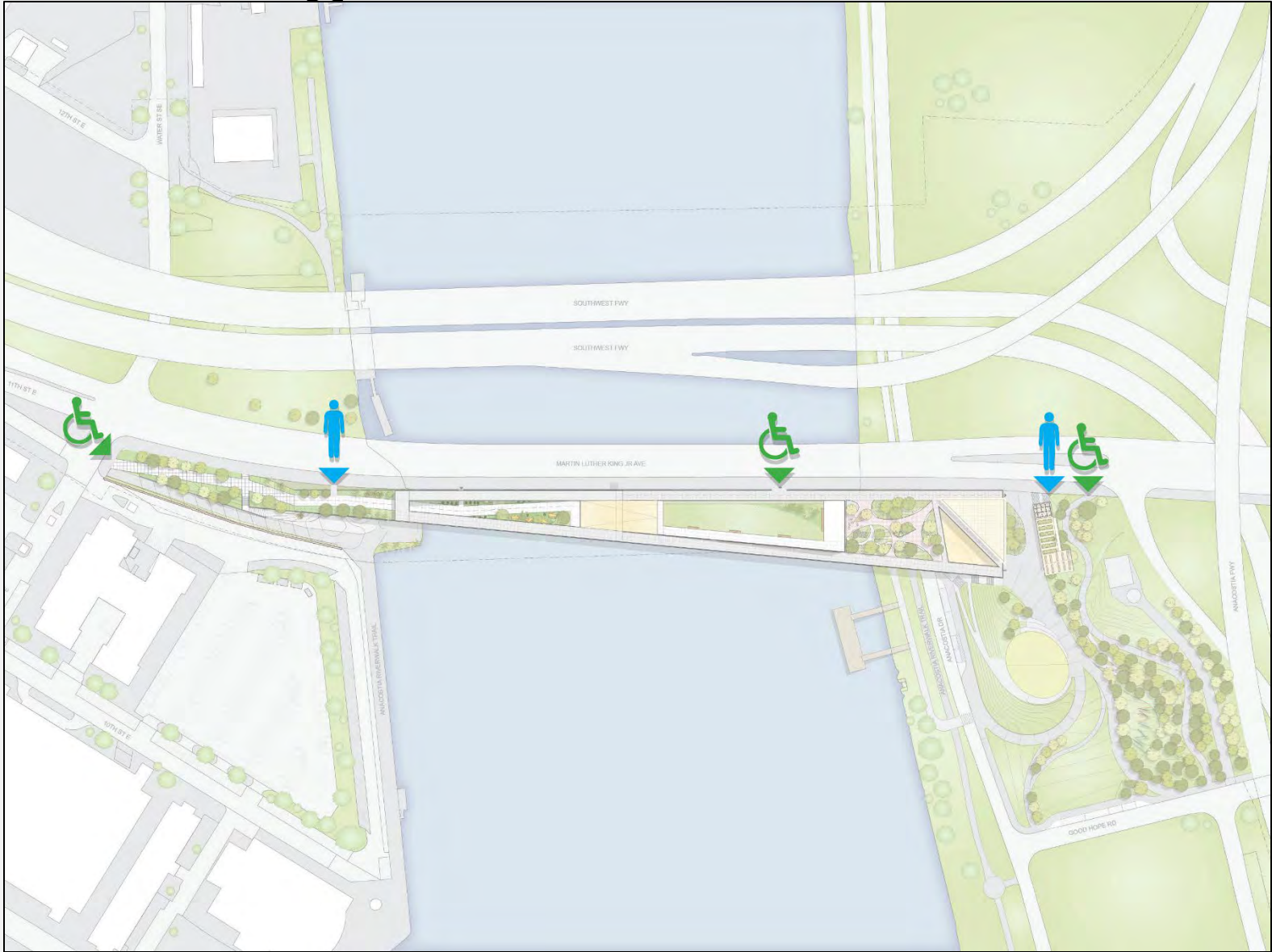




# Proposed Bridge Park Access Plan

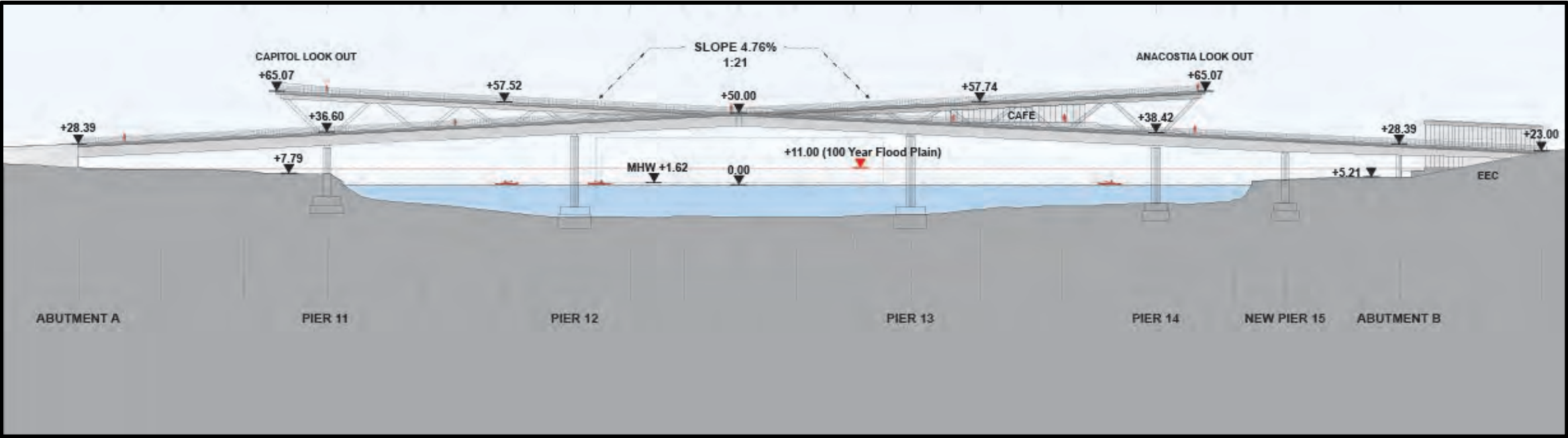


# Proposed Bridge Park Access Plan





# Proposed Bridge Park Elevation View



# Proposed Bridge Park Rendered View SE





# Proposed Bridge Park Rendered View NW



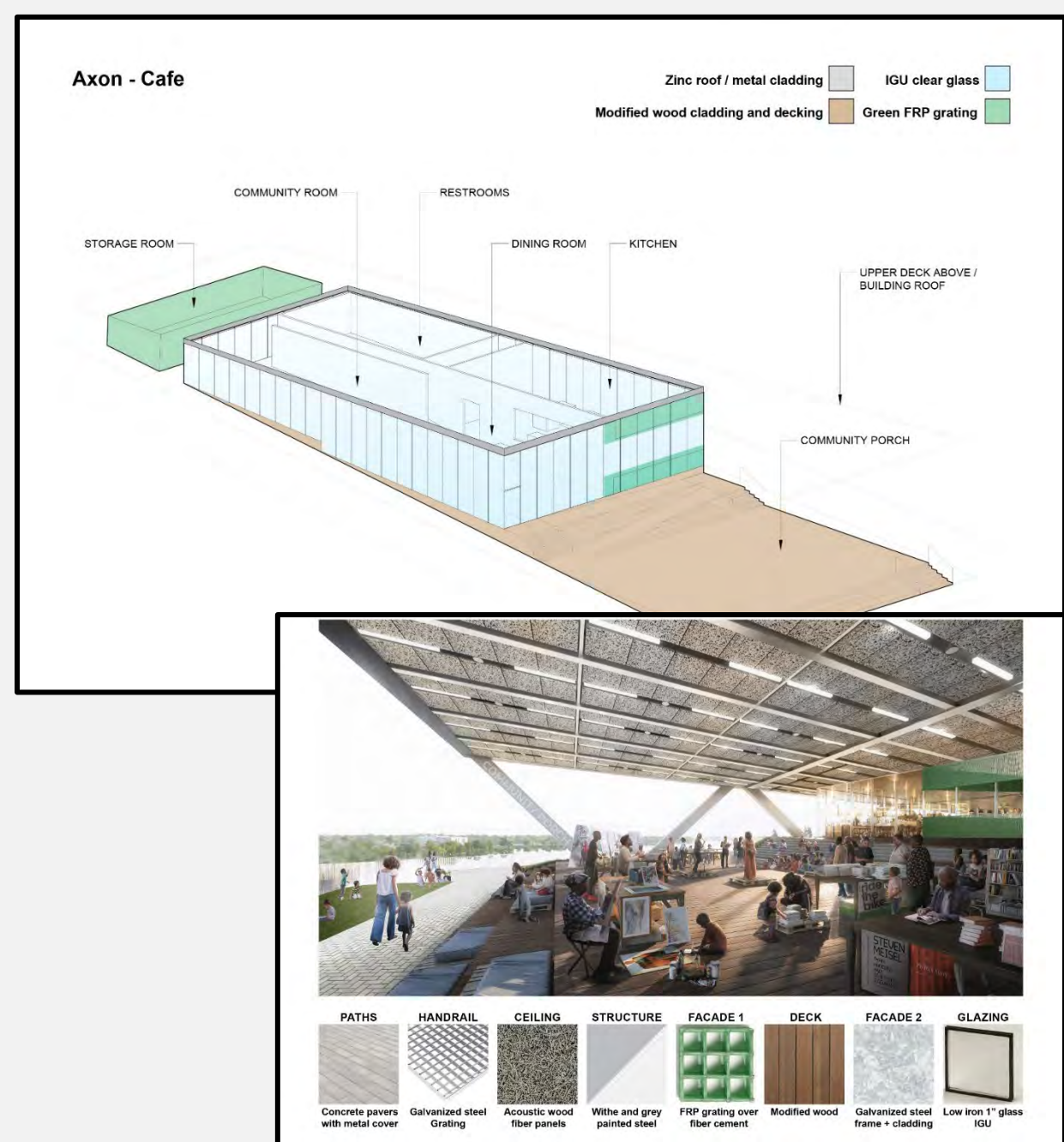


# Proposed Bridge Park Rendered View West



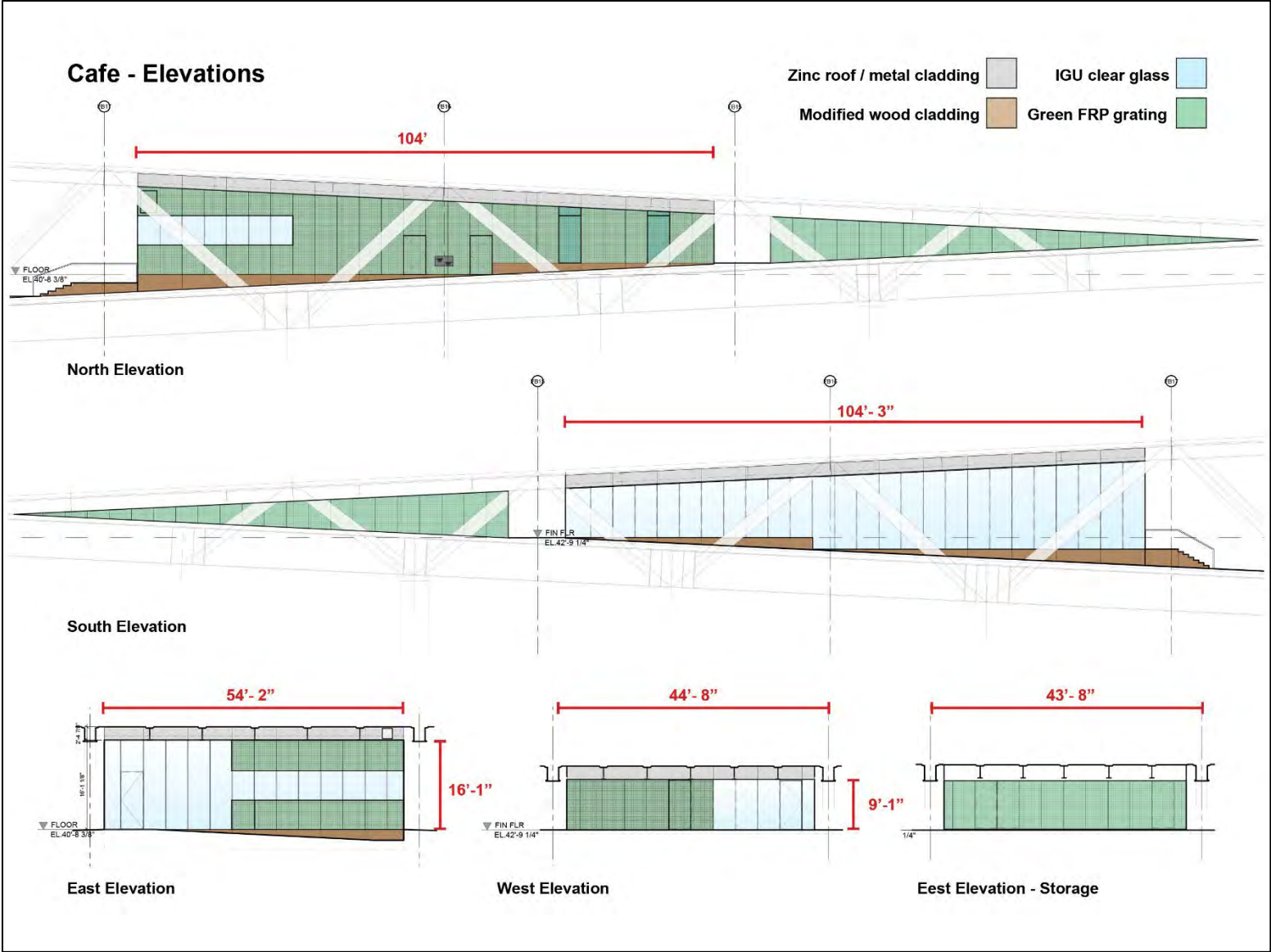
# Proposed Café Design

- The café is a 1-story structure located between the two decks of the proposed bridge. The proposed structure includes public restrooms, community room, kitchen, dining room and covered porch.
- Adjacent to the café are the Bridge Park storage room and trash room.
- The proposed exterior materiality of the café and covered porch include the following:
  - Structure – white and grey painted steel
  - Façade – FRP grating over fiber cement and galvanized steel frame and cladding
  - Glazing – Low iron 1" glass IGU
  - Deck – Modified wood
  - Ceiling – Acoustic wood panels
- Adjacent to the café:
  - Pathways – Concrete pavers with metal cover
  - Handrail – Galvanized steel grating





