



REPAIRING & CONNECTING

**Kennedy Center, Lincoln
Rock Creek Park**

**the Potomac River,
National Mall**

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REPAIRING AND CONNECTING

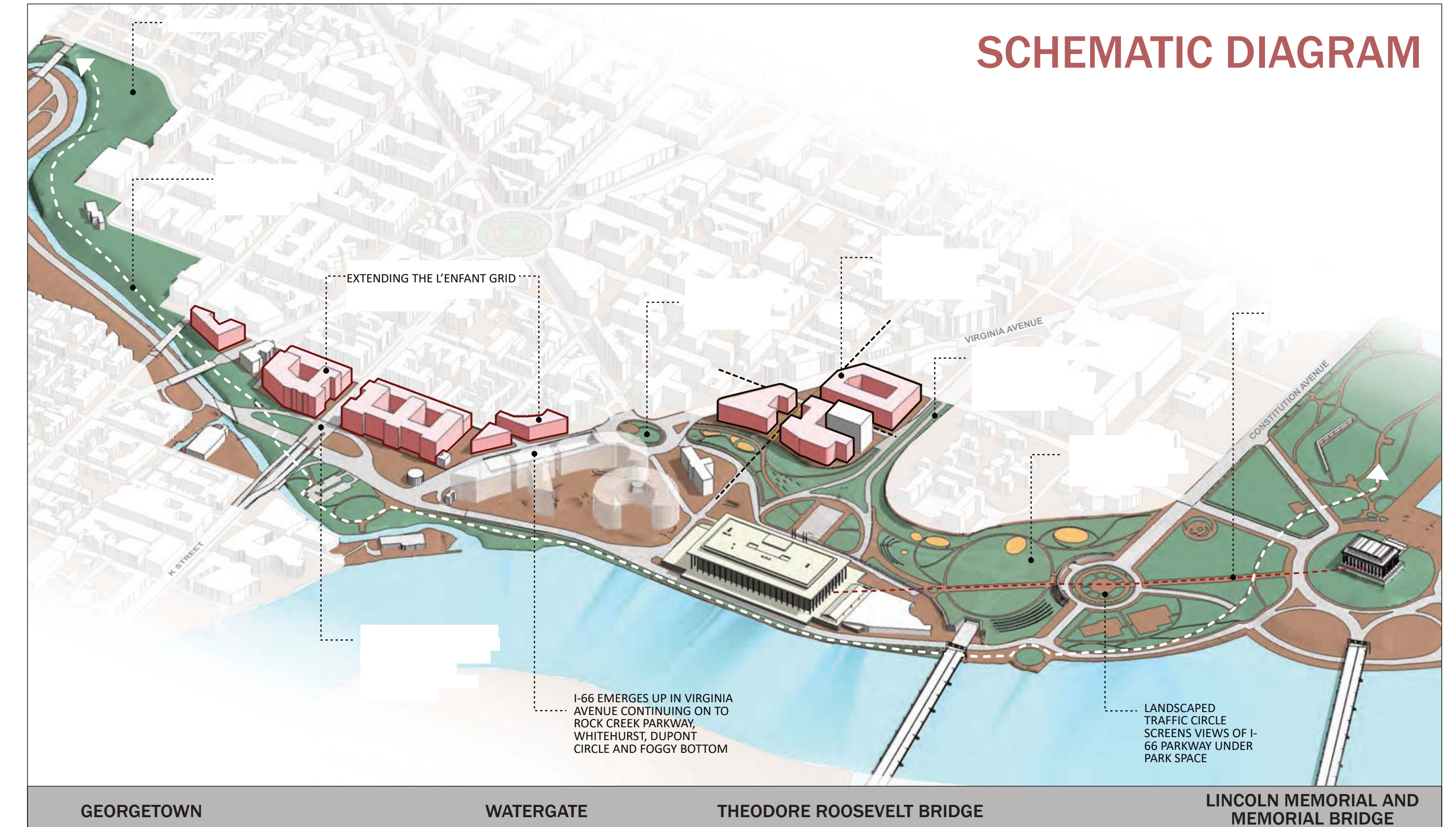
The work illustrated in this study is designed to show what might be possible in repairing the damage resulting from the construction of I-66 between K Street NW and the National Mall. It improves the urban design character and experiential transition between Rock Creek parkway, the Kennedy Center, the National Mall and downtown.

The study explores and illustrates one way that new public green space can be introduced, bicycle and pedestrian access and connectivity can be re-established and acceptable levels of vehicular mobility can be maintained. At the same time, the plan provides opportunities to create additional development and re-connect the surrounding neighborhoods with public spaces and civic amenities.

The study posits the notion that this part of the city-home to memorials to two former presidents and the location of some of the most vital and significant park space of the city- deserves better than outdated highway infrastructure.

It suggests that “big thinking” can result in high value, from increased park space, real estate opportunities and connectivity, to an improved relationship for the Kennedy Center to the downtown and the National Mall. It suggests as well, that like much of waterfront planning in other parts of the city, a great waterfront here may be possible.

SCHEMATIC DIAGRAM





INFRASTRUCTURE DIVIDES THE CITY

The construction of the extension of Interstate 66 in the 1960's severed nearby neighborhoods from the city's Potomac River waterfront and the eastern side of the Kennedy Center.

Initially conceived as part of an inner-city highway system, the insertion of the highway resulted in a hostile environment, accessible only by vehicles and comprised of multi-level flyovers and wide stretches of pavement inappropriate for an urban setting.

REPAIRING AND RECONNECTING

1. Local neighborhoods are disconnected from the waterfront and the National Mall by highways and challenging topography;
2. Automobile-oriented waterfront limits public access and activity;
3. Views of and access to the Kennedy Center from the downtown are blocked;
4. No visual or physical connection between the Kennedy Center and the Lincoln Memorial/ National Mall





