



Eastern Market Metro Station Park and Plaza

Urban Design Study

January, 2010

Sponsor: Barracks Row Main Street

**Cooperating
Community
Groups:** Advisory Neighborhood Commission 6B
Capitol Hill Restoration Society
Capitol Hill Association of Merchants & Professionals (CHAMPS)
Capitol Hill Business Improvement District (BID)
Eastern Market Community Advisory Committee (EMCAC)
Eastern Market Metro Community Association (EMMCA)
Market Row Street Merchants Association

Table of Contents

	Page
A. Executive Summary	3
B. Goals & Objectives	4
C. Study Process	5
D. Community Outreach	7
E. History of Study Area	8
F. Existing Conditions	14
1. Natural and Contextual Conditions	
2. Utilities	
3. WMATA facilities	
G. Traffic & Transportation Issues	20
H. Three Alternative Concepts	
1. Existing (Improved)	25
2. Triptych	28
3. Central Park	30
I. Conceptual Budget Costs	32
J. Preferred Alternative & Next Steps	36

APPENDICES:

I. Historic Map Compilations	37
II. Transportation Conditions Inventory	40
III. Study Participants	47
IV. Chronology of Project Meetings	50

A. Executive Summary

Due to Pierre L'Enfant's farsighted plan for the Nation's Capital, the Capitol Hill community is fortunate to include a number of magnificent public spaces. Stanton Park and Lincoln Park are exemplary examples of how L'Enfant's original open spaces, when properly landscaped and developed, become the heart of neighborhoods surrounding them.

L'Enfant, however, envisioned one major public space on Capitol Hill that has never lived up to its potential - the area surrounding the intersection of Pennsylvania Avenue and Eighth Street, S.E. Known today as the Eastern Market Metro Plaza/Park, this roughly 7-acre site is unattractive, uninviting, poorly landscaped, and unworthy to be the gateway to a vibrant, successful urban neighborhood. With the recent restoration of the Eastern Market and the completion of the Barracks Row Main Street rejuvenation, this open space situated between the two appears even more forlorn and unappealing.

More than a decade ago, a small group of committed Capitol Hill residents began to brainstorm about how this area might be improved. A few years ago, with the support of the District and Federal governments, funds were secured to undertake a comprehensive design study of the Metro Plaza area. The study was carried out under the auspices of Barracks Row Main Street and was overseen by a broad-based Task Force made up of representatives of all the major Capitol Hill stakeholder groups plus neighbors from the immediate vicinity.

The Task Force engaged a well-respected design team, including the design firms of urban designer Amy Weinstein and landscape architects Oehme van Sweden. Critical Traffic and Transportation consulting has been provided by Gorove Slade, the city's premier consulting firm for that discipline.

The project's goals are to re-vision the open space as a welcoming, inviting, lively public space that can be enjoyed by the thousands of people who pass through the Plaza on a daily basis. Public gathering spaces, market vending areas, and beautifully landscaped park areas are to be blended with the need for a safer multi-modal transportation hub of metrorail, metrobus, cars, and pedestrians.

Over the course of 18 months, the Task Force examined a broad range of design alternatives to achieve these goals. After a rigorous assessment of three final design concepts, each of which is fully described in the following report, the Task Force endorsed the alternative known as the "Triptych." The design work undertaken to date will now need to be followed by additional studies, including a formal Environmental Assessment. Nevertheless, the Task Force believes that even at this preliminary stage, the Triptych embodies all the elements of a great public space that can become the focal point for the Capitol Hill community.

Tip Tipton and David Perry

Co-Chairmen, Eastern Market Metro Plaza Task Force

B. Goals & Objectives

Urban Design Goals

This study's goals are to develop alternative visions for the eventual transformation of the Eastern Market Metro Station Park and Plaza. The goals include:

- a Capitol Hill community enhancement that presents a welcoming, engaging, and beautifully landscaped experience for the approximately 75,000 people a day who pass through the square by car or on foot, arrive by metrorail, or alight from buses.
- a lively, animated pedestrian environment that will link the 7th Street and 8th Street retail corridors. Activities that could be accommodated include community-wide gatherings such as "winter welcome", the possibility of market vending near the entrance to the metro station, as well as the normal community activities one finds in the City's parks and plazas.
- a well designed inter-modal transportation hub linking bus, metrorail, and possible future streetcar lines.
- an extension of L'Enfant's vision for the City by making this original L'Enfant Plan open space into the focal point for the surrounding residential community; and an extension of the 1901 McMillan Commission's goal of improving the City's "minor reservations" by developing them with a view to providing inhabitants with "maximum refreshment in the hot summer weather" by the provision of landscaped shade and fresh running water in fountains and basins.

Design Objectives

"Safe, welcoming, and green" are the community's overall design objectives for the new Park and Plaza. To meet the transportation challenges presented by the study area, planning objectives include:

- addressing traffic bottlenecks and safety concerns including excessive speeds
- addressing traffic that cuts through on residential streets
- reducing pedestrian street crossing and transit transfer distances
- addressing pedestrian safety concerns
- planning for public transportation changes
- integrating bicycle lanes to improve safety
- coordinating plans with fire and emergency agencies

To ensure that the transformed open space attracts the community to use it and can be maintained over time, sustainability objectives include:

- combating the heat island effect by creating a green landscape and significant shade tree cover
- providing sustainable growing conditions for plant materials and trees
- capturing and reusing stormwater for irrigation
- buffering gathering areas from the noise and effect of traffic wherever possible

C. Study Process

Study Guidance

Throughout the study, the Design Team was guided by the Eastern Market Metro Park and Plaza Task Force, which was comprised of individual representatives from six Capitol Hill community groups, plus individuals representing the immediate surrounding residential neighborhoods and local Advisory Neighborhood Commission 6B. The 15 Task Force members represented 12 interested constituencies. The specific roles of the Task Force were:

- to identify important issues that the community felt needed to be addressed in the project;
- to provide guidance regarding project design and project compatibility with the Capitol Hill Community;
- to help promote public involvement;
- to assist in the planning, facilitation and debriefing at public forums;
- to monitor the project's overall progress and schedule.

In addition, an ad hoc committee of staff from the U.S. Fine Arts Commission, National Capitol Planning Commission, National Park Service, and the DC Historic Preservation Office met periodically during the study and provided input to the study. Additional meetings were held during the study to solicit guidance from the DC Office of Planning, DC Department of Transportation, WMATA Department of Operations Services, WMATA Department of Adjacent Construction, and DC Fire/EMS Department.

