



PRIMARY STUDY AREA

District of Columbia
OFFICE OF PLANNING
NEIGHBORHOOD REVITALIZATION

FINAL DRAFT PLAN

Pennsylvania Avenue
SE Corridor



National Capital Framework Plan



CITY & FEDERAL PLANNING INITIATIVES

Tonight's Presentation

Site History & Existing Conditions

Amy Weinstein

Weinstein Studio

Traffic and Transportation Issues

Louis J. Slade, Principal

Steve Pinkus, Planner

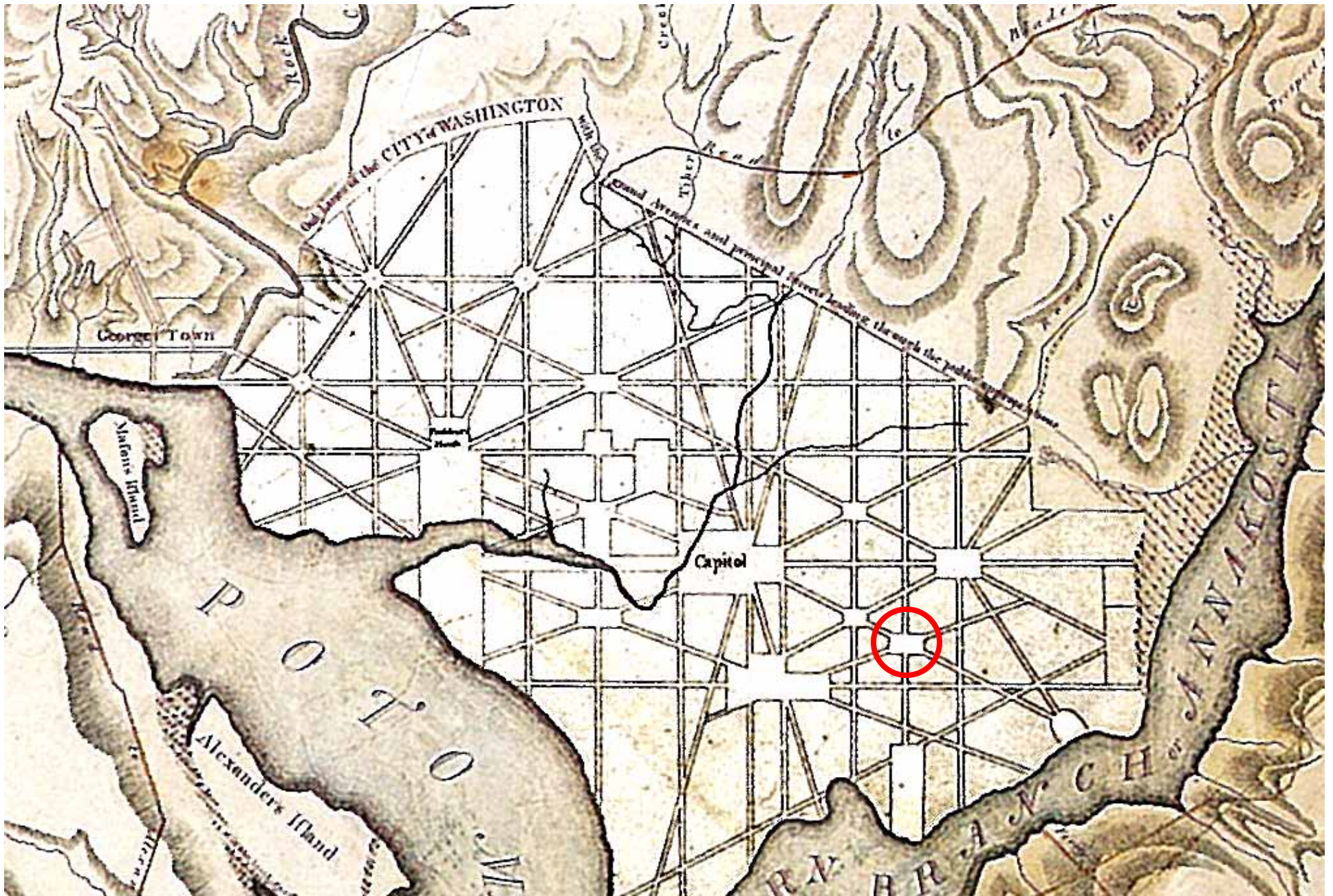
Gorove/Slade Associates

Landscape Architecture & Sustainability

Marisa Scalera, Associate

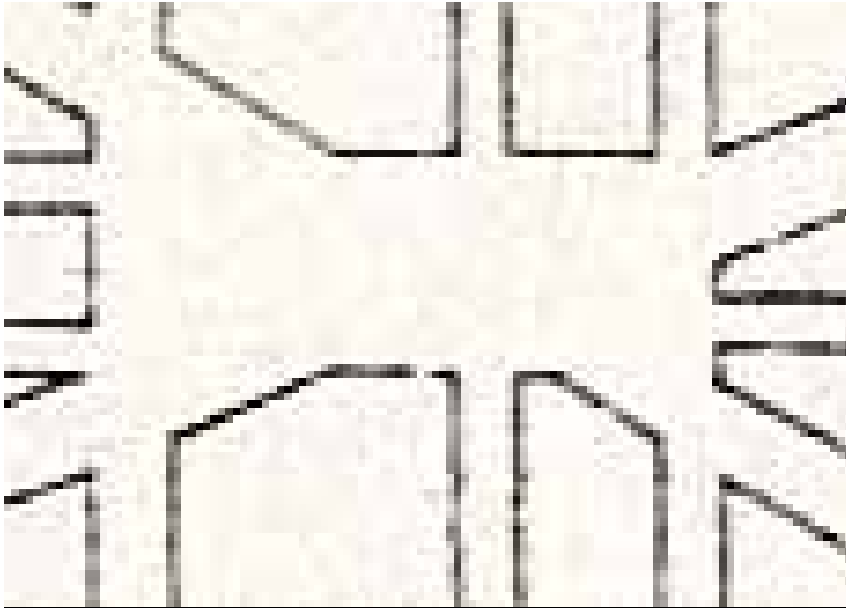
Oehme, van Sweden & Associates

HISTORY OF THE SITE

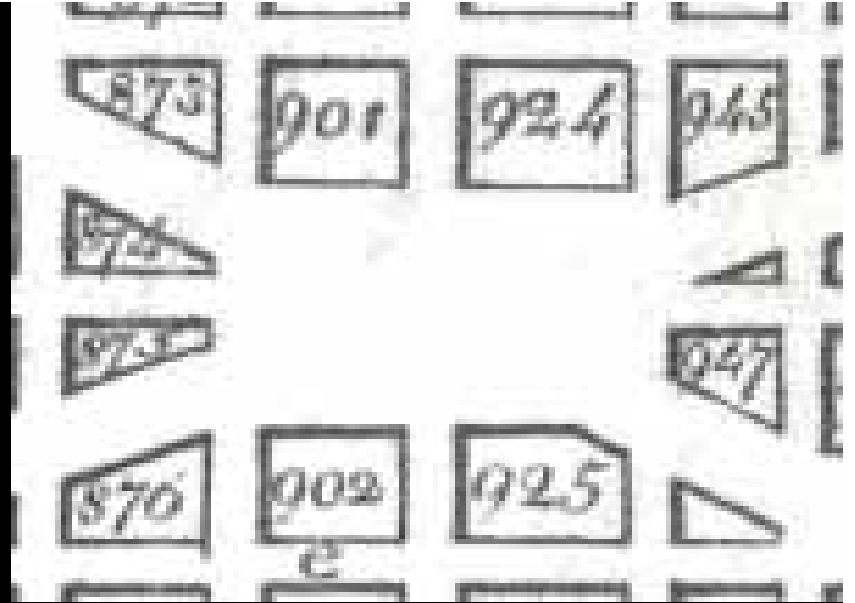


L'Enfant's Vision

The Ellicott "Ten-Mile Square" map
1794 (based on 1793 manuscript)– Andrew Ellicott

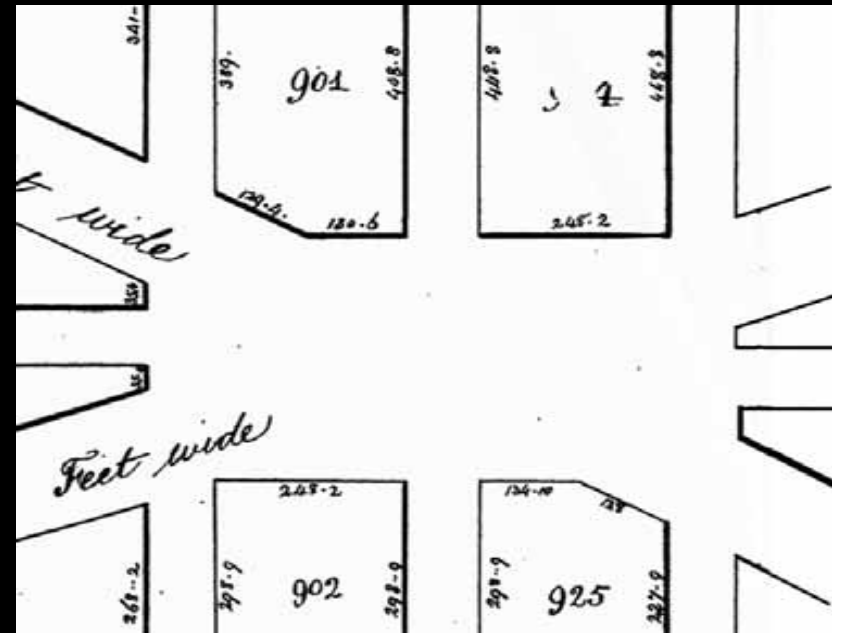


1791 *L'Enfant Plan*
(as redrafted in 1887 by Colonna & Thorn)

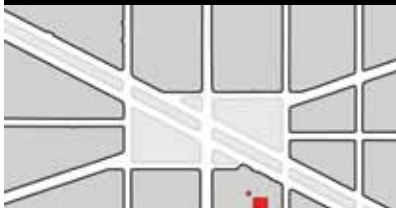
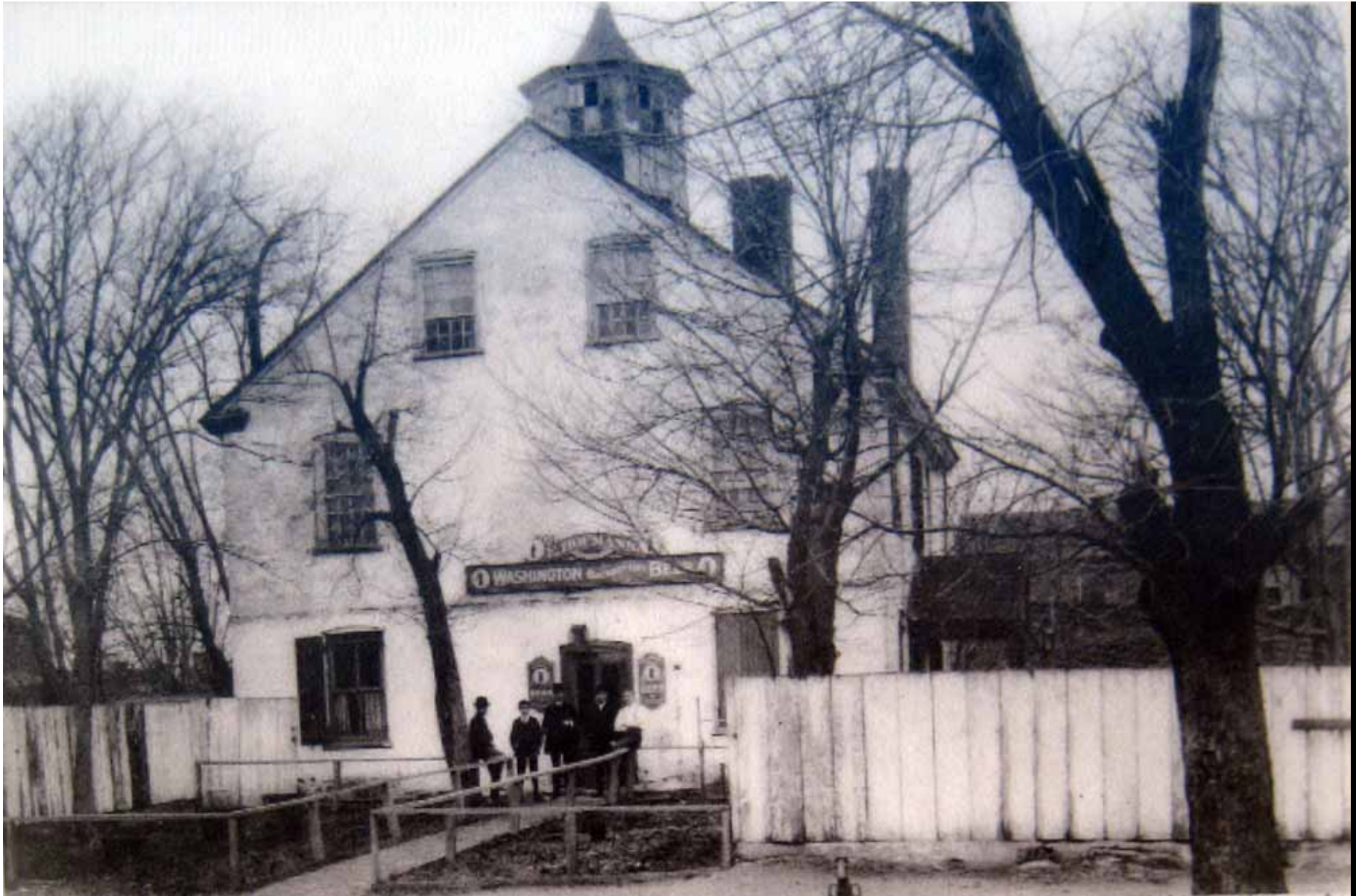


1792 *Ellicott Plan*

SHAPE OF THE SPACE



1804 *King Plat*



1795

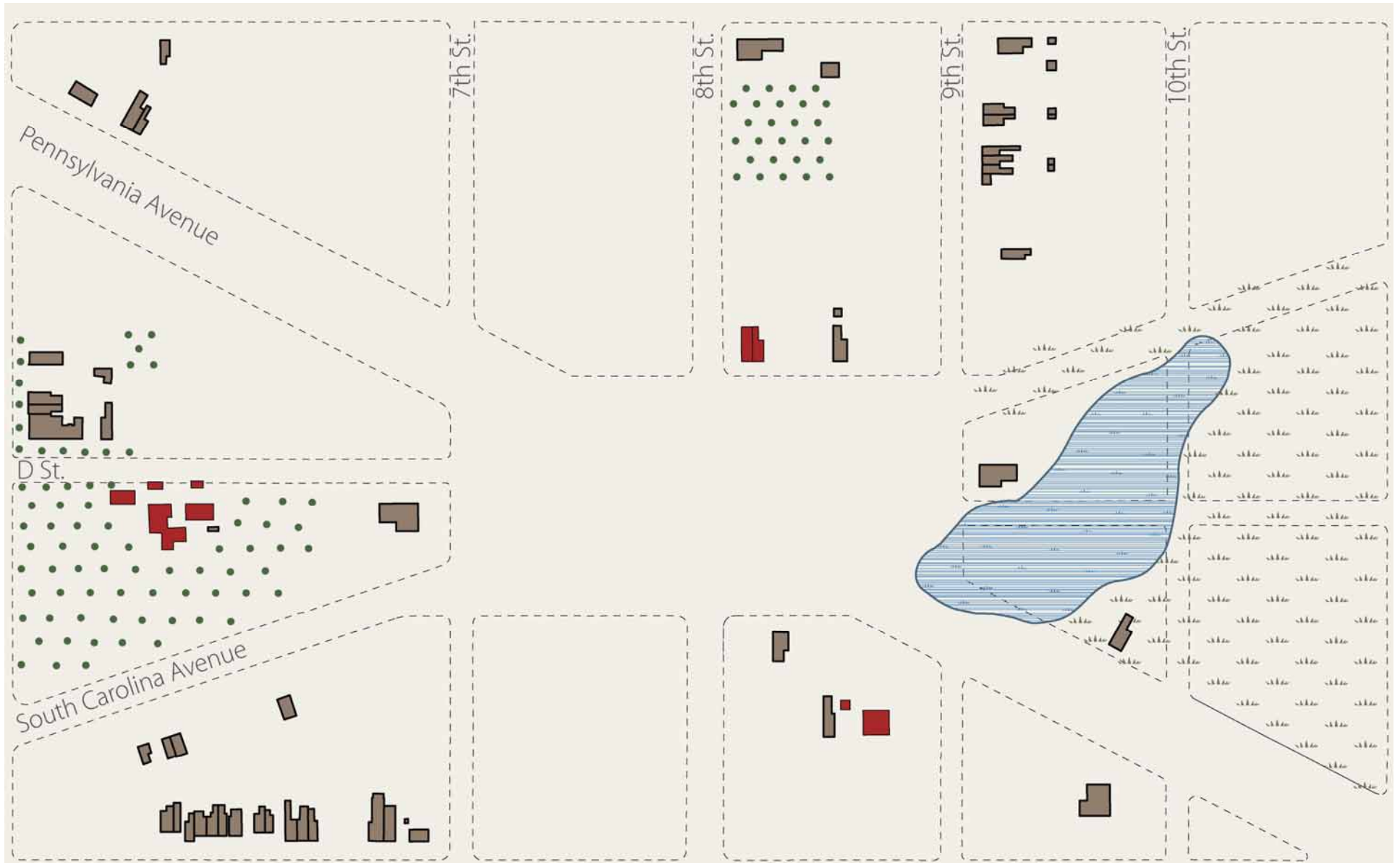
Tunncliffe's Tavern (Eastern Branch Hotel)
c 1875 photograph



1795
The Maples



Mid 19th Century
2 residences at NE corner of 8th & D Streets



1850'S
Pre-Civil War

Compiled from:
1857 Boschke map





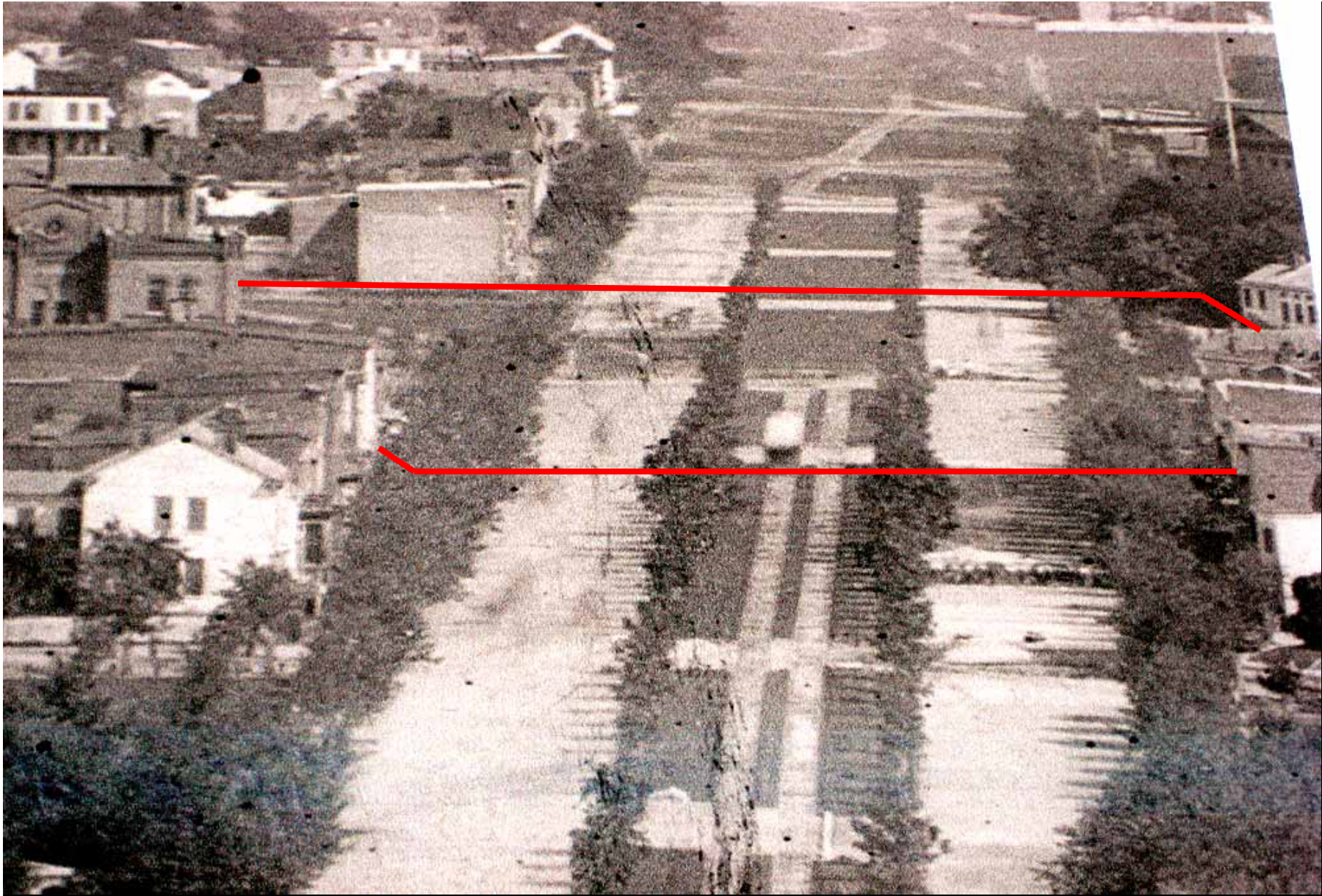
1864

Wallach School (photo taken in the 1870's)