EXISTING ROAD NETWORK



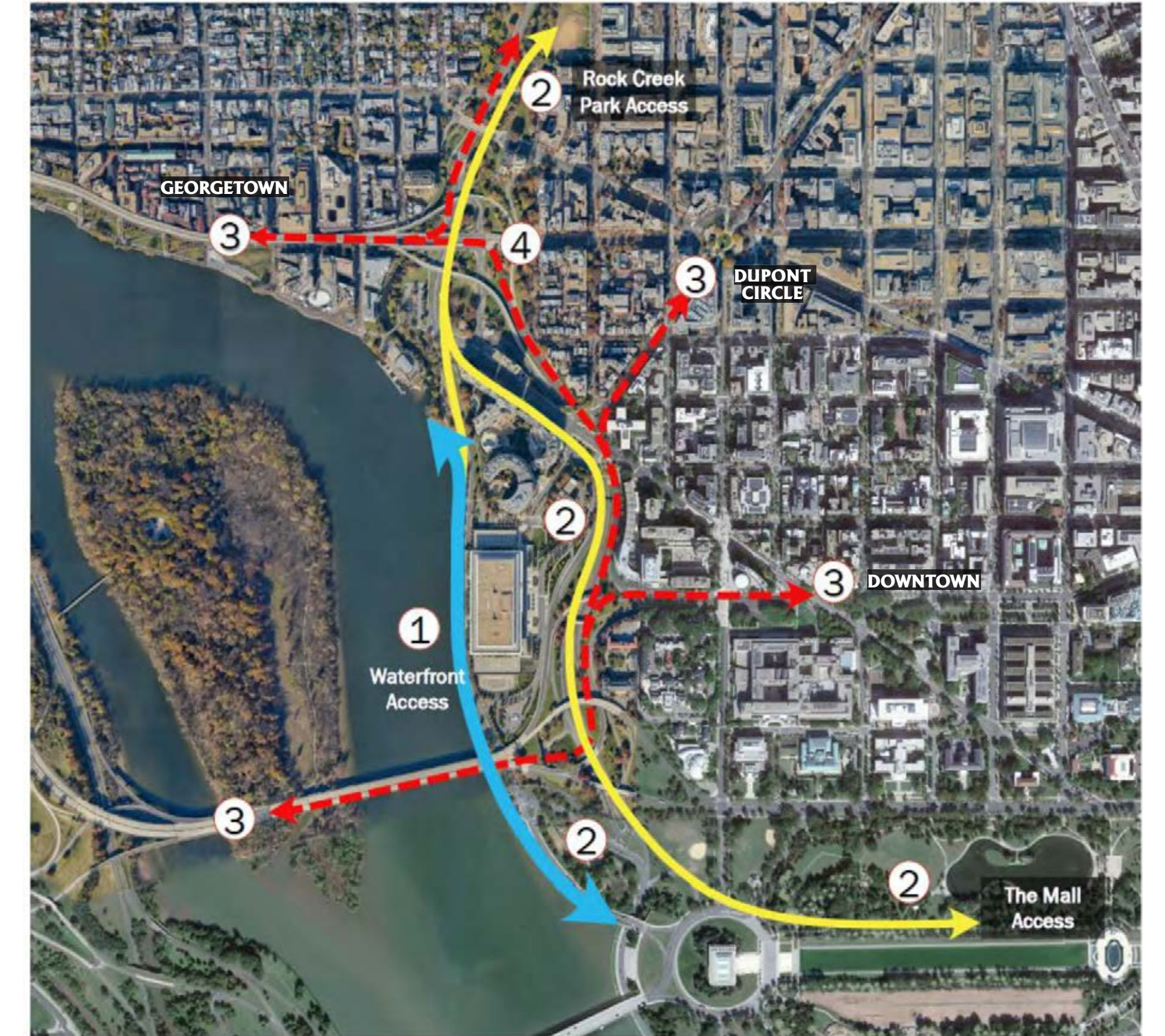
EXISTING PEDESTRIAN AND BIKE NETWORK



EXISTING PARKS AND GREEN SPACE

DESIGN GOALS

1. Increase access to the waterfront, between neighborhoods, and to the east side of the Kennedy Center for pedestrians and bicyclists;
2. Increase the amount of usable public park space and make more seamless connections (vehicles, bikes, pedestrians) between Rock Creek Park, the National Mall and downtown neighborhoods;
3. Maintain acceptable levels of vehicular access to the Downtown, DuPont Circle Area, Foggy Bottom and Georgetown;
4. Identify locations for infill development, extending Foggy Bottom to Rock Creek Parkway, improving pedestrian connections and defining the interface between park and neighborhood.





PROPOSED ROAD NETWORK



PROPOSED PEDESTRIAN AND BIKE NETWORK



PROPOSED PARKS AND GREEN SPACE

PROPOSAL

- Minimizes the intrusion of the highway from Virginia Avenue to the National Mall to improve the urban design framework and allow pedestrian uses and activities;
- Adds around 27 acres of usable park space;
- Repairs segments of the city grid and identifies sites for new private development that better defines the interface of park and the city;
- Integrates the Kennedy Center as a grand living memorial into the fabric of the National Mall with strong physical and visual connection to the Lincoln Memorial;
- Provides continuous vehicular movement by directing the majority of traffic from Rock Creek Park to under Juarez Circle to Virginia Avenue and I-66 to downtown, and extends Constitution Avenue as an important link to the waterfront;
- Simplifies traffic movements yet provides multiple points of access to the city; and
- Presents a new ‘face’ and arrival experience to the Kennedy Center on the west side of downtown.





EXISTING





EXISTING



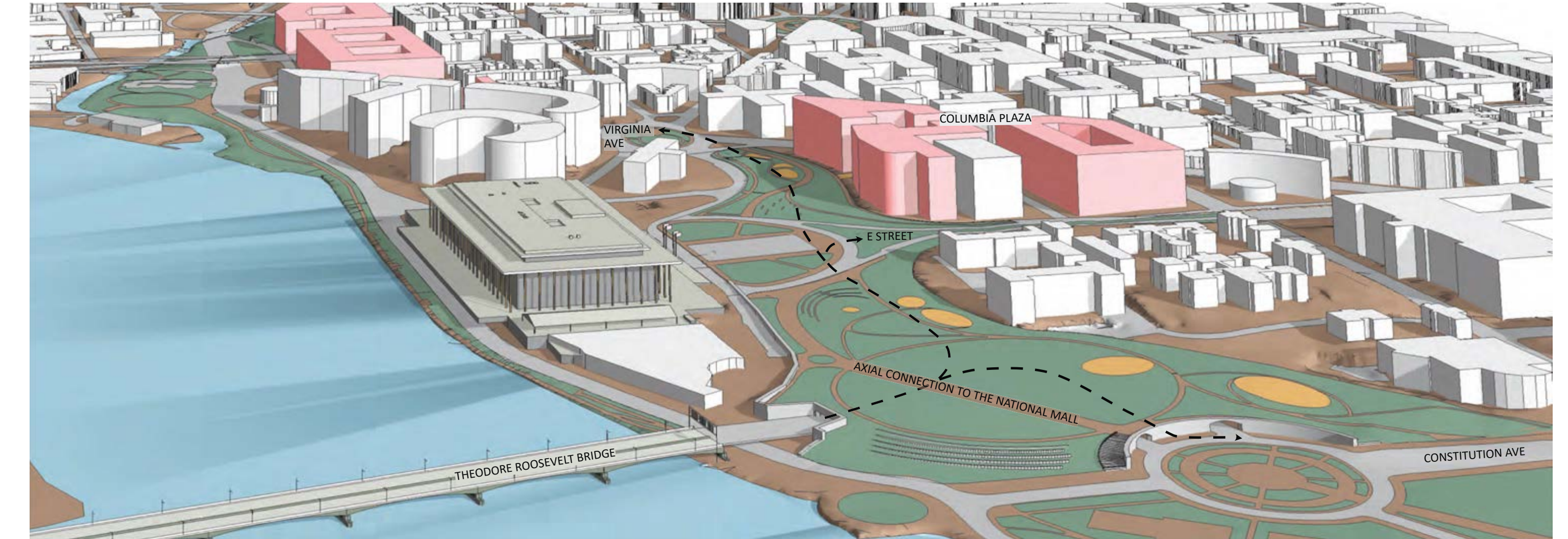


PROPOSED ILLUSTRATIVE PLAN

The concept proposes a park landscape connecting the National Mall and Rock Creek Park as a continuous experience from south of M Street NW to the Lincoln Memorial. It proposes maintaining aspects of the existing road infrastructure below the new park spaces, connecting from Virginia Avenue to the Theodore Roosevelt Bridge.

Between Pennsylvania Avenue and Virginia Avenue the concept revises access to the Whitehurst Freeway with an “urban diamond” configuration, allowing Rock Creek Parkway to remain a continuous experience while short ramp/streets connect K Street NW to the lower level where the parkway is located. In this location, Virginia Avenue receives a proper termination and a potential location for a monument or memorial.

The I-66 highway which currently terminates north of Virginia Avenue is incorporated into a redesigned Virginia Avenue, with the center portion of that street dedicated to access to the tunnel under Juarez Circle and continuing through to Constitution Avenue. The relocation of the existing highway north of Virginia Avenue creates the potential for new development parcels facing Rock Creek Parkway, re-establishing blocks originally shown in the L’Enfant Plan.