# Proposed Café Details

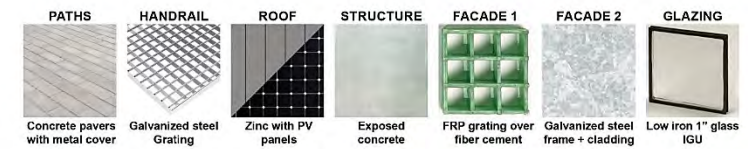


# Proposed Bridge Park Rendered View - Café and Community Porch

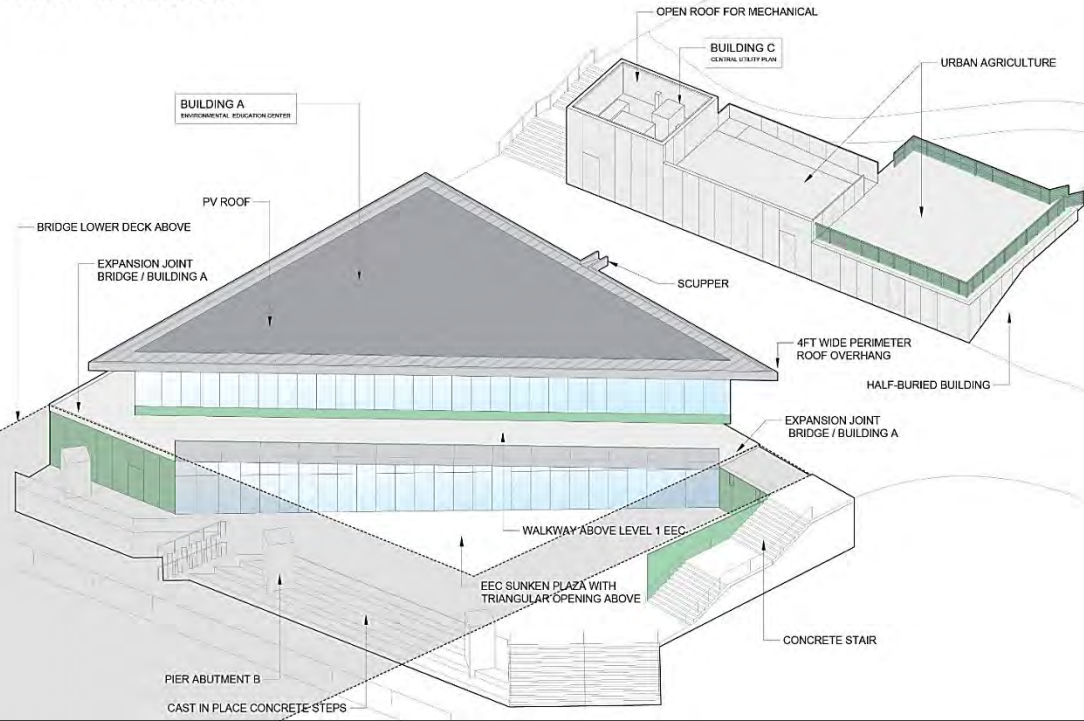




# Proposed Environmental Education Center



Axon - EEC and CUP



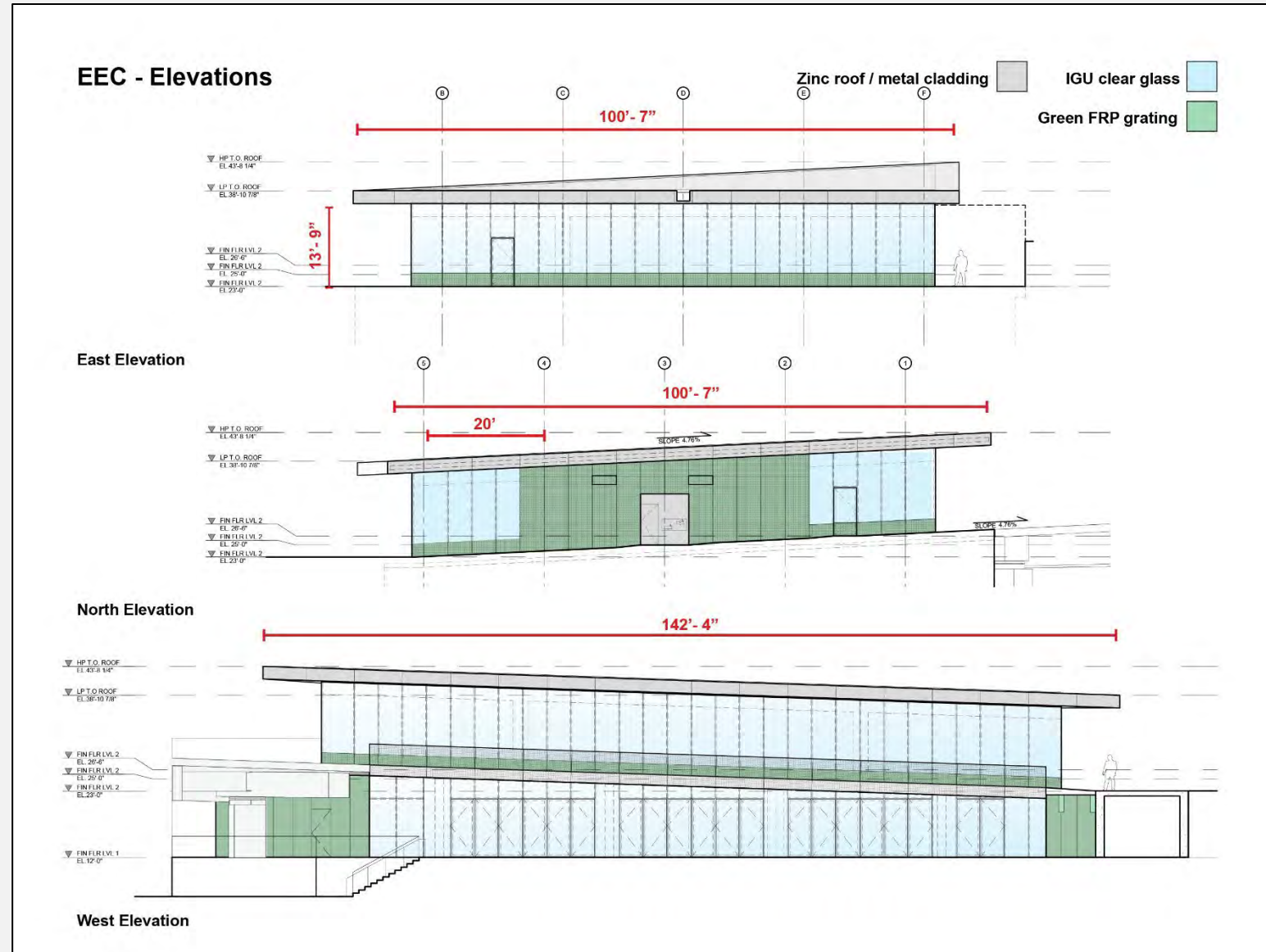
- The proposed Environmental Education Center (EEC) is a 2-story structure located on land, which connects to the bridge structure.
- The EEC includes facilities for the Anacostia Watershed Society (classrooms, offices, restroom and pantry) on the first floor.
- The second floor will consist of Bridge Park offices, Park Ranger offices, and private and public restrooms.



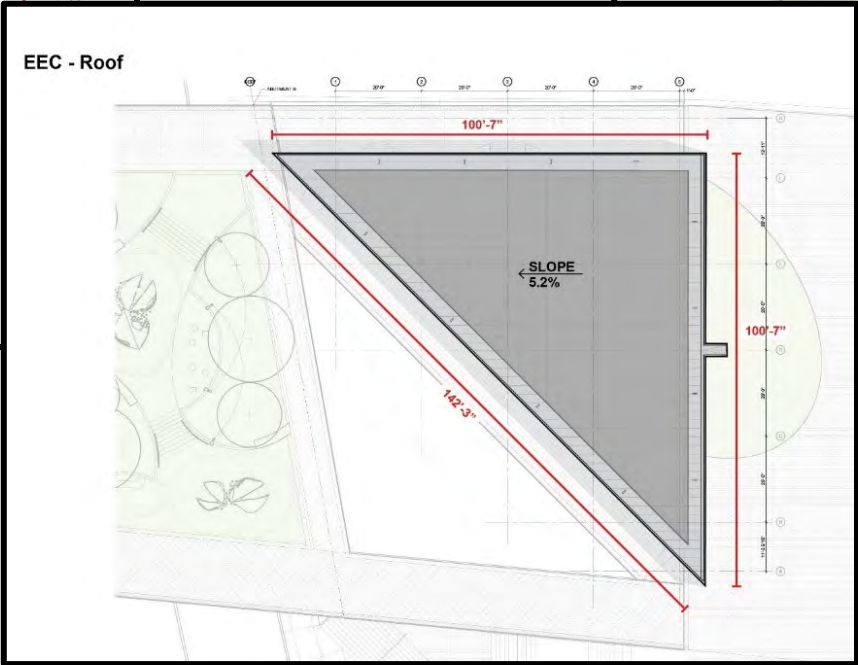
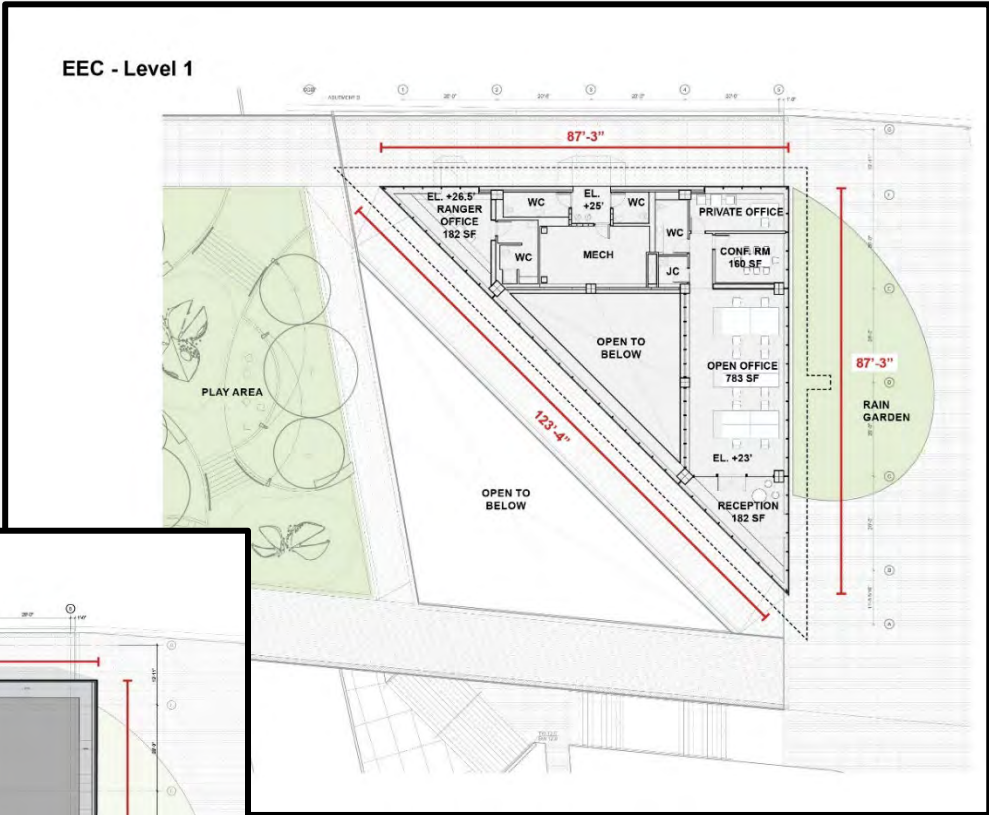
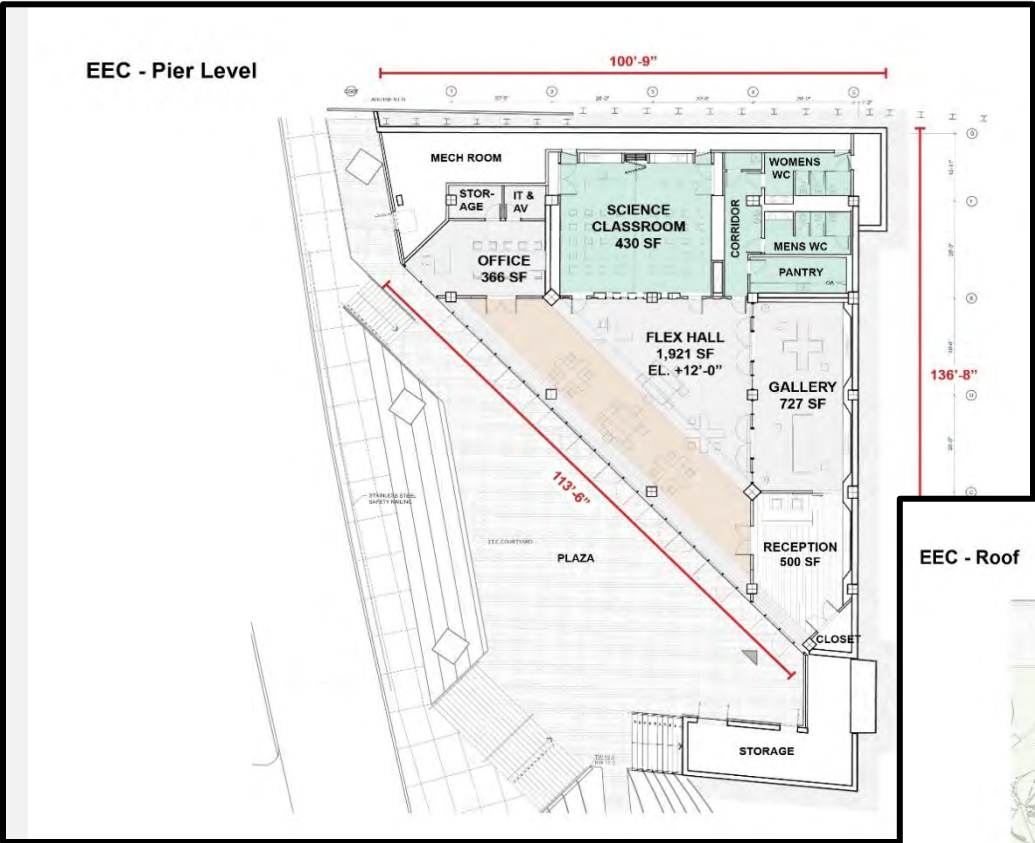
# Proposed Environmental Education Center Details

