

Northern Anacostia – A Scenic Urban River

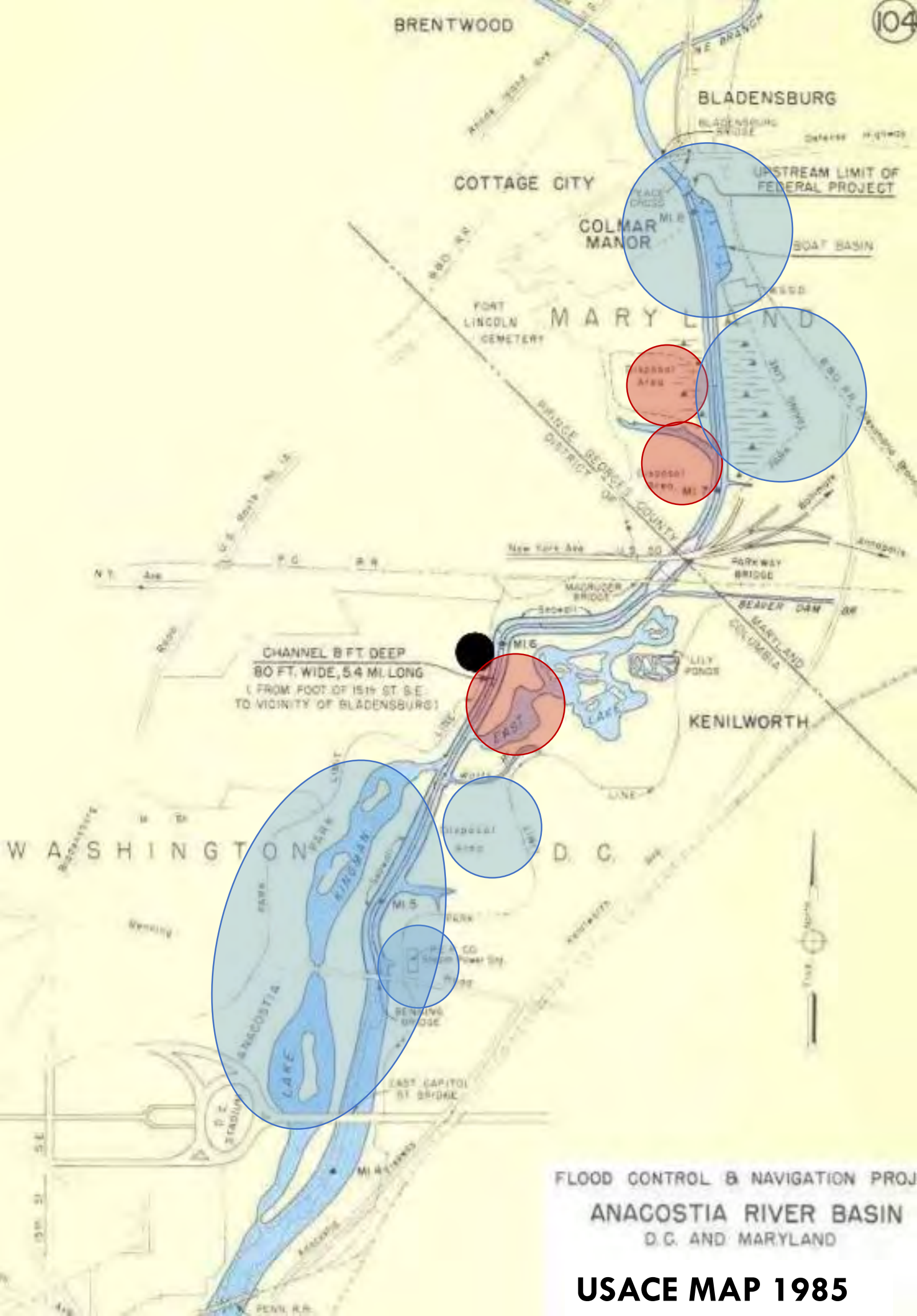


High Tide - cormorants sit atop fallen tree lodged on river bottom at confluence of Watts Branch and the Anacostia

(Looking up-river to NPS proposed site of Arboretum Bridge at Kenilworth Park)



Anacostia's Great Out



Victories for the Anacostia

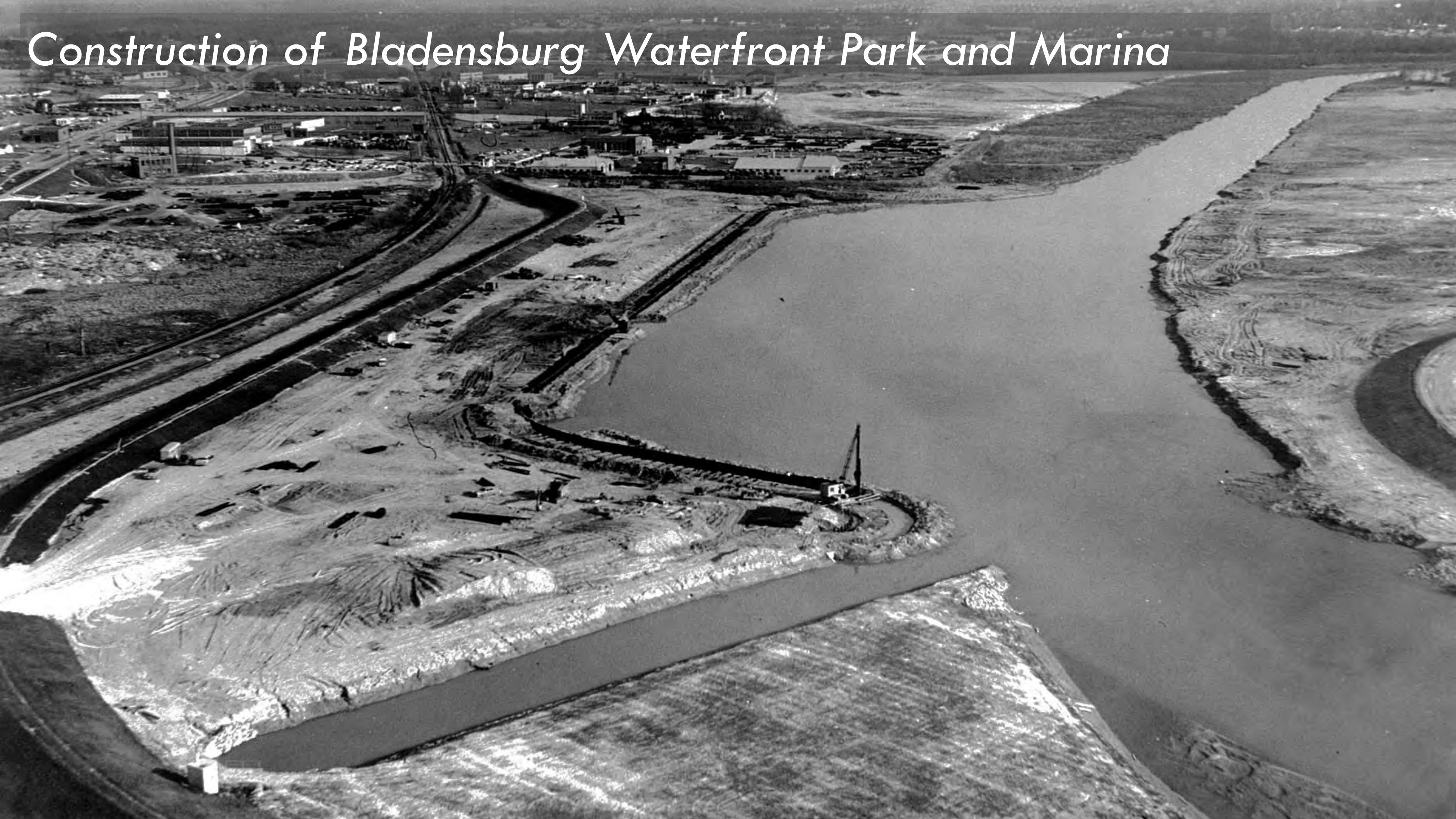
- *Dump capped - Kenilworth Park designated*
- *Creation of Bladensburg Waterfront Park*
- *Demolition of PEPCO Power Plant*
- *Creation of wetlands at ANA 11*
- *Construction of ARWT*
- *Completion of Clean Rivers Project*
- *Establishment of Kingman Island State Park*