IMPROVED ACCESS TO THE KENNEDY CENTER

The Kennedy Center’s eastern approach is reconfigured with new pedestrian access and a vehicular drop-off/plaza that connects to the downtown via E Street. Further connectivity is proposed at the current site of Columbia Plaza, re-establishing F and 24th Streets, eliminated in the current design.

ENTRY FROM THEODORE ROOSEVELT BRIDGE

Entry to the city from the Theodore Roosevelt Bridge moves below the new park, with connections north to Georgetown and the DuPont Circle area, to the east via a ramp up from E Street and to the southeast via a new circle at Constitution Avenue. Visual connectivity is established between the Kennedy Center and the Lincoln Memorial/National Mall, with pedestrian access from a stair/ramp system connected to 23rd Street.



SOUTH AREA

A - LINCOLN MEMORIAL LINK -

1. National Desert Storm and Desert Shield Memorial - currently planned at the corner of Constitution and 23rd Street
2. A continuation of the National Mall landscape includes open turf areas and a monumental pedestrian walk between the Lincoln Memorial and the Kennedy Center
3. A new land-bridge across Ohio Drive in order to create a continuous experience between the National Mall and the Potomac riverfront
4. Beach Volleyball courts are arranged in a tighter configuration and buffered from the circle by planting

B - CONSTITUTION AVENUE -

5. Constitution Avenue is extended westward with an improved streetscape and direct visual connection to the Potomac river
6. A new traffic circle includes a programmed outdoor space and screens views of the tunnel entrances
7. A semi-circular architectural retaining wall acts as a bulkhead for vehicular tunnel entrances with a grand outdoor stair that connects to the park space above
8. A series of landscape terraces provide views downstream along the Potomac River

C - MONUMENTAL WALK AND PARK SPACES -

9. The monumental walk bisects a large elliptical park and terminates at a small plaza near the Kennedy Center
10. At the east side of the park space, another small plaza and monument provides a visual terminus for the Theodore Roosevelt Bridge (Route 66)
11. Several programmed park spaces are situated into the edge of the large planted buffer that screens views of an existing retaining wall and buildings to the East
12. The northernmost park space includes a landscaped amphitheater for outdoor performances, events and everyday informal use.



PROPOSED AERIAL VIEW OF SOUTH AREA



AERIAL OF SOUTH AREA



GROUND LEVEL VIEWS LOOKING AT THE KENNEDY CENTER



CENTRAL AREA

D - KENNEDY CENTER ENTRY PLAZA -

- 13. Monumental sculpture in front of the Kennedy Center building is a focal point of E Street linear park/promenade, monumental walk from the Lincoln Memorial and Foggy Bottom linear park axes
- 14. Plaza is a formal/informal gathering space for before/after theater, similar to Lincoln Center Plaza in NYC. This space caps over the parkway

E - E STREET LINEAR PARK AND PROMENADE -

- 15. Highway tunnels and ramps eliminated to create more continuous open space, combining Rawlins and Galvez Parks, a major connection to the Kennedy Center from Downtown
- 16. The new linear park is populated with neighborhood park uses, plazas, play spaces
- 17. Allee of trees on axis with the Kennedy Center building

F - FOGGY BOTTOM NEIGHBORHOOD PARK CONNECTOR -

- 18. This park space links Foggy Bottom and George Washington University to the Kennedy Center and the new open spaces. This space caps over the parkway
- 19. The new linear park is populated with neighborhood park uses, plazas and play spaces



PROPOSED AERIAL VIEW OF CENTRAL AREA



AERIAL OF CENTRAL AREA



GROUND LEVEL VIEWS LOOKING AT THE KENNEDY CENTER



NORTH AREA

G - BENITO JUAREZ CIRCLE AND VIRGINIA AVENUE GREENWAY -

- 20. Virginia Avenue driving lanes rerouted around this circle. Juarez Circle becomes a green space. This space caps over the parkway
- 21. Circle facilitates pedestrian movement through and across Virginia and New Hampshire Avenues
- 22. Service road in front of Watergate converted into a pedestrian promenade. Promenade links the new capped parkway open spaces to Rock Creek Park

H - VIRGINIA AVENUE OVERLOOK AND ROCK CREEK BRIDGE -

- 23. Overlook platform with turf panel terminates Virginia Avenue, similar to circle shown in the L'Enfant Plan. Opens views to Rock Creek Park and the Potomac River
- 24. Platform is a starting point for paths along Rock Creek Park
- 25. New bridge over Rock Creek connects to the Georgetown Riverfront