Study Methodology

The following outlines the Design Team's sequential steps in executing the study:

1. Data Gathering

The Team began the study by undertaking an extensive survey, inventory, and analysis of the study area's existing conditions. The data gathered included, but was not limited to, the following:

- A detailed certified topological & utility survey was commissioned from AMT Engineering.
- Construction Documents of the Eastern Market Metro Station were obtained to assist in understanding the below grade Metro elements within the study area.
- Traffic data from the DC Department of Transportation for the study area and Capitol Hill area was gathered. In addition, real time traffic counts were made on site.
- The history of the Study Area was researched and assembled.
- Current and proposed DC Zoning, Planning, and Transportation planning efforts that would affect the Study Area were reviewed.
- Current and proposed federal agency planning efforts that would affect the study area were reviewed.

2. Data Analysis

The information gathered formed the basis for the Team's urban design analysis of the existing conditions, and was presented for comment to both the Task Force and to the Capitol Hill community at large during the 1 October 2008 Community Forum. Immediately after the Forum, the presentation was posted to the project website and further comments were solicited and received.

3. Potential Roadbed Configuration Study

Based on the data analysis and community comments gathered, the design team studied the potential to reconfigure roadbeds in order to aggregate land parcels (or portions of parcels) into larger parcels that would better support the project's goals. Approximately 40 initial configurations were considered and then narrowed to seven configurations which were presented to the Task Force on 18 December 2008.

The Task Force voted to narrow the alternatives to three, which were subsequently presented to staff members of the U.S. Fine Arts Commission, NCPC, NPS, DC Planning, DC Transportation, and the DC Historic Preservation Office. The Task Force, based on input from the regulatory agency staffs, modified their selection of three roadbed configurations for further study to the following:

- Existing (Improved)
- Triptych
- Central Park

4. Landscape Concept Study

The design team developed landscape design concepts for each of the three roadbed alternatives, as well as further developing the street and traffic elements of each scheme. This work was presented to the Task Force and subsequently to the community at large during the 1 July 2009 Community Forum. Approximately 210 members of the community attended and participated in the Forum. A subsequent period for community comment extending thru August 31, 2009 resulted in over 95 additional individual comments via the website. During the public comment period, the concepts were presented by the Design Team to staff members of the U.S. Fine Arts Commission, NCPC, NPS, DC Planning, DC Transportation, and the DC Historic Preservation Office for their comment.

5. Evaluation of and Response to Community & Regulatory Input

The design team responded to several community comments that had been received at both a Task Force meeting on 25 September 2009 and to the wider community via the website. The Task Force elected to proceed with Concept Budgeting for the three alternatives.

6. Concept Budgets

The Design Team developed construction cost budgets for each of the three alternatives, and outlined other development costs that the project would likely incur as it moved forward to completion. The concept budgets were presented to the Task Force on 17 November 2009.

7. Selection of the Preferred Alternative

At the 17 November 2009 Task Force Meeting, the Task Force selected the Triptych alternative as its Preferred Alternative for the project.

D. Community Participation

Outreach

The project offered a number of opportunities for public participation in the planning and design process. The community was encouraged to:

- participate in the Community-wide Input Meeting in early October 2008, and the Community-wide Design Forum Meeting in July 2009. The average attendance at these meetings was 200 citizens.
- participate in three meetings focused on issues important to near neighbors of the study area. 100 residents attended these meetings.
- speak with a member of the Task Force Committee
- provide ideas, concerns, and feedback to the Task Force and Design Team using the project website interface.

Throughout the course of the project, media coverage by the Hill Rag, the Voice of the Hill, the City Paper, and other local news outlets covered the project's progress. Upcoming community-wide meetings were announced in these media, as well as by the distribution of flyers in the immediate neighborhood and postings on the project website. Additionally, Capitol Hill community organizations such as the Capitol Hill Restoration Society announced upcoming project meetings and provided newsletter coverage of the study's progress.

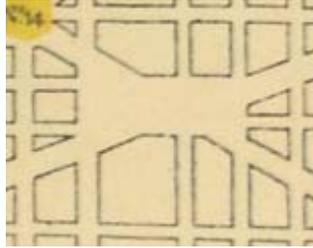
Website

A project website (www.CapitolHillTownSquare.org) designed to facilitate communication and community outreach was created, maintained, and updated throughout the study period. Copies of all presentations and meeting minutes were posted to the website and public comments solicited through an interactive comment component.

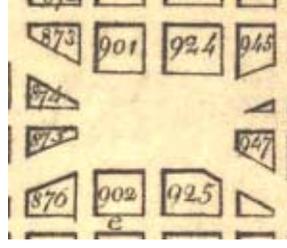
E. History of Study Area

Summary History

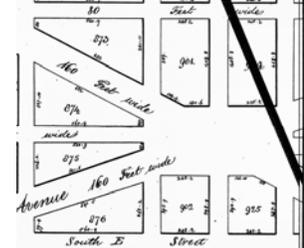
Clearly articulated as a major open space on L'Enfant's Plan of 1791, the intersection of Pennsylvania Avenue and 8th Street, SE has been envisioned as a community hub since the City's inception. Pierre L'Enfant's shape of the open space was slightly modified in the 1792 Ellicott Plan, and then drawn in its final configuration in the 1804 King Plat.



1792
L'Enfant Plan [LC]
(as redrafted in 1887 by Colonna & Thorn)



1792
Ellicott Plan [LC]



1804
King Plat [LC]

Early structures built on or near the square include Tunncliffe's Tavern (Eastern Branch Hotel) in 1795, a residence named "The Maples" that was proclaimed by George Washington to be a "fine residence in the woods",¹ and two wood framed townhouses on the northeast corner of 8th & D Streets. Tunncliffe's Tavern is notable as the point of departure for a two horse daily stagecoach service to Georgetown that commenced operation in 1800.²



1795 "The Maples" [DC Lib.]