Dump and landfill at “Kenilworth Park” (prior to decommissioning)



Location of NPS proposed crossing

Construction of Bladensburg Waterfront Park and Marina



Constructed wetland – ANA 11

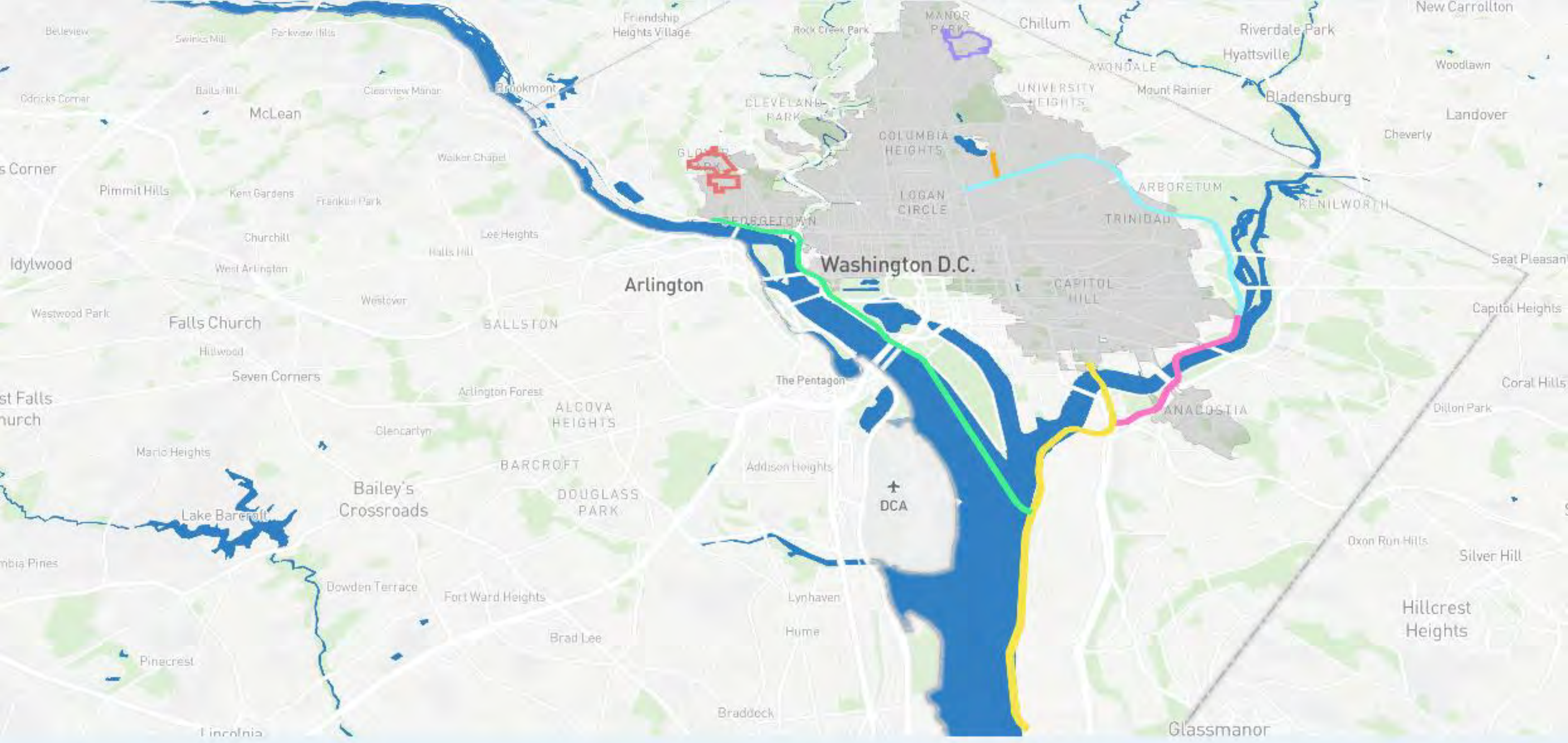




2014

*Kenilworth Reach after decommissioning of
Dump and PEPCO Plant*



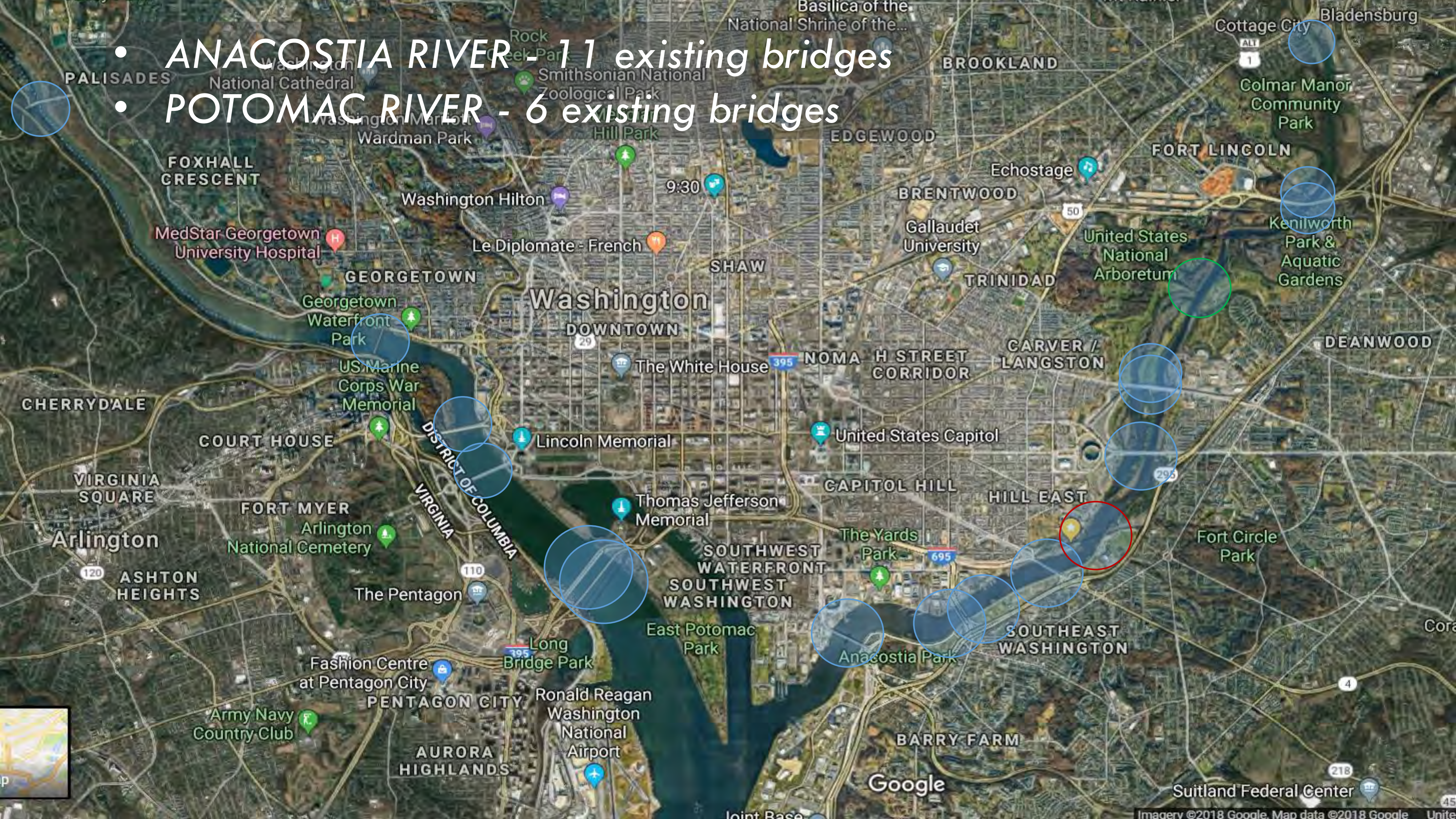


Clean Rivers Project



Mayor Bowser Announces \$4.7 Million Investment in Kingman and Heritage Islands

- ANACOSTIA RIVER - 11 existing bridges
- POTOMAC RIVER - 6 existing bridges



CSX Bridge after large rain event



Bridges form barriers

Achieving a Resilient Anacostia

- Green, not grey infrastructure - prioritize beauty of waterways



Anacostia Greenway

Port Towns Corridor

Kenilworth Corridor

Kingman Corridor

Upper Anacostia Natural Areas

Prince George's County and the District of Columbia Upper Anacostia – the most beautiful and naturalistic reaches of the Anacostia – should be preserved, protected, and restored. RIVER FIRST.