The proposed exterior materials of the EEC includes the following:

- Structure – Exposed concrete
- Façade – FRP grating over fiber cement and galvanized steel frame and cladding
- Glazing – Low iron 1" glass IGU
- Roof – Zinc with PV panels
- Adjacent to the EEC:
  - Pathways – Concrete pavers with metal cover
  - Handrail – Galvanized steel grating



# Proposed Environmental Education Center Details





# Proposed Environmental Education Center Materials





# Proposed Bridge Park Rendered View – Environmental Education Center





# Proposed Bridge Park Rendered View – Environmental Education Center



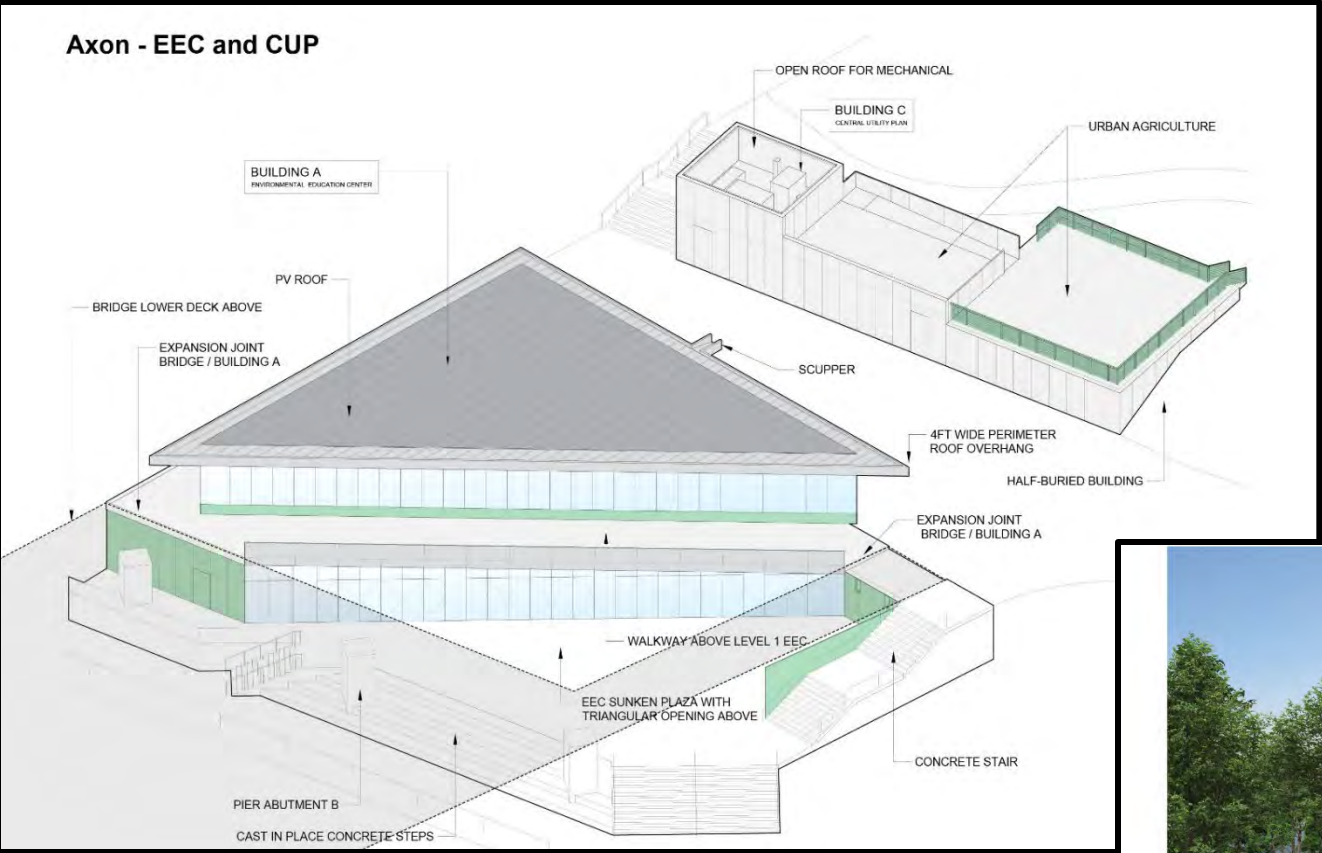


# Proposed Bridge Park Rendered View – Environmental Education Center





# Proposed Central Utility Plan



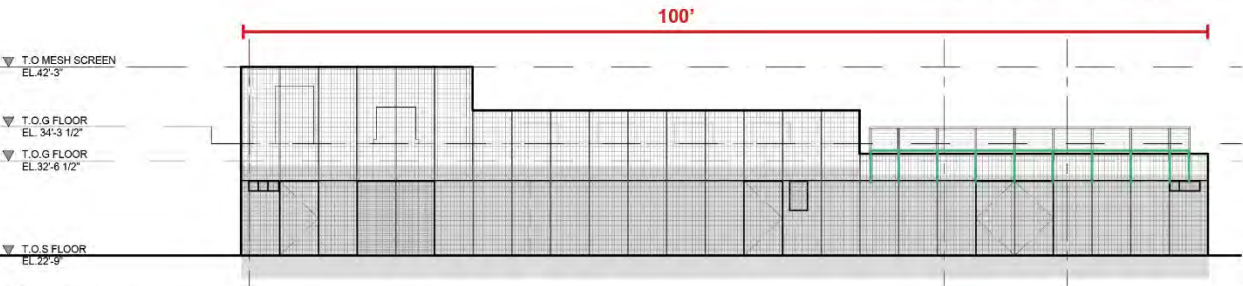
- The proposed Central Utility Plant is a 1-story structure located on land located adjacent to the Environmental Education Center.
- The proposed structure includes a fire pump, cooling tower, mechanical and storage rooms.
- The roof of this building will be used for urban agriculture for the Bridge Park.



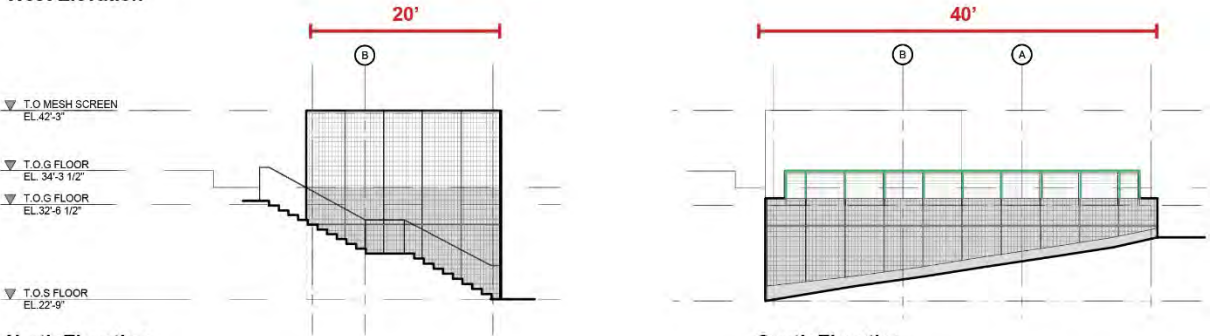
# Proposed Central Utility Plant Details

Central Utility Plan - Elevations and section

Galvanized steel grating cladding    Green FRP railing    Galvanized steel grating guardrail / fence