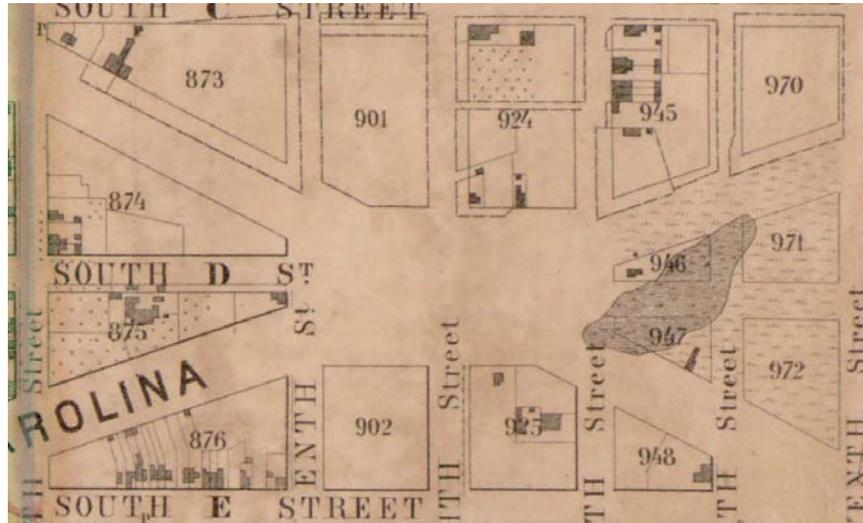


1795 Tunncliffe's Tavern (Eastern Branch Hotel) [LC]



Mid 19th Century 2 residences at NE corner of 8th & D Street [HSW]

The 1857 Boschke map indicates that during the pre-Civil War era, there was little development of the real estate surrounding the square. The map indicates a marshland and small body of water in the eastern portion of the square.



1857 Surveyed & Published by A. Boschke

During the Civil War, Capitol Hill experienced a significant increase in commerce and development as the Navy Yard became a focus of activity. In 1862, a horse drawn streetcar was introduced connecting Georgetown and the U.S. Capitol with the Navy Yard. It ran in the Pennsylvania Avenue median extending as far as 8th Street, SE where it turned south to the Navy Yard.³



1872 published by Peterson & Ethoffer for US Coastal Survey [LC]



1880's Typical horse drawn streetcar [DC. Lib.]

In 1864, the Wallach School (designed by Adolph Cluss) was built on the square's northern edge and was one of the first "modern" Victorian school structures in the city.⁴ A year later, the Naval Hospital was built just east of the square at 9th and Pennsylvania Avenue, SE. During this period, the City used the square's land for storage of equipment and supplies, and later as a refuse dump.⁵



1864 *Wallach School built* [CSSM&A]



1865 *Old Naval Hospital built* [LC]

By the 1880's, the Victorian spirit (epitomized by Boss Shepherd's efforts to improve public spaces and infrastructure) fostered improvement to the square's reservations, including the planting of lawn and 'a handsome flower bed'.⁶ During the 1890's, several significant Victorian structures were built around the square. These included stately residences such as the Rabe House and Gessford Row along D Street to the north, the Grace Baptist Church on the east side of the square, and the Haines Department Store on the south side (advertised as the largest store in the world built, owned and controlled by a woman). In 1894, cast iron balustrades were installed around the perimeter of the landscaped reservations.⁷ In 1903, the Pennsylvania Avenue streetcar line was extended east to Barney Circle⁸ and by 1908, a new streetcar line was completed connecting the Navy Yard to U Street continuing north along 8th Street across the square.⁹



1891 *Rabe Residence built* [CP]



1892 *Gessford Row built* [CP]



1891 - 95 *Grace Baptist Church* [CP]



1894-1897 *Haines Department Store* [HSW]

In 1922, one of the city's first two Carnegie branch libraries was built on 7th Street at the square's western edge. During the 1930's, when many of the City's parks were transformed from their picturesque Victorian design to the Neo-Classical style favored by the 1901 McMillan Commission, little was done to improve this square other than to remove the Victorian balustrade at the reservations' perimeters. During the Great Depression, two one-story structures were built at the corner of 7th Street and Pennsylvania Avenue, SE: a Peoples Drug Store and a Kresge's Five and Dime.



1922 Southeast Branch Carnegie Library [CHRS]



Circa 1940's View east from 7th Street & South Carolina Avenue [CHRS]



1938 Peoples Drug Store [CP]



1939-41 Kresge 5 and 10 [CP]

In 1950, the Wallach School was demolished and replaced 16 years later by a new Hine Junior High School structure. The square's streetcar tracks were removed in the late 1950's when streetcars were replaced by buses in the City. In 1967, an unsuccessful bill to name the square *Eleanor Roosevelt Square* was introduced in Congress¹⁰ and, two years later, South Carolina Avenue was closed through the square to coincide with construction of the Eastern Market Metro Station. This street closing allowed larger plaza and park parcels to be developed by the National Park Service, and today's existing landscape conditions date from that period.

See Appendix I for compiled historic mapping of the square and its environs.

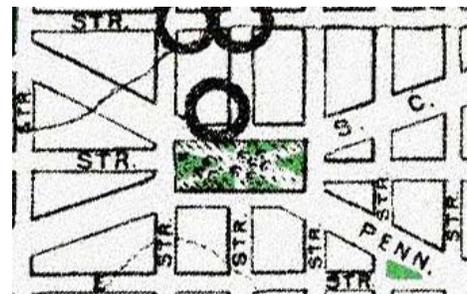
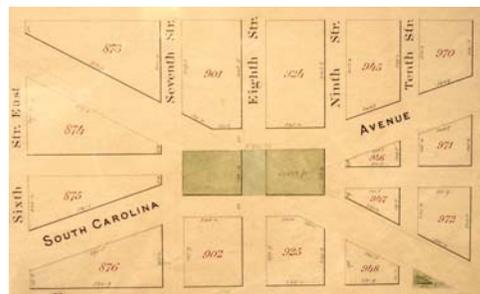
The question of why this square was never developed as a beautifully landscaped park was investigated. It was noted that original L'Enfant Plan open spaces that were either void of streetcar lines or where streetcar lines skirted their edges, were developed in the Victorian era as picturesque landscaped parks. The open spaces where streetcar lines ran through space were not developed accordingly.



Study Area

Streetcar Lines 1880's Compiled Map [LC]

At many times over the course of its history, re-designing the square by diverting the streets around a central park was considered by federal and local planning bodies. This can be seen on the 1872 Office of Buildings & Grounds map, the 1901 McMillan Plan No. D-99, and the 1914 Map of the Permanent System of Highways for the District of Columbia.



1872 Office of Public Buildings & Grounds [NA] 1901 McMillan Plan No. D-99 [LC]



1914 Permanent System of Highways, District of Columbia [LC]

In summary, the history of this L'Enfant Plan open space consists of two consistent parallel threads:

- **Transportation Hub** - the open space was treated as a transportation hub beginning with a stage coach and later introductions of streetcars, buses, and the metrorail system.
- **Landscaped Public Park** - The open space was also seen, in planning maps, as having the potential to be developed as a central landscaped park by the diversion of surrounding streets.