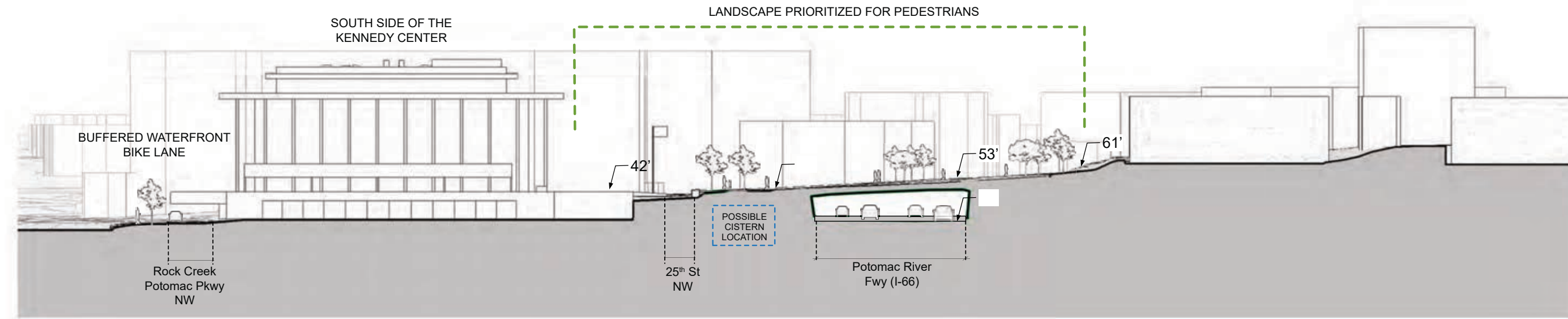
PROPOSED AERIAL VIEW OF NORTH AREA



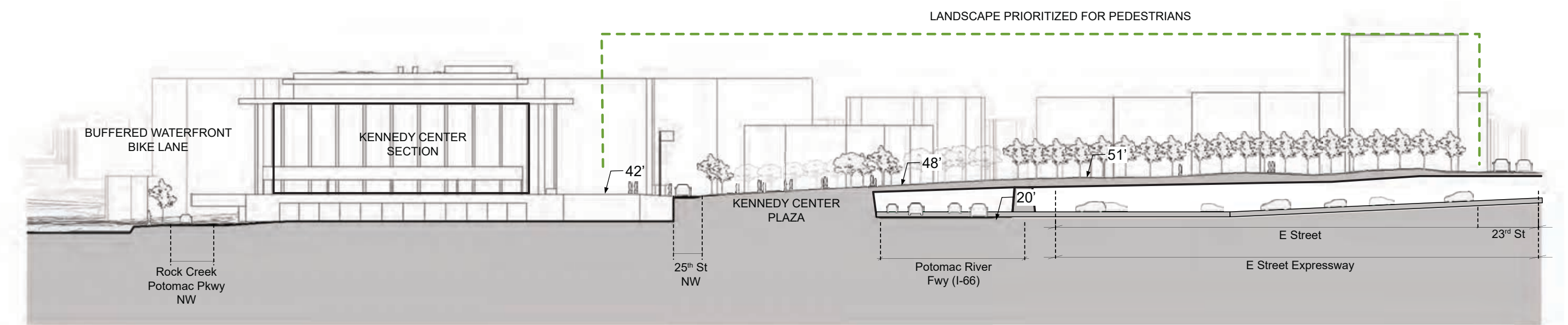
AERIAL OF NORTH AREA



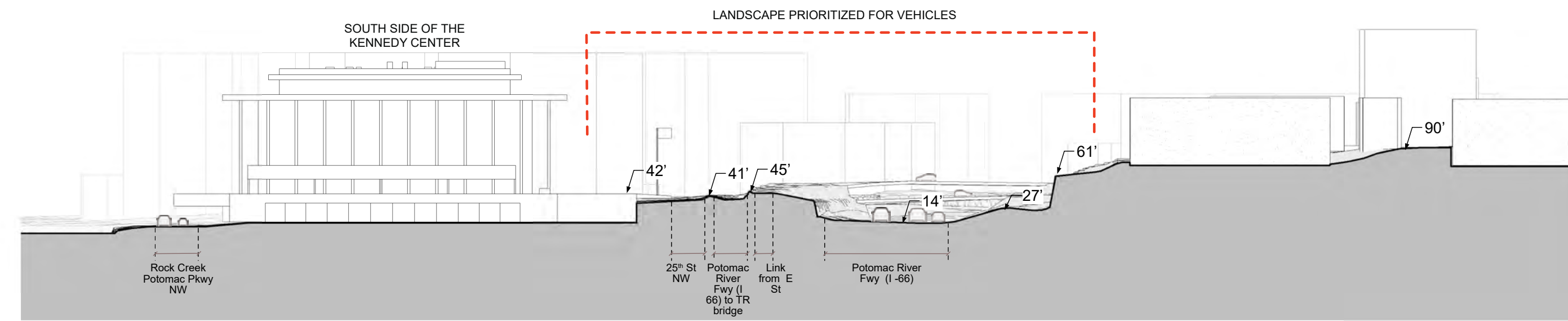
GROUND LEVEL VIEWS LOOKING AT THE KENNEDY CENTER



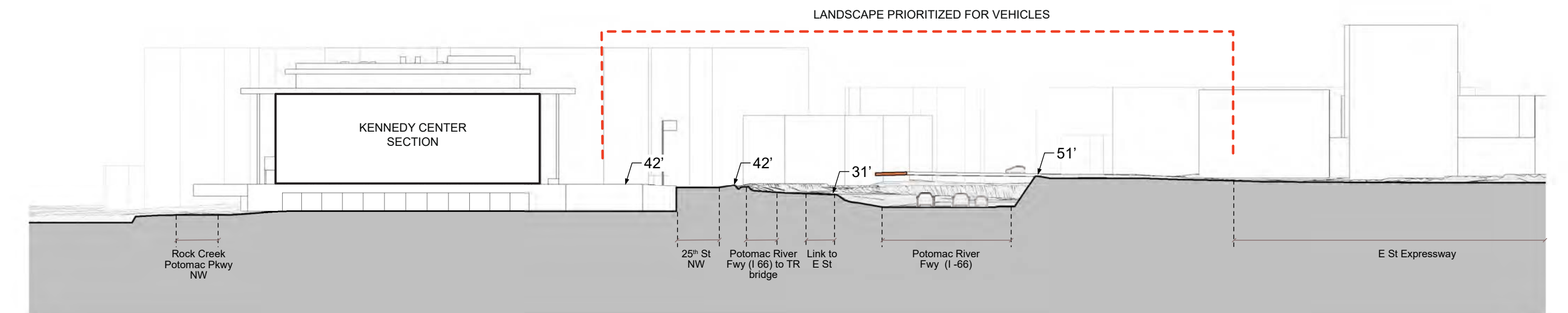
PROPOSED E-W SECTION



PROPOSED E-W SECTION



EXISTING E-W SECTION



EXISTING E-W SECTION





Lack of pedestrian paths and crossings in between Lincoln Memorial and Kennedy Center



Largely car oriented road design in Juarez circle with a lack of safely designed pedestrian crossings



Hostile environment near K street and the Whitehurst freeway for pedestrians and bikers

MOBILITY : PEDESTRIAN ENVIRONMENT

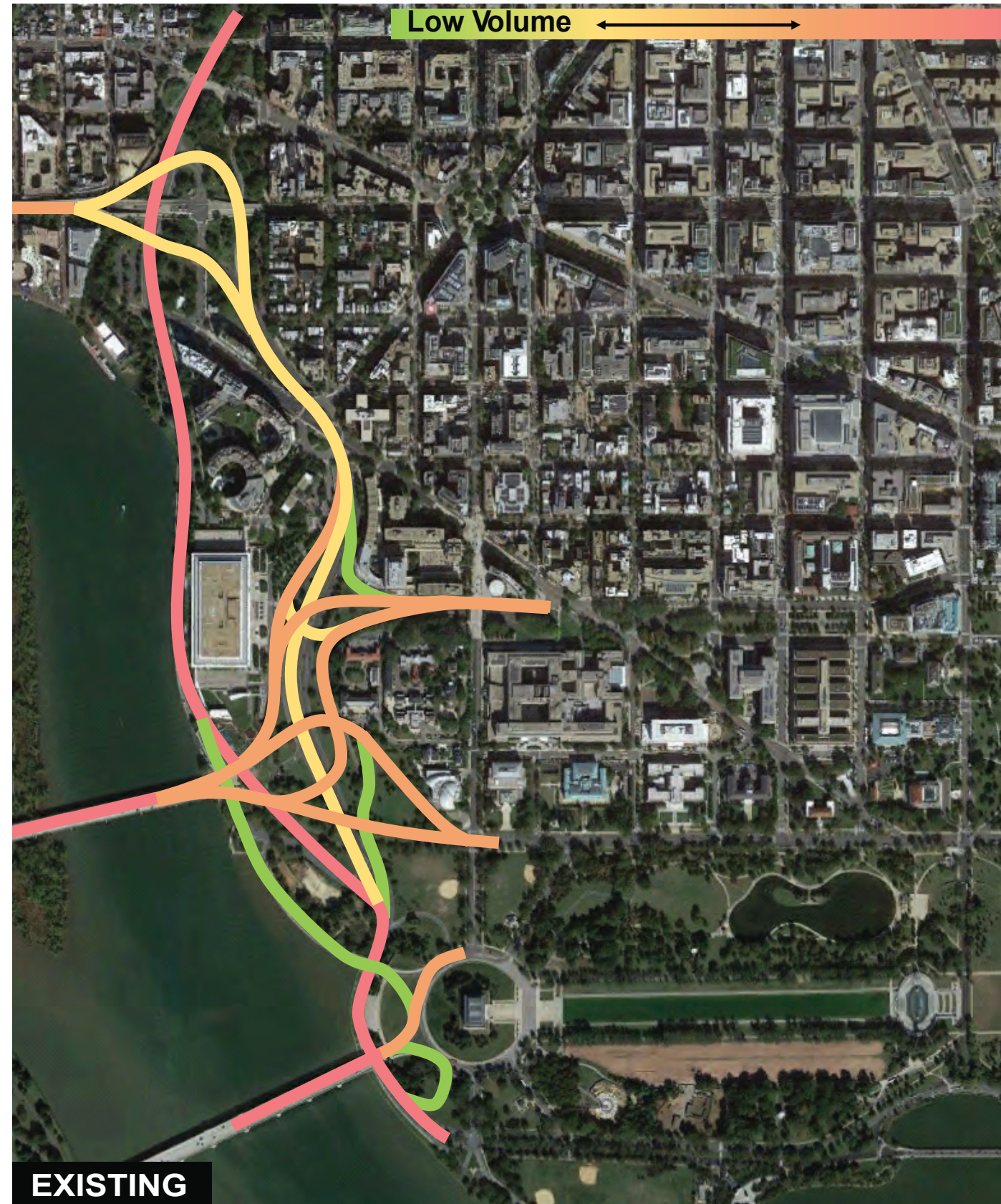
- Create a network of walk able spaces by improving existing pedestrian routes and connecting them better to existing landscape and sidewalks.
- Re-configure Juarez Circle to give pedestrians a better buffer while navigating that circle
- Reinforce and improve the pedestrian connection on the Kennedy Center waterfront from Rock Creek Park to the National Mall and create better connections to the northern neighborhoods
- Reconnect the Kennedy Center back to the city by bridging the gap with park space with multiple pedestrian connections that allow for more interaction in the area
- Create several pedestrian-accessible monument locations that have a direct connection to the National Mall as well as linking Lincoln Memorial and Kennedy Center through a visual and monumental axis.