1865

Old Naval Hospital (photo c. 1900 from National Archives)



c. 1885

View east along Pennsylvania Avenue



1880'S
Mid Victorian



Compiled from:
1876 Reservation Plats,
1882 Hilgard Engineering Map
1887 Hopkins Real Estate Atlas





1891

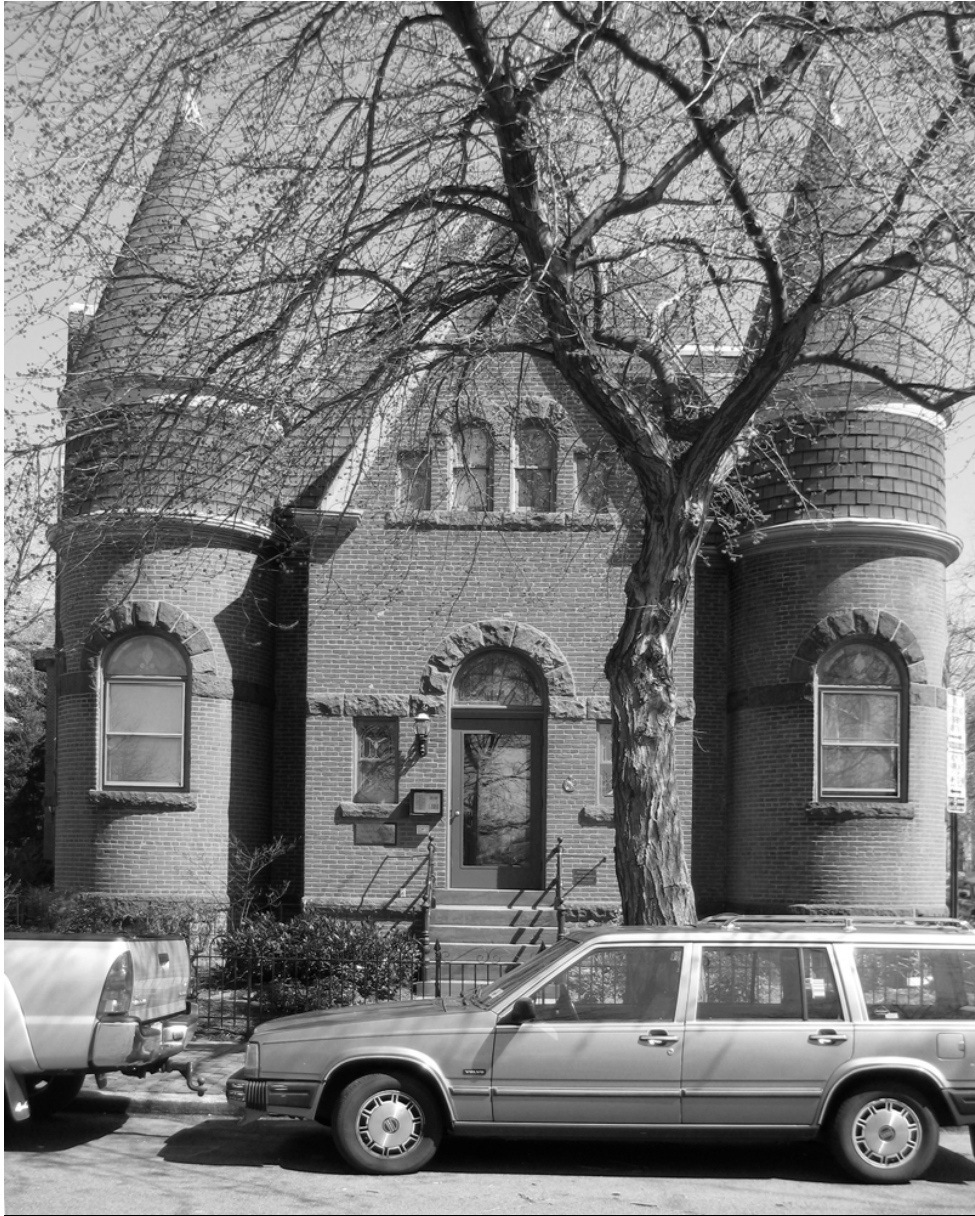
Henry Rabe Residence (820 D Street, SE)



1892

Charles Gessford Row (824 – 832 D Street, SE)





1891-95
Grace Church built

MRS E. A. HAINES,
Proprietor.



Haines'
FIFTY STORES IN ONE

WHOLESALE & RETAIL.

PENNSYLVANIA AVE. & 8TH STREET S.E.

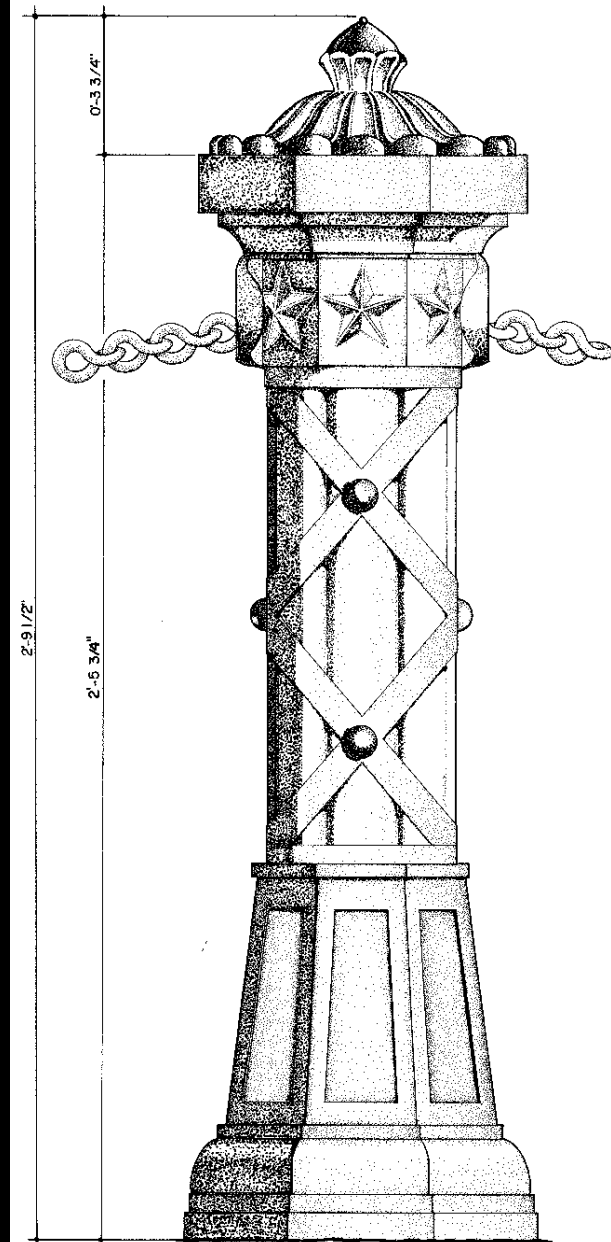
WASHINGTON, D.C.

THE LARGEST STORE IN THE WORLD, BUILT, OWNED AND CONTROLLED BY A WOMAN.



c. 1893

Newspaper ad for Haines Store showing 8th St. Trolley



POST-AND-CHAIN FENCE, LATE 19th CENTURY

1894 Cast iron balustrade fence installed



1903
Turn of the Century

Compiled from:
1903 Baist Real Estate Atlas

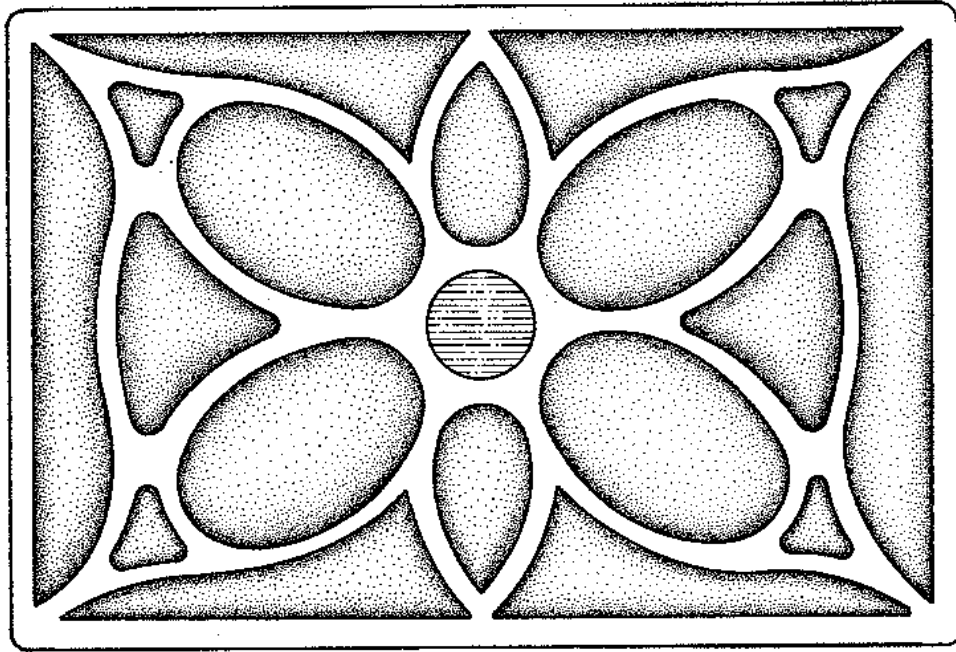




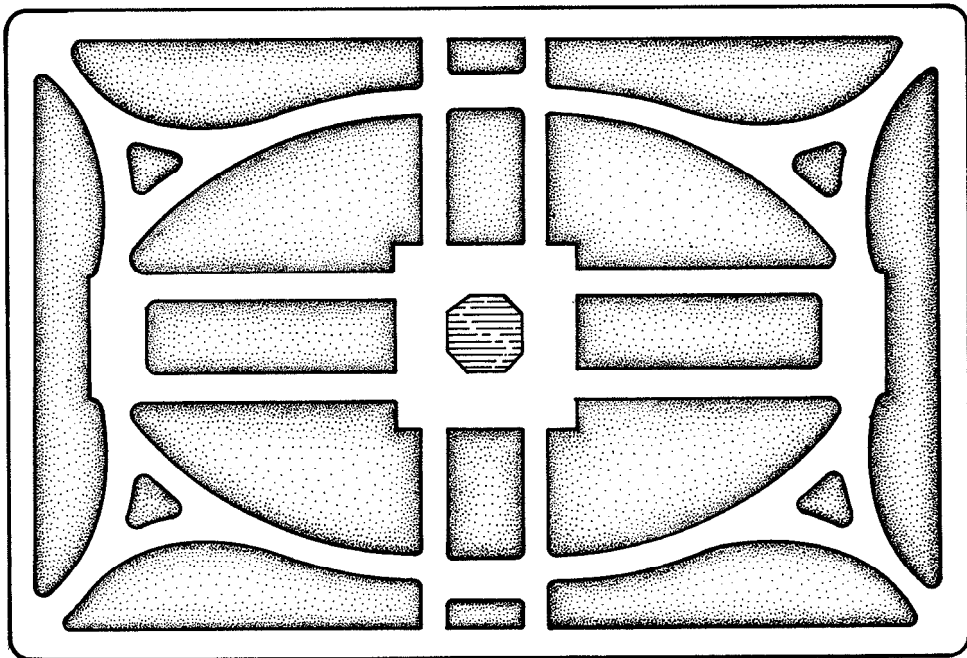
1922
SE Branch Carnegie Library built
(1927 photograph looking across Res. 44)

FOLGER PARK

VICTORIAN PARK DESIGN
c. 1880



NEOCLASSICAL PARK DESIGN
c. 1936





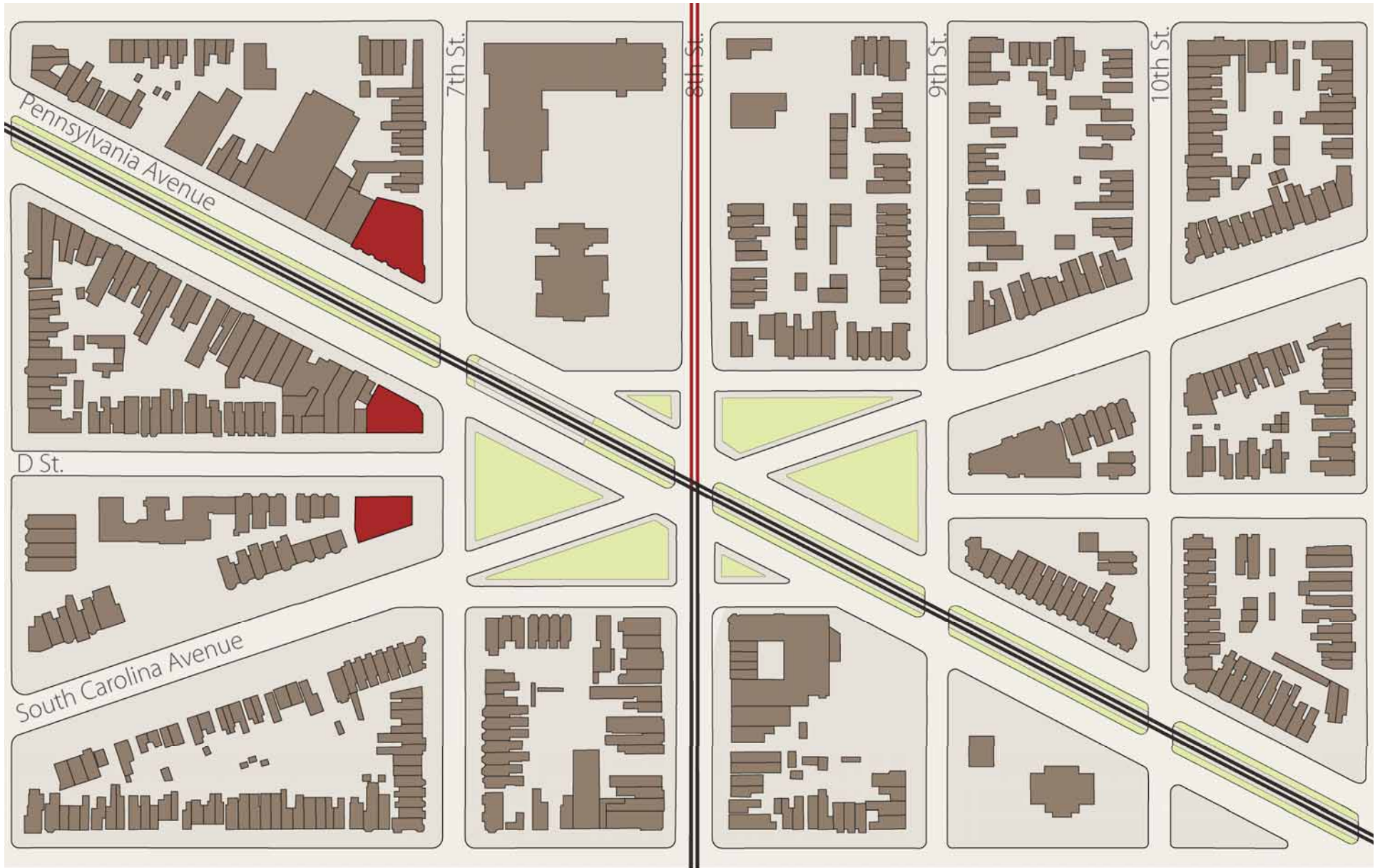
c. 1940s
Looking east from 7th & Carolina



c. 1938
People's Drug Store



c. 1939-41
Kresge's 5 & 10



1930s
The Great Depression

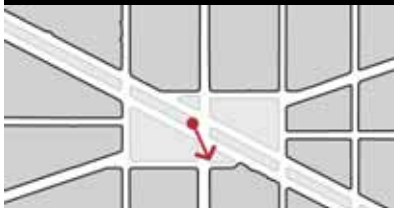
Compiled from:
1938 Baist Real Estate Atlas
1957 Baist Real Estate Atlas





1949

Wallach School a year before it was demolished



c. 1955

Looking Southeast at 8th Street shortly before tracks are removed



1966
Hine Junior High School

90TH CONGRESS
1ST SESSION

H. R. 9742

IN THE HOUSE OF REPRESENTATIVES

MAY 8, 1967

Mr. HAWKINS introduced the following bill; which was referred to the Committee on the District of Columbia

A BILL

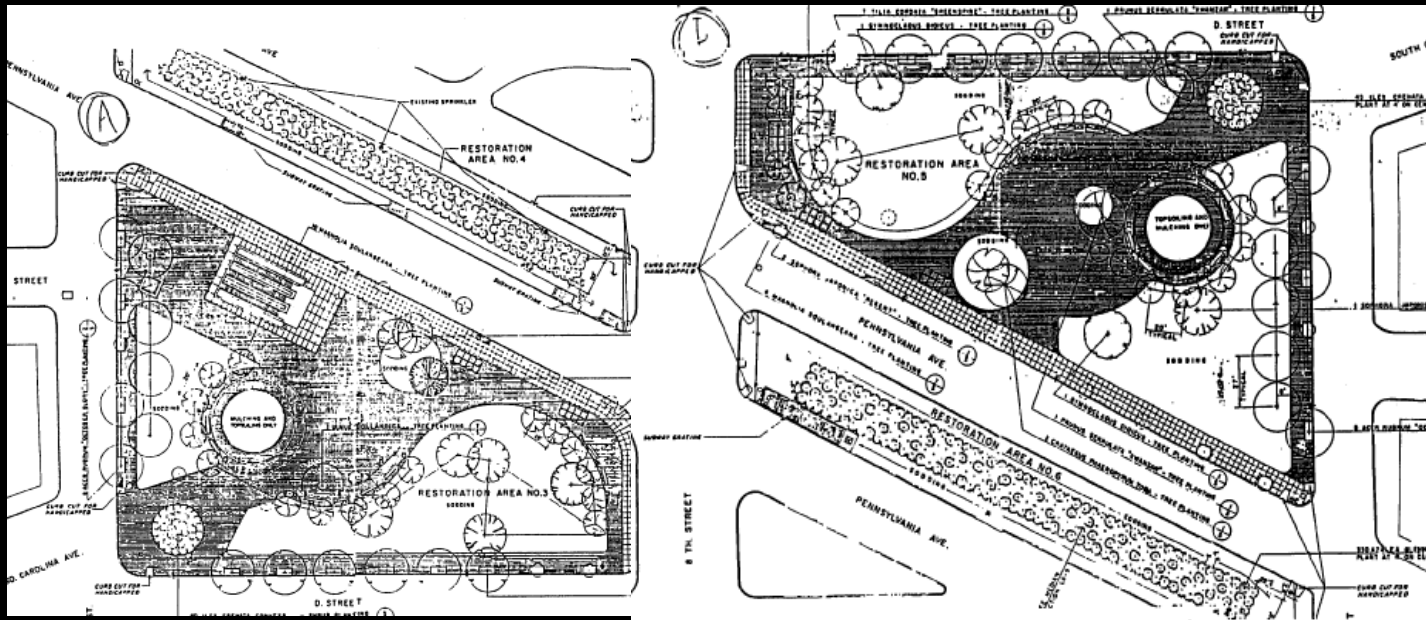
To designate certain real property of the United States in the District of Columbia under the jurisdiction of the National Park Service as the "Eleanor Roosevelt Square".