Preserve Kenilworth Corridor

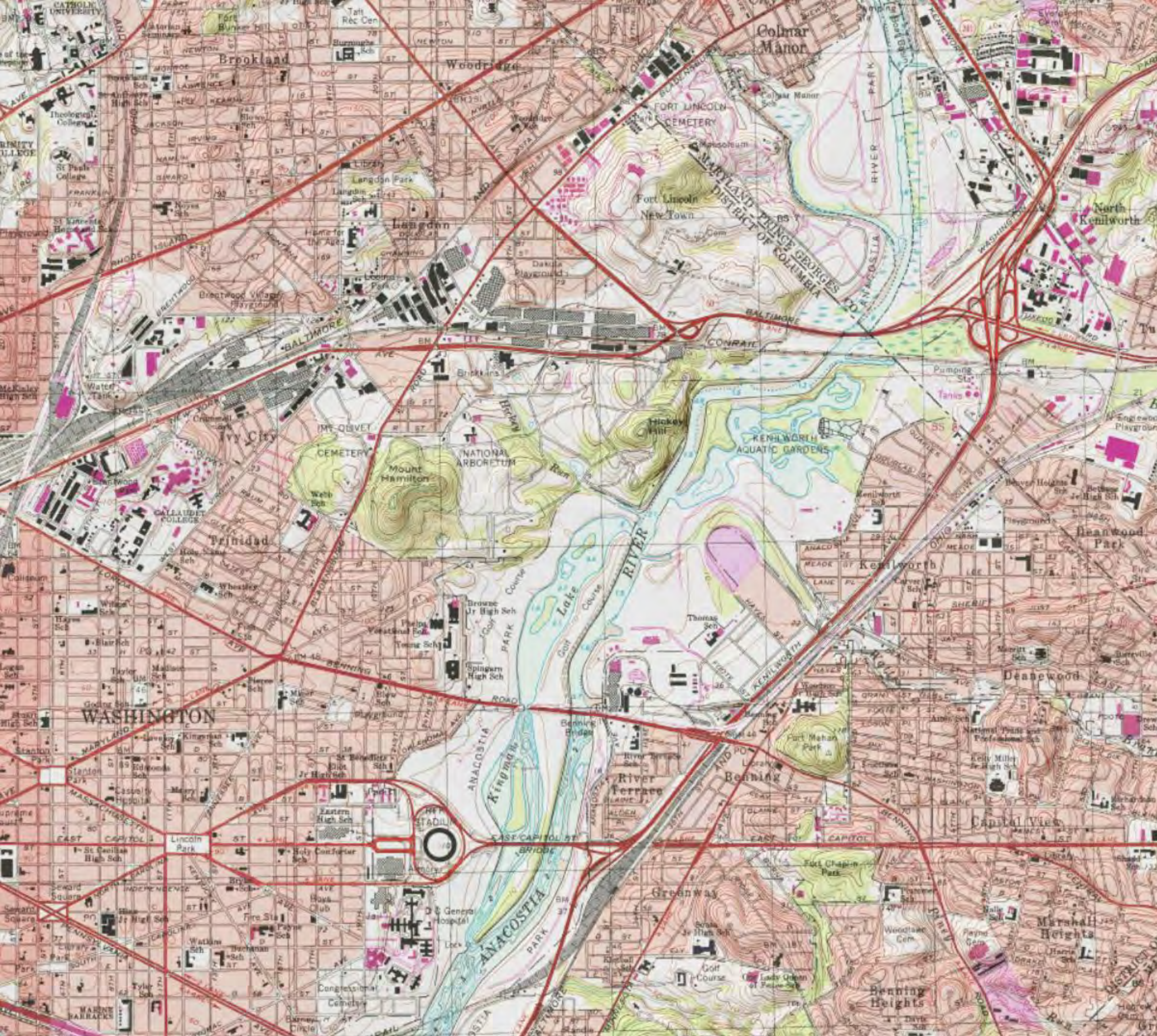
trail connection needed

trail connection needed

NORTHERN ANACOSTIA NATURAL AREAS

*recreation complimentary to restoration,
conservation of natural quality*

- Kingman and Heritage Island
- Watts Branch
- Hickey Run
- US National Arboretum
- Langston Golf Course
- Kenilworth Park
- Kenilworth Aquatic Gardens
- Anacostia Tributaries
- Colmar Manor Park
- Bladensburg Waterfront Park



Northern Anacostia River Greenway

- Anacostia River Sediments Project*
- Boundary Tunnel*
- Langston Initiative*
- Anacostia Riverwalk Trail*
- Anacostia Agreement*
- NoMa Redevelopment*
- Kingman and Heritage Island State Park*
- Clean Water Act Fund Programs*
- New York Ave Trail Project*
- Yards Park and Waterfront*

Anacostia Tributary Trail Pedestrian Bridge

- clear span from
Bladensburg Waterfront
Park to Colmar Manor





Bladensburg Waterfront Park
(only boat rental north of the CSX Bridge)



ready for swimable



...and fishable



boatable



Sandbar south of Benning Road



*Not
walkable*





the river connects



ANACOSTIA RIVER: AN URBAN ESTUARY

Land use and recreation

- **PROHIBIT incompatible uses**
- **PRIORITIZE river dependent recreational facilities**
- **INCORPORATE resiliency and restoration in every project**

The Anacostia

Partnering to Restore an Urban Estuary



Located only 3,000 yards from Capitol Hill, the Anacostia River is one of the Chesapeake Bay's most heavily altered and contaminated watersheds.

Urban estuarine habitats are vital areas for fish, birds, and other wildlife, as well as humans. These unique ecosystems protect against flooding, improve water quality, and support fisheries and tourism—connecting downtown residents and visitors with nature.

Links

[Office of Response & Restoration](#)

[NOAA's Damage Assessment, Remediation, and Restoration Program](#)

[Anacostia River Watershed Database and Mapping Project](#)

[NOAA Chesapeake Bay Office](#)

[NOAA Chesapeake Bay Office's Watershed Education and Training Program \(B-WET\)](#)