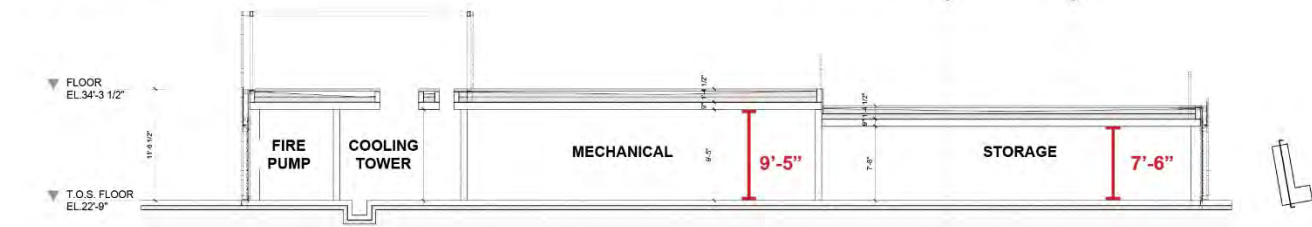


West Elevation

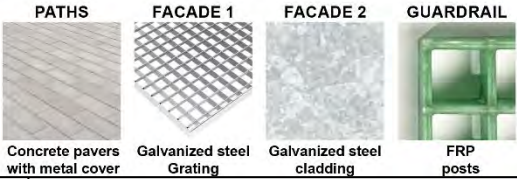


North Elevation

South Elevation



Long Section



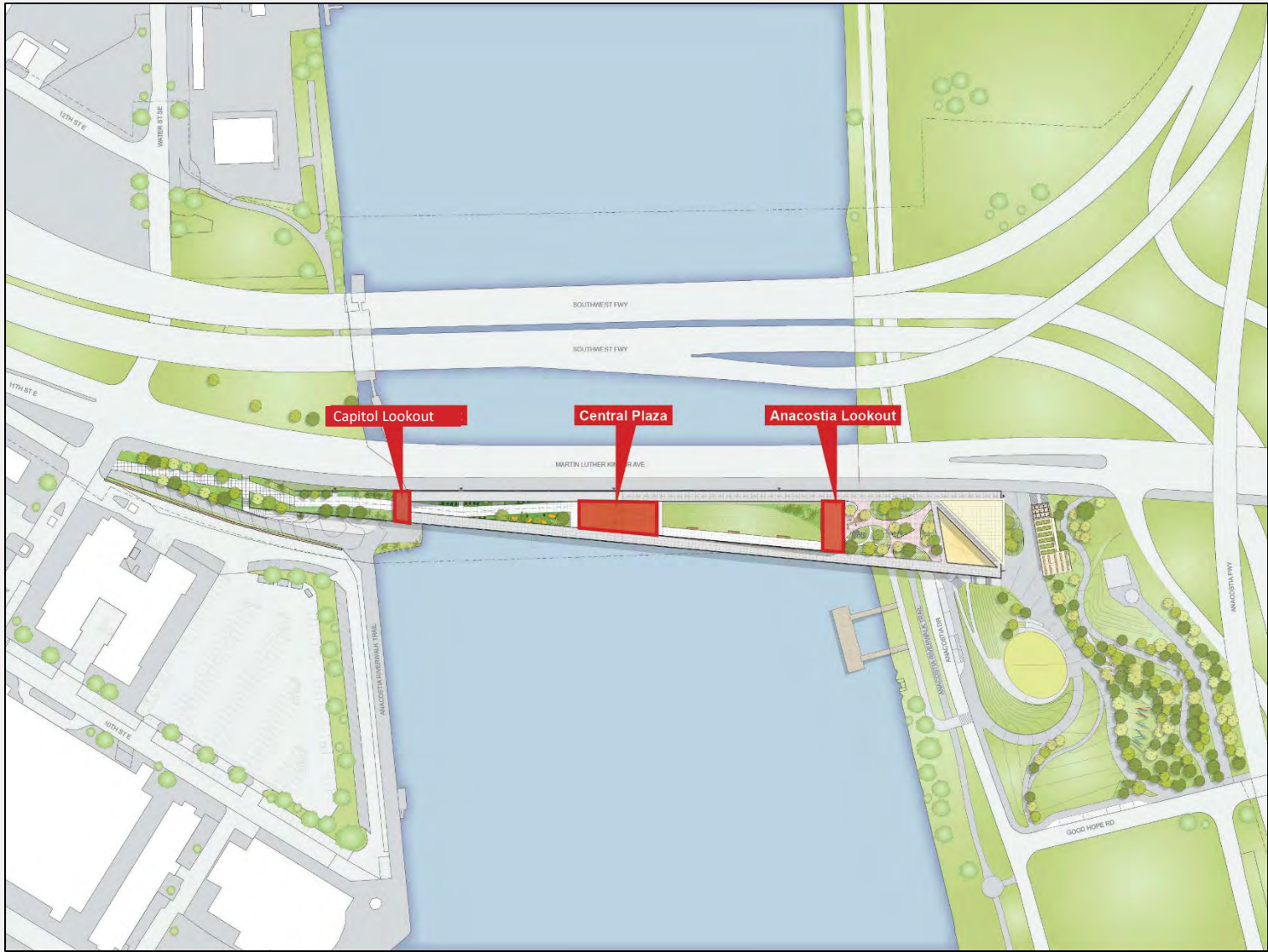


# Proposed Central Utility Plant Rendered View





# Proposed Overlooks and Central Plaza





# Proposed Capitol Overlook Rendered View





# Proposed Central Plaza Rendered View



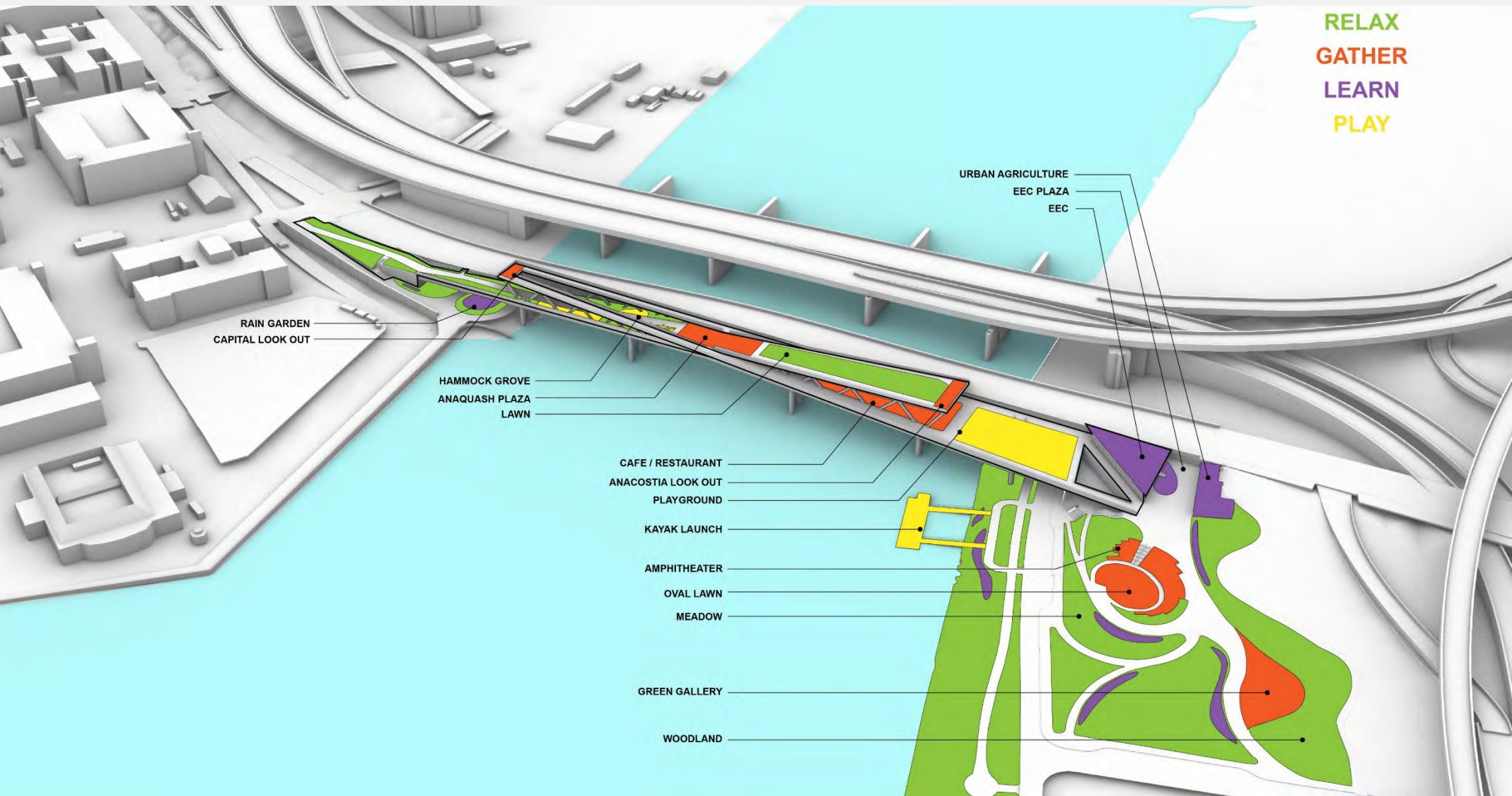


# Proposed Anacostia Lookout Rendered View





# Proposed Landscape Program





# Proposed Landscape Character





# Planting Plans

## LANDSCAPE TYPOLOGIES



### PLANT PALETTE

#### Shaded Meadow Mix



#### Biorentention Mix



### PLANT PALETTE

#### Full Sun Meadow Mix

















# Planting Plans






**PLANT PALETTE**

**Canopy Trees**

 Red Maple 'October Glory'	 River Birch	 Shagbark Hickory	 Sweet Gum
 Black Tupelo	 American Sycamore	 Willow Oak	 Red Oak
 Black Willow	 American Holly	 Eastern Red Cedar	 Eastern White Pine

**Understory Trees**

 Allegheny Spineberry
 Eastern Redbud
 Dogwood 'Cherokee Princess'



# Proposed Entry at Navy Yard Rendered View





# Proposed Navy Yard Approach Rendered View





# Proposed Anacostia Approach Rendered View



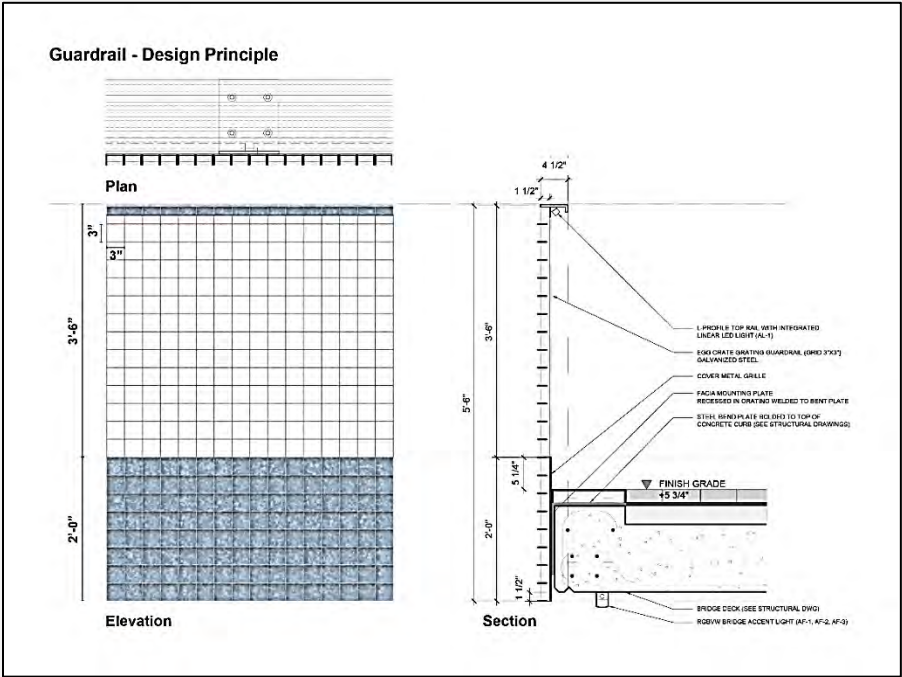
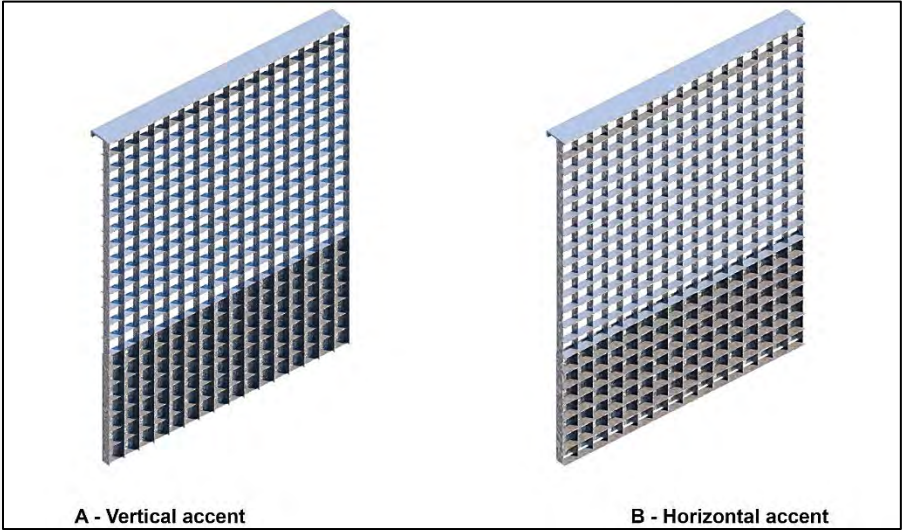
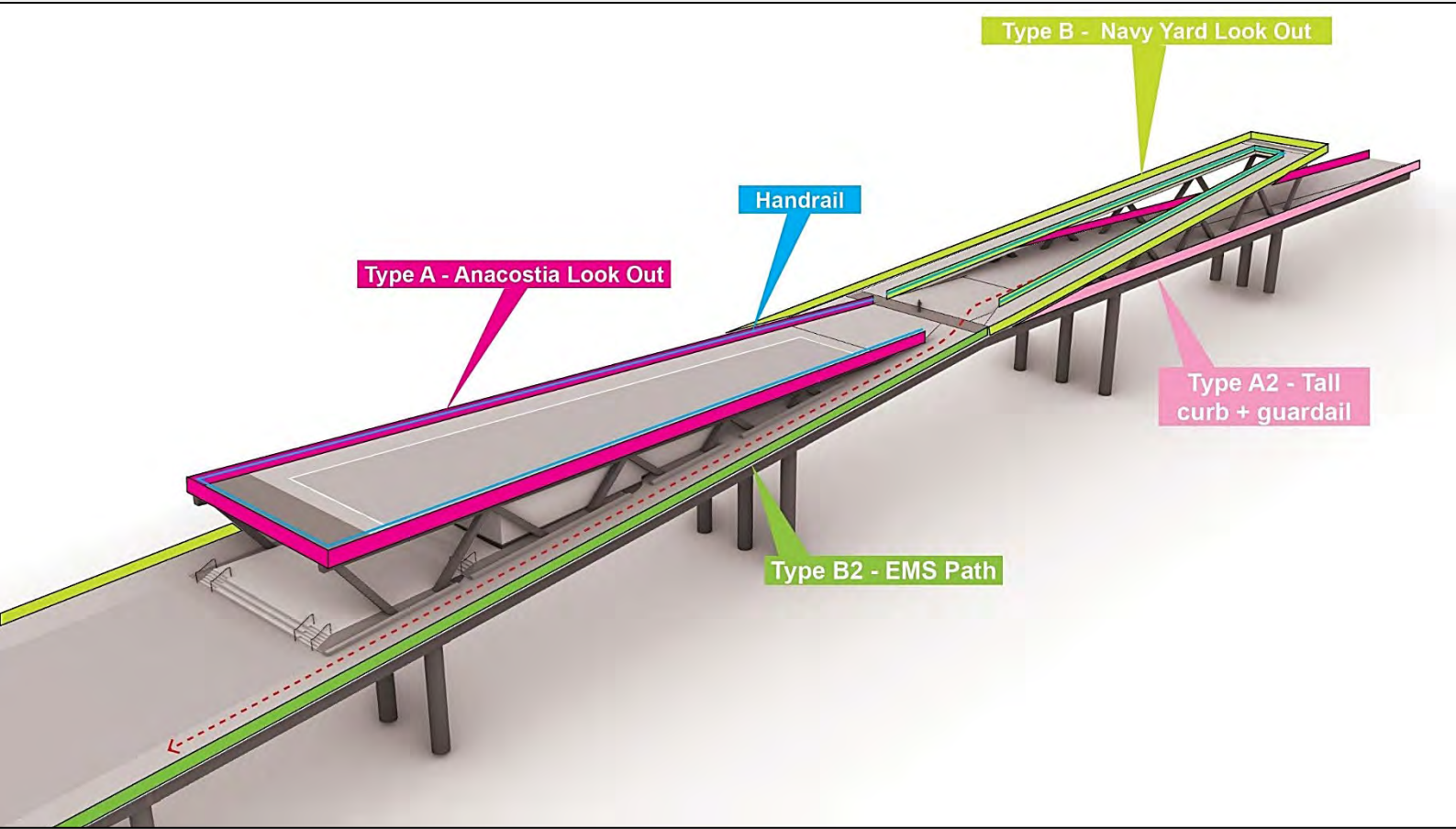