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That the real property of the United States comprising the
- 4 square, in the southeast quadrant of the District of Colum-
- 5 bia, that is (1) formed by the intersection of D Street, 8th
- 6 Street, South Carolina Avenue, and Pennsylvania Avenue,
- 7 (2) comprised of Federal Reservations 44, 45, 46, 47, and
- 8 48, and (3) under the jurisdiction of the National Park
- 9 Service shall be known as the "Eleanor Roosevelt Square".
- 10 Any law, regulation, document, record, map, or other paper

Eleanor Roosevelt Square

1967

Bill introduced to the House of Representatives to name the space "Eleanor Roosevelt Square"



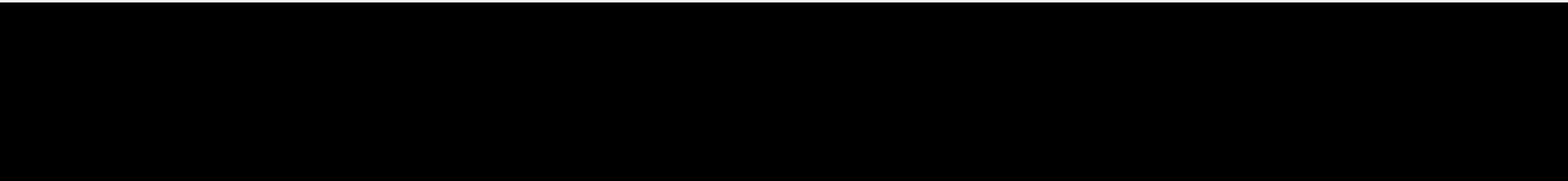
1969 - South Carolina Ave. closed
 1970 - Metro Station Construction
 1975/1982 - WMATA / NPS
 Landscape Restoration



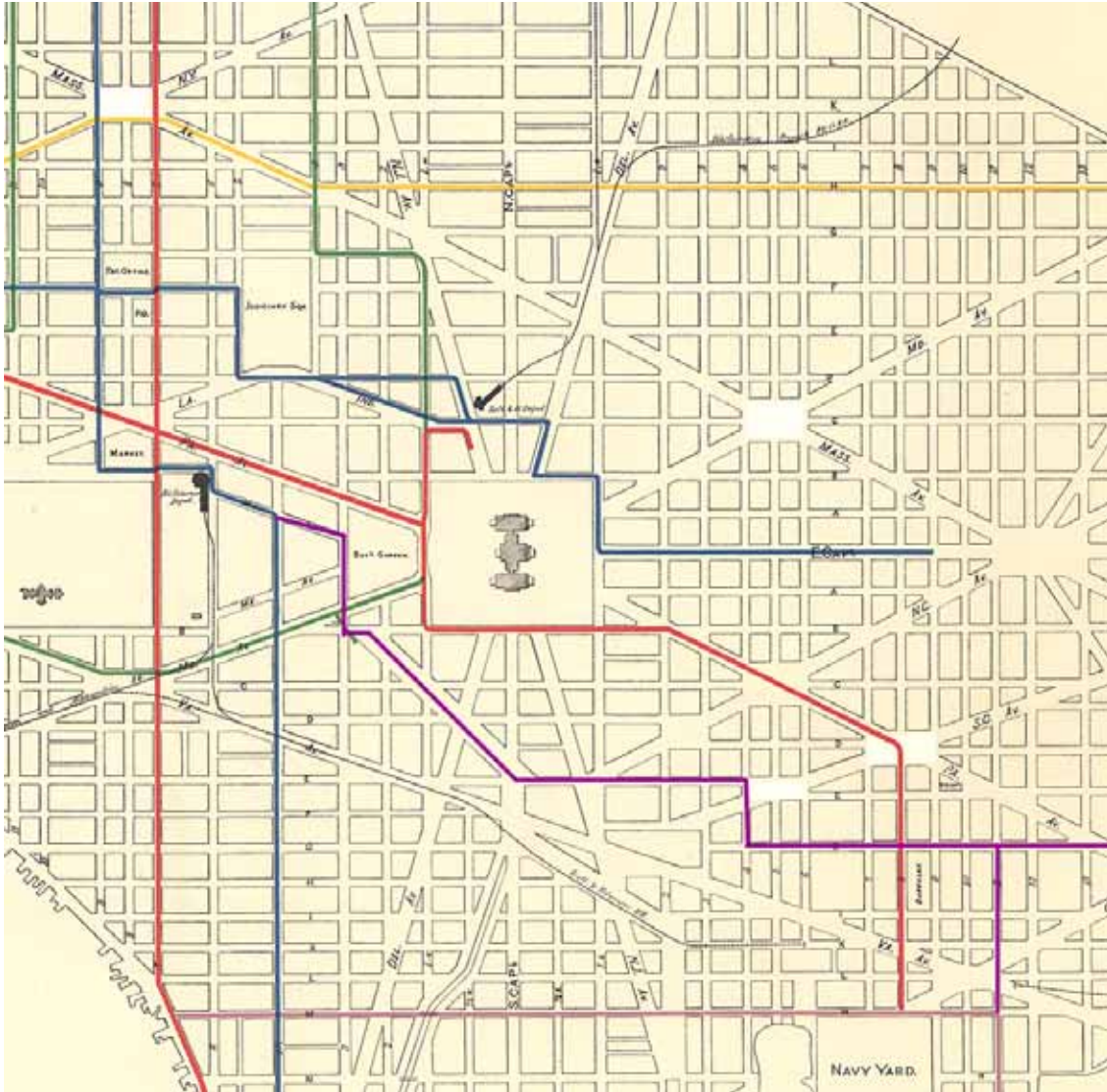
1990
660 Pa Ave
addition to Kresge



c. 2000
D Street South
new construction (FedEx, Kinko's)



WHY WERE SOME
L'ENFANT OPEN SPACES
DEVELOPED AS BEAUTIFUL
PARKS, AND OTHERS NOT?



Streetcar Lines

1880'S Compiled Map



Mount Vernon Square

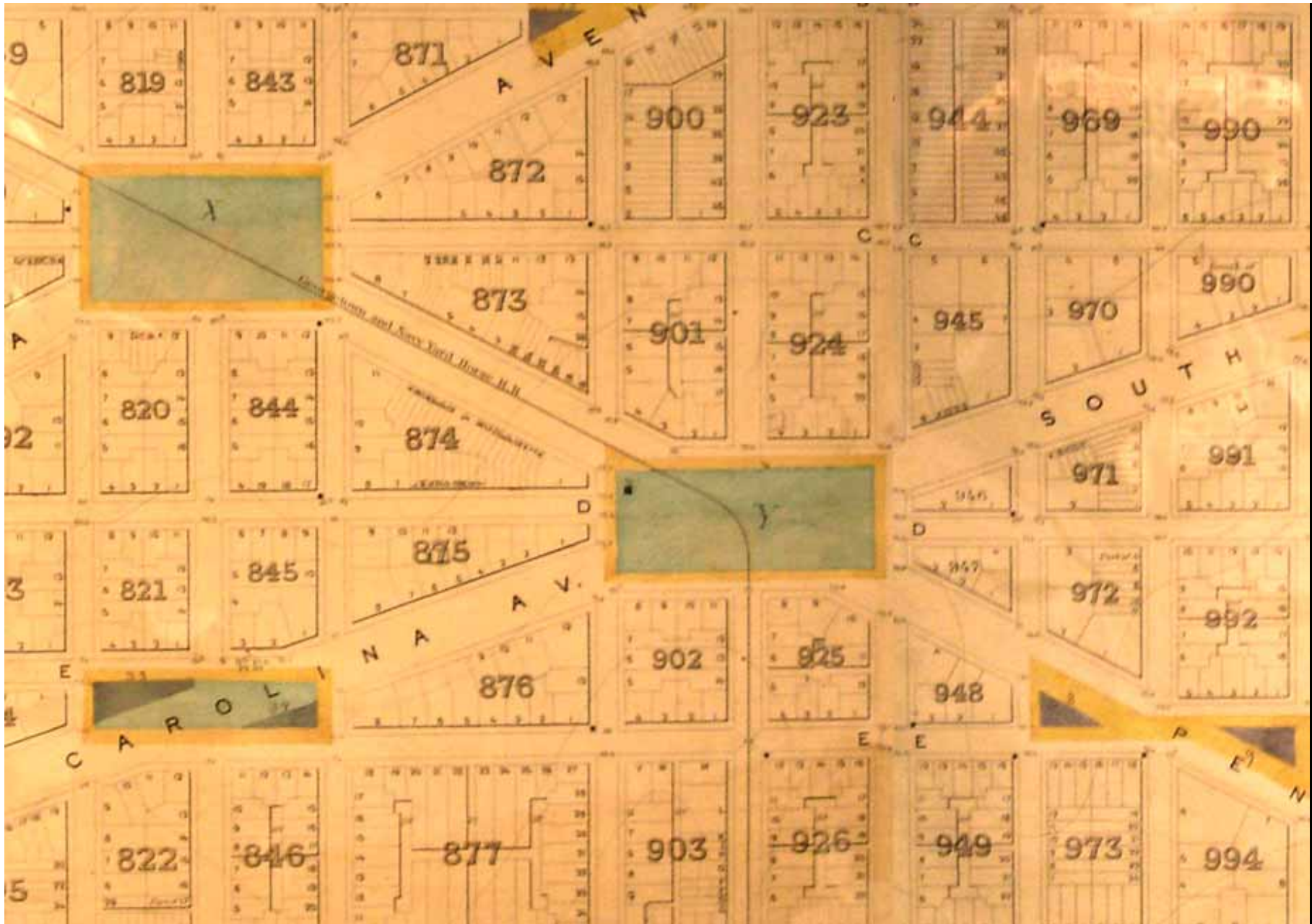


Stanton Park

Eastern Market Metro Park & Plaza

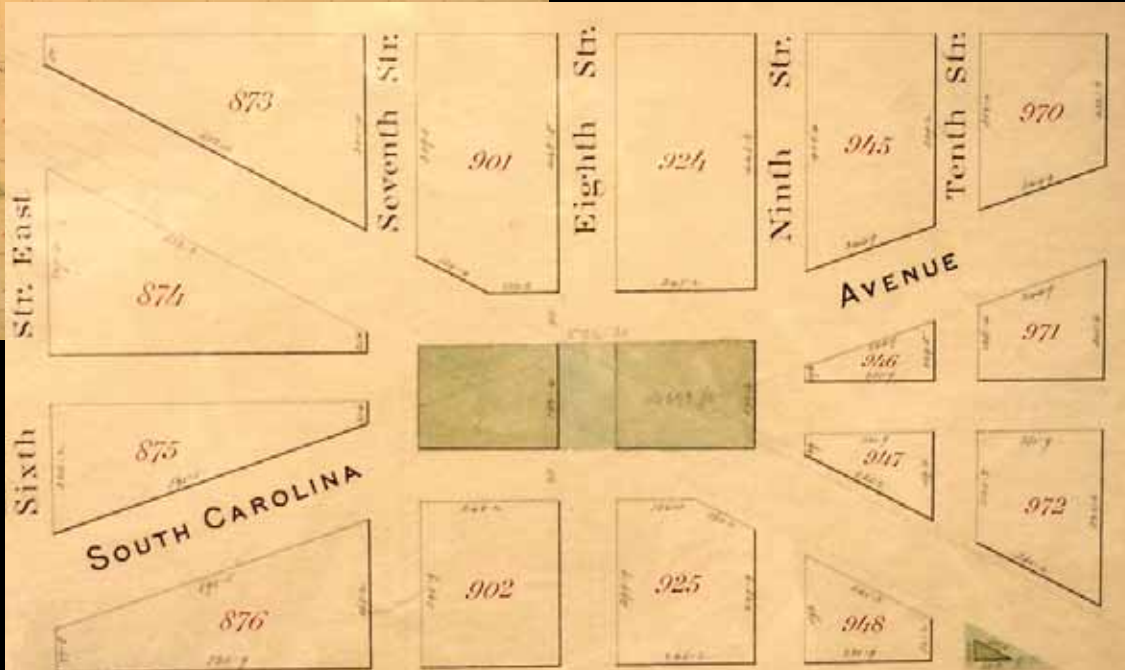
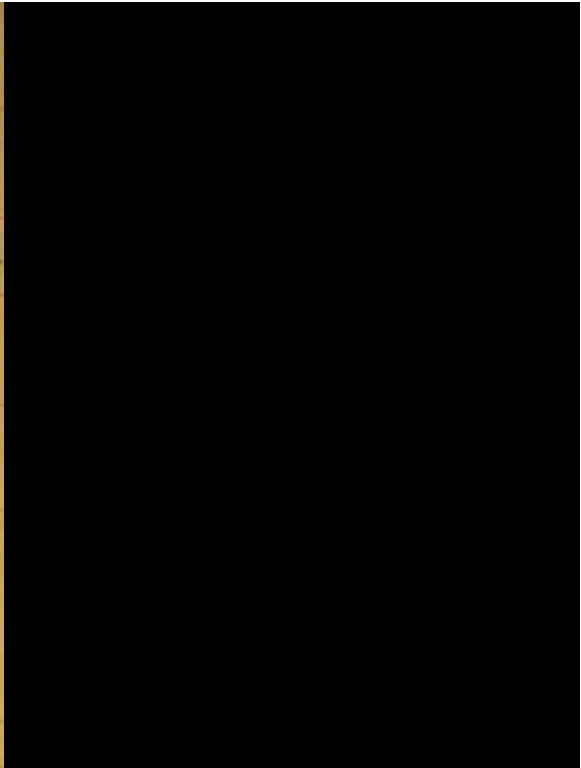


Marion Park

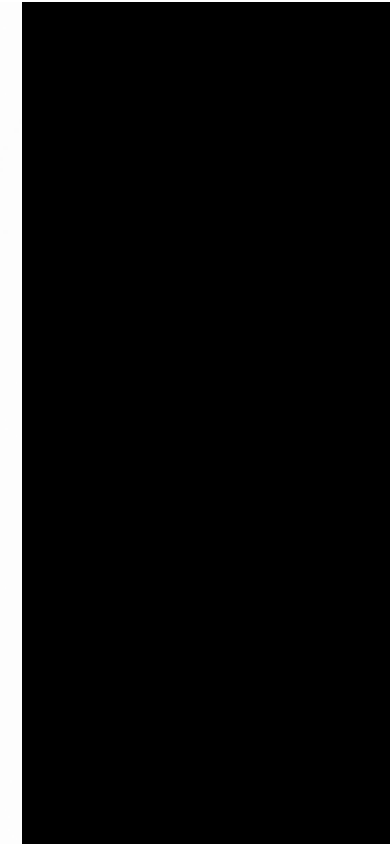
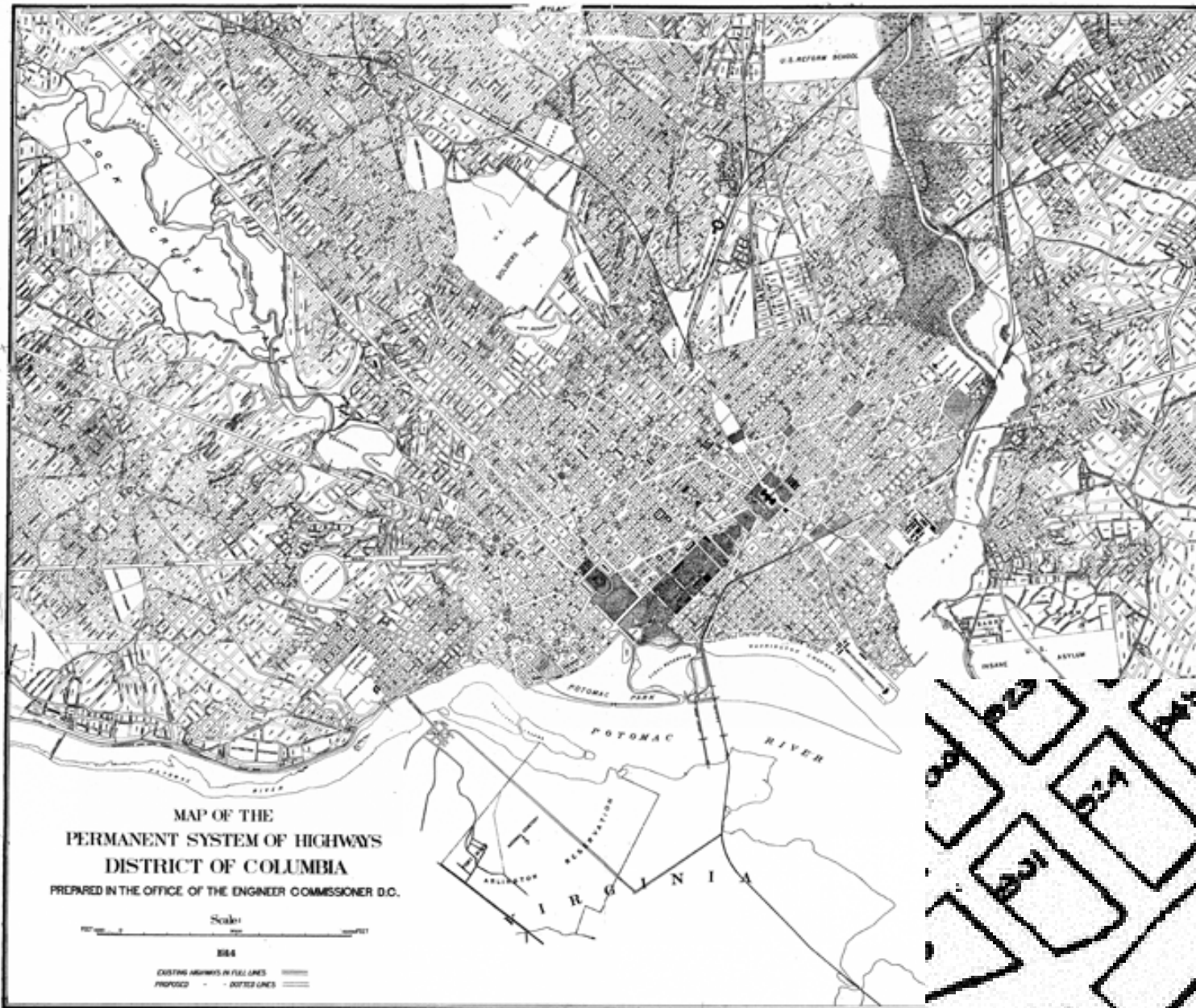


1872

Petersen & Enthoffer



1872
Office of Public Buildings & Grounds



1914 Permanent System of Highway

Open Space as a Park

Open Space as Transportation Hub

*L'Enfant concept of focal civic
spaces linked by avenues* 1792

*Federal map showing
a single space* 1872

*McMillan Report
map showing
a single green space* 1901

*Permanent System of Highways
map showing roads diverted
around a single central space* 1914

Eastern Market Metro Park/ Plaza 2008

1800 2 Horse Stage Coach

1830 Omnibus

1862 Horse drawn Streetcar

1892 Streetcar goes electric

1903 Streetcar extend along Penn. Avenue

1908 Streetcar extends north on 8th

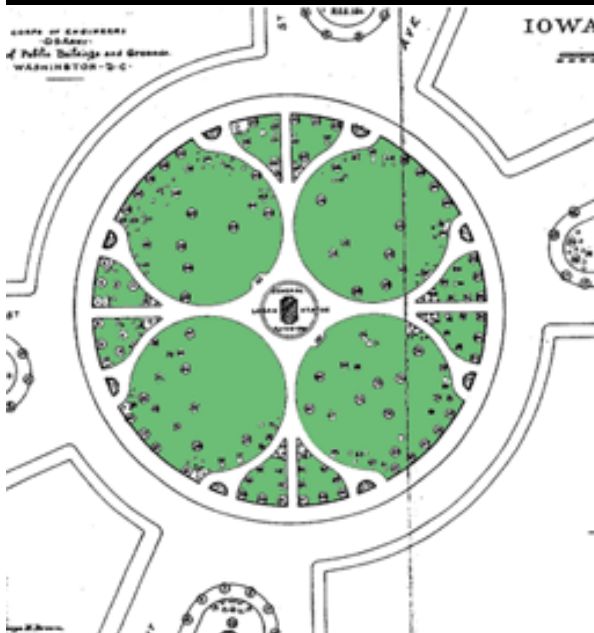
1930's – 60's Growth in personal car use