Historic Research Sources:

1. Kimberley Prothro Williams (2003). Capitol Hill Historic District, DC Historic Preservation Office. p.5.
2. Tindall, Dr. William (1918). Records of the Columbia Historical Society, Washington, D.C. Beginning of Street Railways in the National Capital. Charlottesville, VA: Columbia Historical Society. pp. 24–118.
3. Cohen, Bob. "Washington, D.C. Railroad History". Washington, D.C. Chapter of the National Railway Historical Society.
4. Lessoff, Alan ed. (2005) Adolf Cluss Architect, from Germany to America. Berghahn Books.
5. Eastern Market Metro Station, Historic American Buildings Survey. (HABS No. DC-670), p.3.
6. Annual Reports of the Office of Public Buildings and Grounds. Annual Reports of the Chief Engineers. 1887, 2575.
7. Eastern Market Metro Station, Historic American Buildings Survey. (HABS No. DC-670), p.3
8. Hammond, C.S.. Washington [map], 1903 edition.
9. Layman, Richard (February 2003). "H Street: A Neighborhood's Story Part II". The Voice of the Hill: pp. 12–16; Kimberley Prothro Williams (2003). Capitol Hill Historic District, DC Historic Preservation Office. p. 25.
10. Eastern Market Metro Station, Historic American Buildings Survey. (HABS No. DC-670), p.10.

List of Photograph Source Abbreviations:

CP	Contemporary Weinstein Studio photograph
HSW	The Historical Society of Washington, DC
LC	Library of Congress
NA	National Archives
DC. Lib.	District of Columbia Public Library, Washingtonia Division.
CHRS	Capitol Hill Restoration Society
CSSM&A	Charles Summer School Museum and Archives

F. Existing Conditions

Study Area

The project's study area is defined as the public right-of-ways of 7th, 9th, and D Streets, SE, as well as all land areas inscribed by those right-of-ways as indicated below.



Figure F.1: Study Area

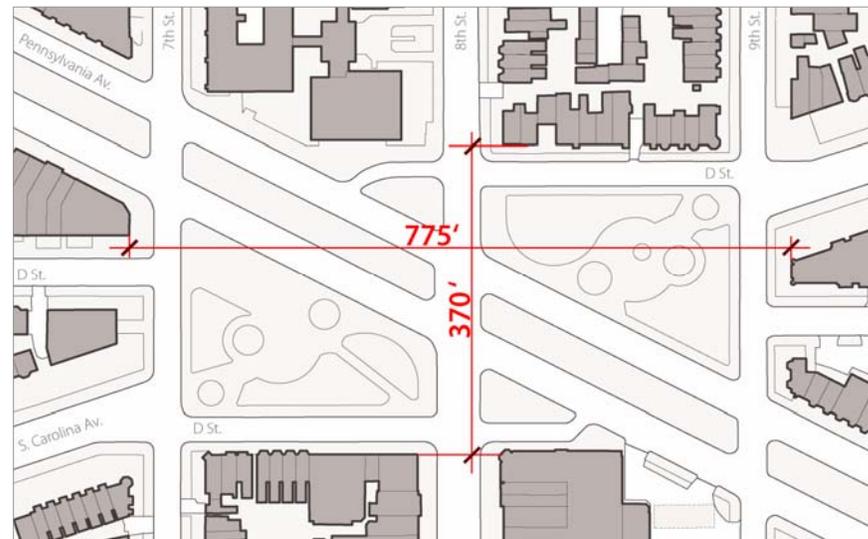


Figure F.2: Site Dimensions

Size & Scale of Study Area

The size of the study area is approximately 7 acres – larger than the aggregation of four football fields. The heights of the surrounding buildings range from the one story CVS store on the west edge to the five story historic Haines Department Store structure at the southeast corner. The predominant building heights defining the square are two, three, and four story structures. This low height relative to the Square's plan dimensions has resulted in a lack of visual spatial definition to the open space.

Land Use

The existing land uses surrounding the Square include residential, commercial, and public uses. During the course of this study, the Hine Junior High School on the Square's north edge was closed by the City and the property is currently slated to be developed as a mixed use project with retail on the ground floor and office use above on the side facing the Square.

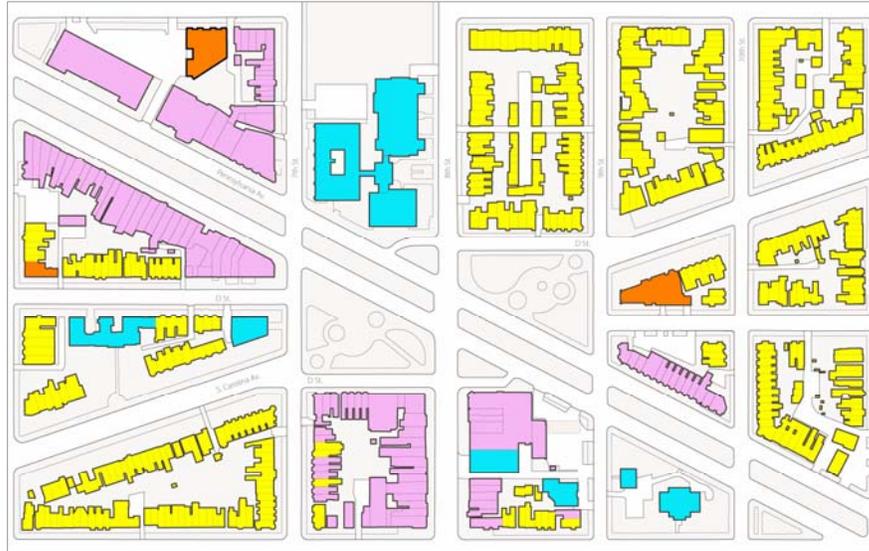


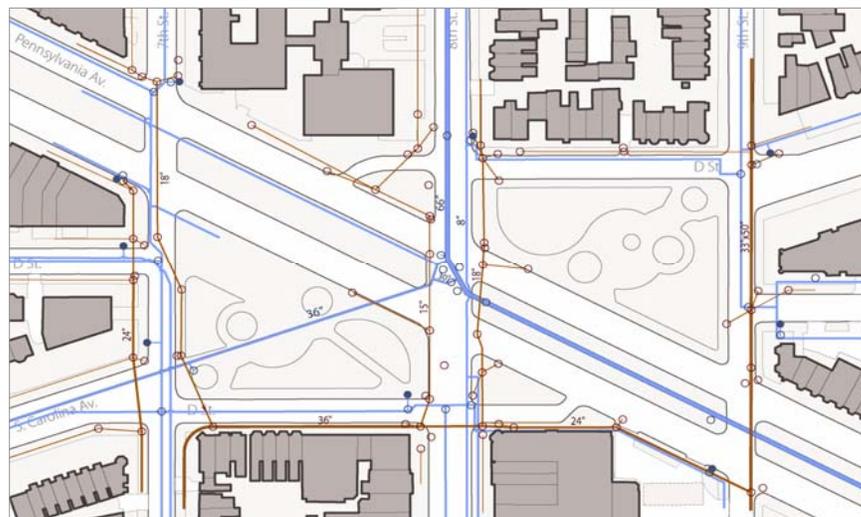
Figure F.3: Existing Land Use

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



Utilities

In general, the study area's below grade utilities are typical of developed urban areas of the city. Of particular note is a large 66" diameter water main running beneath the 8th Street right-of-way and turning at Pennsylvania Avenue to run eastward. At the exact intersection of 8th Street and Pennsylvania Avenue, a plethora of utility lines and WMATA below grade facilities present formidable obstacles to any construction (such as a monument or water feature) within approximately 20 ft radially from the axial cross point.