THE ANACOSTIA

CONTAMINANTS

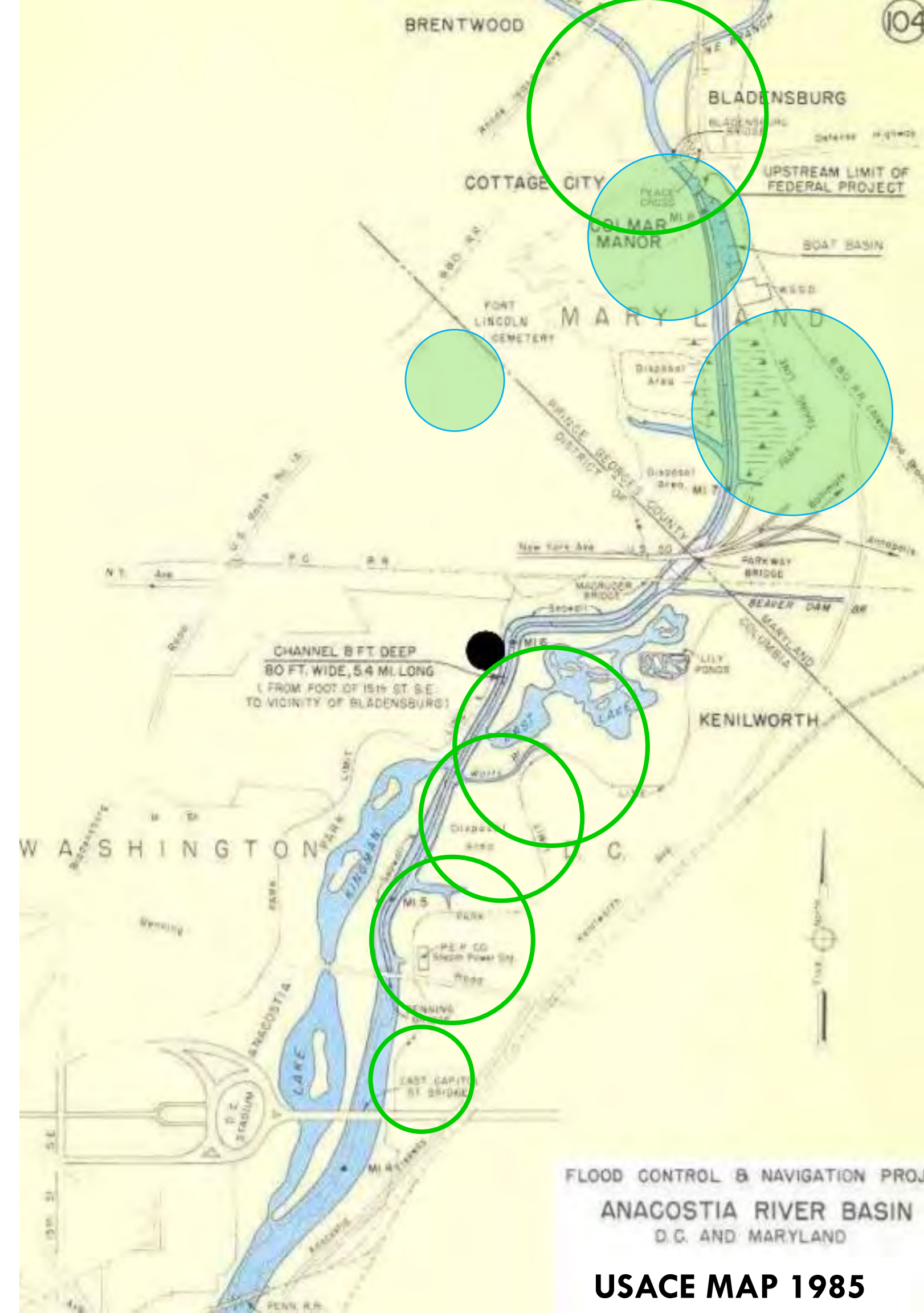
COMMUNITY

RESTORATION

PARTNERS

RESTORATION opportunities

- *Re-create lost wetlands at Kenilworth site*
- *Restore/reconnect flood plain*
- *Continue stream restoration*
- *Reconnect fragmented greenways*
- *Create living shoreline*



Achieving a Resilient Anacostia

- Create a thriving greenway – use public land from CSX north to Bladensburg
- Make restoration integral to recreation



Plans for Northern Anacostia

Montgomery County, Prince George's county, and the District of Columbia

- Upper Anacostia
- Northeast Branch

MORE VIDEOS

Achieving a Resilient Anacostia

- Integrate transportation with ecological restoration



New Pier at ANA 11

- *reduced usable channel*
- *unusable by most common craft on upper Anacostia*
- *requires portage across wetlands*
- *hazard for boaters*





Wetland damaged during trail construction

- *Missed opportunity for restoration*
- *exacerbates damage*



*Lower Beaverdam Creek
with silt collar during construction
of ARWT, (inset) after*

Construction of bridge across Lower Beaverdam Creek

***Limits view, access,
and opportunity for restoration work***



Kenilworth Aquatic Gardens

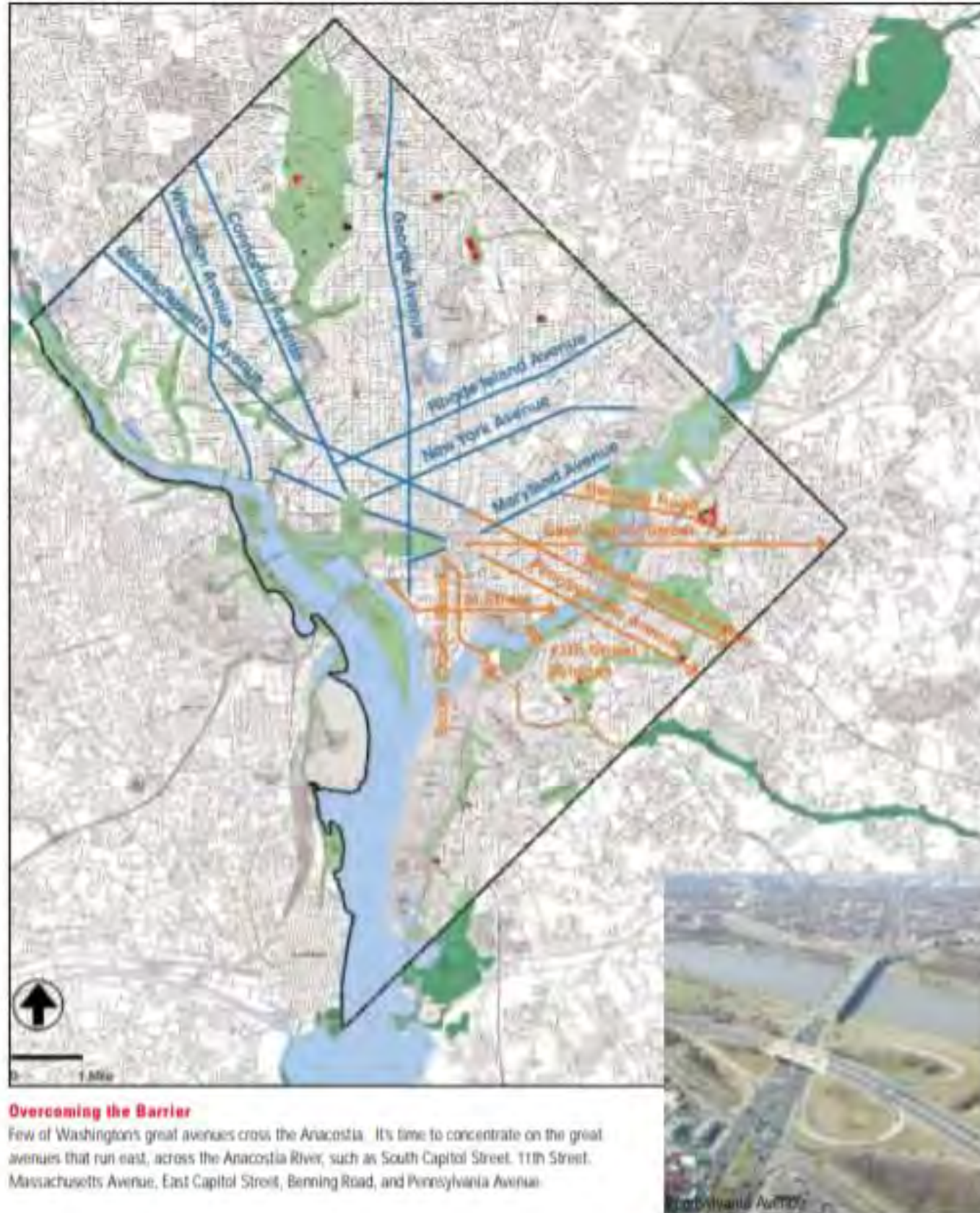
1991



Heavy handed design and
siting of trail bridge

Reclaiming Washington's Great Urban Avenues and Building Better River Crossings

"Bridges slated for imminent repair or replacement create excellent opportunities to revise the entire network of river crossings, and to better serve the disenfranchised pedestrian, cyclist, and local motorist."



Overcoming the Barrier

Few of Washington's great avenues cross the Anacostia. It's time to concentrate on the great avenues that run east, across the Anacostia River, such as South Capitol Street, 11th Street, Massachusetts Avenue, East Capitol Street, Benning Road, and Pennsylvania Avenue.

A quick look at a map reveals that the historic street pattern of L'Enfant's Washington did not cross the Anacostia intact. Of the many historic avenues crisscrossing Washington, for example, only three cross the Anacostia: South Capitol Street, Pennsylvania Avenue, and East Capitol Street. Benning Road, an extension of Florida Avenue, also crosses the river.

Because of the relative infrequency of bridges, and because of the disruptive effect of the Anacostia Freeway, the Southeast-Southwest Freeway, and rail corridors on either side of the river, all of these avenues have become highway-like and overloaded with traffic. They host wide interchanges, tangles of lanes and loops, and numerous overpasses. As a result, they have lost the stately quality of Washington's other grand avenues and any relationship to neighborhood life and commerce.