# Proposed Anacostia Elements Rendered View



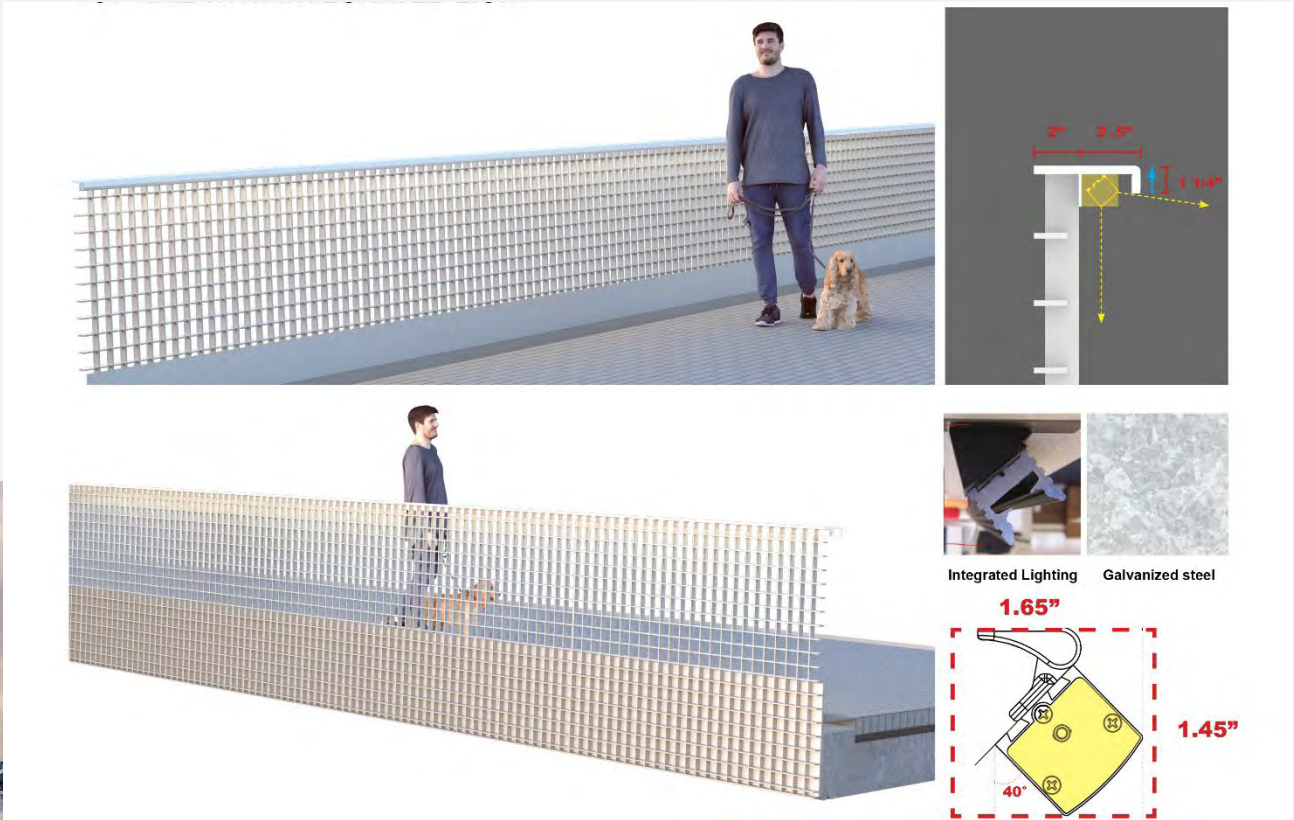


# Proposed Railing





# Proposed Railing



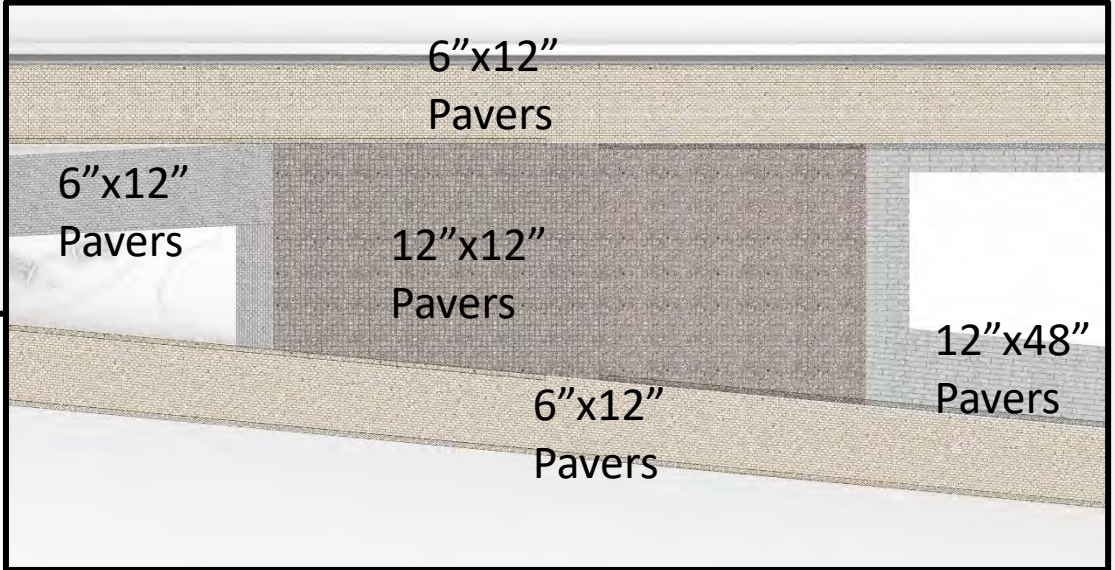
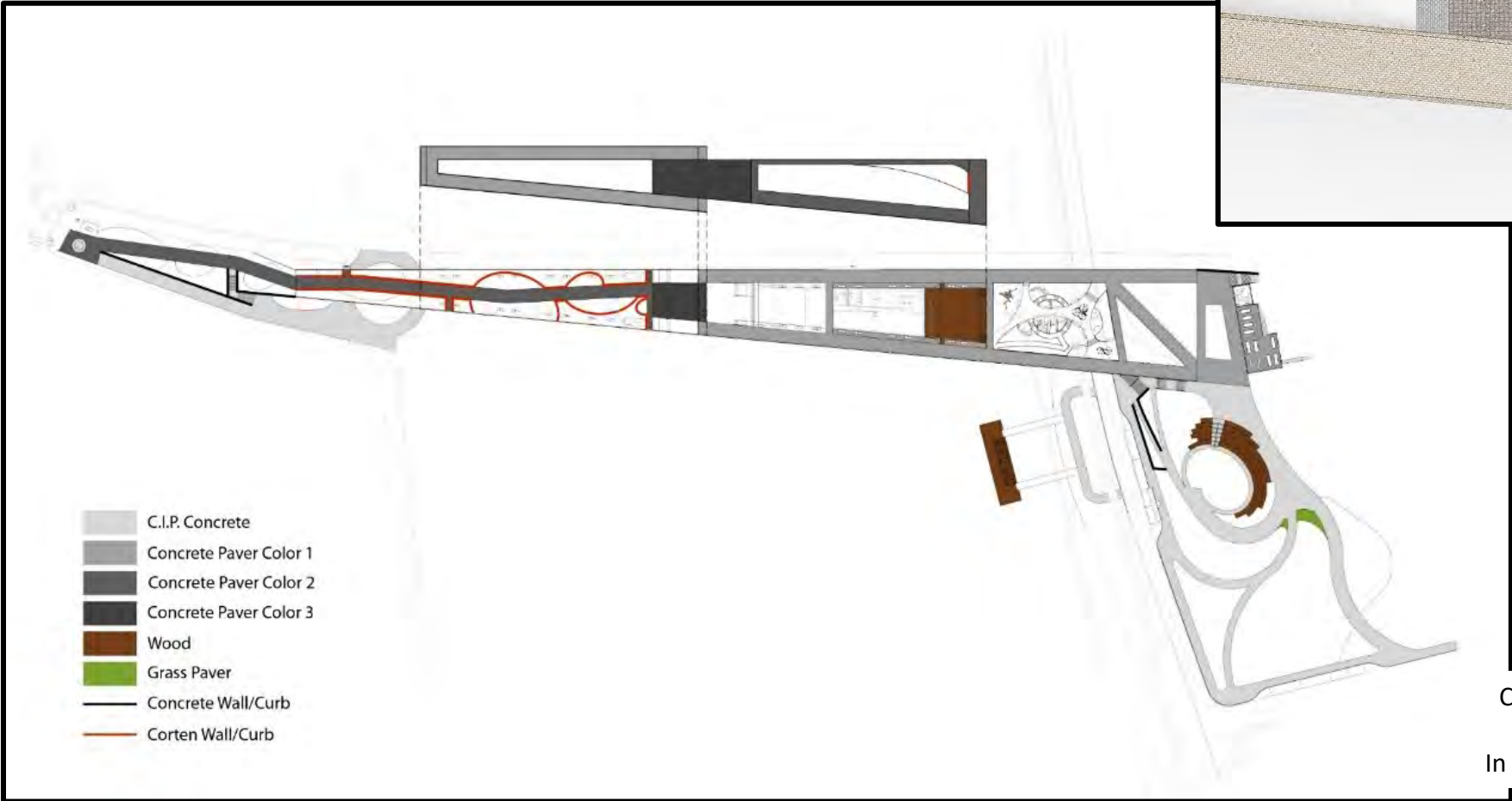