— Water line — Sewer Line ● Fire Hydrant
○ Water Manhole ○ Sewer Manhole

Compiled from: AMT Survey



Figure F.4: Site Underground Utilities

WMATA facilities

In addition to five bus stop shelters serving the four bus lines crossing the Square, the site also holds the escalator and elevator entrance to the Eastern Market Metro Station. Also of note are six vent grates located along the south edge of the Pennsylvania Avenue median which serve the station and its service rooms located below grade.

The below-grade WMATA structures in the study area include the east half of the station itself, the east service rooms, a release vent with stair, a tunnel cross-over, and the tunnels themselves leading eastward to the Potomac Avenue Metro Station.



Figure F.5: WMATA Facilities Above Grade

Compiled from: AMT Survey and WMATA Rail Alignment Drawing

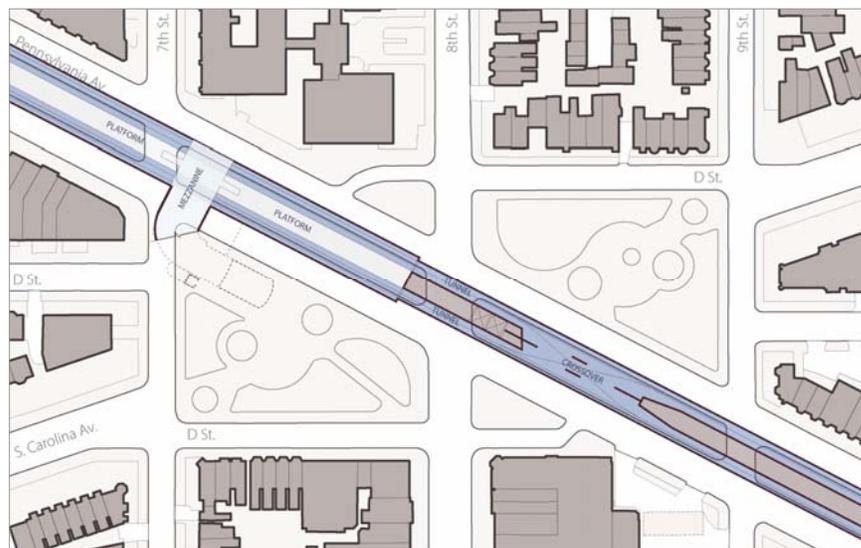


Figure F.6: WMATA Facilities: Below Grade

Compiled from: AMT Survey and WMATA Rail Alignment Drawing



Topography

The topography of the study area slopes from both the east and west borders to 8th street in the center, and from the north edge to the south edge (which is consistent with this area's original natural slope to the Anacostia River).



Figure F.7: Site Topography

X indicates number of feet above sea

Compiled from: AMT Surv



Wind & Sun Exposure

In the Washington DC metropolitan area, summer prevailing winds average 8.1 mph and are predominately from the south. In the winter, the prevailing winds average 8.7 mph and are predominantly from the south and northwest.

The study area, due to its current deficit of large shade trees and the relatively low height of surrounding buildings, experiences the full effects of solar radiation throughout the year. Diagrams below indicate the solar path across the area spanning from the longest day of the year to the shortest, and the existing shade canopy trees drawn to scale.

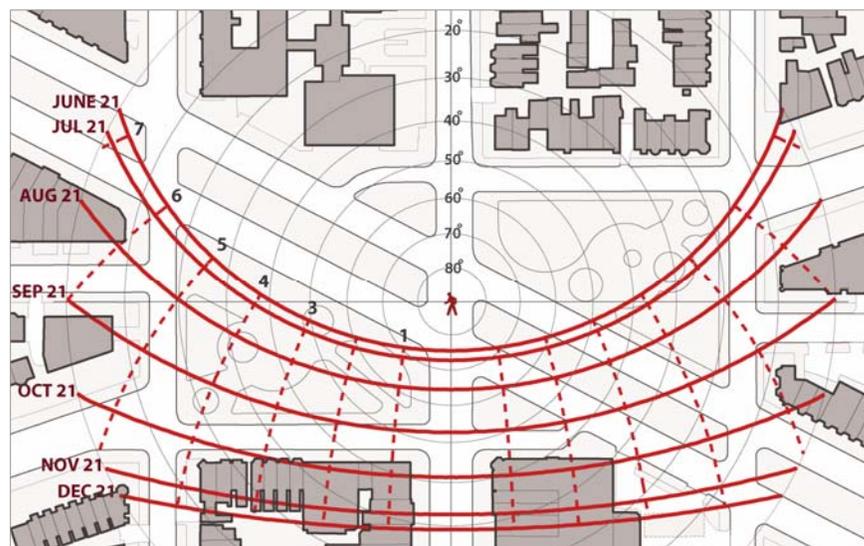


Figure F.8: Site Sun Path





Figure F.9: Site Existing Trees

Compiled from: AMT Survey



Existing Landscape Condition

The study area, in comparison to other District parks, has considerably higher amounts of impervious hardscape area. Planted areas comprise approximately 50% of the total site whereas in other District parks, 65% to 75% of the total area is planted. The low area of planting relative to the overall area of the site has resulted in fewer sustainable opportunities such as combating the heat island effect through increased tree canopy cover.