EXISTING PEDESTRIAN AND BIKE NETWORK



PROPOSED PEDESTRIAN AND BIKE NETWORK



EXISTING

VEHICULAR MOVEMENT

MAINTAINING REGIONAL CONNECTIONS AND EXISTING VOLUME PATTERNS

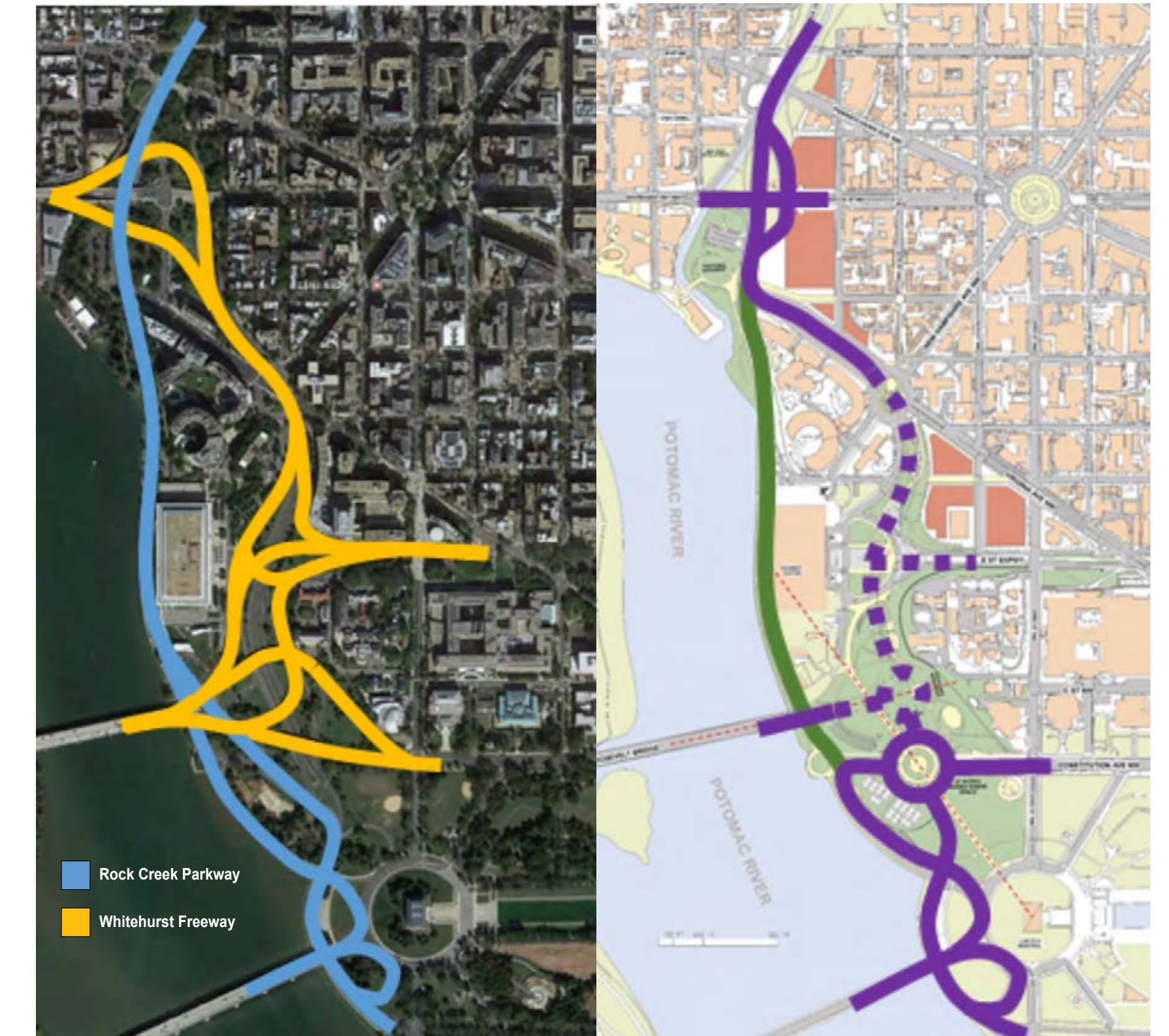
- I-66 to/from E Street Expressway
- Rock Creek Parkway to/from Memorial Bridge
- Whitehurst Freeway to/from E Street Expressway
- Thru volume on Potomac Freeway lower than that on Rock Creek Parkway

TRANSPORTATION

1. Major regional connections & existing volume patterns
2. Reorganizing connections
3. Bringing Rock Creek Park to Lincoln
4. Replacing freeway ramps with intersections
5. Routing changes