# Proposed Railing Rendered View





# Proposed Bridge Surface Materials



# Proposed Bridge Surface Materials

C.I.P. Concrete



Concrete Paver Color1



Concrete Paver Color 2



Concrete Paver Color 3



Wood



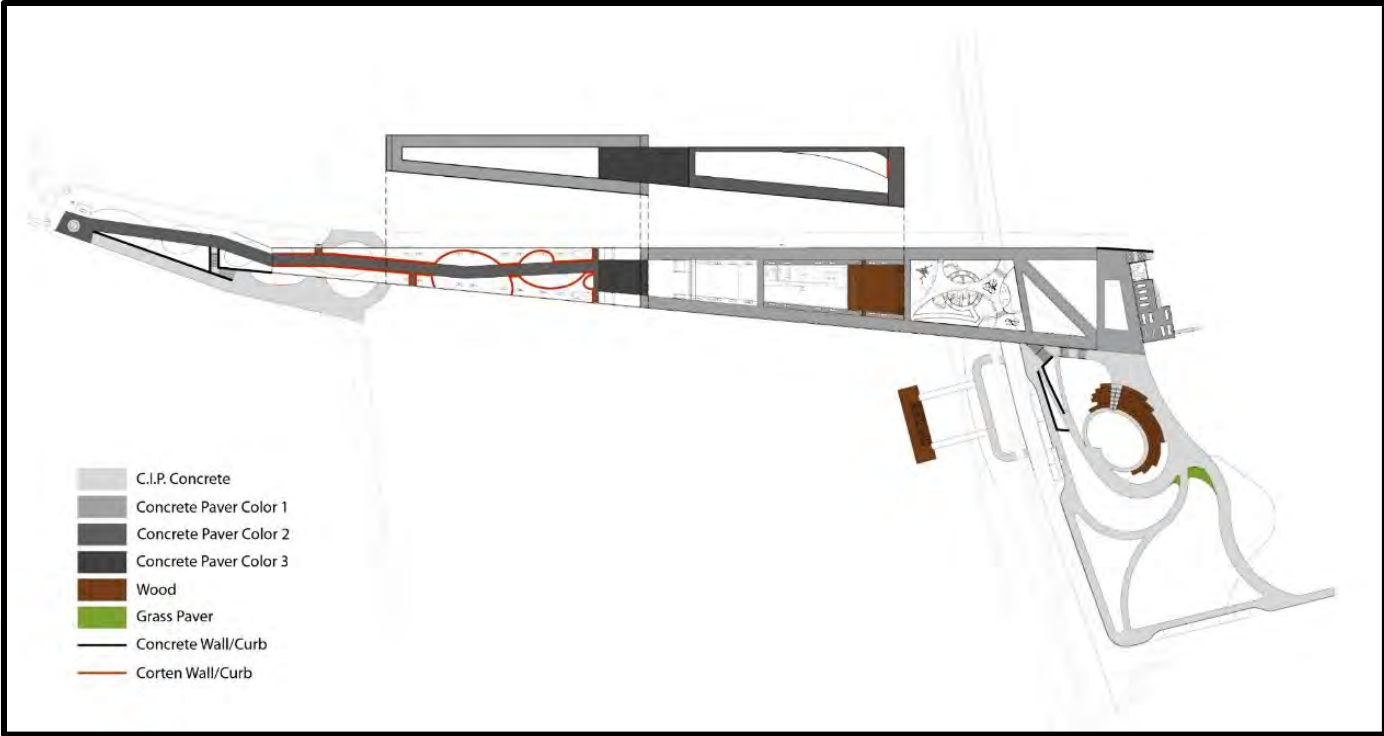
Grass Paver



Concrete Wall/Curb

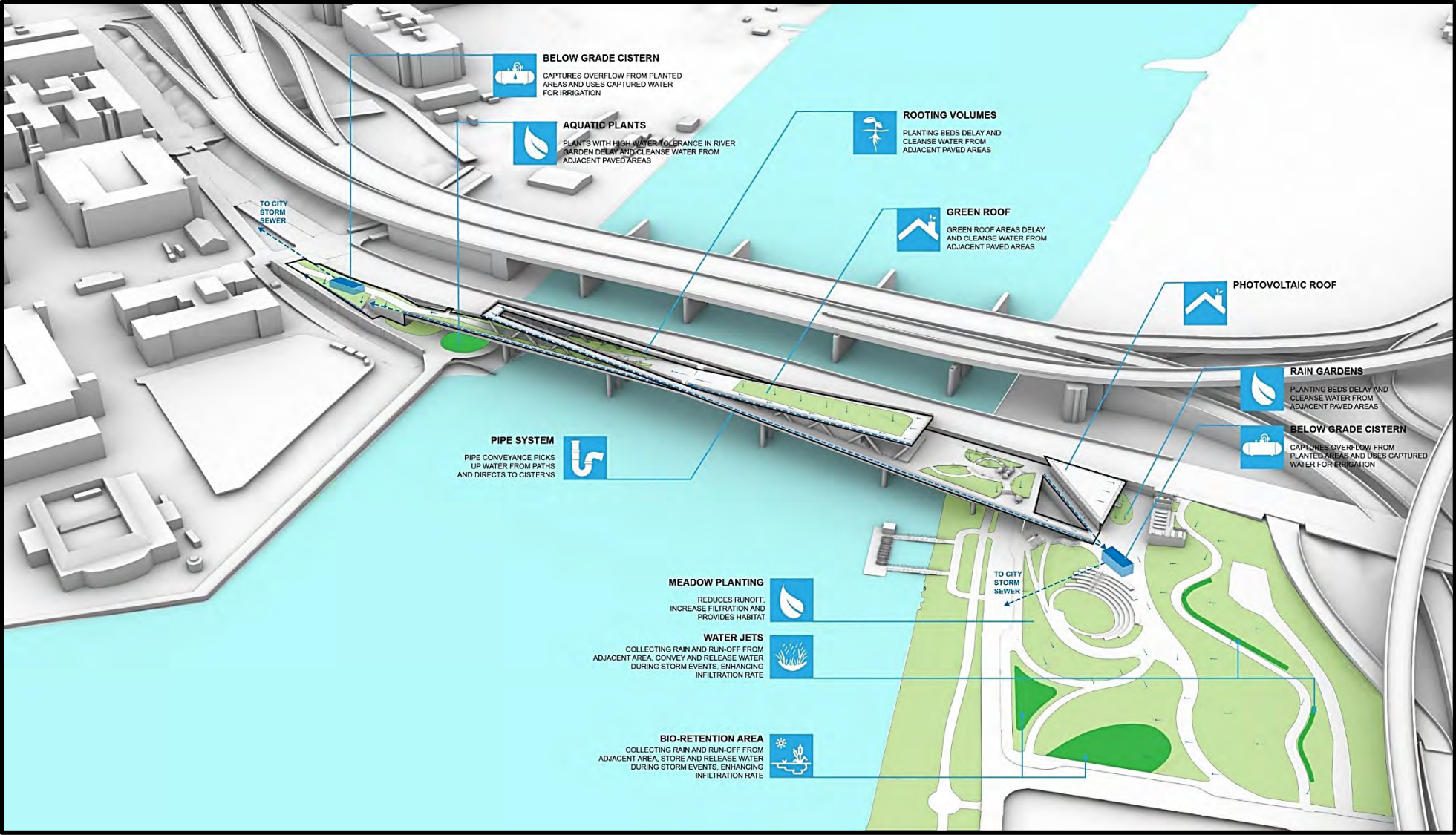


Corten Wall/Curb



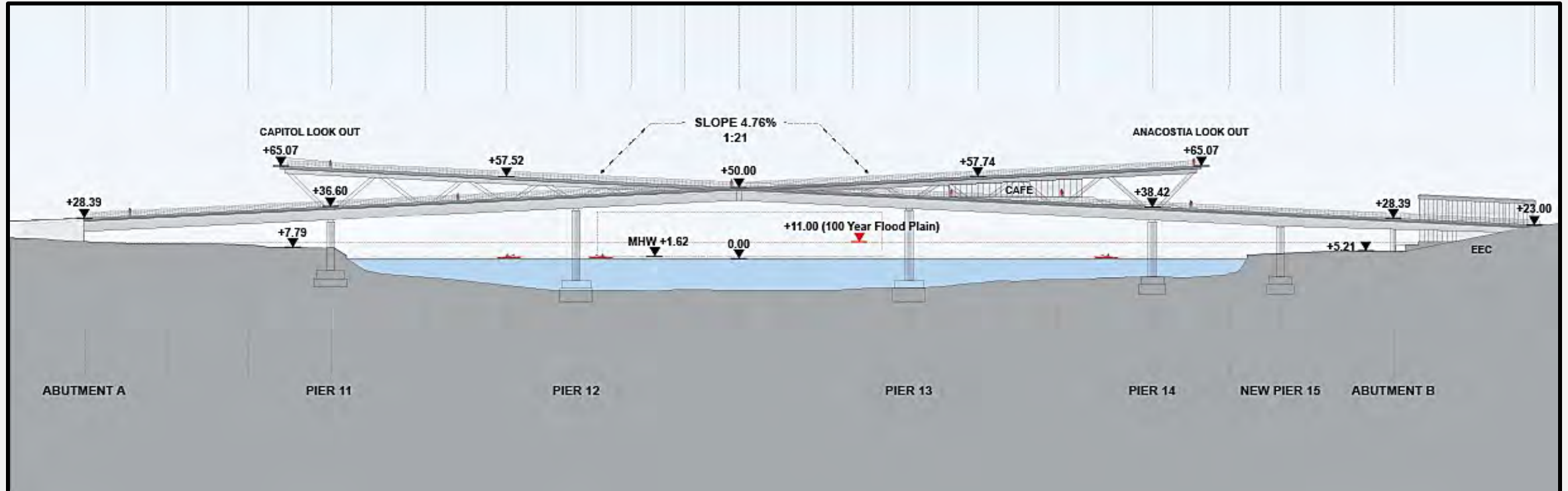


# Proposed Stormwater Management Plan



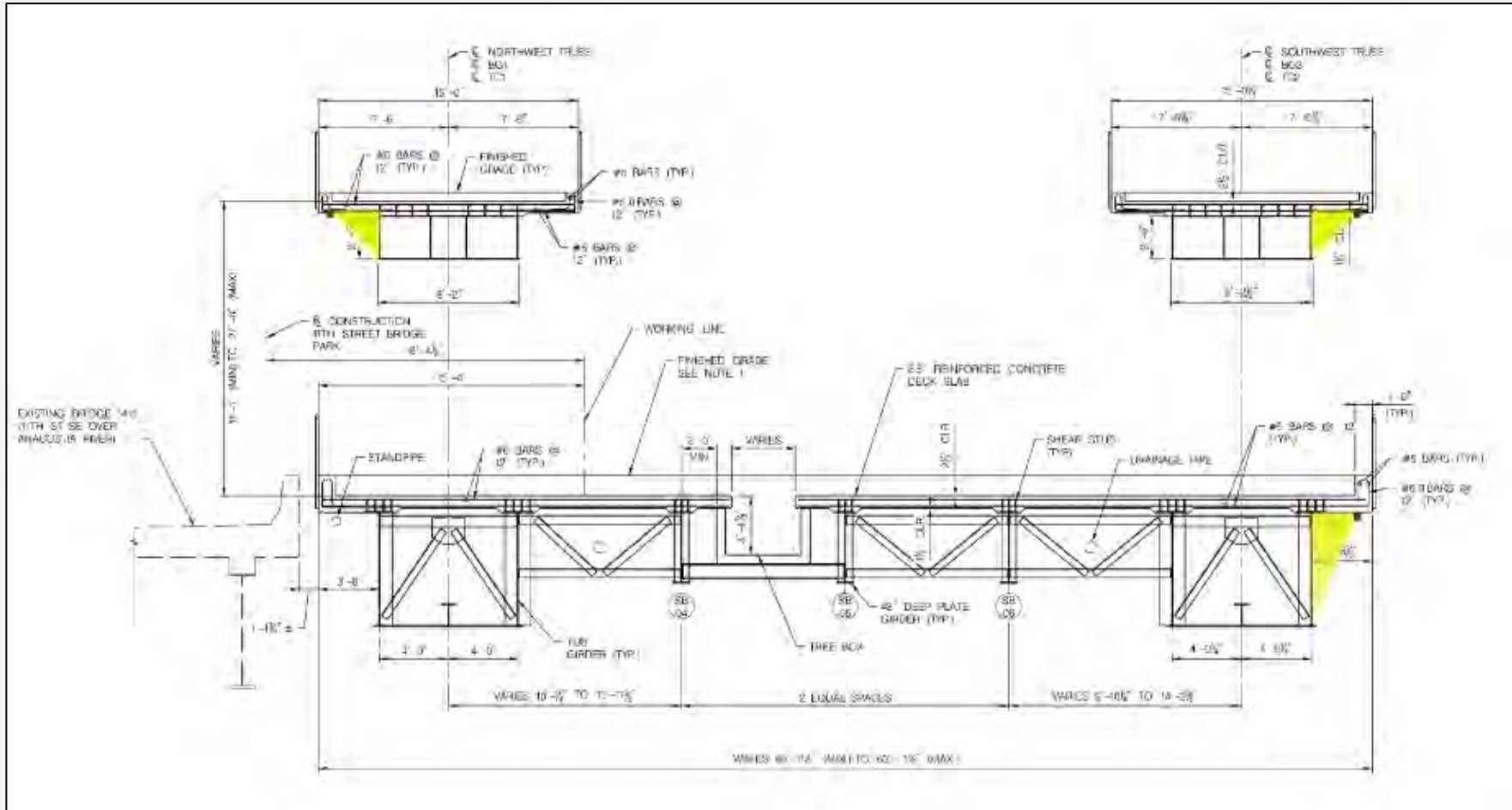
# Floodplain Management

Existing conditions for the project site show the 100-year floodplain elevation at 11' and the 500-year floodplain elevation at 14.2'. The layout of the bridge places the Environmental Education Center (EEC) close to the Anacostia River. The finish floor elevation of the EEC is proposed at elevation 12.0, which places it 1 foot above the 100 Year Floodplain.