Highways Becoming Boulevards

Restoring the avenue-like character of these arterial roads, and restoring active commerce along them, will benefit communities along the Anacostia. More and better bridges will begin to alter the urban structure that isolates east-of-the-river neighborhoods by reconnecting them to Washington west of the Anacostia. Pedestrian-friendly avenues will enhance economic and urban design opportunities by creating shopping and business districts with the services and cultural life that high-speed, high-volume roadways prohibit.

In order to accomplish these goals, each of the existing crossings – South Capitol Street, 11th Street, East Capitol Street, Benning Road and Pennsylvania Avenue – must be rehabilitated. Each will require individual treatments, as described later in this chapter. However, a few universal principles of rehabilitation are described below:

- Regional traffic must be redirected off the avenues through a new tunnel under South Capitol Street, as described on the facing page under "River Crossings," and on pages 40-41.

- Slower, local traffic will support concentrations of neighborhood businesses.
- The new bridges should provide access to the riverfront for both cars and people.
- Zoning and design standards for buildings and streetscapes should echo Washington's urban character in density, setbacks, and quality.
- Landscape treatments should grace each avenue, with rows of trees evoking the monumental and gracious character of the city.
- Pedestrian amenities, such as benches, lighting, and paving, should emphasize pedestrian crossing zones and safety features.

In addition to the avenues mentioned, Massachusetts Avenue will be extended to the river through Public Reservation 13 to terminate in a landscaped traffic circle with a memorial. Near its terminus, Massachusetts Avenue will intersect the Park Road and Riverwalk, from which pedestrians and cyclists will have access to a new Massachusetts Avenue Bridge. (See page 54 for details).

River Crossings: The Existing Bridges

Seven bridges currently cross the river – an insufficient number given the density of the city and region. Most of the bridges are burdened by highway traffic. They do not conveniently conduct neighborhood traffic back and forth across the river, and they offer the pedestrian a harrowing experience.

The Anacostia's seven bridges are:

- Frederick Douglass Memorial Bridge (at South Capitol Street).
- Two 11th Street Bridges (one of which crosses at 13th Street).
- John Phillip Sousa Bridge (at Pennsylvania Avenue).
- Whitney Young Memorial Bridge (at East Capitol Street).
- Benning Road Bridge.
- Route 50 Bridge (at New York Avenue).

In reality, the Anacostia has 11 existing Bridges, 3 of which exist north of the District line.

Design fails to provide the intended benefits

Project Benefits

- ✘ • Provide a safe and more natural Anacostia River experience
- ✘ • Feature connection between east and west trail network
- ✘ • Bridge as place for both trail and river users
- ✘ • Extension of US National Arboretum / NPS educational opportunities and programs

Scope does not connection east and west bank trail dead end both sides of bridge

Concept Design

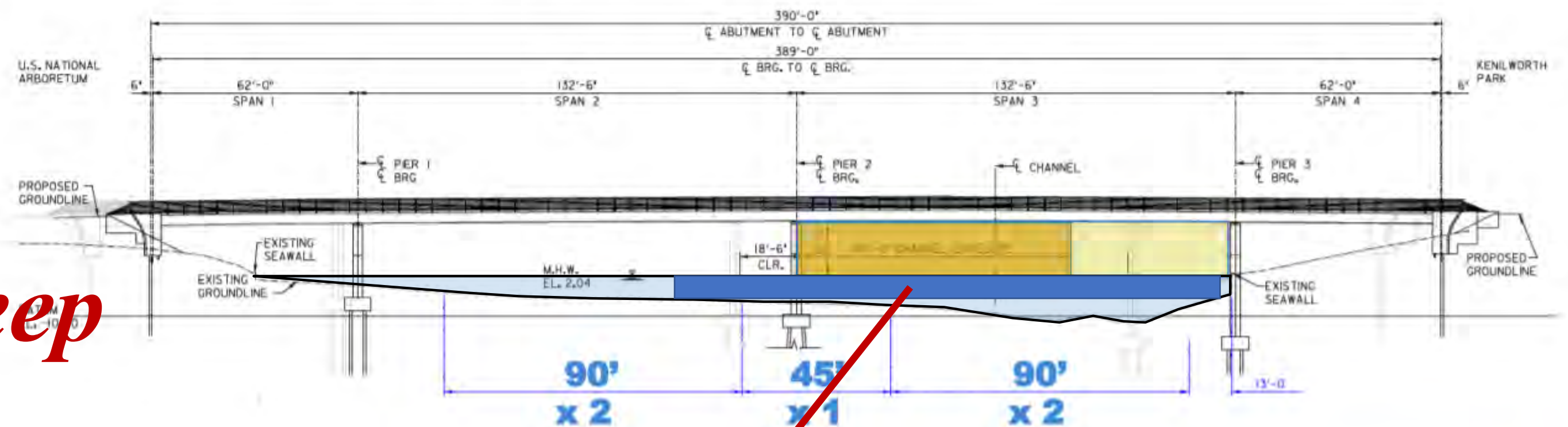
no route through or around Arboretum



Travel lanes do not provide sufficient depth

New Span Configuration

- *Shifted East – with Spans 2 and 3 lengthened to 132'-6"*
- *Pier 3 Integral with Seawall*



*Extent 6 feet deep
at low tide*

Visually and physically intrusive in natural area

New Span Configuration



*Vibrant boating programs depend on
safe and ample passage*





Obstructions

- sand bars at Watts Branch and Hickey Run
- fallen tree and submerged and floating objects

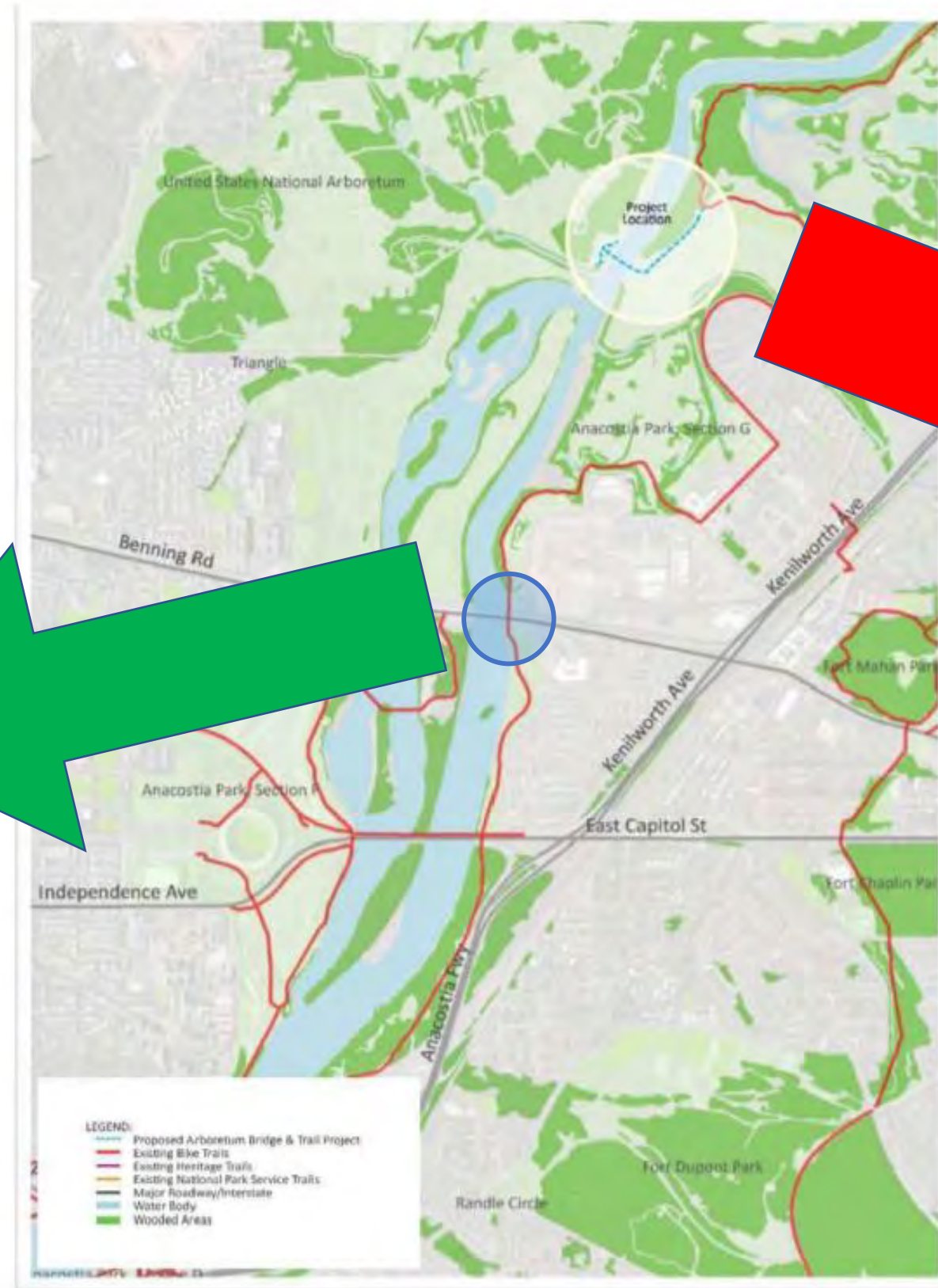
*In set photo:
High tide -
Cormorants perch
on beached log. At
low tide sandbar is
entirely out of the
water.*