1970 Construction of Metrorail Station

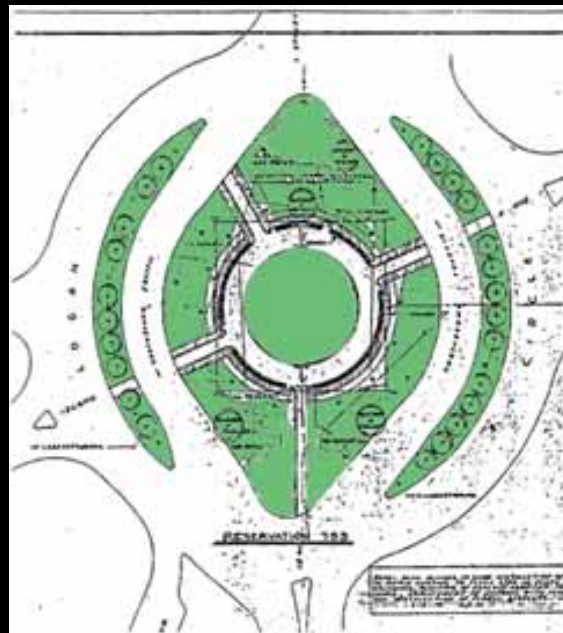
2008 Multi Modal Transportation Network



LOGAN CIRCLE



1872



1950



1981



1921

1970



2008



FREEDOM PLAZA

POTOMAC AVE METRO STATION

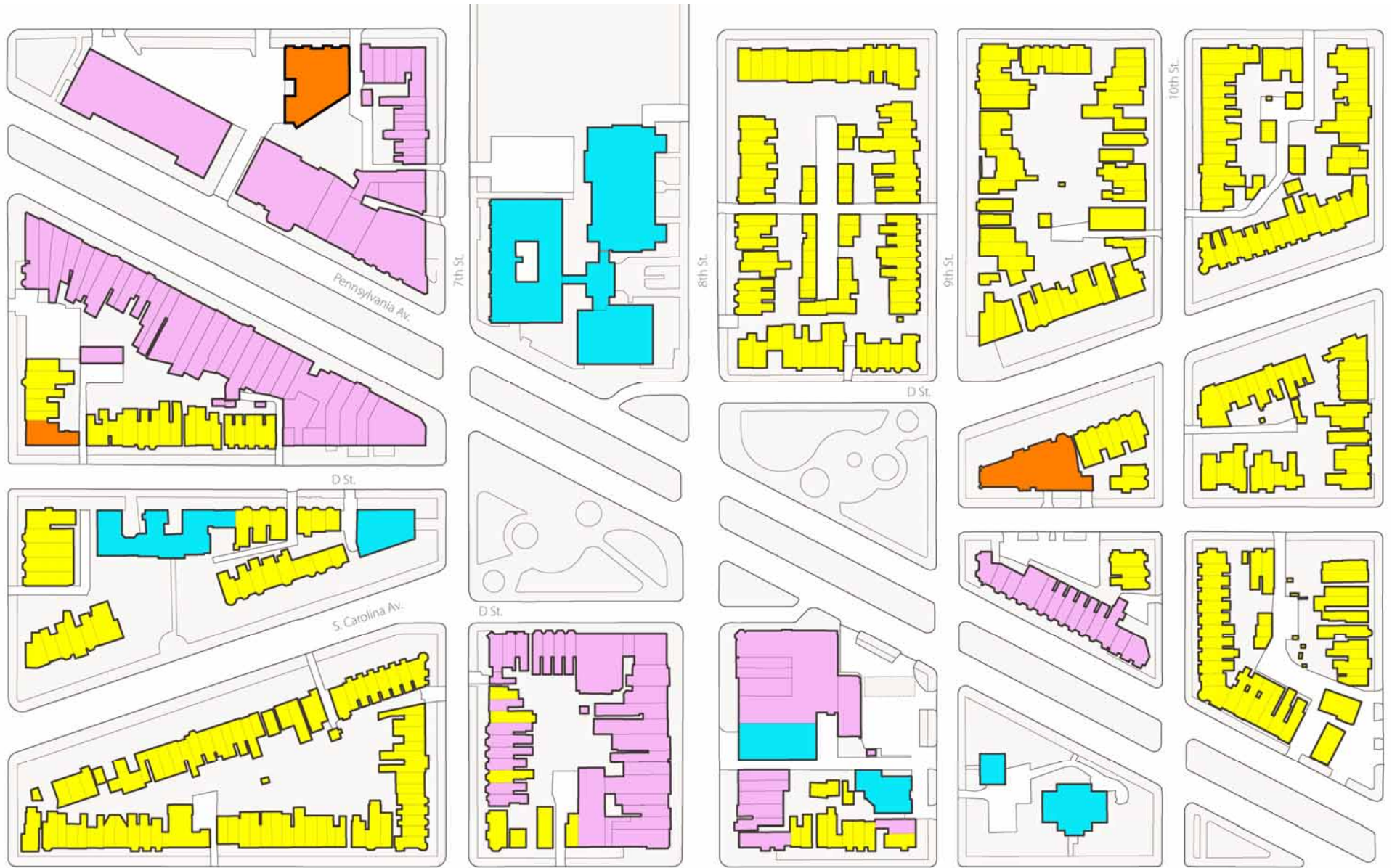
EXISTING



DDOT Proposed



EXISTING CONDITIONS

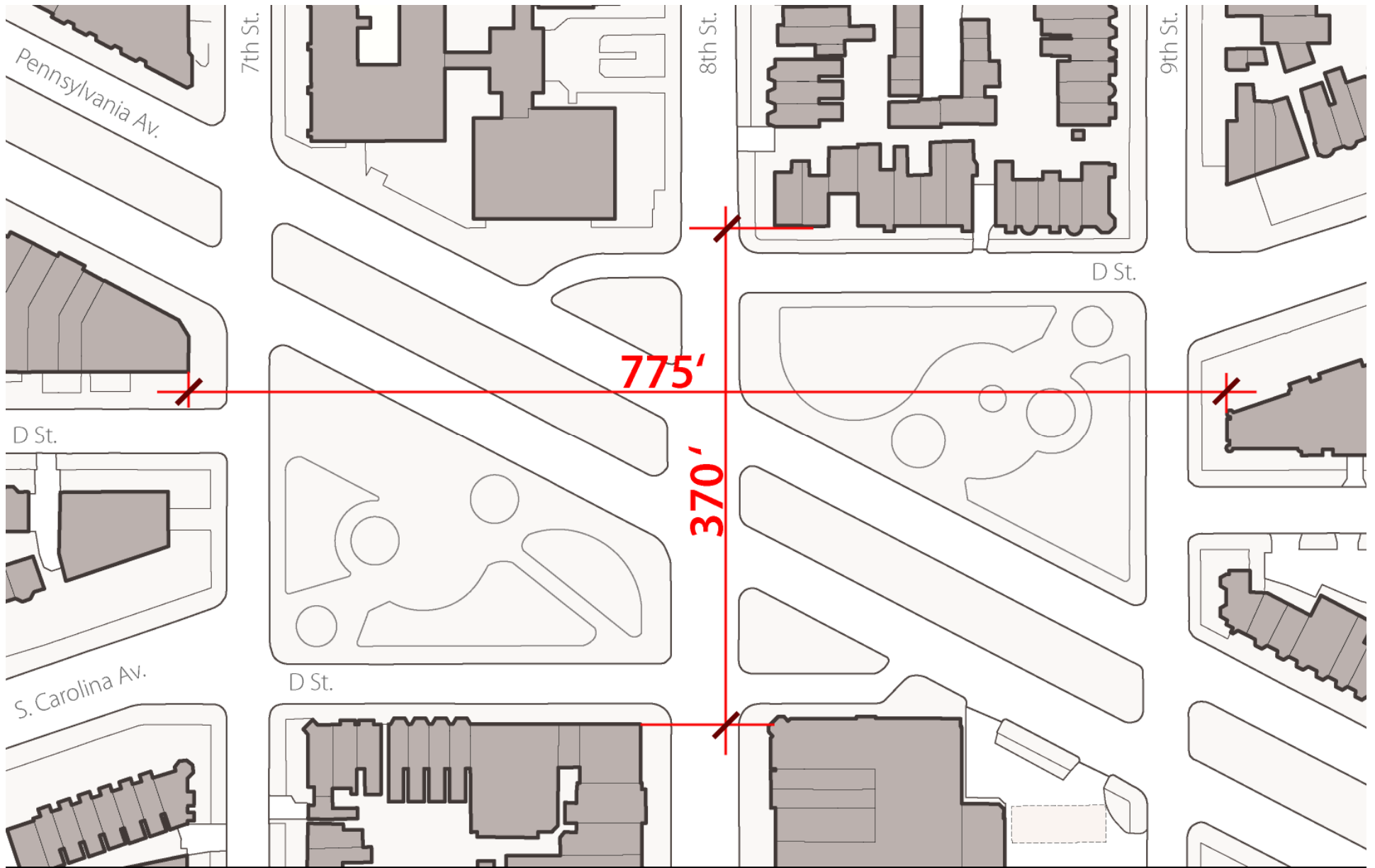


Existing Land Use

- Low-Medium Density Housing
- Medium Density Housing
- Commercial
- Public

Compiled from: DC Government, Office of Planning





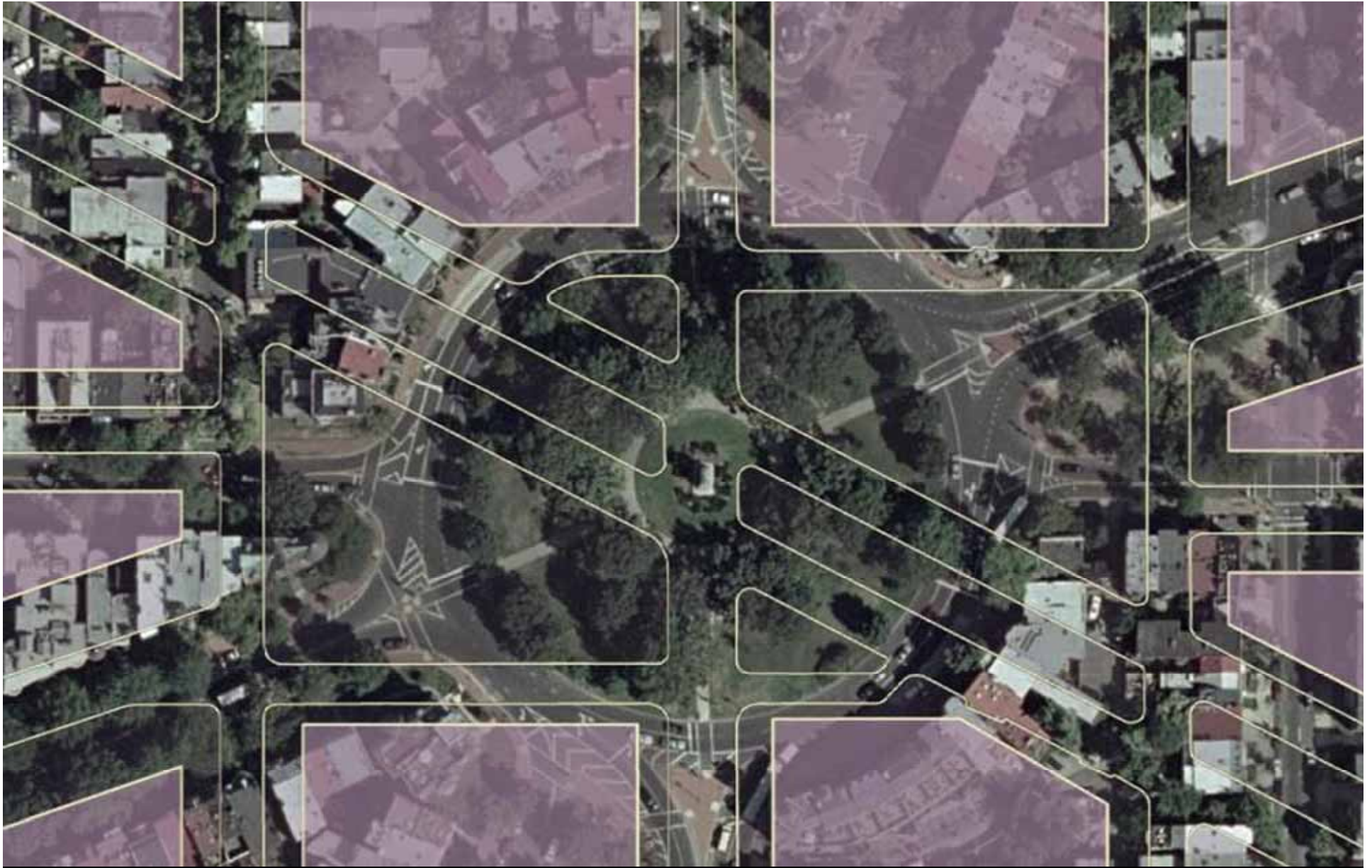
Site Dimensions





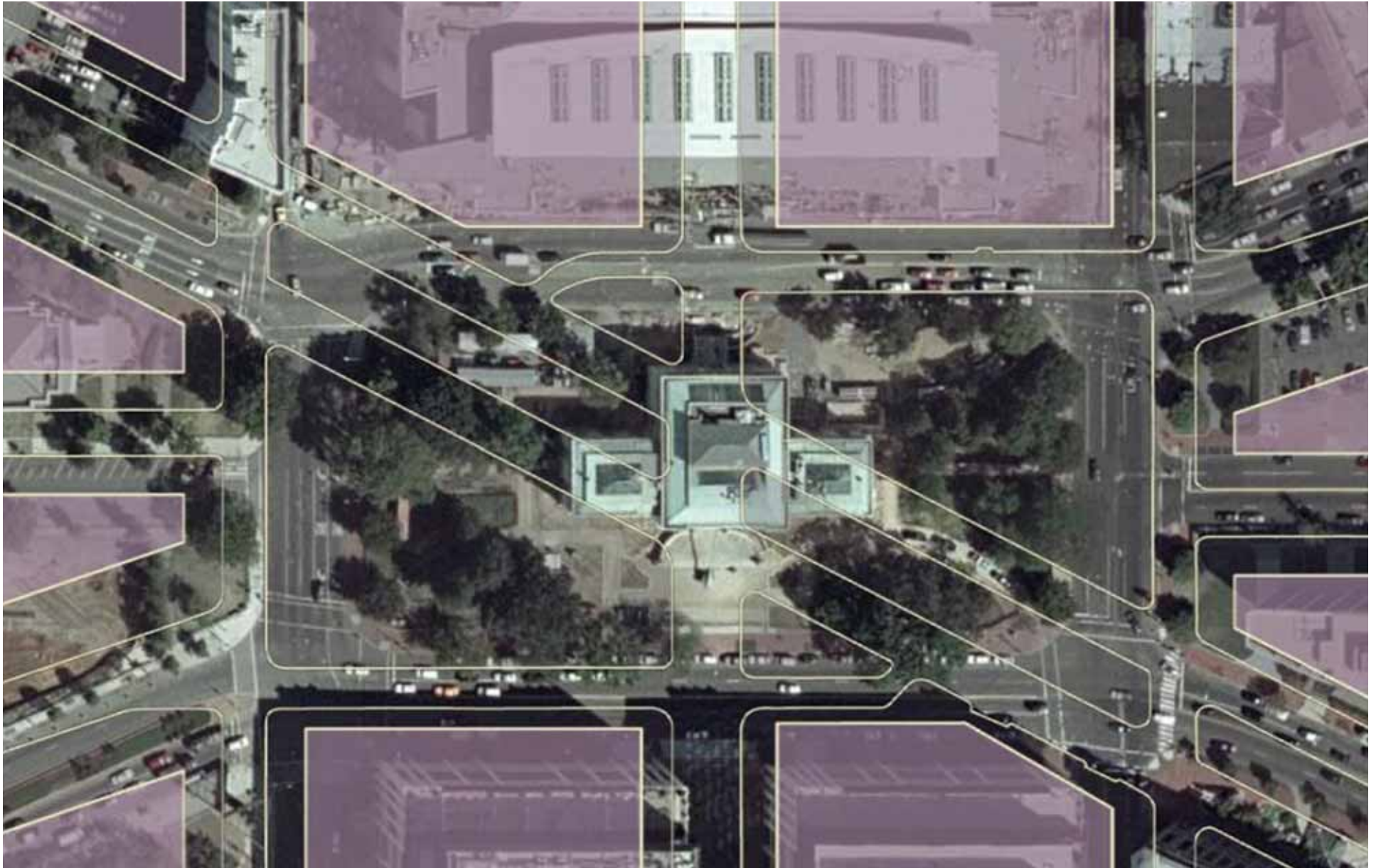
Stanton Park





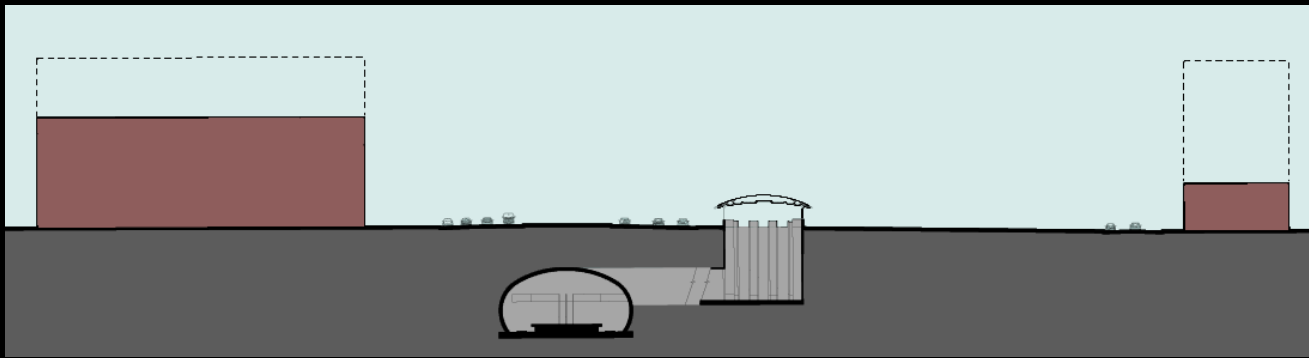
Logan Circle



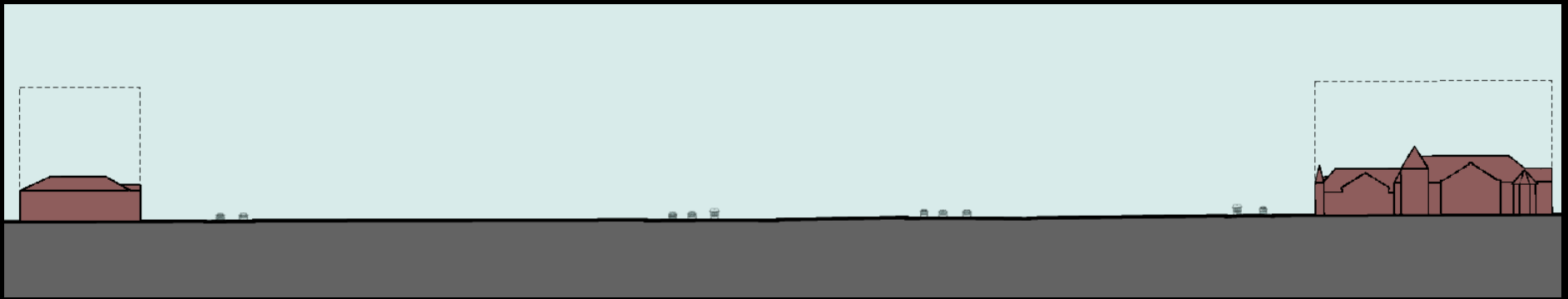


Mount Vernon Square





North-South Section



East-West Section

Spatial Definition



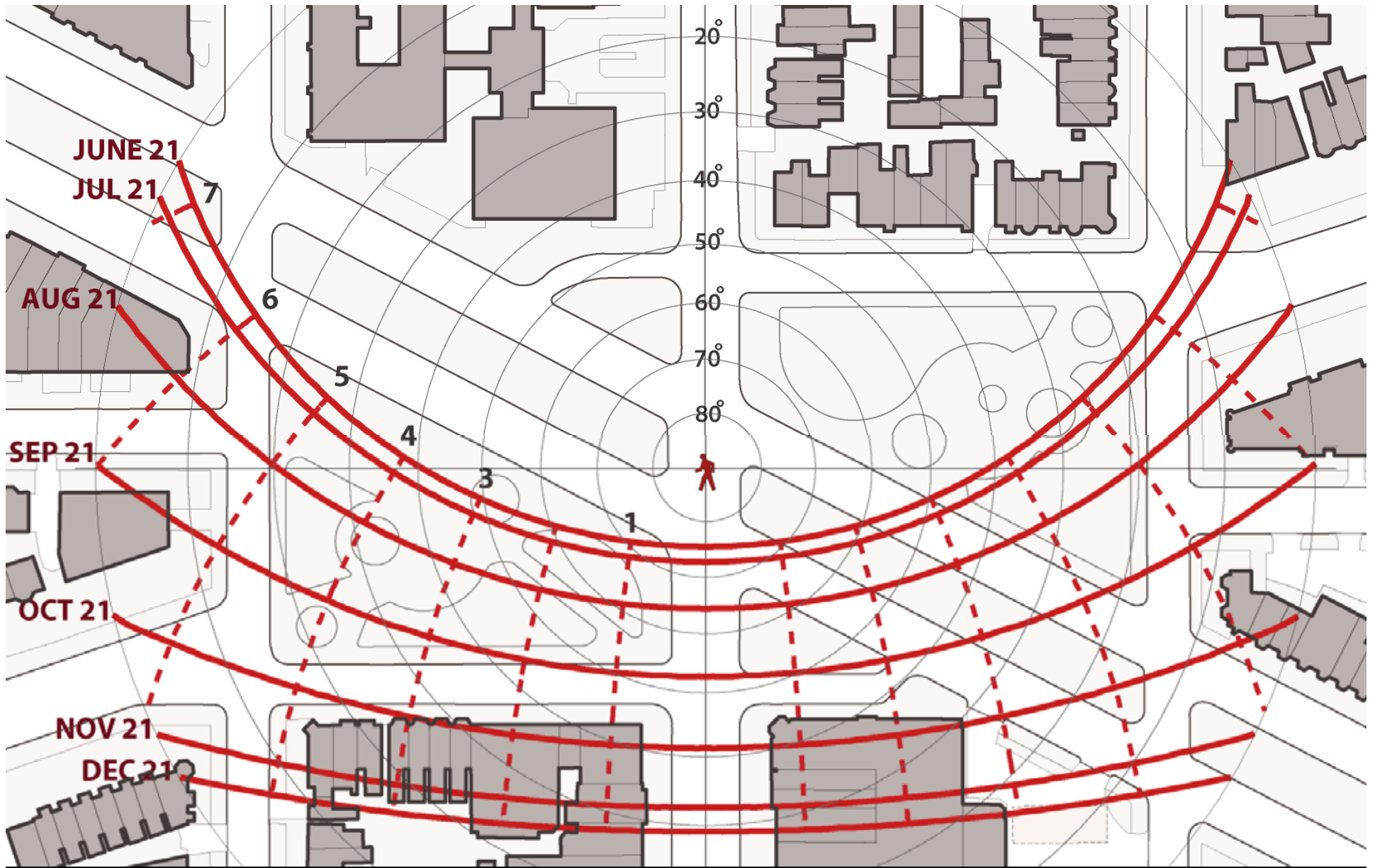


Site: Topography

Compiled from: AMT Survey

X indicates number of feet above sea level