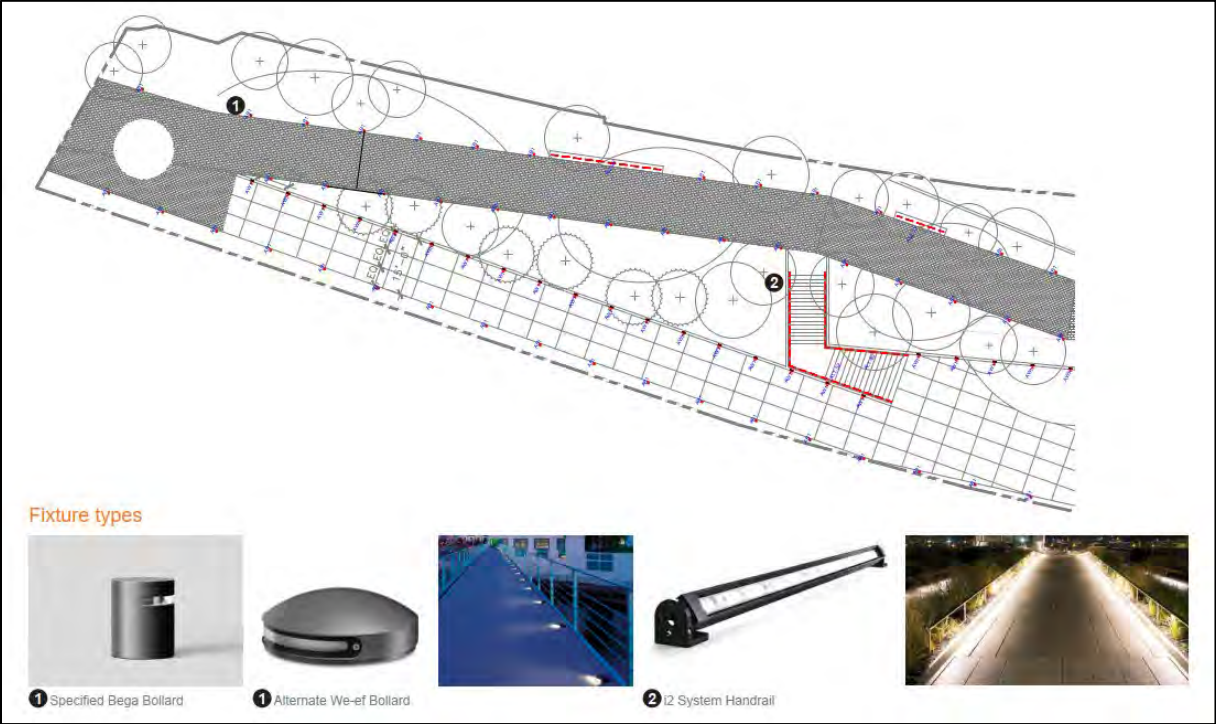


# Proposed Lighting Plan

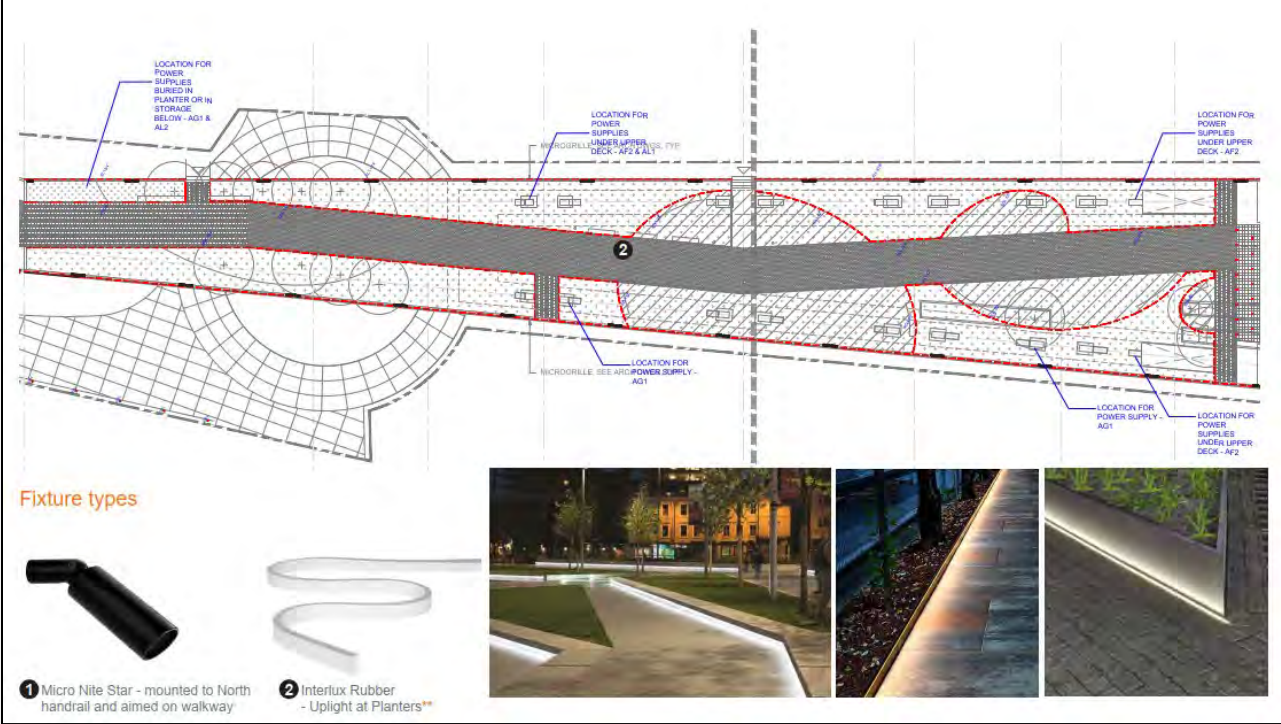


**Bridge Accent** – A continuous linear LED luminaire will be mounted to the bottom of the bridge deck on the upper and lower levels to light a portion of the structure emphasizing the bridge form. Luminaire mounting will be detailed for maximum integration and reduced view of the light source. The LED source will have color changing variations (RGBW) for dynamic colors and white light. Present scenes will be set through a control system for regular and special events.