consequences of obstructions and narrow travel lanes



Benning Road PREFERRED LOCATION



Kenilworth Park North Site PROPOSED LOCATION



Down Stream of Benning Road

Grouping bridges preferred

***METRO and BENNING ROAD BRIDGES
from north side - preferred location for trail bridges***





*Exist clearing –
location for proposed
elevated trail over
Anacostia River*

*approach to Benning Road at
PEPCO Lagoon looking south*



view east from Kingman Island to PEPCO Lagoon



replace awkward connection to
sidewalks on Benning Road

Burnham
Barrier

m



Existing approach to Benning Road from ARWT

R Street Entrance

ANACOSTIA RIVERWALK TRAIL CONNECTOR



FUTURE

PROPOSED

PREFERRED

existing foot bridge

new trail bridge

new trail bridge

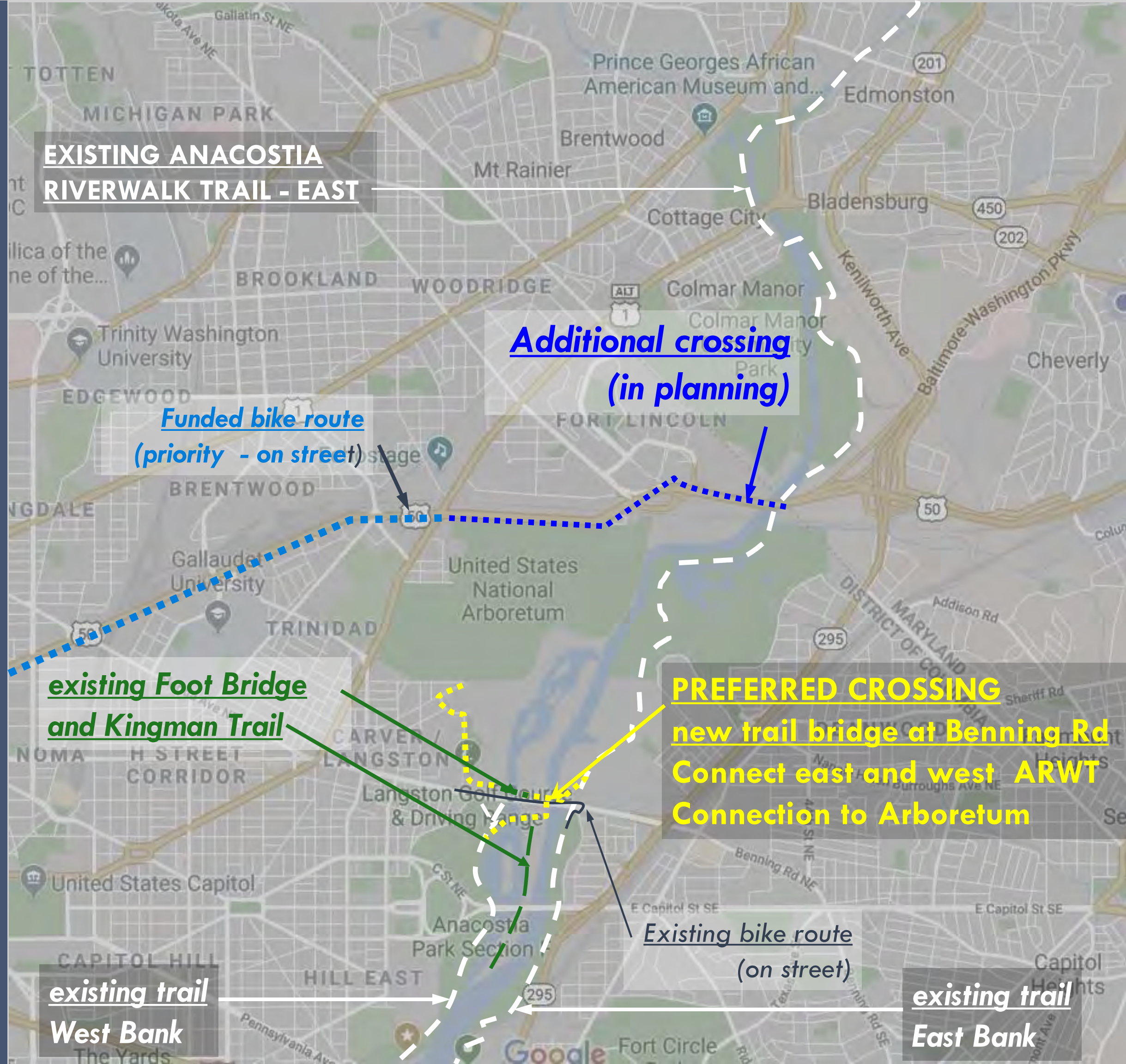
EXISTING ART East

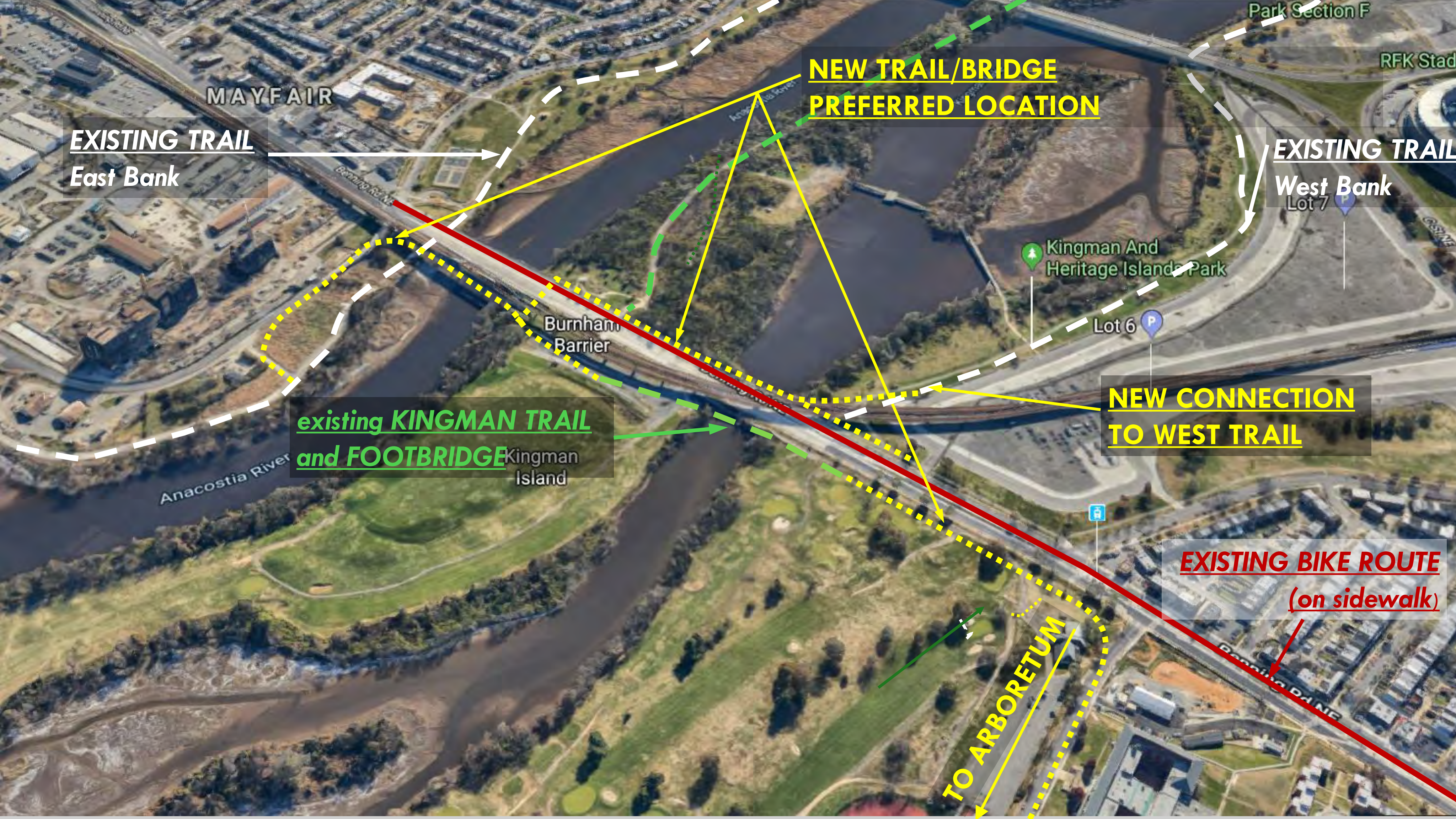