Site: Sun Path

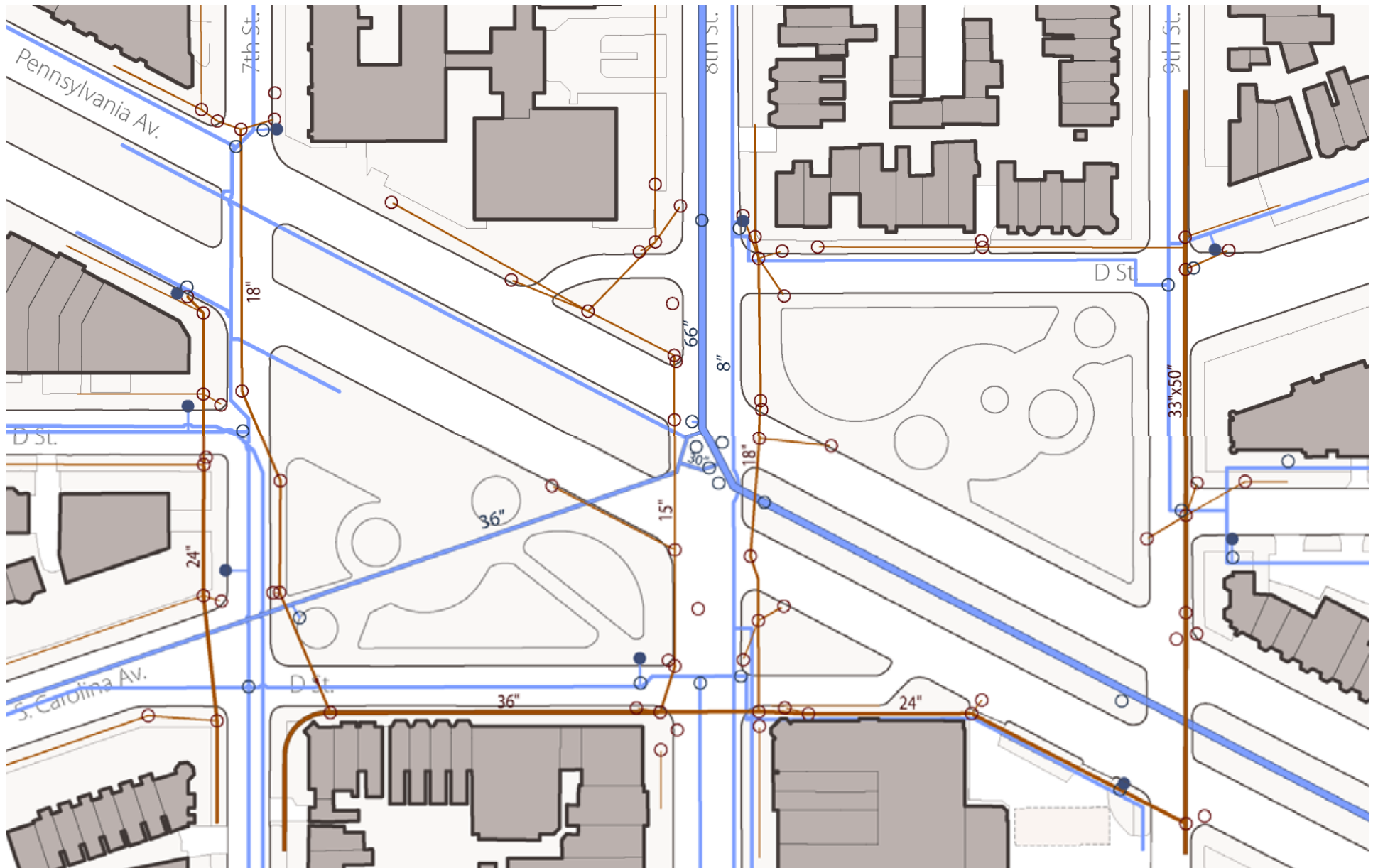




Site: Existing Trees

Compiled from: AMT Survey



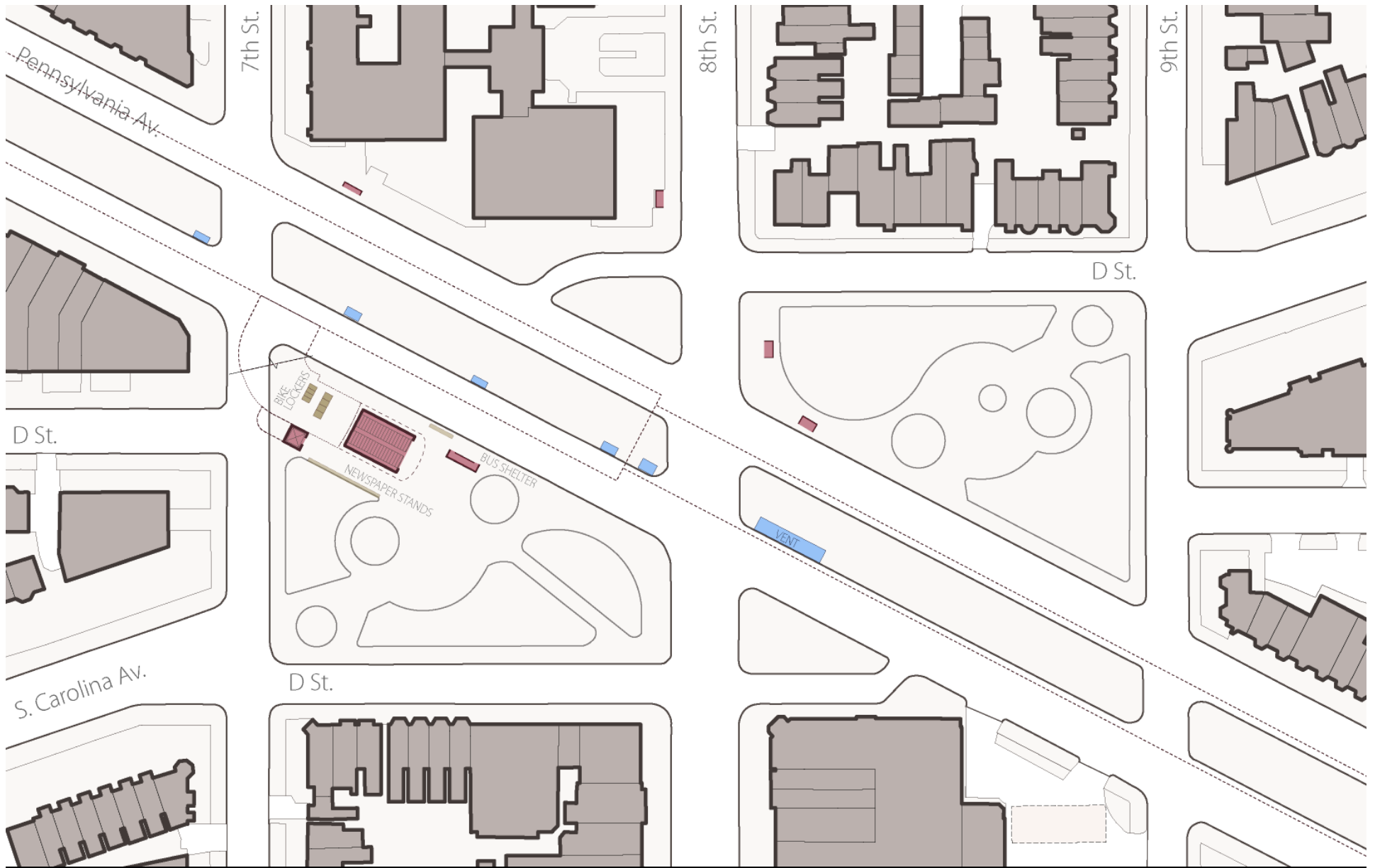


Site: Underground Utilities

Compiled from: AMT Survey

- Water line
- Sewer Line
- Fire Hydrant
- Water Manhole
- Sewer Manhole

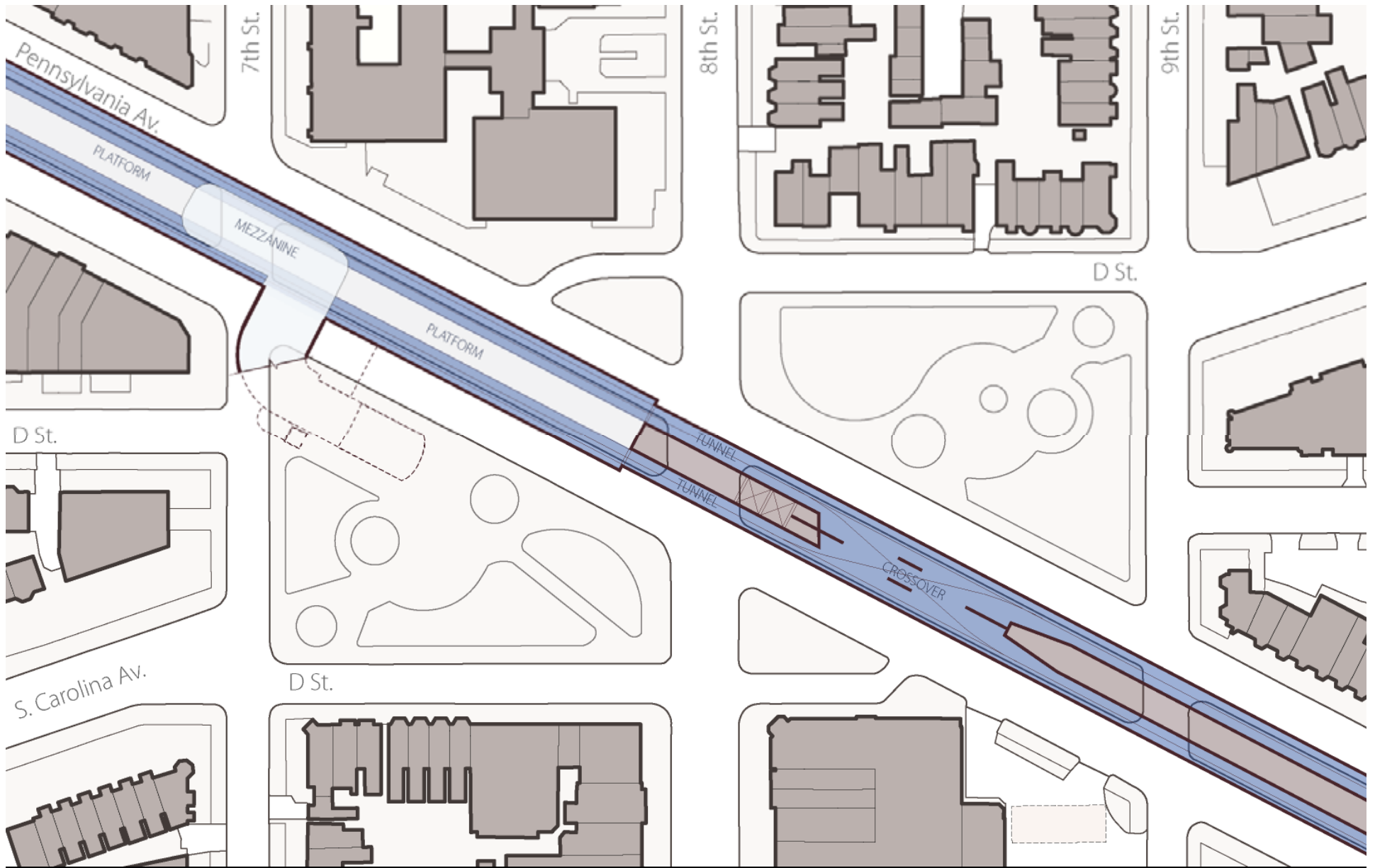




WMATA Facilities: Above Grade

Compiled from: AMT Survey and WMATA Rail Alignment Drawings





WMATA Facilities: Below Grade

Compiled from: AMT Survey and WMATA Rail Alignment Drawings

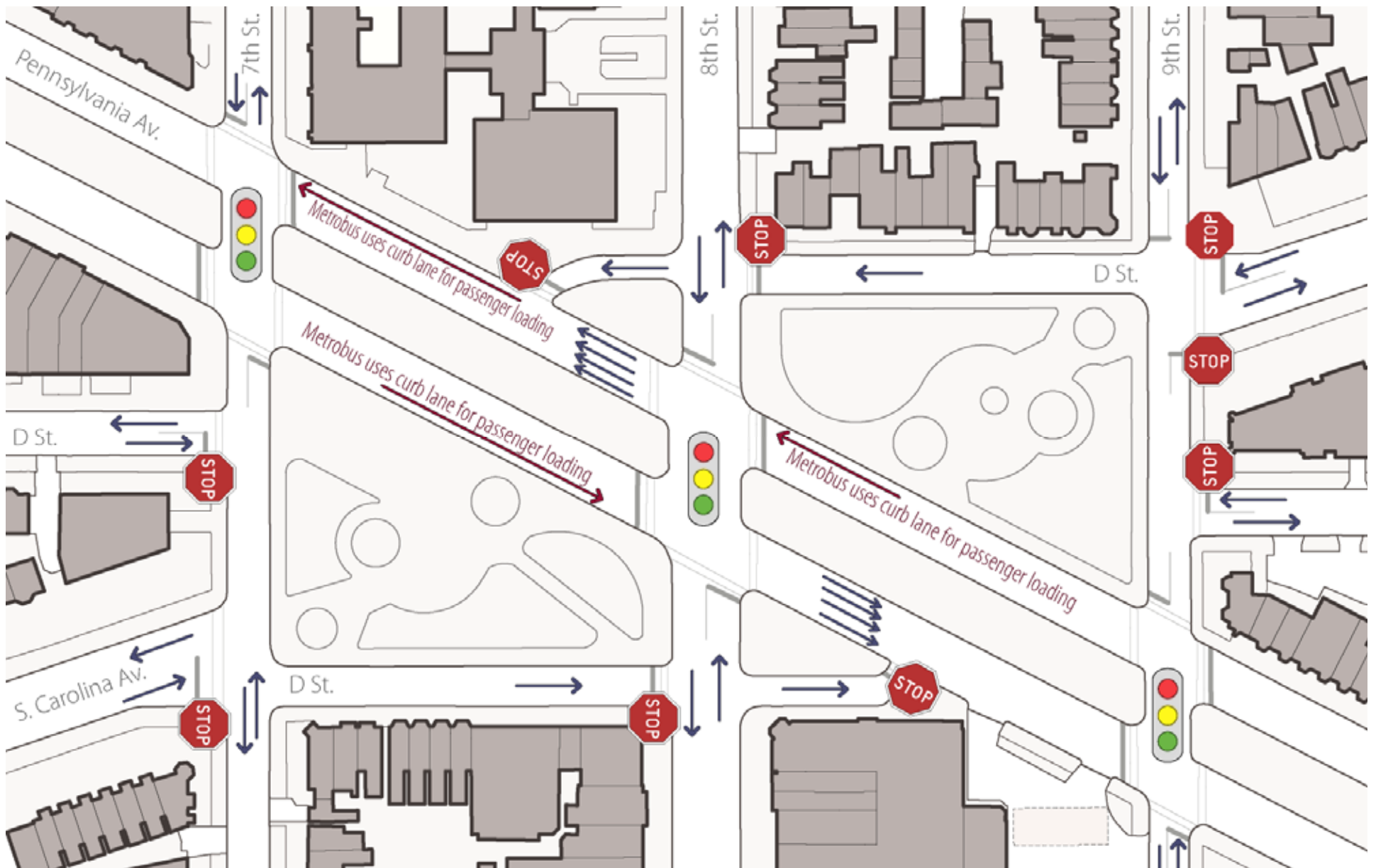


TRANSPORTATION



Aerial View

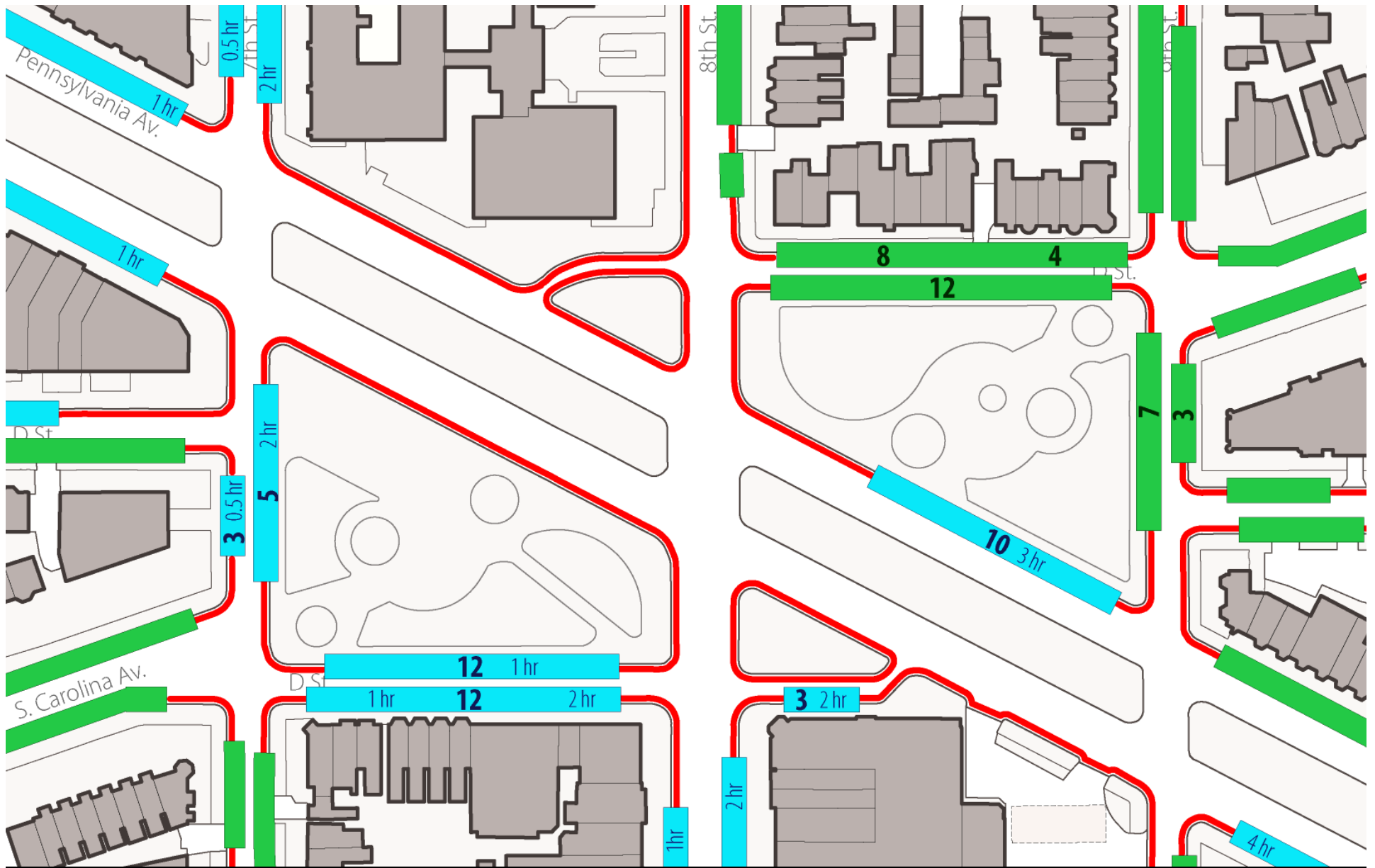




Study Area Roadway Network

Compiled from: Gorove / Slade Traffic Analysis



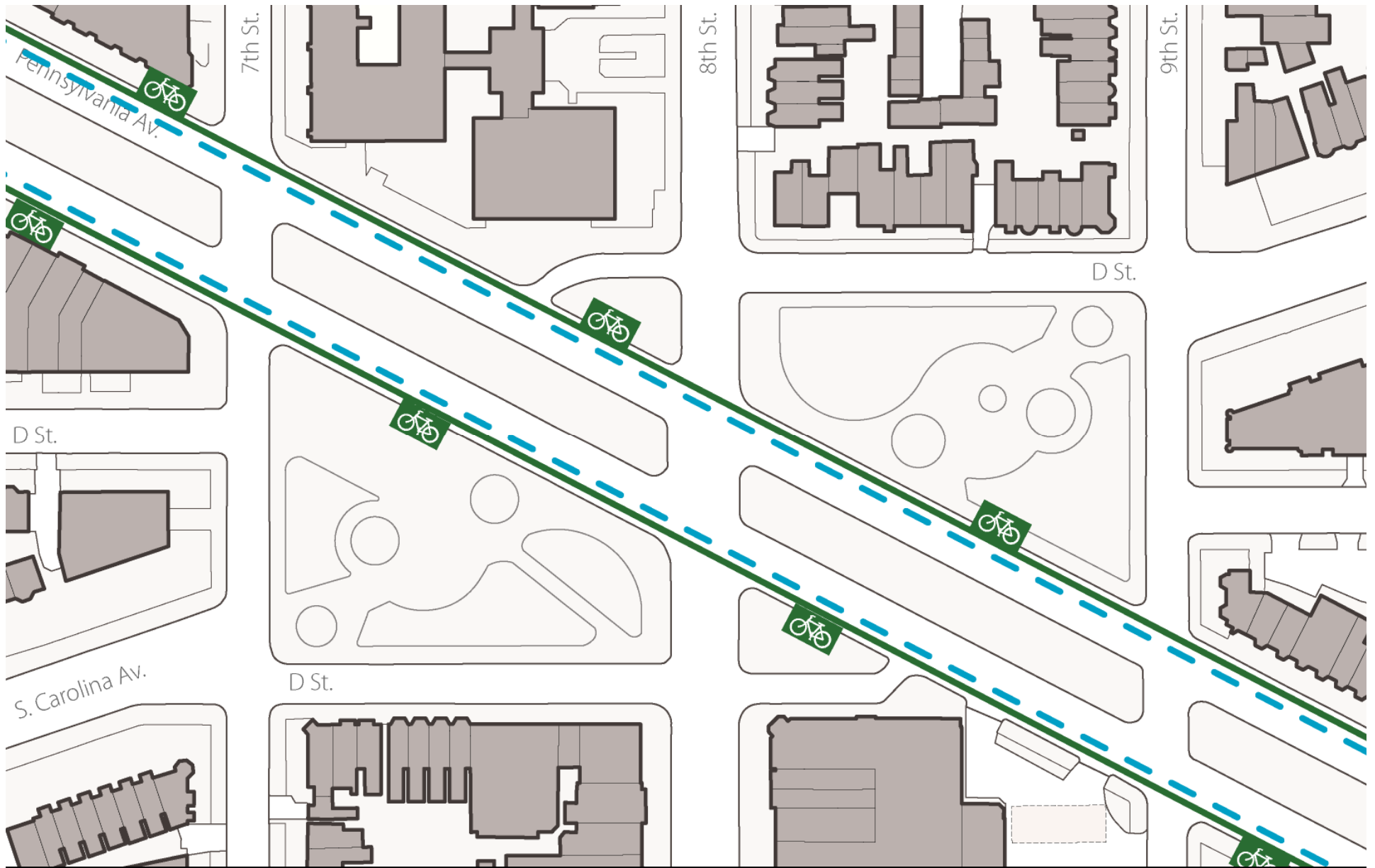


Existing Curbside Parking



Compiled from: Gorove/Slade Traffic Analysis

- Metered Parking
- 2 Hour Parking, Zone 6 RPP
- # Number of Spaces
- # hr Meter Time Allowance
- No Parking