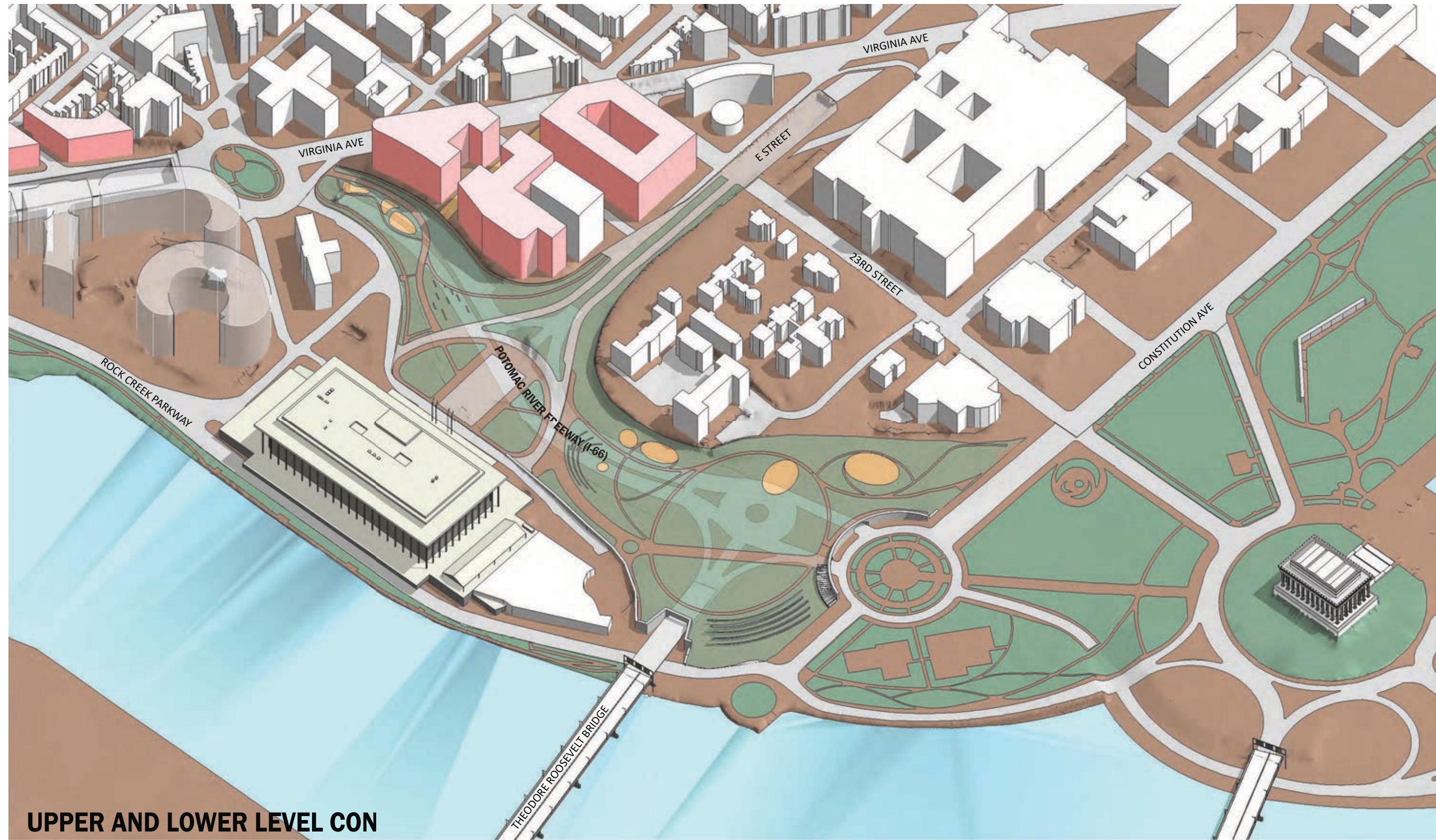
REORGANIZING CONNECTIONS

- The network acts more like two systems than one -
 - Rock Creek Parkway to Memorial Bridge & Independence Avenue
 - Whitehurst Freeway to I-66 & E Street (notice the overlap with these systems and the existing volumes)
- This proposal combines into a single facility with:
 - Main N-S route east of Kennedy Center as a 'sunken arterial'
 - Connections to all E-W routes, using traffic signals as major connecting tools instead of freeway ramps
- This level of change requires unraveling the entire system between Lincoln Circle to the south and Rock Creek Park to the north