# Proposed Lighting Plan



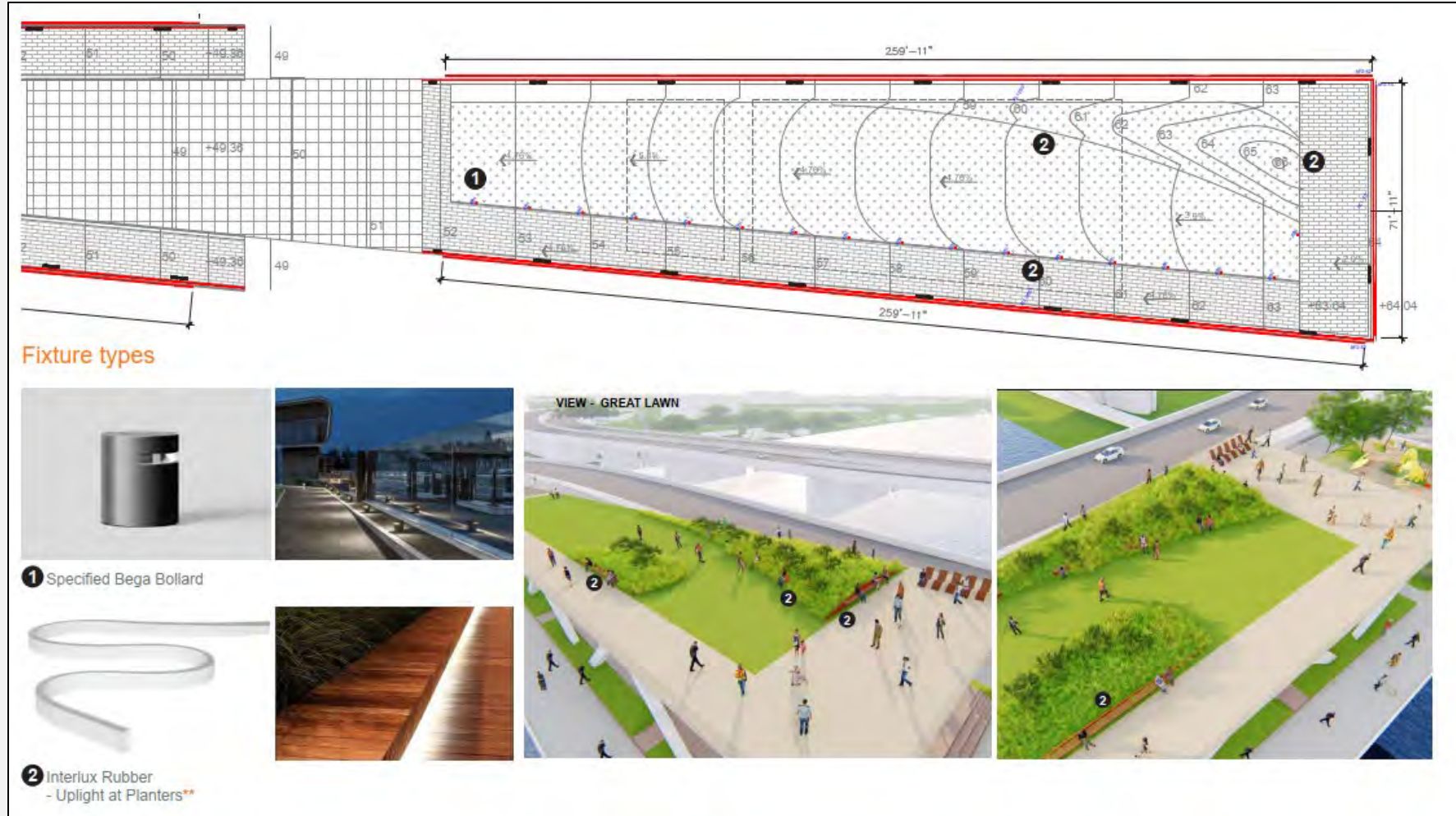
Navy Yard Approach



Hammock Grove

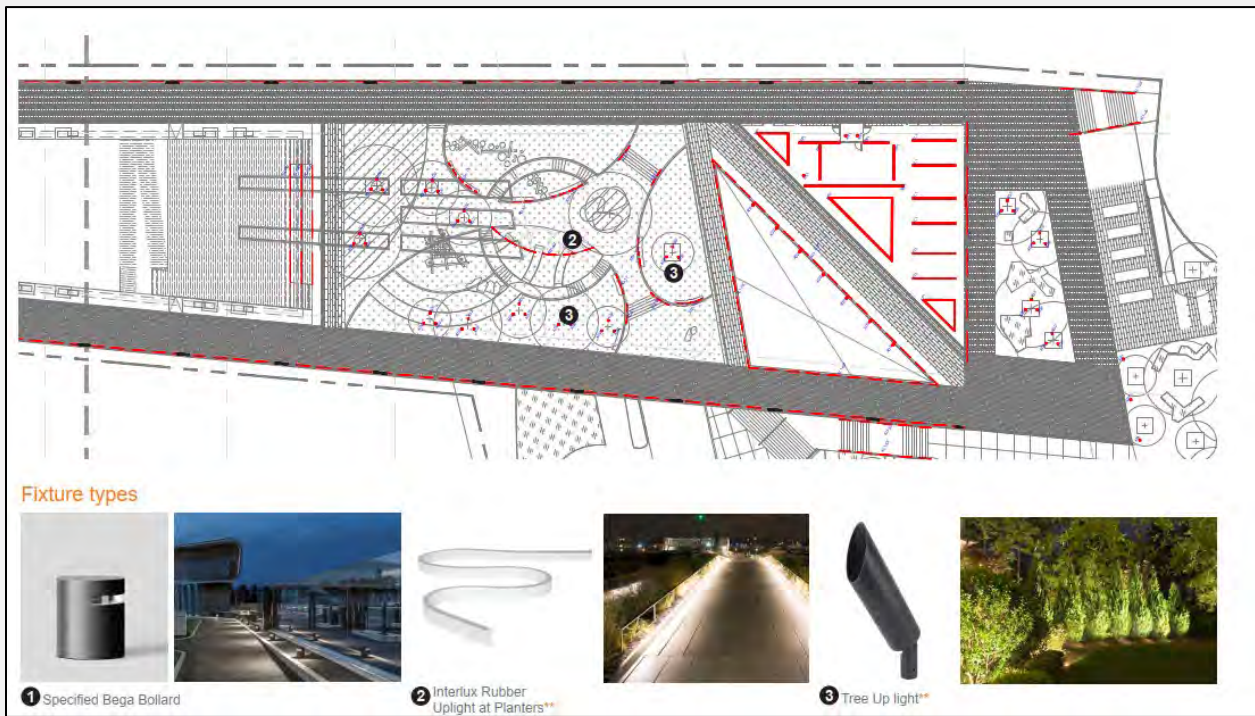


# Proposed Lighting Plan

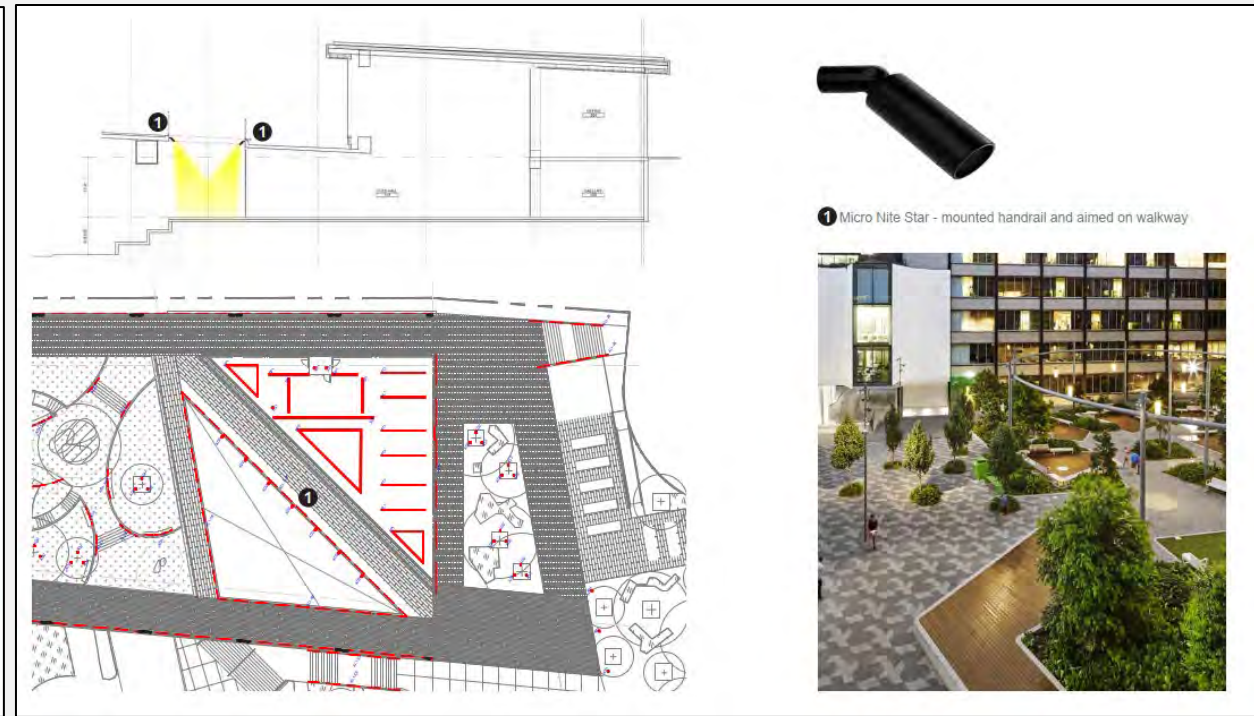


## Central Plaza and Great Lawn

# Proposed Lighting Plan



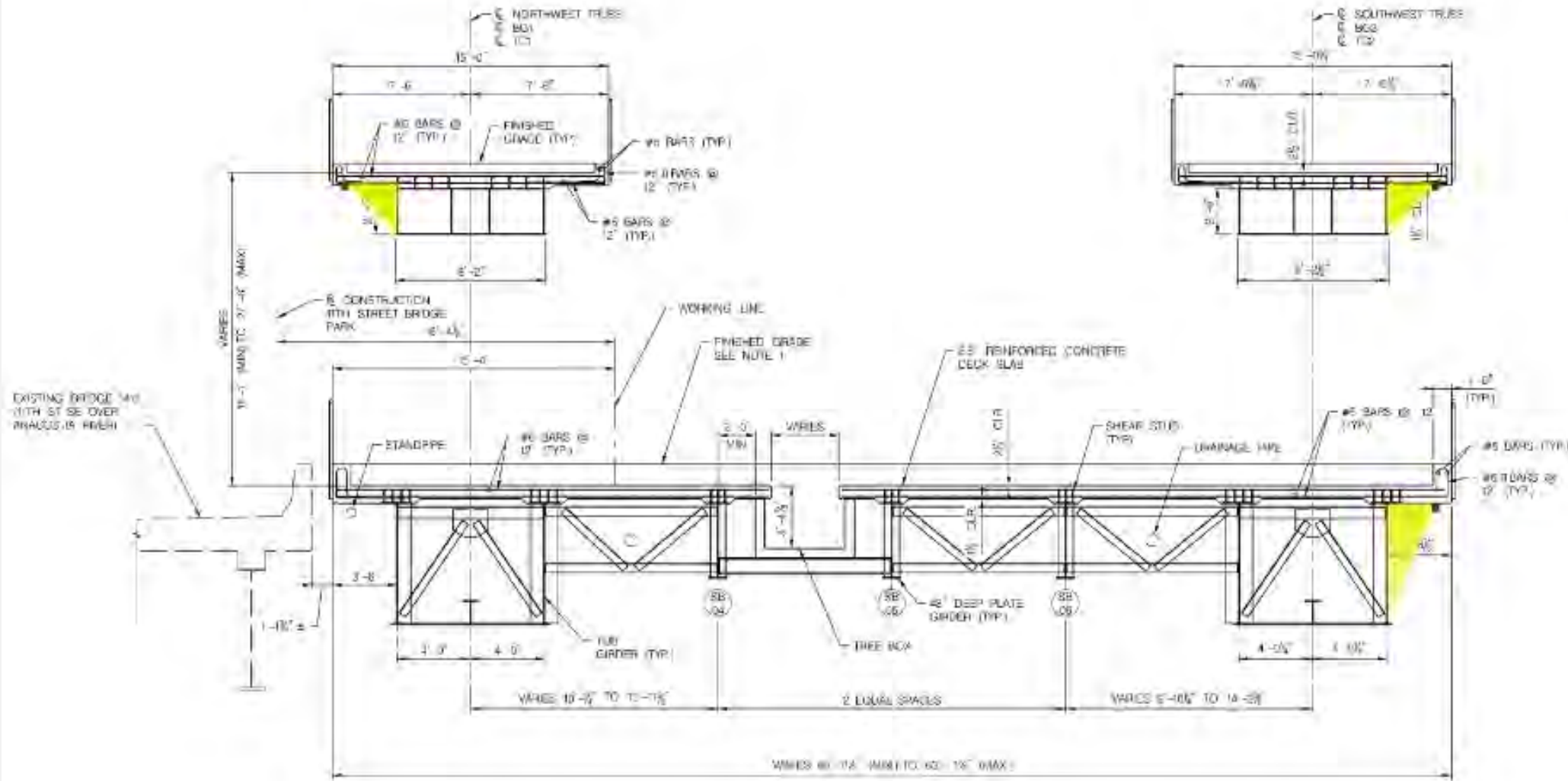
Play Space



Environmental Education Center



# Proposed Lighting Plan



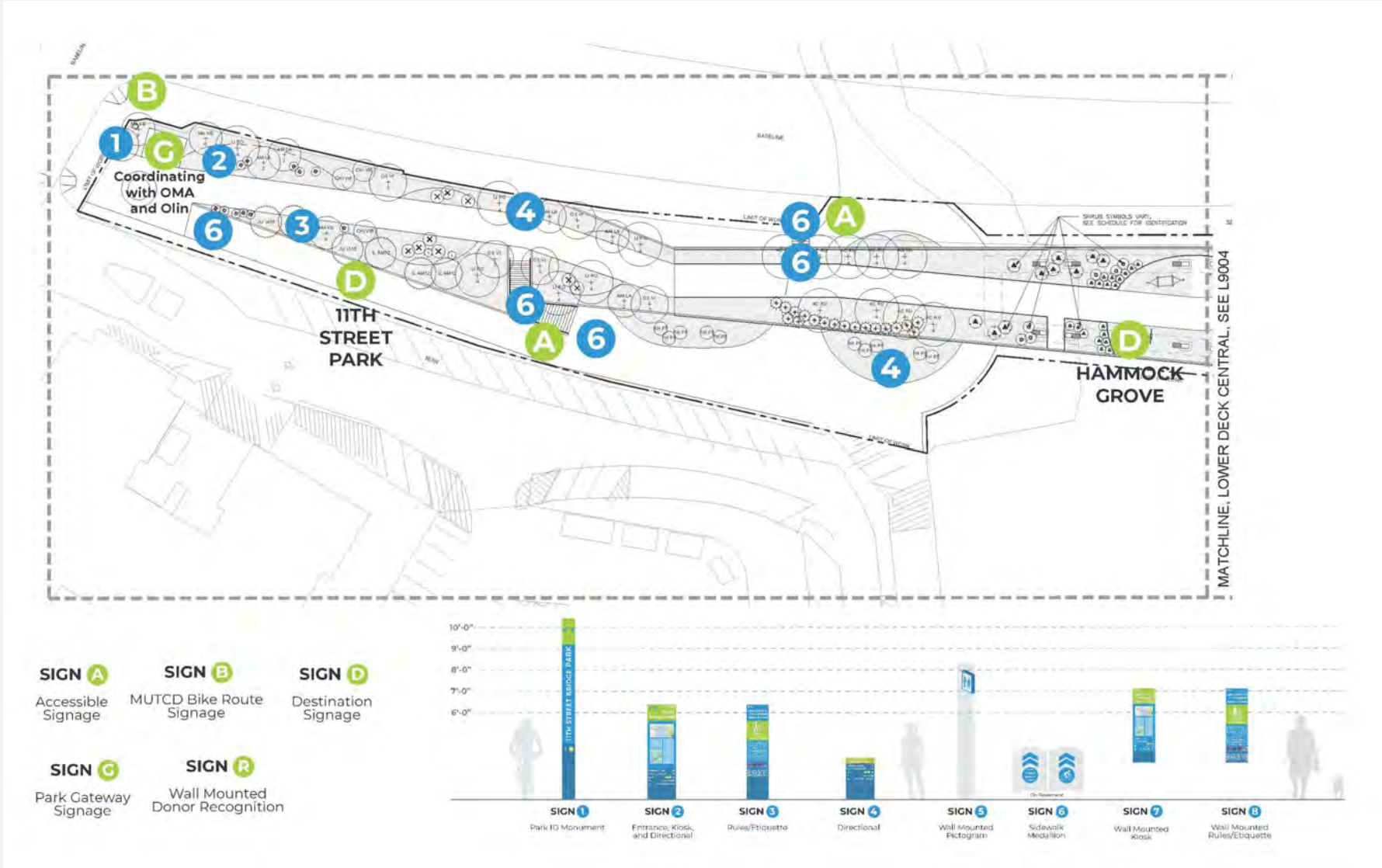
## Bridge Accent Lighting

# Proposed Lighting Rendered View





# Proposed Signage North Side



# Proposed Signage Middle







# Proposed Signage South Side



# Proposed Signage




ASSETS

  
Logo





  
Bridge Icon

COLOR PALETTE


Primary Color Palette



Secondary Color Palette



COLOR PALETTE EXAMPLES



PICTOGRAMS

◆ Restrooms

◆ Parking

◆ First Aid

◆ Drinking Water

◆ Food/Cafe

◆ Playground

◆ Viewing Area

◆ Ranger/Police

◆ Information

◆ Canoeing

◆ Bicyclist

◆ Pedestrian

◆ Amphitheater

◆ Symbol of Access

◆ Regulatory Icons


◆ Restrictions

TYPOGRAPHY

Headlines:  
Montserrat Bold  
Title Case

Subheadings  
& Body Copy:  
Montserrat Regular  
Sentence Regular

ARROW GRAPHIC



ACCESSIBILITY

◆ Braille & Visual Impairments

◆ Language Barriers

◆ QR Code/Smartphone

◆ Audible


10'-0"

9'-0"

8'-0"

7'-0"

6'-0"



SIGN 1

Park ID Monument

SIGN 2

Entrance, Kiosk, and Directional

SIGN 3

Rules/Etiquette

SIGN 4

Directional

SIGN 5

Wall Mounted Pictogram

SIGN 6

Sidewalk Medallion

SIGN 7

Wall Mounted Kiosk

SIGN 8

Wall Mounted Rules/Etiquette

Tier 1 Destinations	Potential Icon(s)
Central Plaza	
Capitol Lookout	Viewing Area
Kayak and Canoe Launch	Canoeing
Anacostia Lookout	Viewing Area
Environmental Education Center	Restrooms, First Aid, Info
River Amphitheater	Amphitheater
Café/Community Room	Restaurant/Food, Restroom
Anacostia Riverwalk Trail (outside park as existing)	Bike Trail, Hike

Tier 2 Destinations	Potential Icon(s)
Hammock Grove	
Mussel Beach Play Area	Playground
Great Lawn	Picnic Site
Ranger/Park Offices	Restrooms, Info, First Aid
Navy Yard	
Urban Agriculture	Info

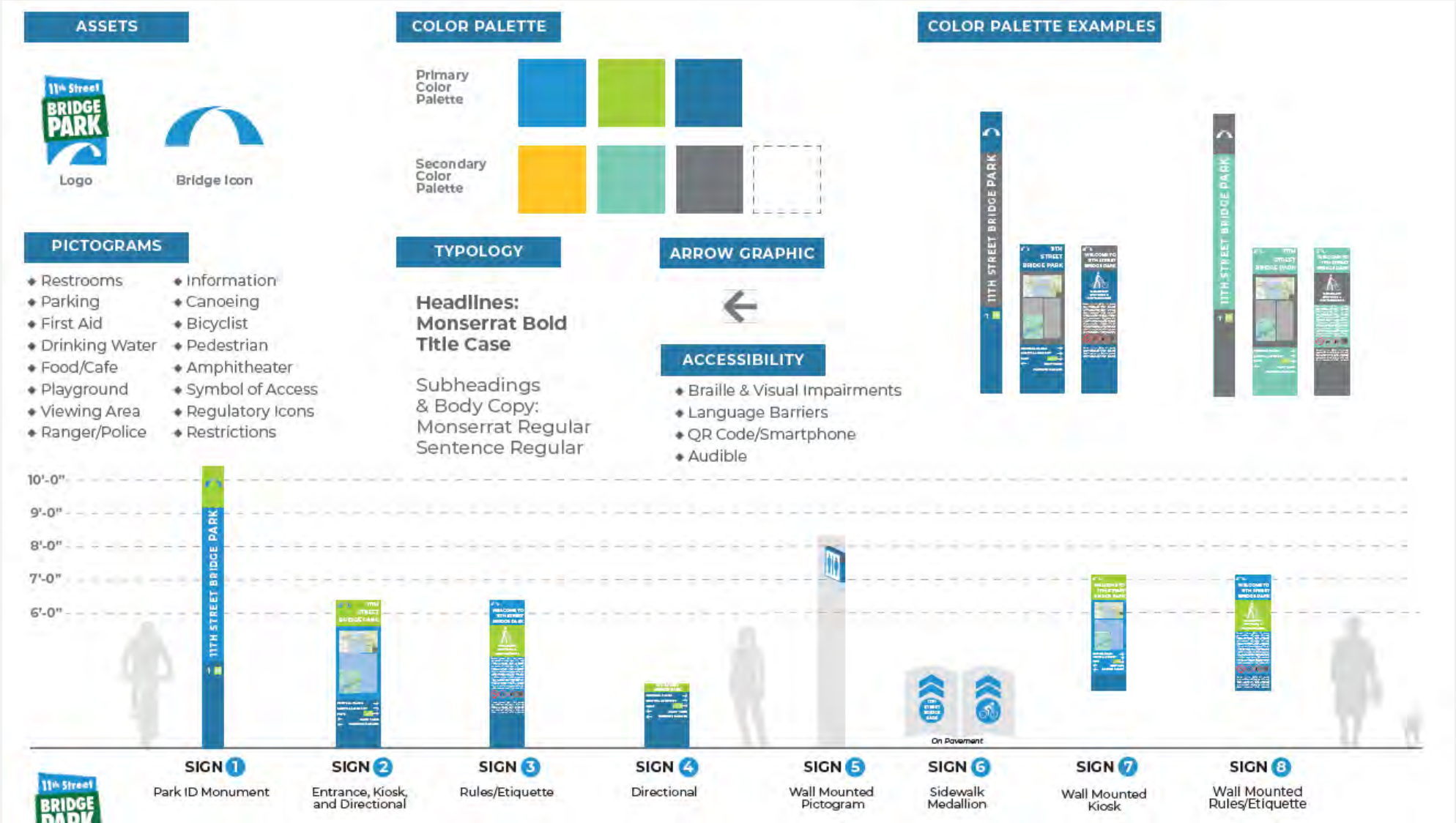
57

National Capital Planning Commission

File: 7755



# Proposed Signage



# U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

22 September 2022

Dear Mr. Lott:

In its public meeting of 15 September conducted by videoconference, the Commission of Fine Arts reviewed the final design for a new public park spanning the Anacostia River at 11th Street, SE, to be built on the piers of the demolished 11th Street Bridge. The Commission expressed strong support for the final design, approving the submission contingent upon the resolution of several issues.

The Commission members commended the bridge park project as thoughtful and visionary, complimenting the overall strength of the design, which promises to provide an innovative and equitable public space at a key crossing over the Anacostia River; they also cited the excellence of the robust and continuing engagement with the adjacent communities for the design and future programming of the park. However, they requested additional information on several topics, including how certain areas of the park, such as the amphitheater and the central plaza, will be protected from wind and noise, and how plantings will be used to mitigate environmental impacts resulting from the adjacent vehicular bridge. They requested further documentation of how the goals of inclusivity and accessibility will be met for all visitors, with attention to the convenience of parking and access; the availability of fully inclusive restroom facilities; and the provision of additional seating with backs and armrests, as well as seating areas accessible to people in wheelchairs.

In its approval action, the Commission delegated completion of the final review process to the staff; please coordinate the resolution and submission of documentation addressing the Commission's comments with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA  
Secretary

Everett Lott, Director  
D.C. Department of Transportation  
250 M Street, SE  
Washington, DC 20003

cc: Scott Kratz, Building Bridges Across the River  
James Guinther, WRA  
Jason Long, OMA  
Hallie Boyce, OLIN