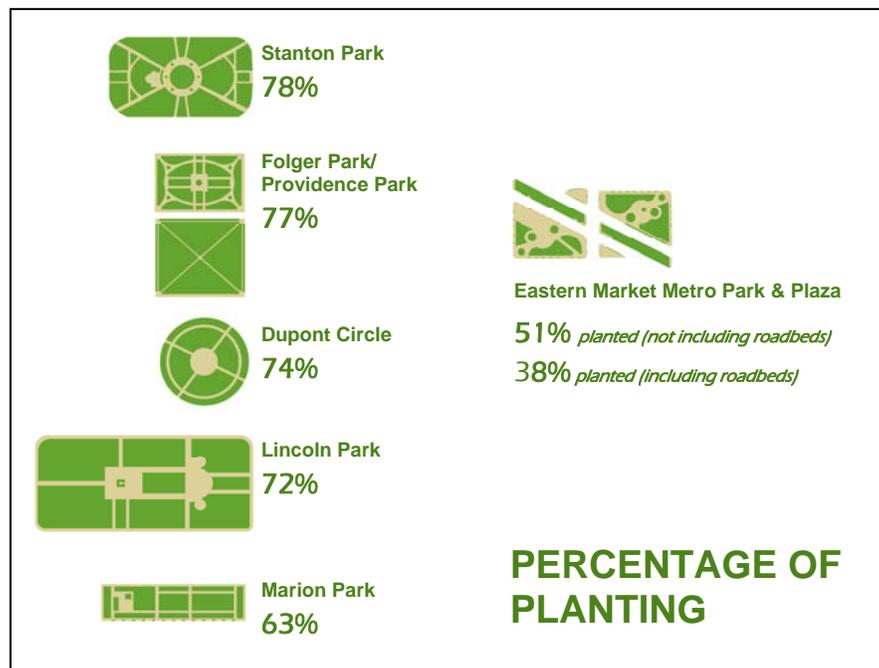


Figure F.10: Relative Percentage of Planting in Comparable Parks

Trees in the study area show significant signs of urban stressors. Compacted soils stunt the growth of trees, restrict root penetration, and increase the run-off rate of rainwater. Roots unable to penetrate surrounding soil girdle the tree base, restrict growth and impede longevity.

As the neighborhood and adjacent land-uses have evolved over the years existing sidewalks and hardscape no longer correlate with current pedestrian patterns. Throughout the study area, pedestrian desire lines traverse existing lawn and planted areas increasing compaction and maintenance.



Figure F.11: Compacted Soils Effect



Figure F.12: Existing Pedestrian Desire Lines

G. Traffic & Transportation Issues

Introduction

The transportation analysis component of this planning study was developed to support the planning team effort by identifying and addressing existing problems and District of Columbia plans for modifications to the transportation systems that affect the square. This work was the foundation for the collaborative development of alternatives for the reconfiguration of the Square, which included the development of specific design details to integrate the alternative configurations for the Square with all aspects of the transportation systems. The transportation systems include Pennsylvania Avenue between 7th and 9th Streets SE, 8th Street between the D Streets, the Eastern Market Metrorail Station on the Blue and Orange Lines of the Washington Metropolitan Area Transit Authority (WMATA) and several bus transit routes connecting the station to other areas within the District and its suburbs. Due to these transportation facilities and services, its current use as a neighborhood park and its proximity to Eastern Market and Barracks Row, the square experiences significant pedestrian activity on weekdays and weekends. Figure G.1 shows the location of the Square within its local setting. This figure also illustrates the key transportation facilities.



Figure G.1: Study Area Roadway Network & Existing Transportation Facilities

Existing and Planned Conditions

This work was initiated with the development of a comprehensive inventory of all transportation systems and services in the immediate area of the Square. The inventory included new information collected in the field and secondary source information provided by several planning studies and meetings held with land use and transportation planning agencies including the District Department of Transportation (DDOT) and Office of Planning. Key planning studies include the Middle Anacostia River Crossings Study

(2005), Capitol Hill Transportation Study (2006), and the 11th Street Bridges Final Environmental Impact Study (2009). This information was augmented with peak period surveys and observations of motor vehicle traffic, transit utilization, and pedestrian traffic.

The details of this Transportation Conditions Inventory are presented in the Appendix I. of this report.

Two transportation projects being implemented by the District of Columbia have major implications for transportation operations at the Square:

- The reconfiguration of the 11th Street Bridges will alter major commuter traffic flows in Southeast Washington by opening connections between these bridges and the freeway network. This is projected to significantly alter travel patterns across the Anacostia River bridges with a potential reduction of approximately 17 percent of the traffic volumes on the Souza Bridge which connects Pennsylvania Avenue across the river. The 11th Street Bridges project is under design and construction.
- Pennsylvania Avenue is a candidate for Rapid Bus express service in the southeast quadrant of the city as part of the citywide surface transportation plan. This service would be developed by converting one of the three travel lanes in each direction to exclusive bus and bicycle use. Studies show that the six-lane cross section of Pennsylvania Avenue is currently underutilized, and additional excess traffic capacity will result from the 11th Street Bridges project noted above. DDOT has not yet determined if the Pennsylvania Avenue Rapid Bus project will be implemented.

Also as part of the first phase of the citywide surface transportation plan, the possibility of reintroducing Streetcar / Light Rail Transit service is being explored, including the possibility of a line that would use the 8th Street right-of-way. At this time no final decisions have been made, nor is there funding in place for the project.

As part of the process to update the D.C. Comprehensive Plan, the Office of Planning consolidated comments from public hearings. Advisory Commissioner David Garrison representing ANC 6B cited Action CH-2.2.B regarding Eastern Market Plaza: "prepare and implement an urban design and transit improvement plan for the Eastern Market Metro Station entrance, making it a more attractive "town square" and improving the plaza's ability to function as a major transfer point between Metrorail's Blue Line and connecting buses serving Southeast Washington."

Analysis of Transportation Conditions

This analysis has three principal components: vehicular traffic, pedestrian traffic, and opportunity analysis.

1. Assessment of the existing traffic levels of service at all intersections within the Square to determine the degree of congestion and delays. This analysis shows that with a few minor exceptions (that can be addressed in the design of the alternatives), the intersections operate at good levels of service.
2. Examination of the physical arrangement of pedestrian facilities and of pedestrian traffic patterns to identify problem areas and safety hazards. This effort identified numerous existing pedestrian safety and convenience problems that may be resolved in the development of the alternatives. The figure below illustrates these existing constraints.

3. Identification of existing opportunities to determine how the alternatives can take advantage of the positive characteristics of the area and how they can be designed to improve on the negative characteristics of the area. Figure G.3 illustrates the existing transportation opportunities within the study area that can be used to create a better transportation system in future.