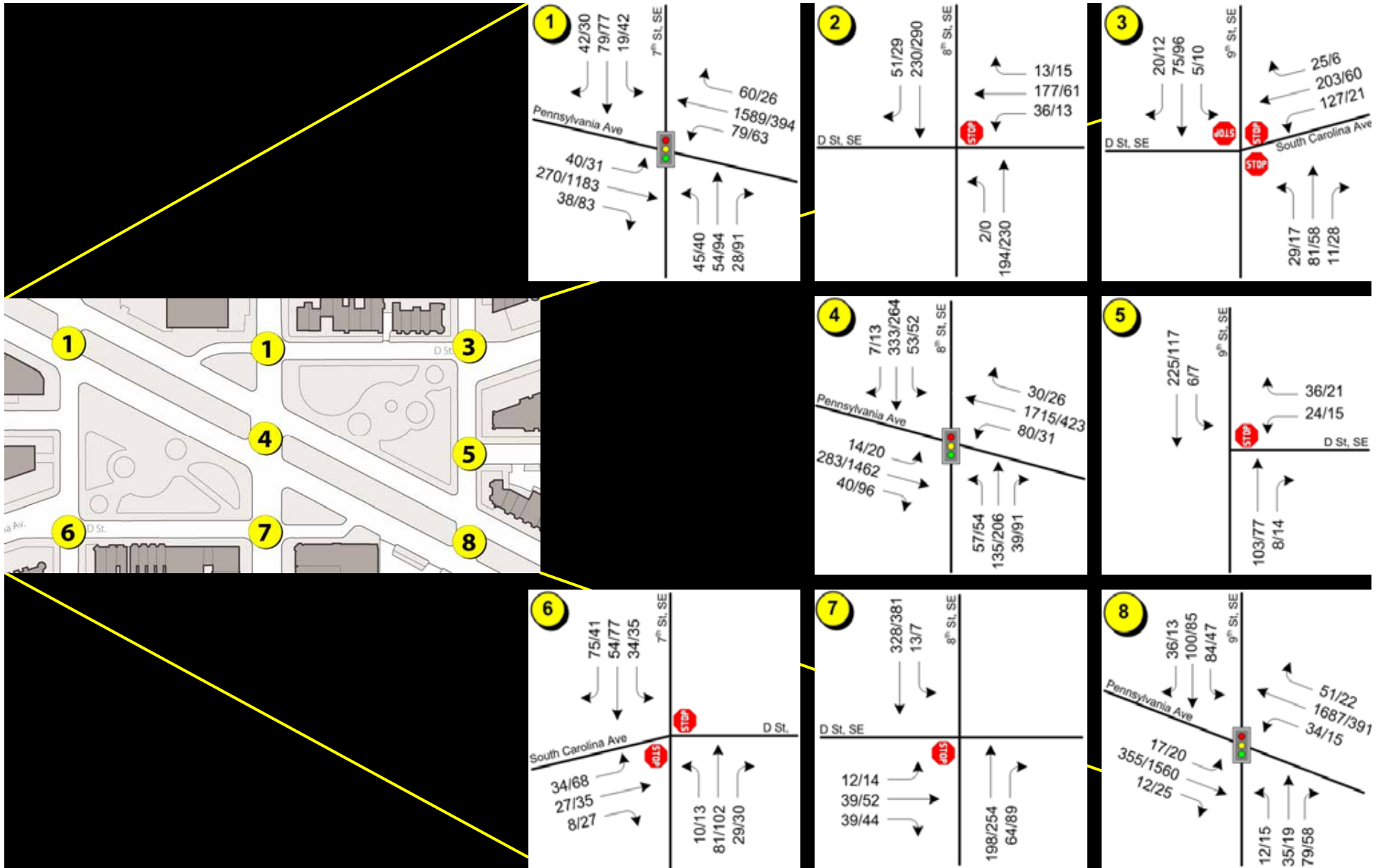


Bicycle Facilities

-  Bicycle Lane (Planned)
-  Signs Indicating a Shared Roadway (Existing)

Compiled from: Gorove / Slade Traffic Analysis
Source: DDOT

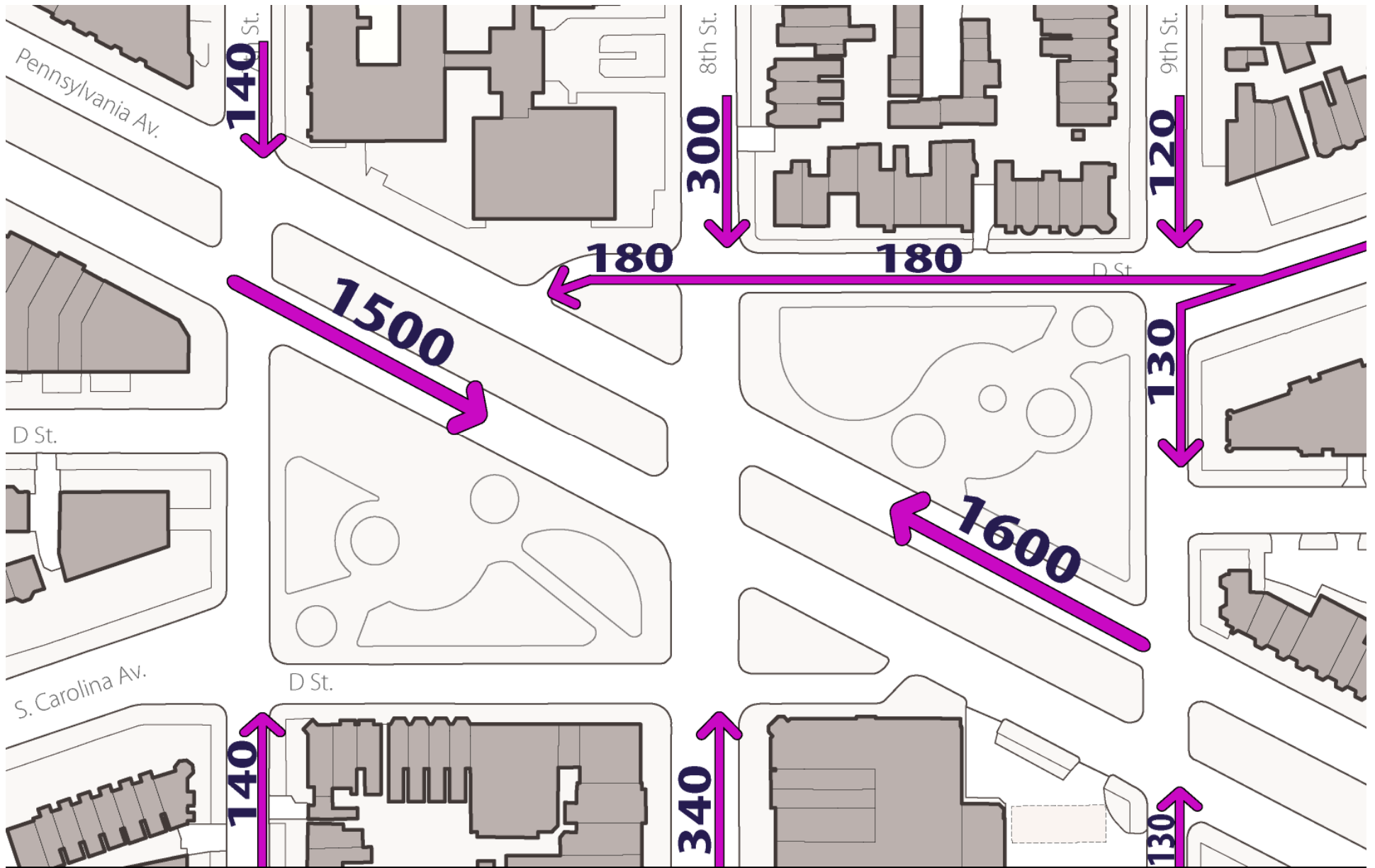




Intersection movement turning vehicle counts

Compiled from: Gorove / Slade Traffic Analysis

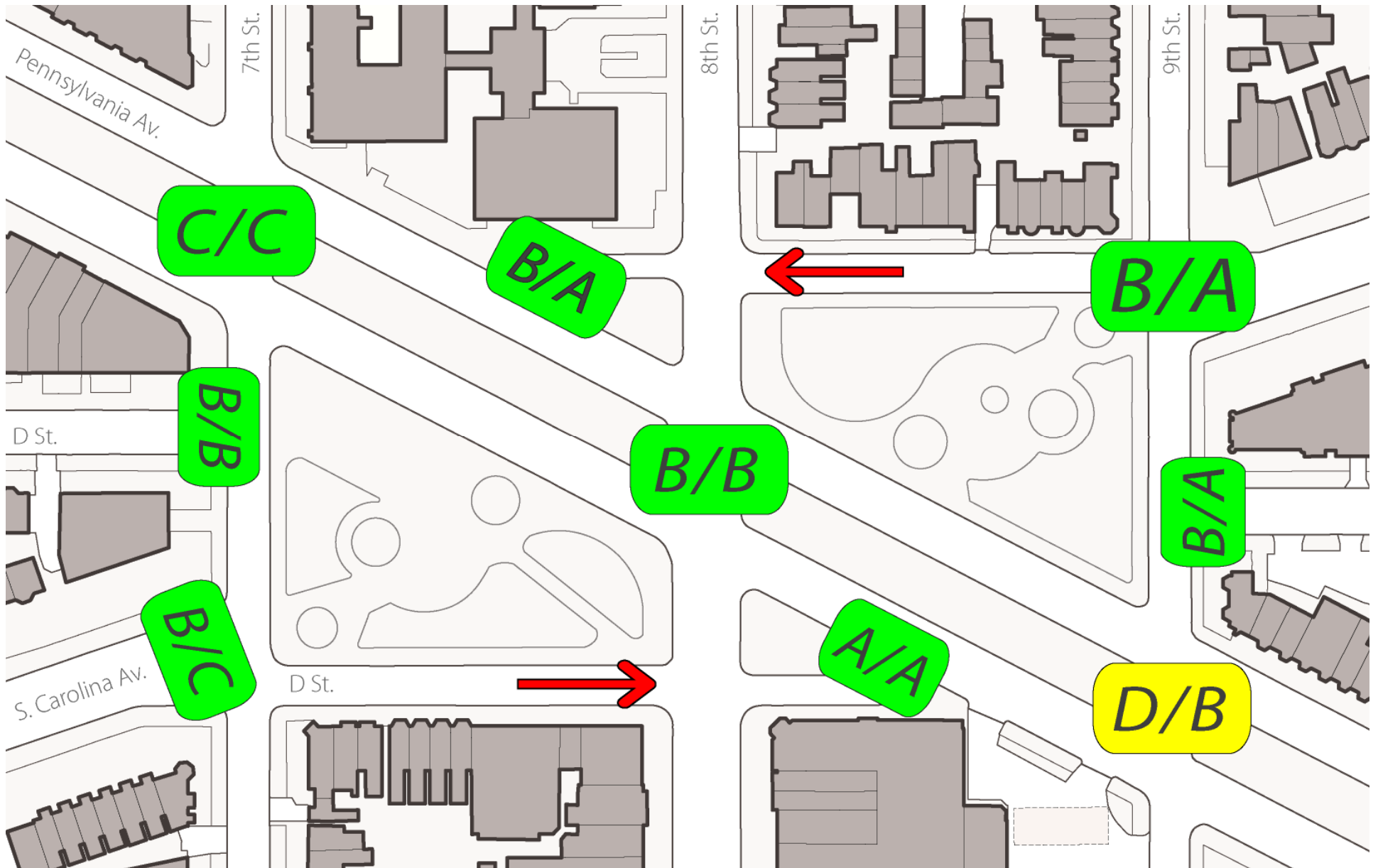




Summary Peak Hour Traffic Patterns

Compiled from: Gorove / Slade Traffic Analysis





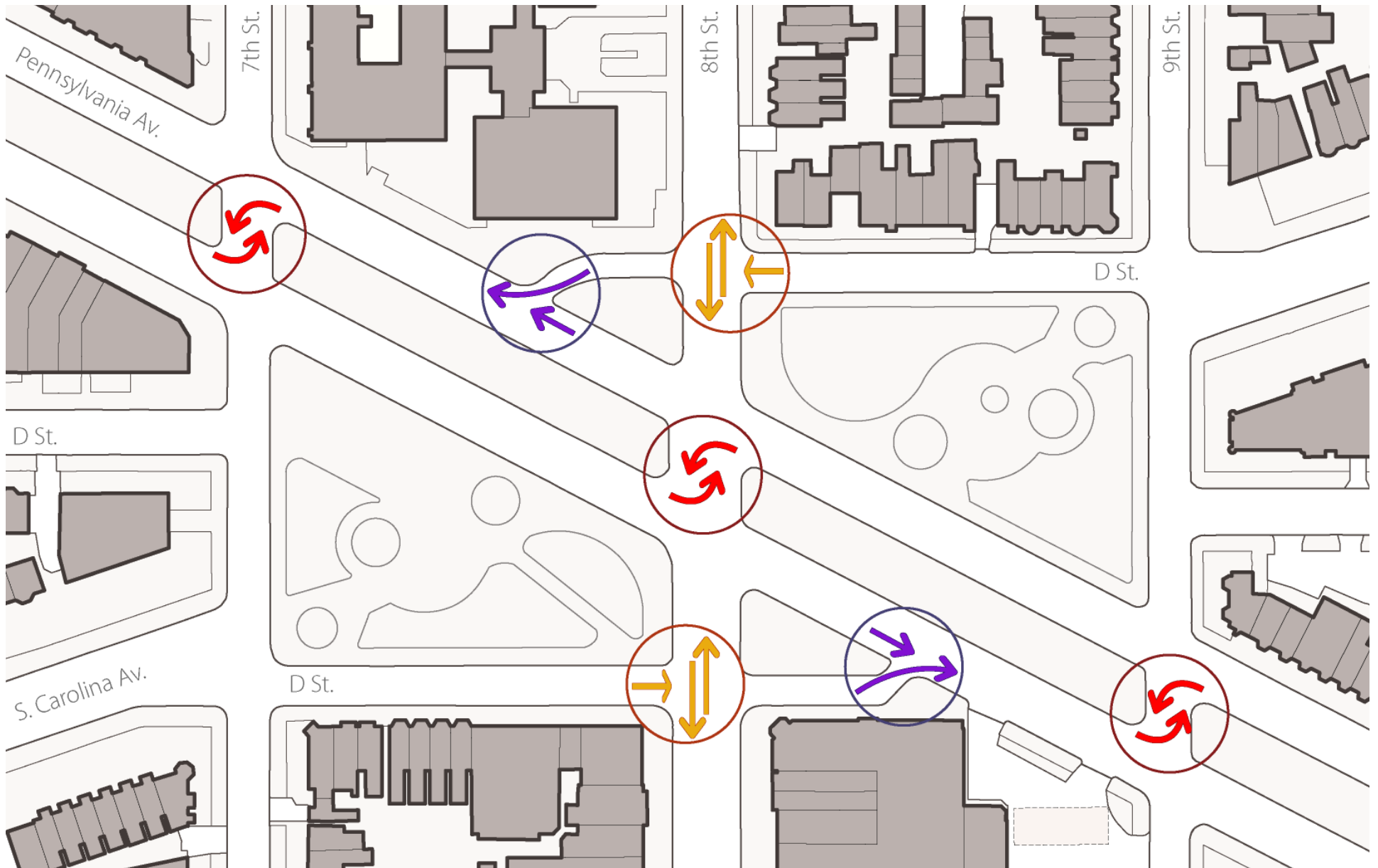
Existing Level of Service (LOS)

