Existing Condition: Parking and service vehicle lots surrounded by up and coming neighborhoods with active public spaces and amenities
Proposed Yards District

Image Source: D.C. office of the Deputy Mayor for Planning and Economic Development

The Washington Navy Yard during the 1947-50

Image Source: Naval History and Heritage Command

Photo #: NH 91945 - Washington Navy Yard, D.C., and vicinity, looking westward, circa 1947-50

Proposed Yards District

Image Source: D.C. office of the Deputy Mayor for Planning and Economic Development

Site History

Analysis and Planning
Add metro entrance to existing station on the south side of M Street and connect to water

Give the main axis a 70’ right-of-way and 2:1 height-to-width ratio for a well defined environment

Connect the street grid concentrating major utilities and service drives on the cross streets freeing up the main axis for amenities

Anchor the axis with public space on each end: plaza along M Street, Park along the river

Activate retail frontage along axis and major cross axis connecting to main entrance of stadium

Grow a dense shade tree canopy along the main axis for micro-climatic cooling in the hot summer months of Washington DC
**Programming and Activities**

*THE STREET*--- the 1,800 ft long central spine provides a strong urban linkage from vibrant urban/retail environment to riverfront/leisure atmosphere.
The cross streets do the heavy lifting of the infrastructure and service drives freeing up THE STREET for pedestrian oriented design and unencumbered soil for tree growth.
Safety and Traffic Calming Elements of THE STREET

- Bollards
- Tactile warning bands
- Speed table
- Different color + texture at crosswalks
- Planting and site elements
- Median at ends of street
- Narrow traffic lanes

Standard DDOT Street in the District

THE STREET Typical Section

Curbless THE STREET and Vision Zero
THE STREET is envisioned as a pedestrian centric experience while at the same time taking into account all forms of mobility. Being truly curbless with lush planting, granite paving, and rich retail activation will create a unique urban experience.
Future Scenario of Transportation -- Smart Tech + Autonomous Driving Scene
Proposed

Existing

Condition After 100 Year and 500 Year Storm Events

Flooding and Adaptation
Resiliency
Storm water runoff from road

Storm water flows off of road to trench drain

Trench drain distributes water into suspended soil for tree and plant root uptake

Treated overflow runs into perforated pipes and is released to storm drain after holding period

Storm water runoff from sidewalk

Storm water drains to bioretention planter and permeable pavement

Storm water infiltrates into suspended soil for tree and plant root uptake

Treated overflow runs into perforated pipes and is released to storm drain after holding period

Storm Water Management  Resiliency
Performance Metrics

- 1.53 acre OPEN SPACE
- 1,052,464 galyr STORMWATER STORAGE
- 757,941 galyr TREATED WATER
- 23,088 lb/yr REDUCING CO₂
- 0.75 acre PERVIOUS PAVING
- 29 PARKING SPACES
- 52 TREES

Resiliency

- 3.1M VISITORS
- 360 EVENTS
- $287 MILLION REVENUE GENERATED
- 9,500 POPULATION
Park setting created in median of THE STREET
Adaptive Street

Everyday Use

Street Closed to Vehicle Traffic for Event
THE STREET creates a new place for the communities of Southwest and Southeast DC, drawing a diverse group of residents from the surrounding neighborhoods to a street that they may not use as their address, but that they can call their own.