EXISTING ART West

PREFERRED LOCATION

ARW Trail crossing: Benning Road

- *Connects Anacostia Riverwalk Trail East and West Bank*
- *provides access to multiple destinations*
- *utilizes existing foot bridge at Langston Golf Course*
- *clustered bridges enhance boater safety and preserves river environment*
- *creates safe crossing for bikes/pedestrians*





EXISTING TRAIL
East Bank

EXISTING TRAIL
West Bank

NEW TRAIL/BRIDGE
PREFERRED LOCATION

existing KINGMAN TRAIL
and FOOTBRIDGE

NEW CONNECTION
TO WEST TRAIL

EXISTING BIKE ROUTE
(on sidewalk)

TO ARBORETUM

MAYFAIR

Park Section F

RFK Stadium

Kingman And Heritage Islands Park

Burnham Barrier

Kingman Island

Anacostia River

Lot 7

Lot 6

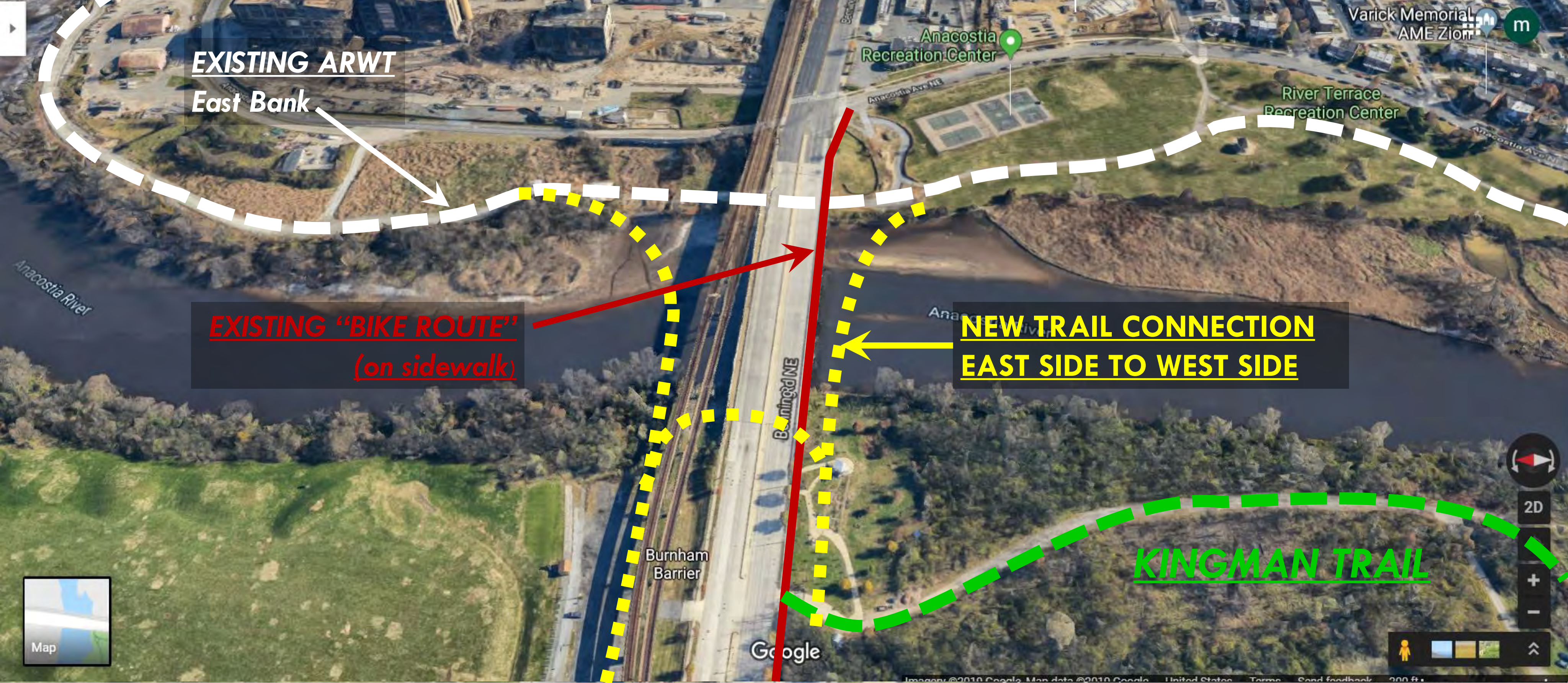
Pennsylvania Drive

EXISTING ARWT
East Bank

EXISTING "BIKE ROUTE"
(on sidewalk)

