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
SHAPE OF THE SPACE
1795
Tunnicliffe’s Tavern (Eastern Branch Hotel)
c 1875 photograph
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)
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
c. 1893
Newspaper ad for Haines Store showing 8th St. Trolley
1894 Cast iron balustrade fence installed
1903
Turn of the Century
1922
SE Branch Carnegie Library built
(1927 photograph looking across Res. 44)
NEOCLASSICAL PARK DESIGN
c. 1936

VICTORIAN PARK DESIGN
c. 1880

FOLGER PARK
c. 1940s
Looking east from 7th & Carolina
c. 1938
People’s Drug Store
c. 1939-41
Kresge’s 5 & 10
1930s
The Great Depression
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
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 Representatives of the United States of America in Congress assembled,

2. That the real property of the United States comprising the square, in the southeast quadrant of the District of Columbia, that is (1) formed by the intersection of D Street, 8th Street, South Carolina Avenue, and Pennsylvania Avenue,

3. (2) comprised of Federal Reservations 44, 45, 46, 47, and 48, and (3) under the jurisdiction of the National Park Service shall be known as the “Eleanor Roosevelt Square”.

4. Any law, regulation, document, record, map, or other paper...
1969 - South Carolina Ave. closed
1970 - Metro Station Construction
1975/1982 - WMATA / NPS
Landscape Restoration
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
New map

1872

Petersen & Enthoffer
1872
Office of Public Buildings & Grounds
1901 McMillan Plan No. D - 99
1914 Permanent System of Highway
**Open Space as a Park**

- L’Enfant concept of focal civic spaces linked by avenues
- Federal map showing a single space
- McMillan Report map showing a single green space
- Permanent System of Highways map showing roads diverted around a single central space

**Open Space as Transportation Hub**

- 1792 2 Horse Stage Coach
- 1830 Omnibus
- 1862 Horse drawn Streetcar
- 1892 Streetcar goes electric
- 1901 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
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
Spatial Definition
Site: Topography

\( \times \) indicates number of feet above sea level

Compiled from: AMT Survey
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
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)

One-way stop sign causes excessive delay during peak periods

Compiled from: Gorove / Slade Traffic Analysis
Source: DDOT
Traffic Operational Problems

Compiled from: Gorove / Slade Traffic Analysis
Existing Public Transportation

<table>
<thead>
<tr>
<th>Mode</th>
<th>Average Daily Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>METRORAIL</td>
<td>5,600</td>
</tr>
<tr>
<td>METROBUS</td>
<td>2,500</td>
</tr>
</tbody>
</table>

Compiled from: Gorove / Slade Traffic Analysis
Source: WMATA
Average Weekly Mode Split – Eastern Market Metrorail

- Walk: 84% (4,700)
- Bus & Connecting Rail: 4% (240)
- Drove & Parked: 4% (240)
- Drop-offs: 8% (420)

Total: 5,620

Compiled from: Gorove / Slade Traffic Analysis
Source: WMATA
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
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
Inadequate Site Furniture
Girdled Roots and Soil Compaction
Proposed Opportunities
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