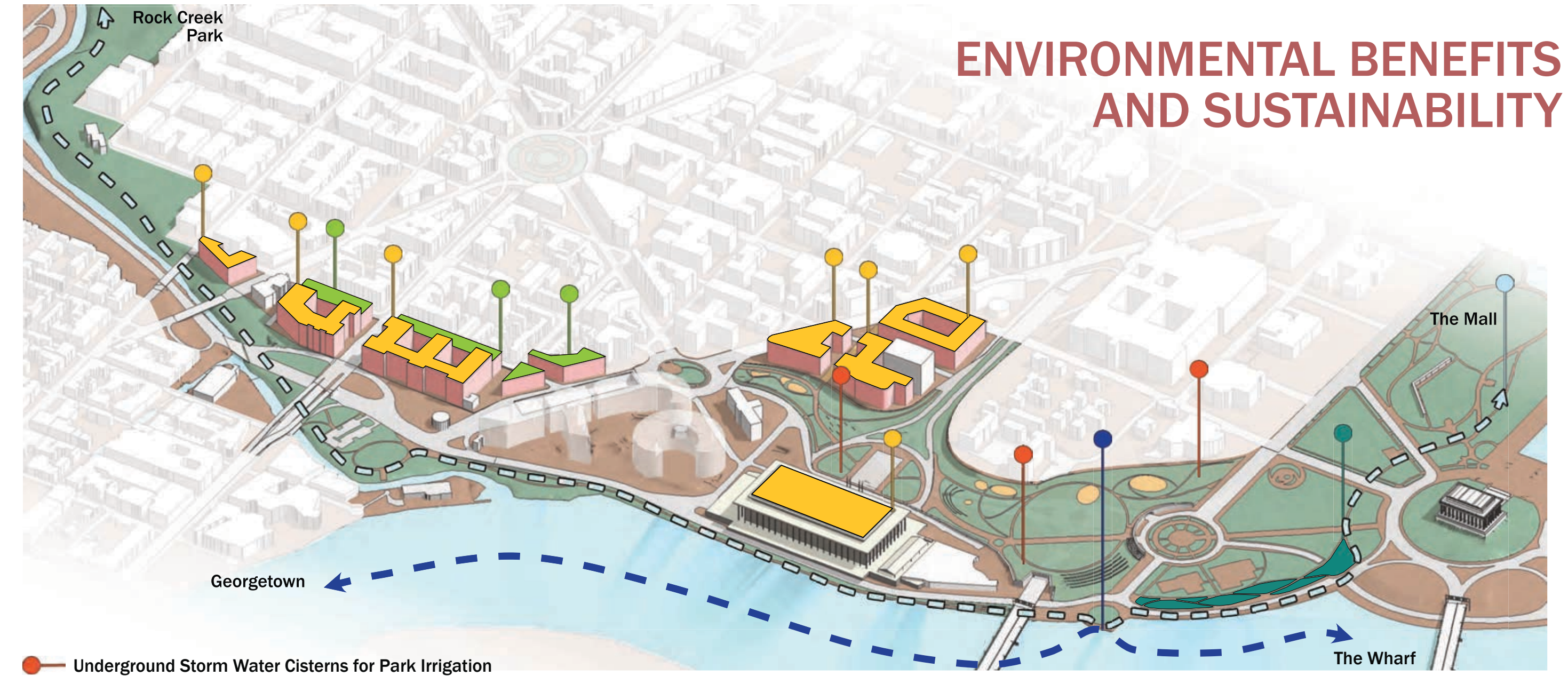


EXISTING

PROPOSED



UPPER AND LOWER LEVEL CON



ENVIRONMENTAL BENEFITS AND SUSTAINABILITY

● Underground Storm Water Cisterns for Park Irrigation



Storm Water Remediating Landscapes



Green Roofs



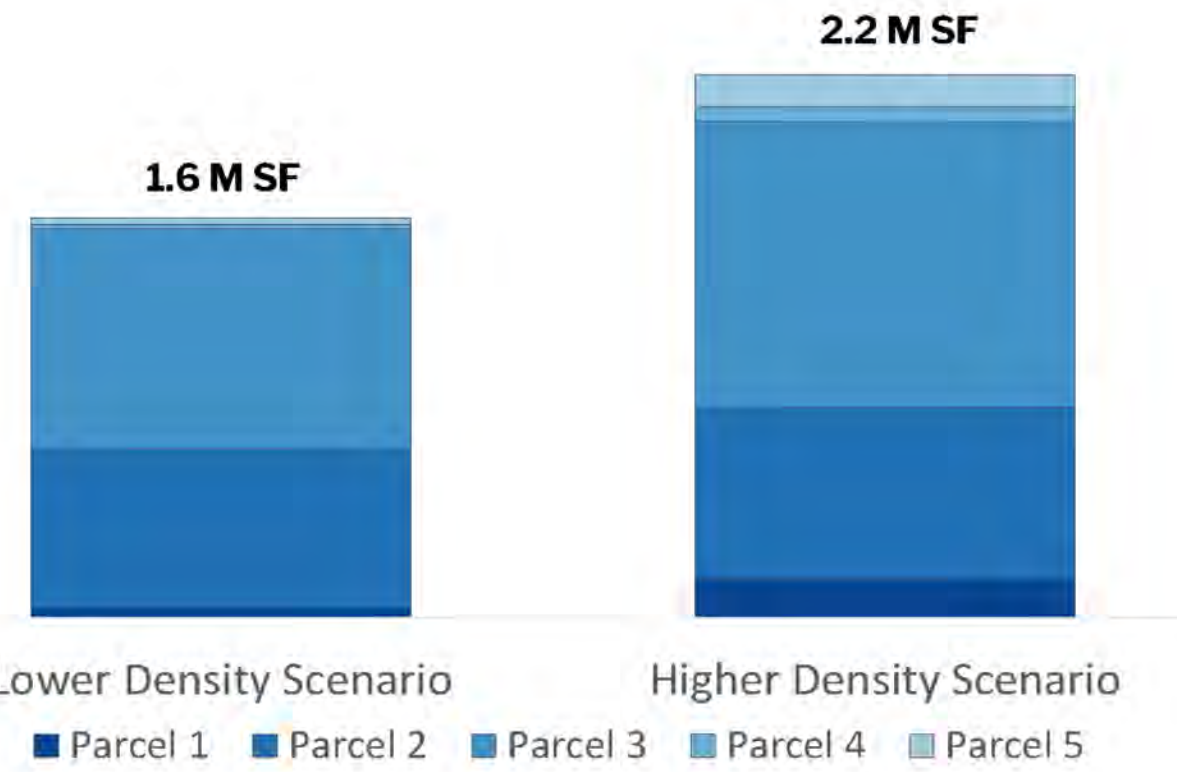
Solar Panels



Water Taxi



Bicycle Network



TAX IMPACTS - OPTION 1*

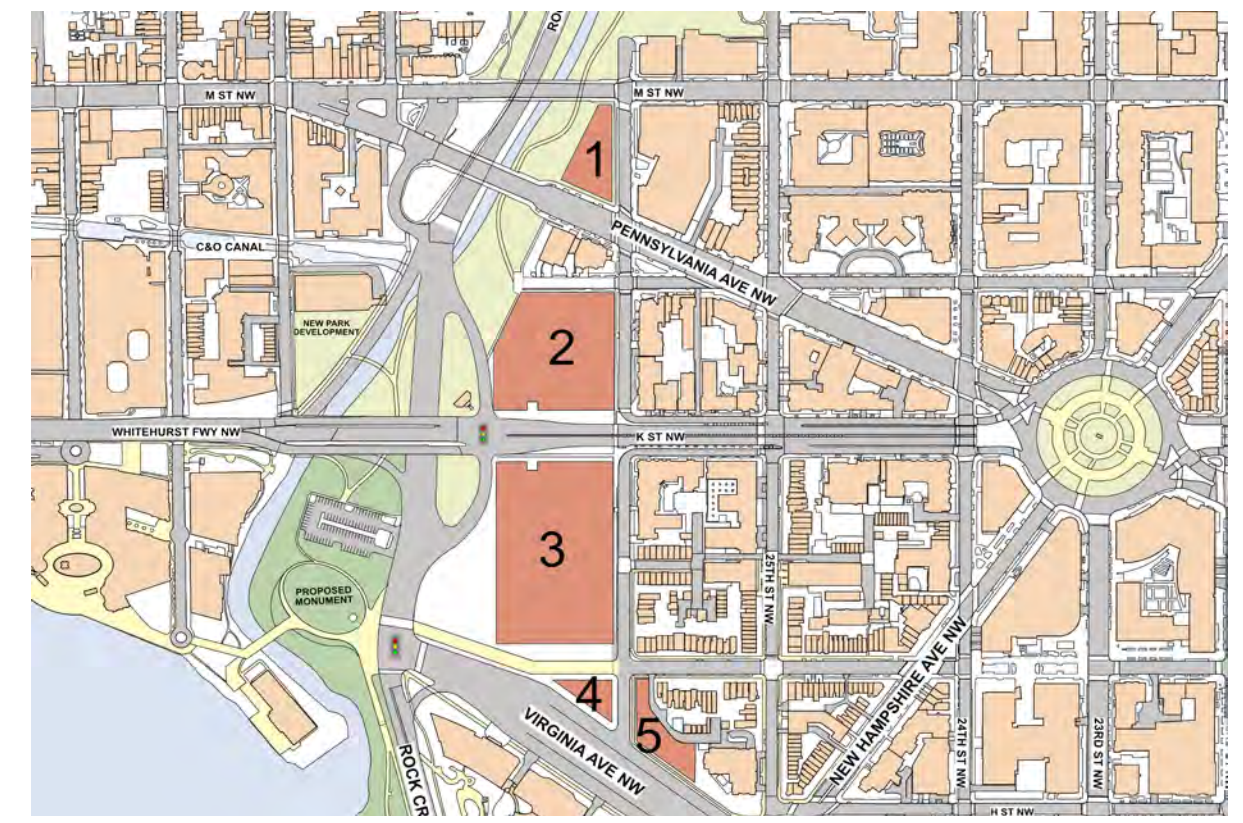
HR&A project fiscal revenues associated with the project with newly unlocked development parcels as well as value uplift for existing, taxable properties to the North and East of the Kennedy Center. We projected property taxes from both new and existing buildings as well as income taxes from residents of new buildings.

KEY ASSUMPTIONS - NEW BUILDINGS

- 1. Density:** Lower (1.8-6 FAR) and higher (6.5 FAR) density scenarios
- 2. Predominant Use:** Multifamily apartments
- 3. Property Taxes:** Match tax bills PSF for nearby, newer properties
- 4. Income Taxes:** Assumed DC median household income