NEW TRAIL CONNECTION
EAST SIDE TO WEST SIDE

KINGMAN TRAIL



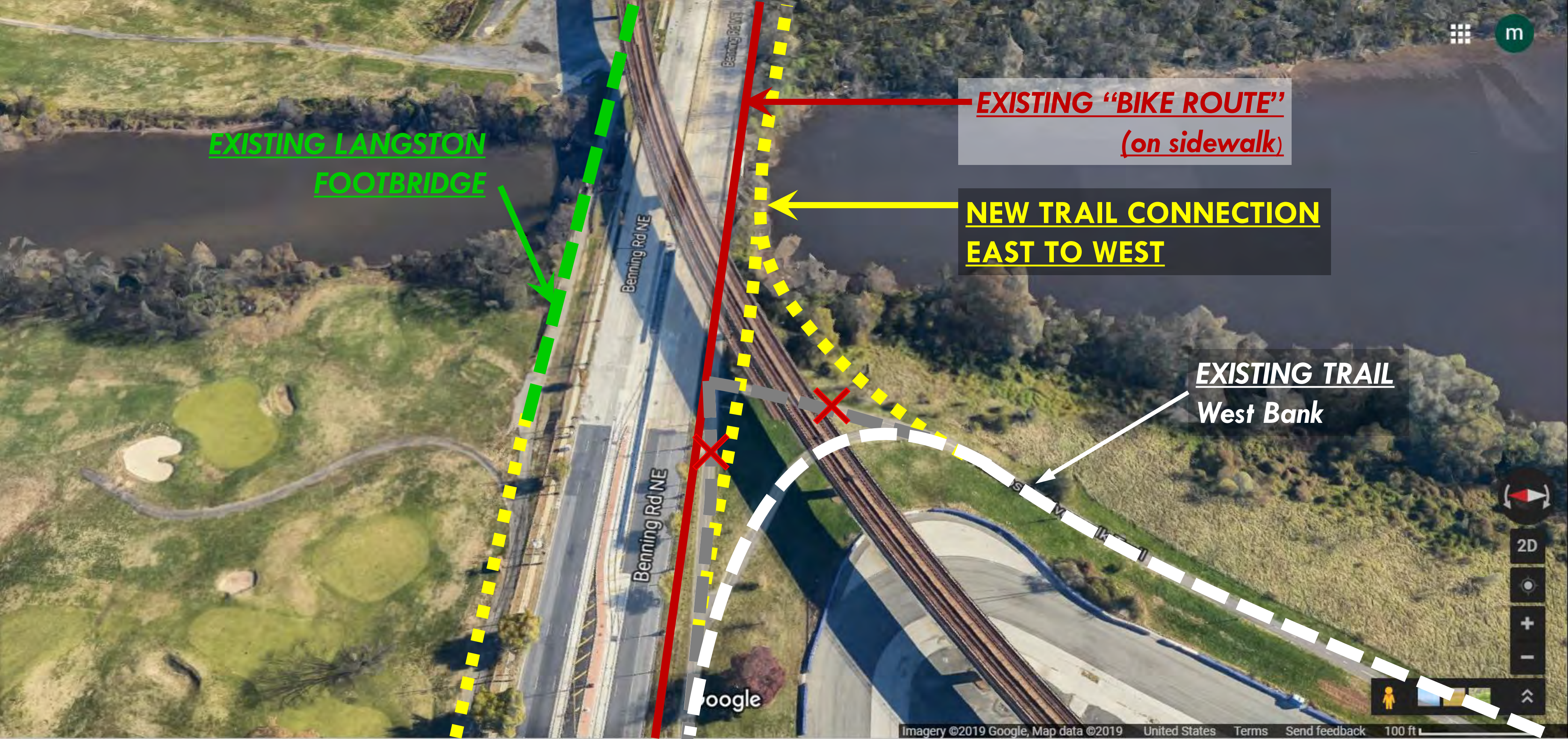


EXISTING LANGSTON FOOTBRIDGE

EXISTING "BIKE ROUTE"
(on sidewalk)

NEW TRAIL CONNECTION EAST TO WEST

EXISTING TRAIL West Bank





utilize existing foot bridge from Kingman to Langston



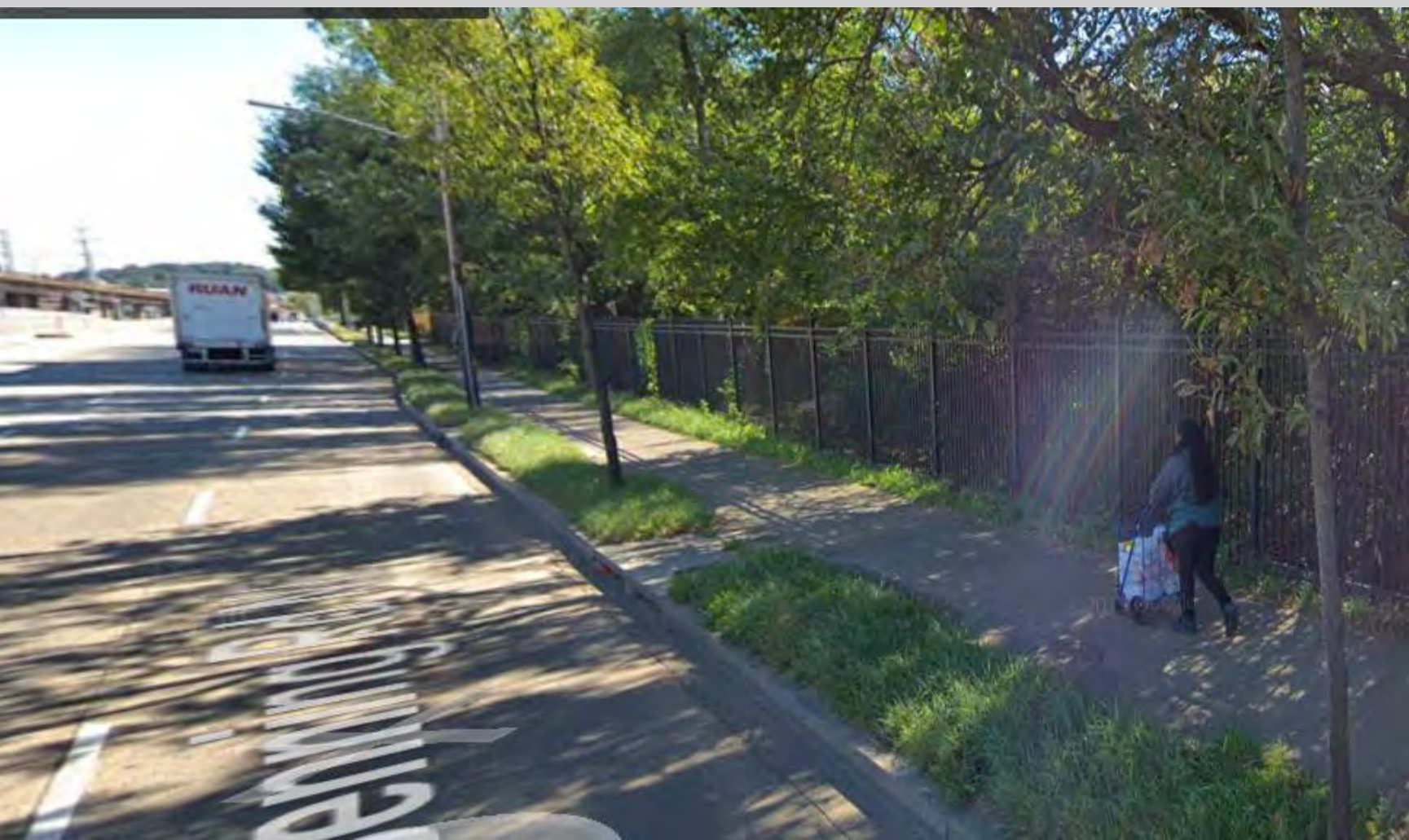
*Priority: safe access to
Langston*



Kingman Lake from existing foot bridge



Priority: safe access to Kingman



separate bike and walking path next to Benning Road



*need access to Arboretum Bike and Pedestrian Entrance
R Street and 24th, NE
from New York Ave and Benning Road*

*Build in resiliency -
Not a barrier*





*Trails and Rivers
can work together*

Confluence Park, Denver, CO.



Urban Waters Partnership

Proposed bridge to the National Arboretum COMMENTS: RIVER USER STAKEHOLDER

I have been rowing on the Anacostia River for 20 years. For 15 years, I rowed nearly every workday from the Bladensburg waterfront to my job on Capitol Hill. I am very familiar with the site being considered for a bridge connecting the Anacostia River Trail to the Arboretum. This section of the river is already very challenging for rowers, and adding a bridge, especially one with piers, would make it more so. Because of sedimentation from Watts Branch on the East bank and Hickey Run on the West Bank, the river is very shallow at this point, and the channel is narrow and constantly shifting. I have been trapped here during a summer cloudburst and my boat was nearly capsized by a wall of muddy water pouring into the river from Hickey Run. Having to maneuver around bridge piers would add to the hazardous situation.

Another reason against locating the bridge here is that it would mar the natural beauty of this site. The river has experienced a remarkable transformation over the past 20 years, and this is particularly evident at the Arboretum. Since the removal of the PEPCO smoke stacks, a person can now stand on the river bank by the Arboretum and not see a single manmade structure. To have such a vista in the heart of the nation's capital is astonishing; we should cherish and protect it. A much more suitable location for this bridge would be adjacent to the Benning Road Bridge.

Gabe Horchler
2905 64th Avenue
Cheverly, MD
301 789-8086



above: Gabe clears a tree trunk lodged on the sandbar at the “big turn” - Arboretum on left, Kenilworth Aquatic Gardens on right (east bank of the Anacostia River).



Gabe headed to work, just north of the East Capitol Street Bridge. Another stakeholder fishes beyond.

<https://www.youtube.com/watch?v=uGL3yrEWBIO>

You are invited to be a guest coxswain to practice "canoe diplomacy"

Metro Sweptuals

Return of the Sturgeons

*Carrie Copock (CRIC)/Doug Alexander (envi activist, Cheverly)
Dan Smith (FLBC)/Trey Sherard (ARK)/Massaya Maeda (AWS)*

Mayors 8+

*Mayor King (Capitol Heights)/Mayor Callahan (Cheverly)
Mayor James (Bladensburg) CM Poley (Edmonston)*



Join the Community Challenge 2019
July 28 through August 24