Compiled from: Gorove / Slade Traffic Analysis
Source: DDOT



One-way stop sign causes excessive delay during peak periods

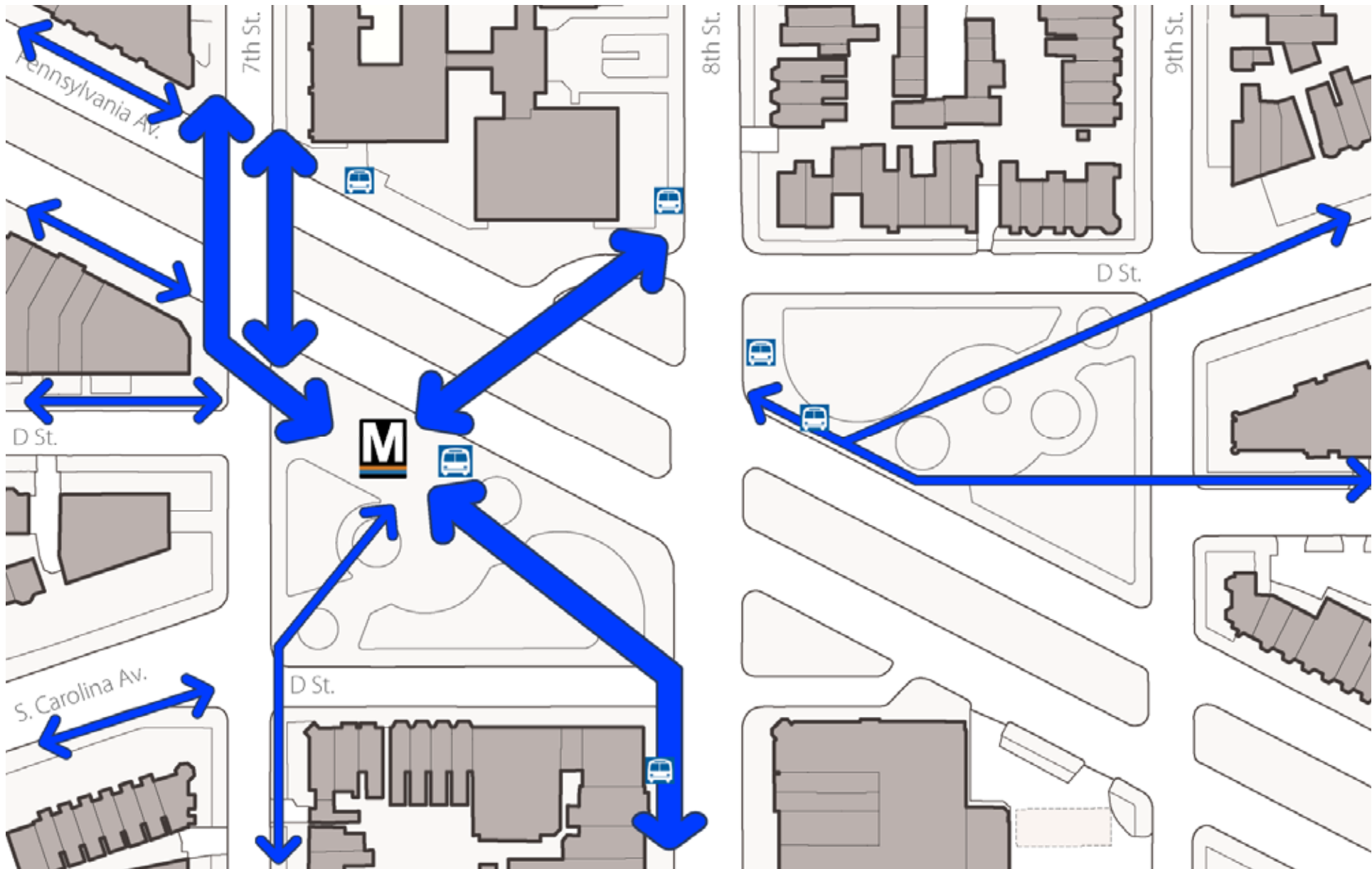




Traffic Operational Problems



Compiled from: Gorove / Slade Traffic Analysis



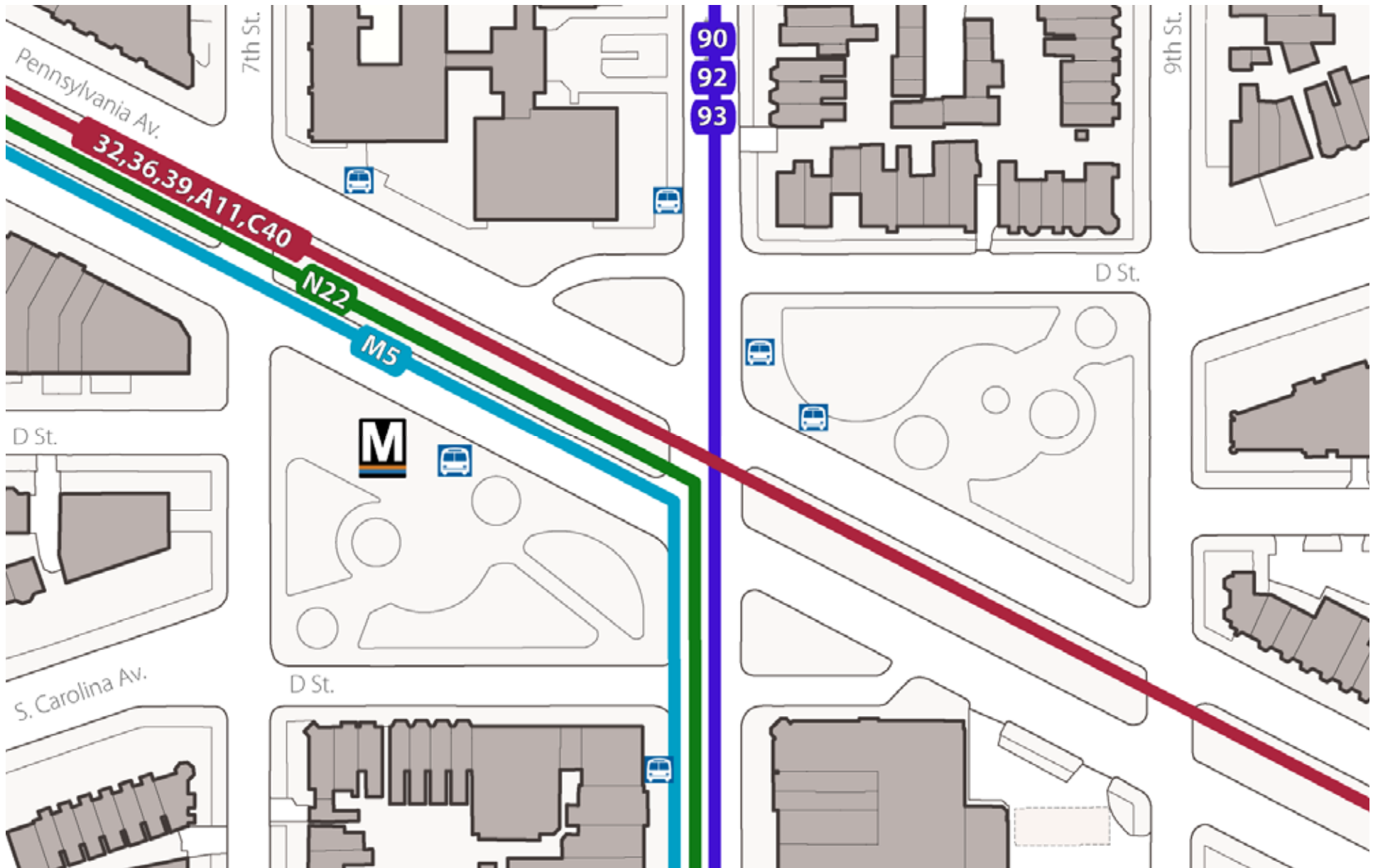


Pedestrian Movement

Compiled from: Gorove / Slade Traffic Analysis

-  Dominant Pedestrian Flow
-  Secondary Pedestrian Flow



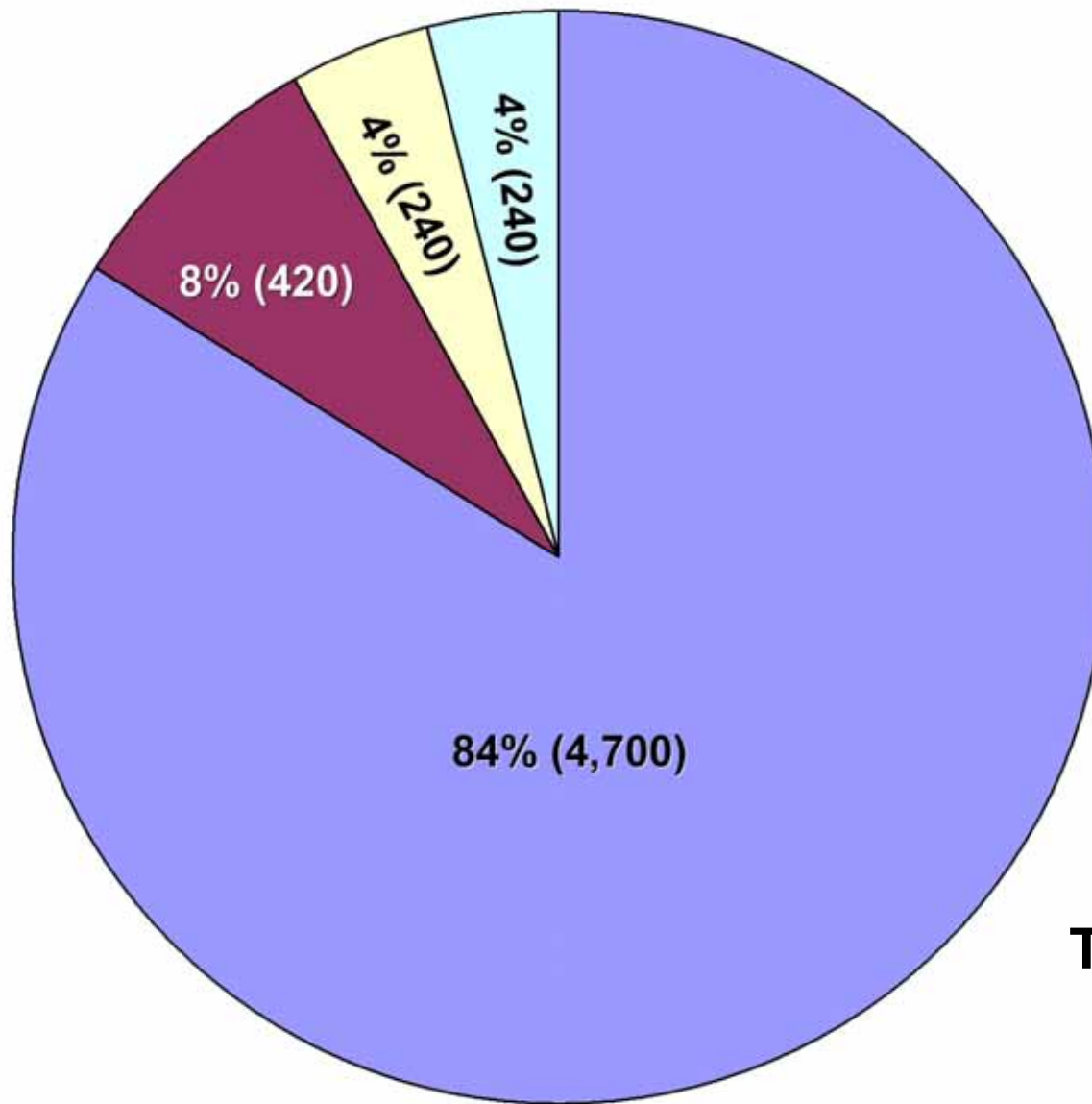


Existing Public Transportation

Compiled from: Gorove / Slade Traffic Analysis
Source: WMATA

5,600	METRORAIL Average Daily Boardings
2,500	METROBUS Average Daily Boardings



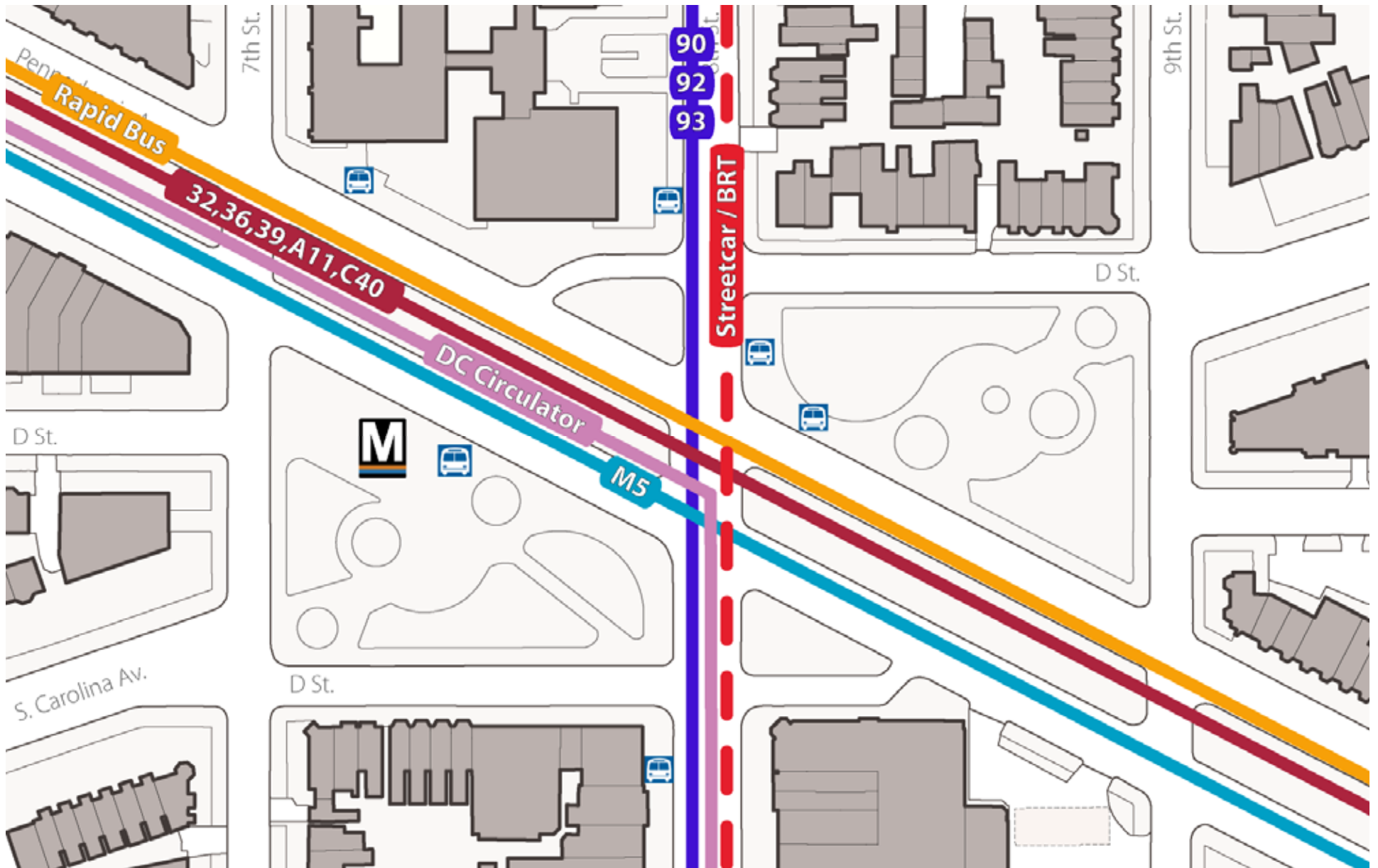


Total: 5,620

Average Weekly Mode Split – Eastern Market Metrorail

Compiled from: Gorove / Slade Traffic Analysis
Source: WMATA

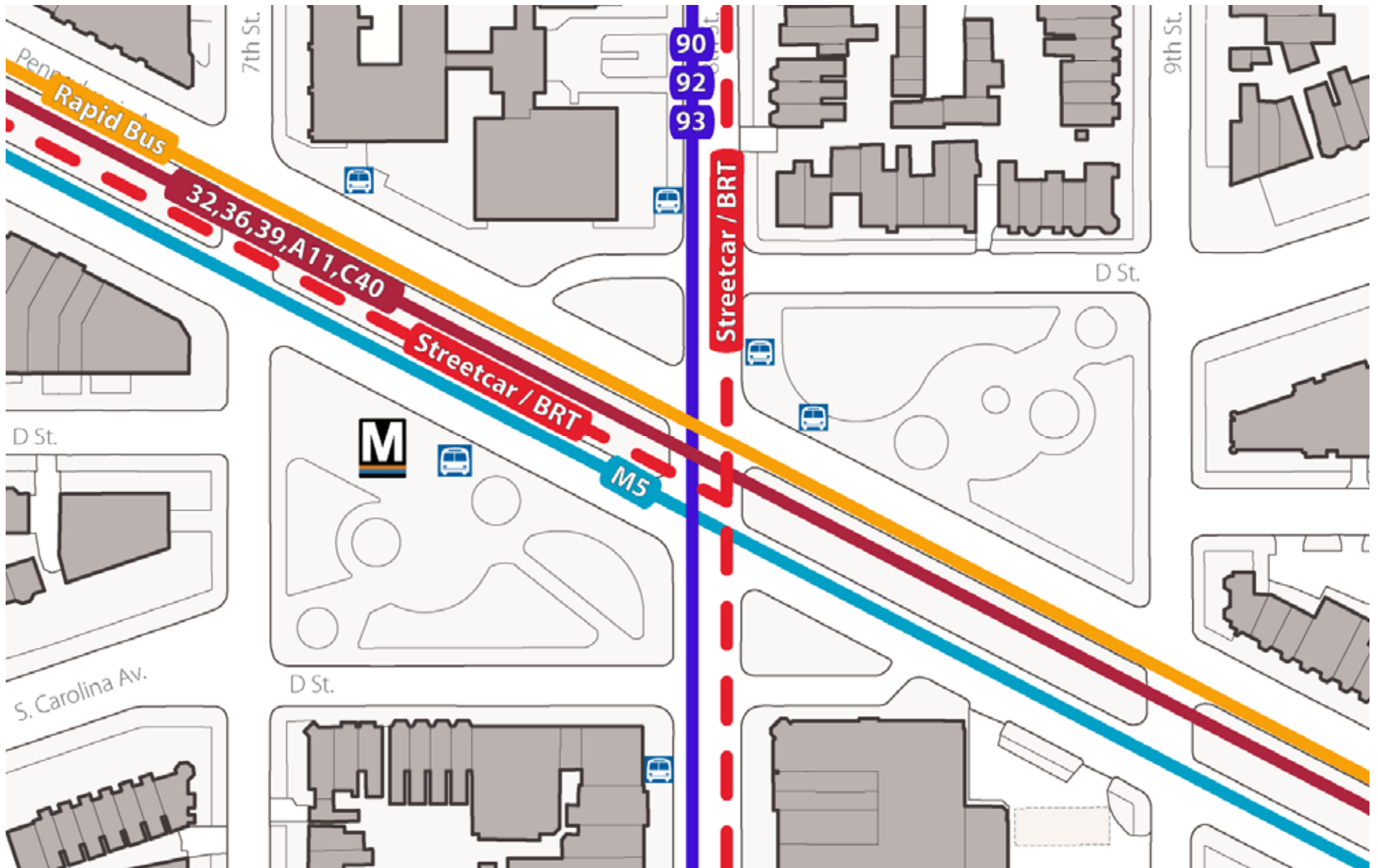
- Walk
- Bus & Connecting Rail
- Drove & Parked
- Drop-offs



Planned Public Transportation 2012

Compiled from: Gorove / Slade Traffic Analysis
Source: DDOT and WMATA

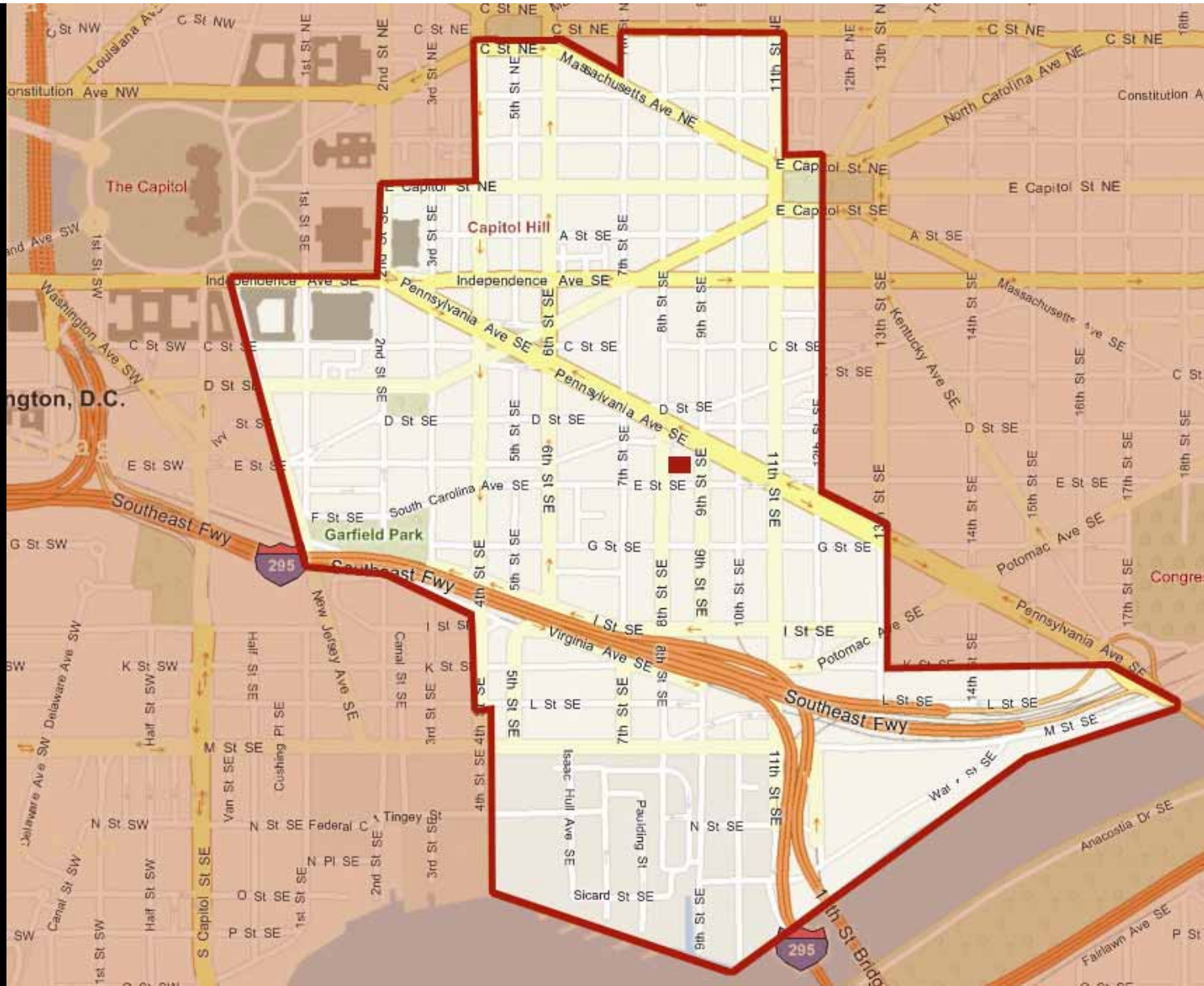




Planned Public Transportation 2030

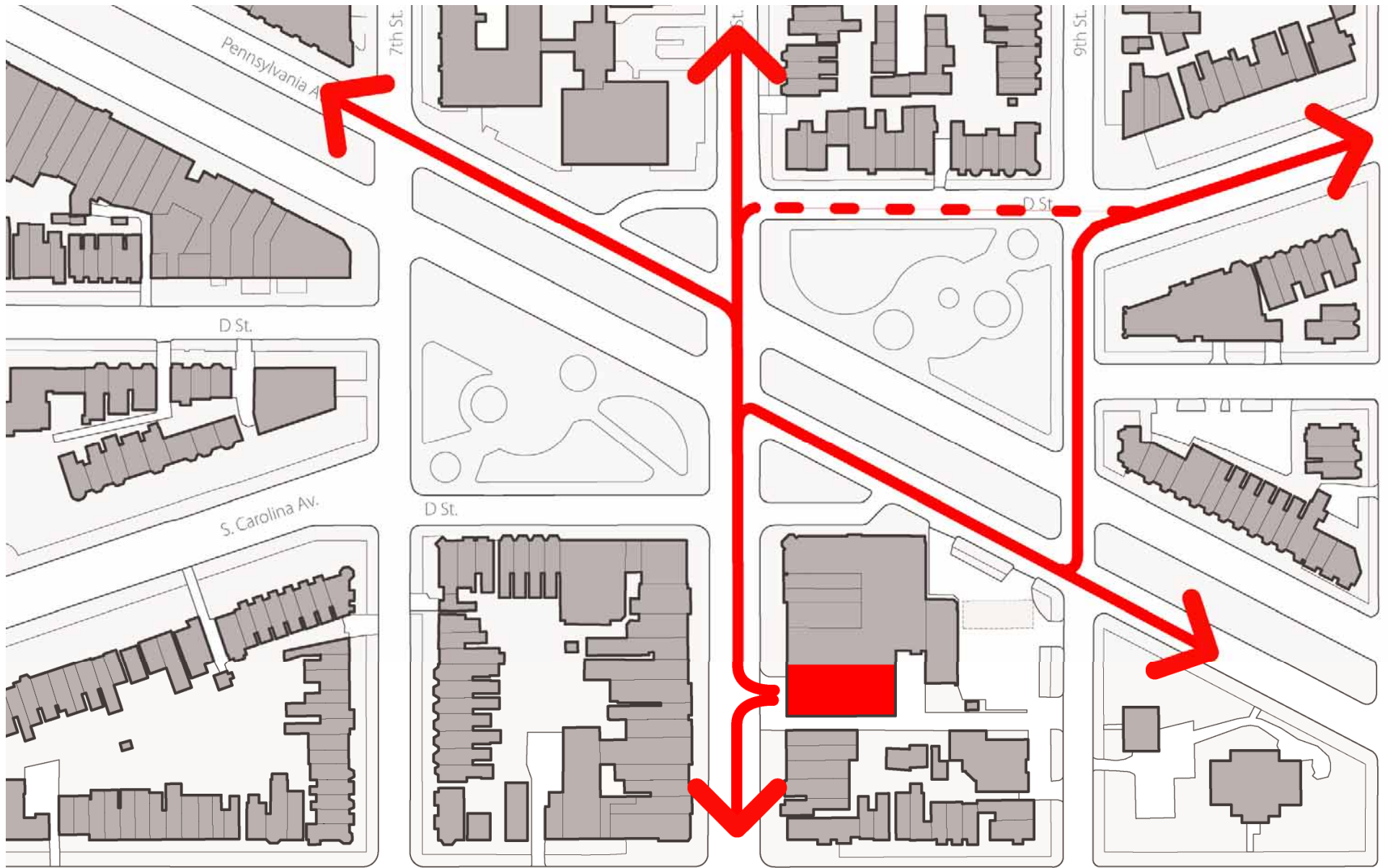
Compiled from: Gorove / Slade Traffic Analysis
Source: DDOT and WMATA