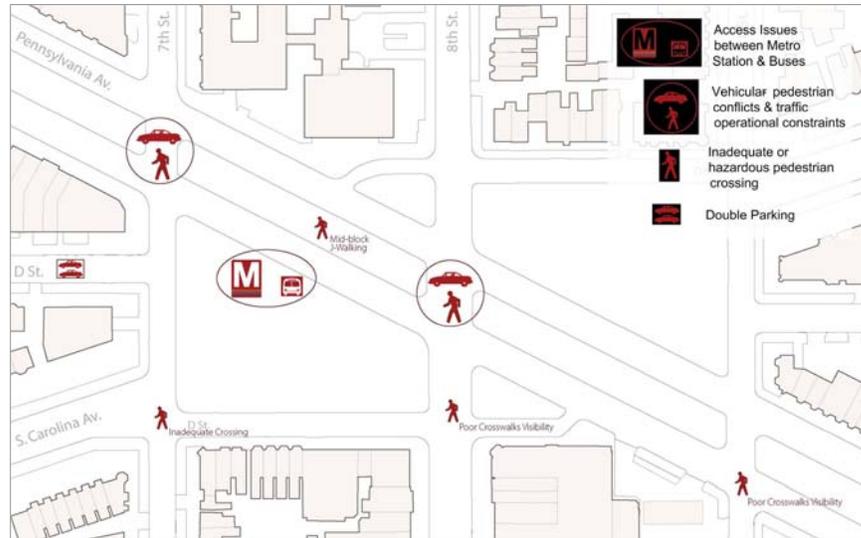


Figure G.2: Existing Transportation Constraints

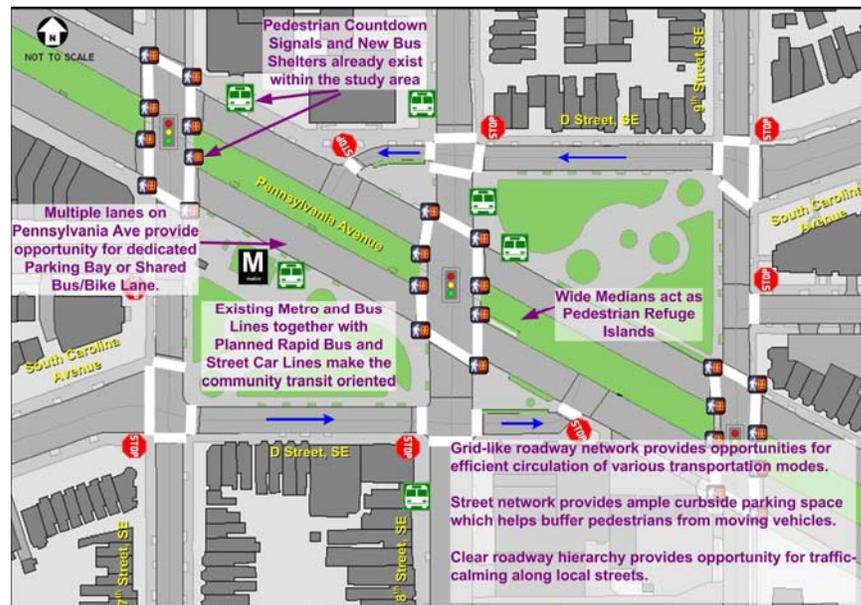


Figure G.3: Existing Transportation Opportunities

Summary of Existing Transportation Problems at the Square

The transportation analysis identified five principal categories of problems at the square and defined general measures that could be incorporated into the alternative redesigns to mitigate them:

1. Pedestrian and bicyclist safety and convenience

- Reduce street crossing distances
- Address unsafe crossings at uncontrolled locations with signalization and other measures

- Reduce vehicle speeds
 - Provide curb extensions
 - Include bike lanes as recommended by District Bicycle Master Plan (2007)
 - Re-stripe Crosswalks and provide street lighting.
 - Reconfigure handicap ramps and widen the sidewalks.
- 2. Public transportation logistics**
- Consolidate bus stops for convenience and safety so that passengers do not have to cross many streets for bus to bus or bus to metro transfers.
 - Incorporate bus transit vehicle actuation of traffic signals
 - Provide dedicated transit lane.
- 3. Traffic speeds**
- Calm speeds with combinations of narrower lanes, alignment modifications, traffic signal timing and stop signs, special paving and speed humps
- 4. Traffic congestion**
- Modify traffic signal operations
 - Adjust on-street parking
 - Fix left-turn storage across median
 - Manage bus stopping and merging areas
 - Maintain capacity on local streets and prevent neighborhood cut-through traffic
 - Block D Street segments to prevent inefficient circulation and queuing.
- 5. On-street parking**
- Minimize loss of parking spaces
 - Provide replacement parking

Development of Alternatives

Approximately 40 different conceptual reconfigurations of the roadways were identified and evaluated. Most were rejected because they did not address the transportation issues, or were determined to be incompatible with District transportation plans, WMATA or emergency service requirements, or objectives for the creation of a park.

Approximately ten alternative concepts were further developed into realistic roadway alignments, with proper traffic lane widths, traffic control devices, bus stop locations and other specific transportation design elements. These alternatives were then screened with specific traffic and transit operational tests and three were eliminated. This screening led to further refinements to the remaining seven alternatives based on the design considerations.

The seven preliminary design alternatives were reduced to three alternatives through a collaborative process that included the Study Task Force, the City transportation agencies and public agency input. Those three alternatives were then further refined with additional traffic analysis and consideration of transportation planning principles for the safe and efficient integration of pedestrian, bicycle, transit and motor vehicle traffic.

Because of the uncertainty of planning decisions by the District of Columbia that will affect the number and configuration of travel lanes on Pennsylvania Avenue, the final three alternatives were configured with either 2 or 3 through travel lanes in each direction. This ensures that the selected design will be compatible with whatever ultimate decision is made for the cross-section and operation of Pennsylvania Avenue.

H. Three Alternative Concepts

The three alternatives selected for conceptual study represent a range of street modifications - from the Existing (Improved) which has little modification to existing streets to the Central Park alternative which modifies all streets with the exception of D Street (north). Below are summary descriptions of each of the three alternatives.

Each of the three alternatives includes common design features as follows:

1. Curb extensions that “neck down” the roadway width at intersections. This safety and convenience feature promotes traffic calming and provides a shorter street crossing for pedestrians.
2. Two or three through lanes on Pennsylvania Avenue through the Square. This design flexibility ensures that the Square will be compatible with future DDOT plans.
3. Removal of the two short segments of D Street between 8th Street and Pennsylvania Avenue. These street segments provide an unnecessary short-cut that is unsafe, encourages cut-through traffic, and causes congestion.

1. EXISTING (IMPROVED)



Figure H.1.1: Traffic & Transportation Existing (Improved)



Figure H.1.2: Landscape Design Concept Plan Existing (Improved)

This alternative maintains the principal traffic characteristics of the streets: the current alignment of Pennsylvania Avenue, the existing pattern of two-way and one-way street operations, the existing arrangement of traffic control devices, and the location of curb lane parking.