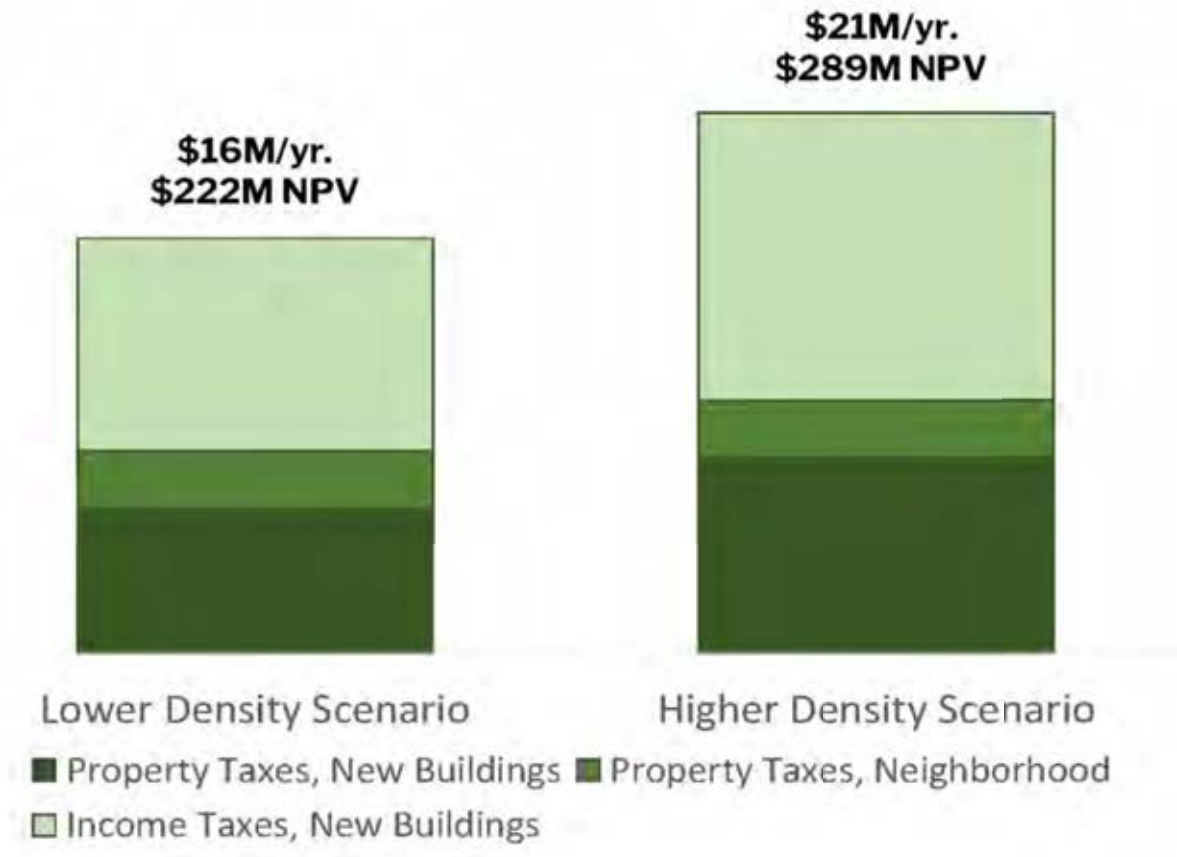
KEY ASSUMPTIONS - NEIGHBORHOOD

- 1. Property Value Impact:** Park and highway improvements result in 5-15% property value and property tax uplift for nearby properties

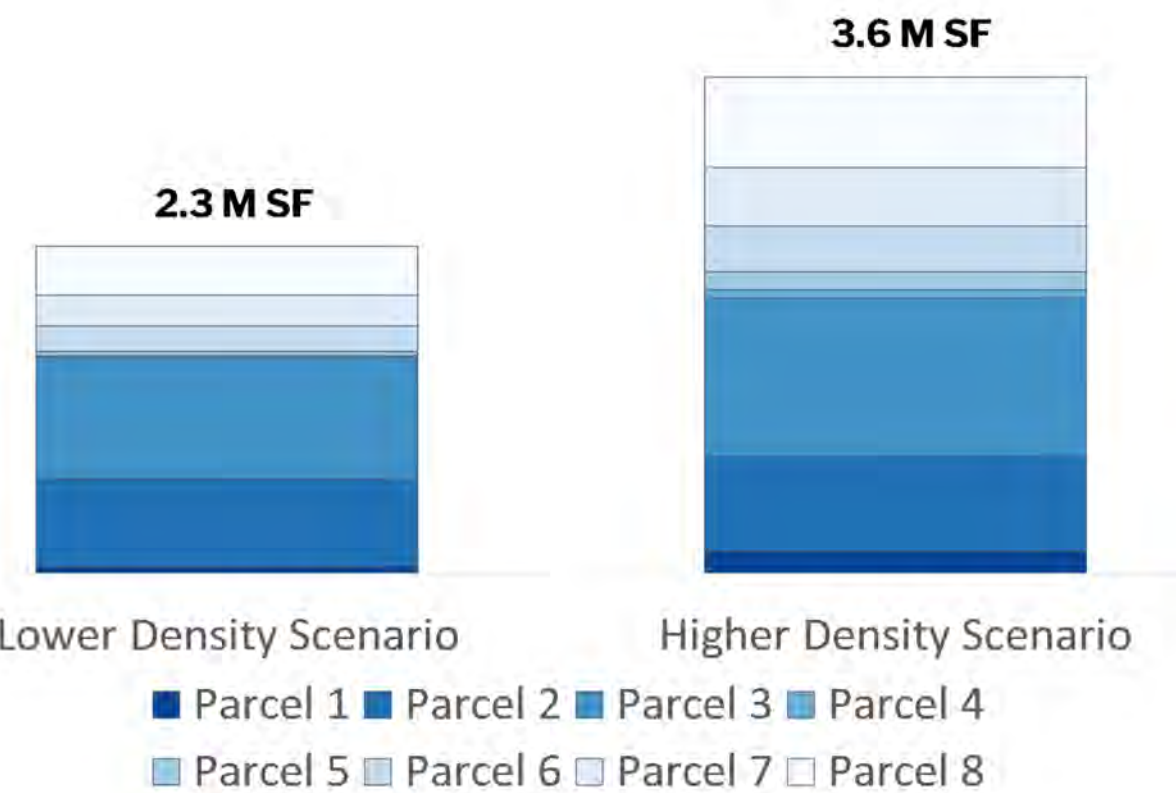


Property and income taxes from new development and neighborhood property value uplift could generate \$16-\$21M in tax revenues per year, depending on density, or \$222-\$289M in revenue over 30 years (NPV)

* These projections reflect the first option of development that includes sites 1 through 5



| Category | Annual Fiscal Impacts | | NPV of Fiscal Impacts | |
|-------------------------------|-----------------------|----------------|-----------------------|-----------------|
| | Lower Density | Higher Density | Lower Density | Higher Density |
| Property Taxes, New Buildings | \$5.6M | \$7.6M | \$77.4M | \$104.5M |
| Property Taxes, Neighborhood | \$2.3M | \$2.3M | \$31.1M | \$31.1M |
| Income Taxes, New Buildings | \$8.2M | \$11.2M | \$113.5M | \$153.8M |
| Total | \$16.1M | \$21.0M | \$221.9M | \$289.4M |



TAX IMPACTS - OPTION 2*

HR&A project fiscal revenues associated with the project with newly unlocked development parcels as well as value uplift for existing, taxable properties to the North and East of the Kennedy Center. We projected property taxes from both new and existing buildings as well as income taxes from residents of new buildings.

KEY ASSUMPTIONS - NEW BUILDINGS

- 1. Density:** Lower (1.8-6 FAR) and higher (6.5 FAR) density scenarios
- 2. Predominant Use:** Multifamily apartments
- 3. Property Taxes:** Match tax bills PSF for nearby, newer properties
- 4. Income Taxes:** Assumed DC median household income

KEY ASSUMPTIONS - NEIGHBORHOOD

- 1. Property Value Impact:** Park and highway improvements result in 5-15% property value and property tax uplift for nearby properties

Property and income taxes from new development and neighborhood property value uplift could generate \$23-\$33M in tax revenues per year, depending on density, or \$311-\$454M in revenue over 30 years (NPV)

* These projections reflect the second option of development that includes sites 1 through 8



| Category | Annual Fiscal Impacts | | NPV of Fiscal Impacts | |
|-------------------------------|-----------------------|----------------|-----------------------|-----------------|
| | Lower Density | Higher Density | Lower Density | Higher Density |
| Property Taxes, New Buildings | \$8.4M | \$12.8M | \$116.0M | \$176.2M |
| Property Taxes, Neighborhood | \$2.3M | \$2.3M | \$31.1M | \$31.1M |
| Income Taxes, New Buildings | \$11.9M | \$18.0M | \$163.5M | \$247.1M |
| Total | \$22.6M | \$33.0M | \$310.6M | \$454.4M |

An architectural rendering of a city, viewed from an elevated perspective. A river flows through the scene, with a long bridge crossing it. The city is composed of various buildings, some with unique shapes, and is interspersed with green spaces and trees. The overall style is a clean, line-art aesthetic with light shading.

Human by Design