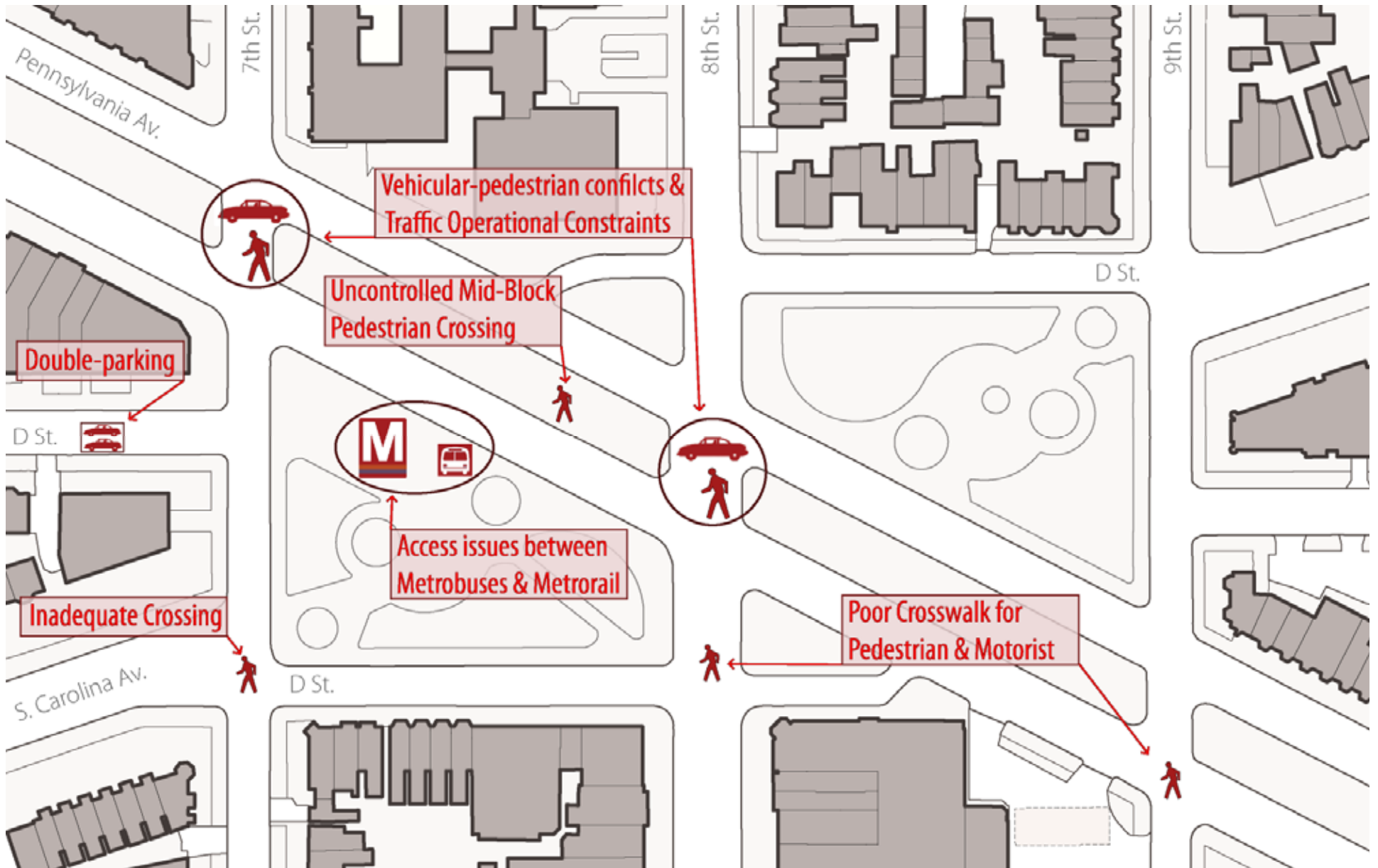
Fire Station Area Coverage





Fire Truck Routes





Study Area Transport Issues

Compiled from: Gorove / Slade Traffic Analysis



SUMMARY OF CHALLENGES

- ADDRESS TRAFFIC BOTTLENECKS AND SAFETY CONCERNS INCLUDING EXCESSIVE SPEEDS
- ADDRESS TRAFFIC THAT CUTS THROUGH ON RESIDENTIAL STREETS
- REDUCE PEDESTRIAN STREET CROSSING AND TRANSIT TRANSFER DISTANCES
- ADDRESS PEDESTRIAN SAFETY CONCERNS
- PLAN FOR PUBLIC TRANSPORTATION CHANGES
- INTEGRATE BICYCLE LANES TO IMPROVE SAFETY
- COORDINATE PLANS WITH FIRE AND EMERGENCY AGENCIES



Existing Landscape Constraints



Stanton Park
78%



**Folger Park/
Providence Park**
77%



Dupont Circle
74%



Lincoln Park
72%



Marion Park
63%



Eastern Market Metro Park & Plaza

51% *planted (not including roadbeds)*

38% *planted (including roadbeds)*

PERCENTAGE OF PLANTING



Duplication of Paved Areas



Shifting Pedestrian Patterns



Inadequate Site Furniture



Girdled Roots and Soil Compaction

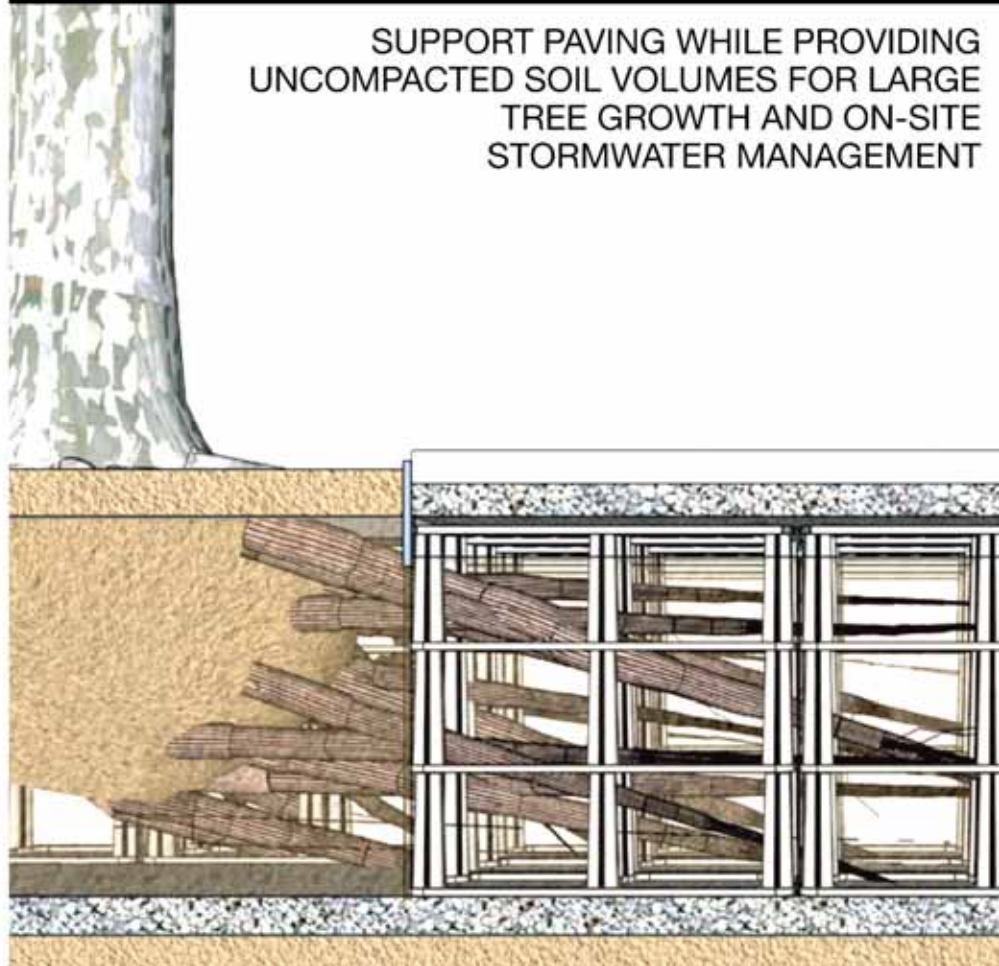


Proposed Opportunities

HOW THE SILVA CELL WORKS

STRONG, EFFECTIVE AND MULTI-PURPOSE

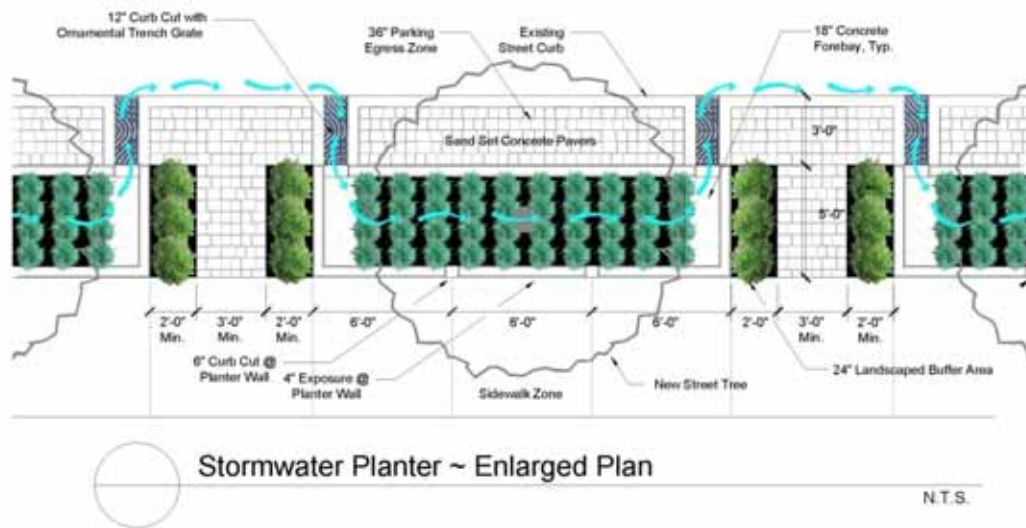
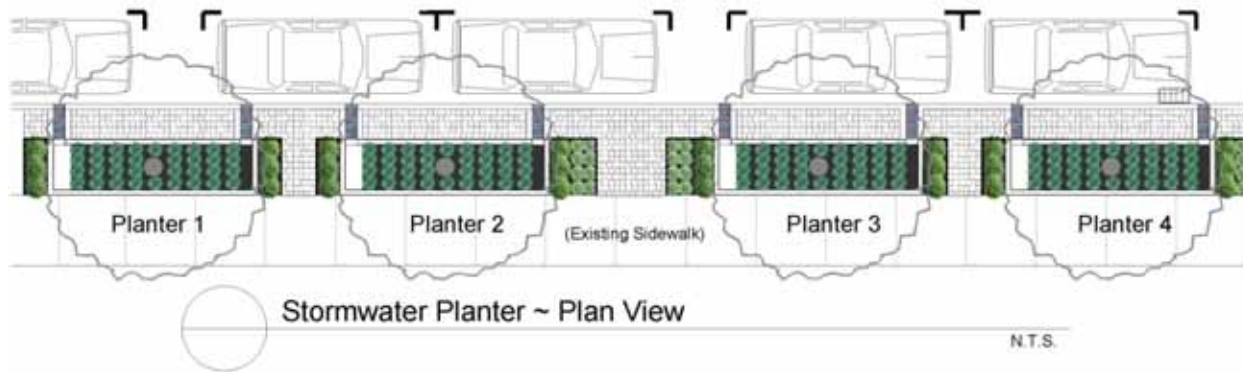
SUPPORT PAVING WHILE PROVIDING
UNCOMPACTED SOIL VOLUMES FOR LARGE
TREE GROWTH AND ON-SITE
STORMWATER MANAGEMENT



Enhancements to trees' root zones

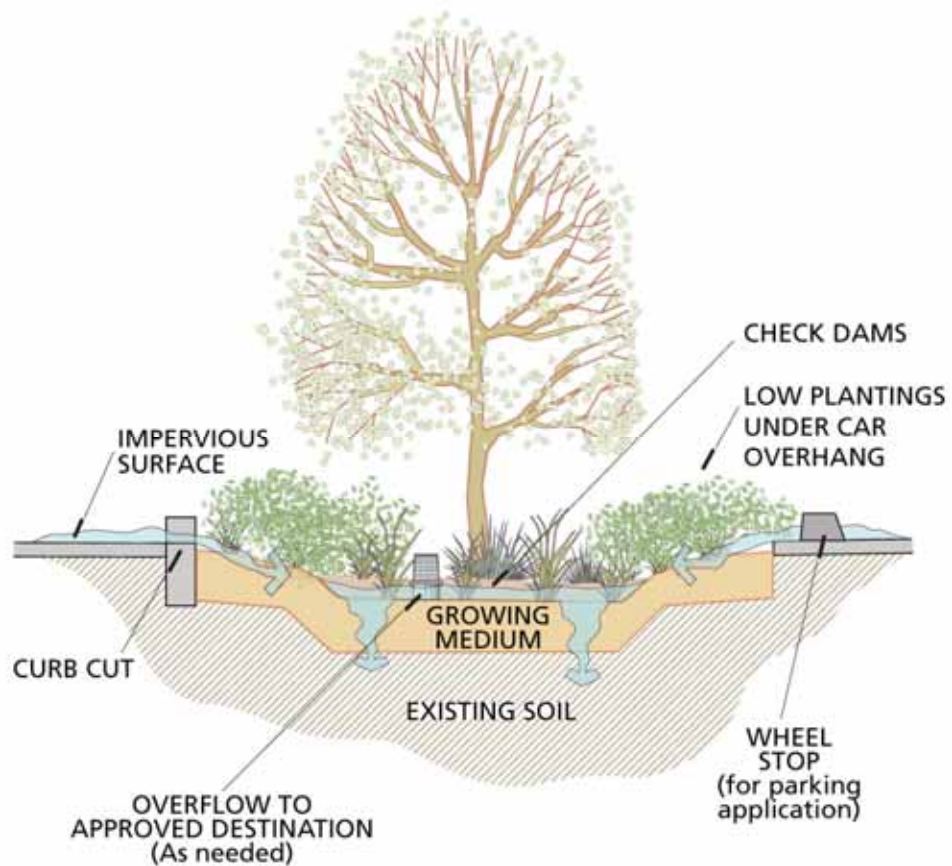
Silva Cell

Developed by James Urban and DeepRoot



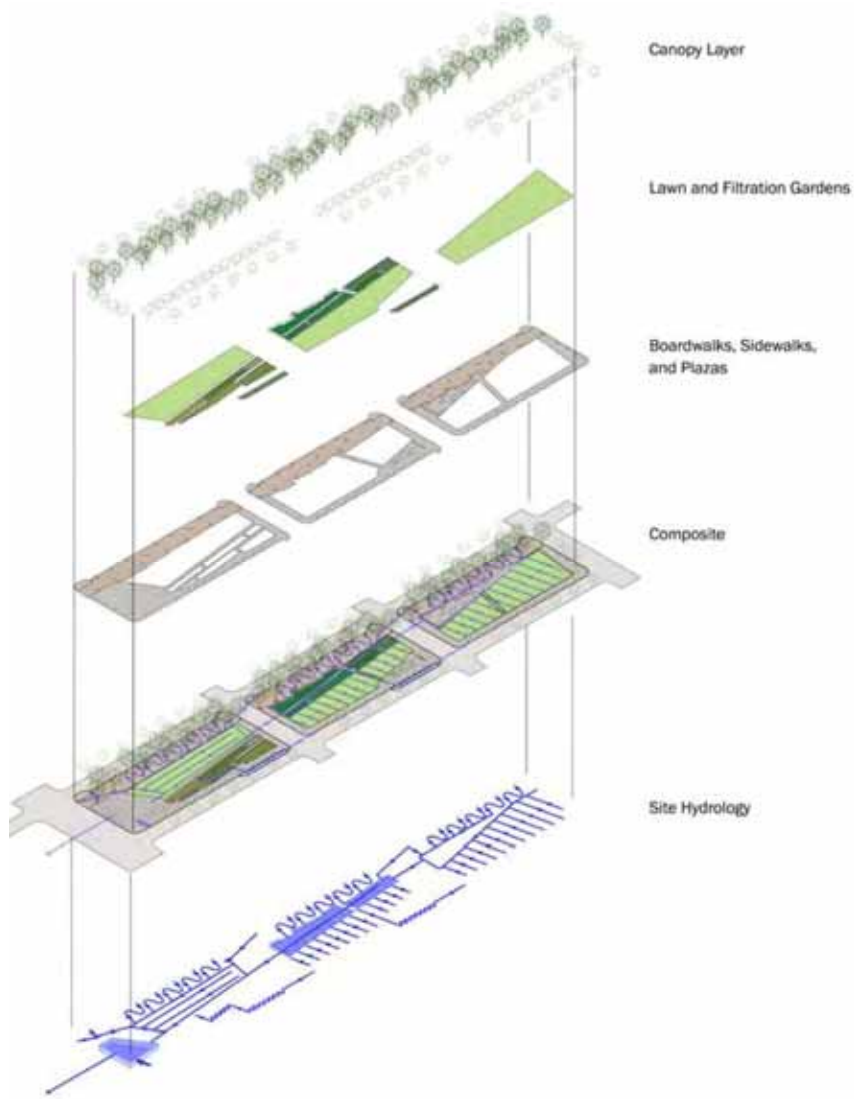
Stormwater Planters

Precedent at
 SW 12th Avenue Green Street Project
 Portland, Oregon
 Designer: Kevin Robert Perry, ASLA



Stormwater Managed in Triangle Parks

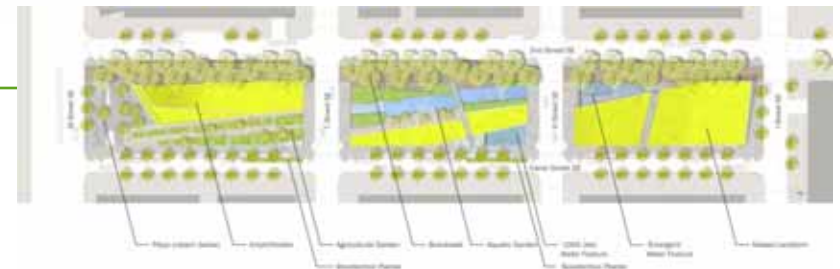
Precedent from
 City of Portland Stormwater Solutions Handbook
 Portland, Oregon



Integrated Site Hydrology

Precedent at
Washington Canal Park
Washington, DC

Designer: Gustafson Guthrie Nichol and
Magnusson Klemencic Associates (civil
engineers)



Sustainability Opportunities:

- **COMBAT THE HEAT ISLAND EFFECT**
- **PROVIDE SUSTAINABLE GROWING CONDITIONS FOR PLANTS**
- **CAPTURE AND REUSE STORMWATER**
- **REDUCE NOISE**
- **CREATE A GREEN LANDSCAPE**

URBAN DESIGN GOALS

- CREATE A SUSTAINABLE AND BEAUTIFULLY LANDSCAPED PARK
- CREATE A LIVELY, ANIMATED PLAZA LINKING 7TH AND 8TH STREET COMMERCE
- CREATE A WELL DESIGNED INTER-MODAL TRANSPORTATION HUB
- IMPROVE PEDESTRIAN SAFETY
- STRENGTHEN THE SPACE'S CHARACTER AND SENSE OF COMMUNITY
- ACKNOWLEDGE THE SPACE'S HISTORIC CONTEXT AND EXTEND THE CITY'S HISTORIC PLANNING VISION FOR COMMUNITY CENTERED URBAN OPEN SPACES

EASTERN MARKET METRO
PLAZA & PARK

URBAN DESIGN STUDY

www.capitolhilltownsquare.org