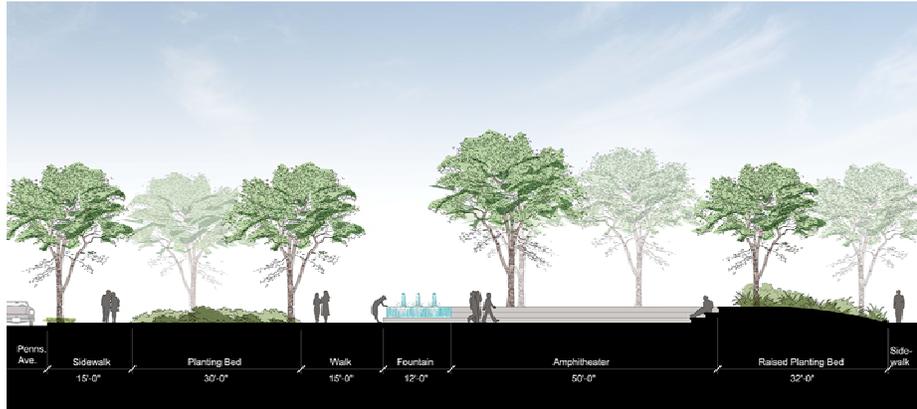


Figure H.1.2: Landscape Design Concept Section Existing (Improved)

Also recommended with this alternative are two operational features that should be studied in the next phase of implementation:

1. “Split phase” traffic signalization that would permit eastbound and westbound left turning traffic from Pennsylvania Avenue at 7th, 8th and 9th Streets to turn on separate phases of the traffic signals at those intersections. This would eliminate a conflict problem that exists today.
2. The streetscape design on the sidewalk public space on the northwest corner of 8th Street and westbound Pennsylvania Avenue should discourage or fully block jaywalking pedestrians at the midblock location along Pennsylvania Avenue between 7th and 8th Streets.

The Existing (Improved) alternative retains the existing shapes of the land parcels with the exception of the D Streets north and south of Pennsylvania Avenue where they have been truncated to facilitate better traffic flow. The two largest parcels provide different program opportunities but share a commonality of materials and a greater potential for sustainable on-site opportunities.

The plaza south of Pennsylvania Avenue is an intermodal transportation hub. The plaza reflects the more urban qualities and accommodates public gathering spaces while functioning as a ‘town square’ for Capitol Hill. The concept responds to the plaza’s central location and facilitates connections between Barracks Row, Eastern Market, and the Pennsylvania Avenue commercial corridor, and it features an amphitheater for groups of up to 250 people to gather. Additional peripheral spaces are flexible and can accommodate temporary market tents and events. A raised fountain animates the space while mitigating traffic noise. The proposed pedestrian circulation reflects strong existing desire lines between Eighth and Seventh Street (both south and north) to the Metro Escalators.

The park north of Pennsylvania Avenue reflects the adjacent residential community’s desire for a child-friendly, dog-friendly neighborhood park. Generous lawn areas are separated from busy Pennsylvania Avenue by layered, planted buffers. Fountain jets with runnels provide a dynamic and interactive feature for children’s play.

Two large scale sculptures on the residual triangular parcels mark the northern and southern boundaries of the space; the sculptural high readers signal the importance of the space for vehicular traffic and to the neighborhood.

The existing Pennsylvania Avenue medians are retained and planted with crabapple trees to match the character of the landmark boulevard and protect the Pennsylvania Avenue view shed to the Capitol. Large elm trees line both sides of Pennsylvania Avenue, and their stately form emphasizes the importance and grandeur of the landmark boulevard.

The proposed modifications provide an opportunity to incorporate many sustainable design gestures aimed at conserving local and global resources, storing and reusing stormwater run-off, and increasing the tree canopy.

2. TRIPTYCH

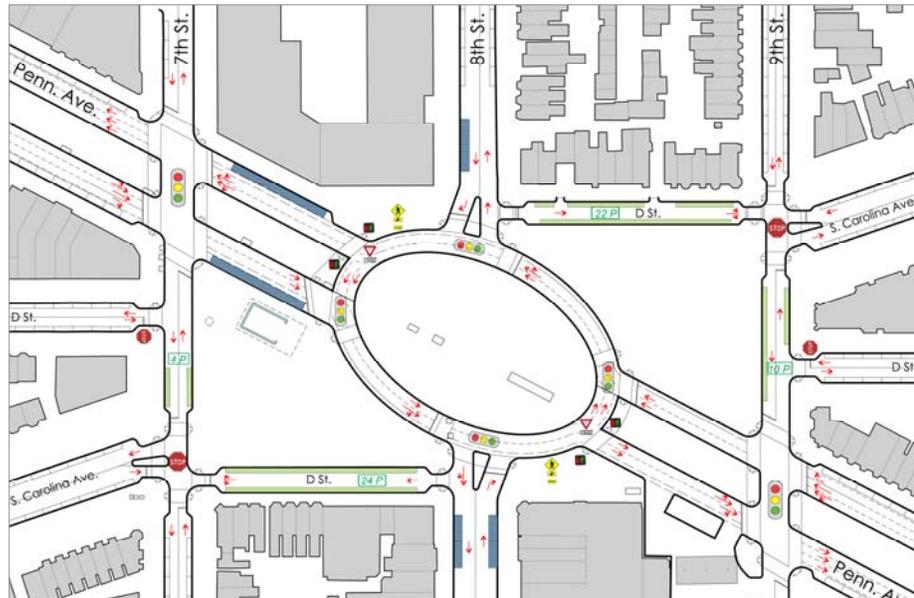


Figure H.2.1: Triptych Traffic & Transportation



Figure H.2.2: Triptych Landscape Design Concept Plan



This alternative replaces the existing intersection of Pennsylvania Avenue and 8th Street with a traffic oval. This would operate as a conventional traffic circle, which is common in Washington DC. Through traffic movements on Pennsylvania Avenue and on 8th Street would circulate counter-clockwise one-half way around the oval and left turning traffic movements from both of those two streets would circulate around roughly three-quarters of the oval. The oval would be fully signalized; that is, traffic would be controlled by a conventional traffic signal at each of the four intersections around the

oval. The traffic signals would be coordinated among themselves and with the two signals located at Pennsylvania Avenue at 7th and 9th Streets. This coordination minimizes congestion and delay, and ensures that traffic queues do not back up and interfere with upstream intersections.

It is recommended that the one block segments of D Street between 7th and 8th Streets, and between 8th and 9th Streets be made to operate one way in the direction opposite from existing. This change will create a clockwise circulation pattern that will be more convenient for local traffic seeking parking on those block segments of D Street.

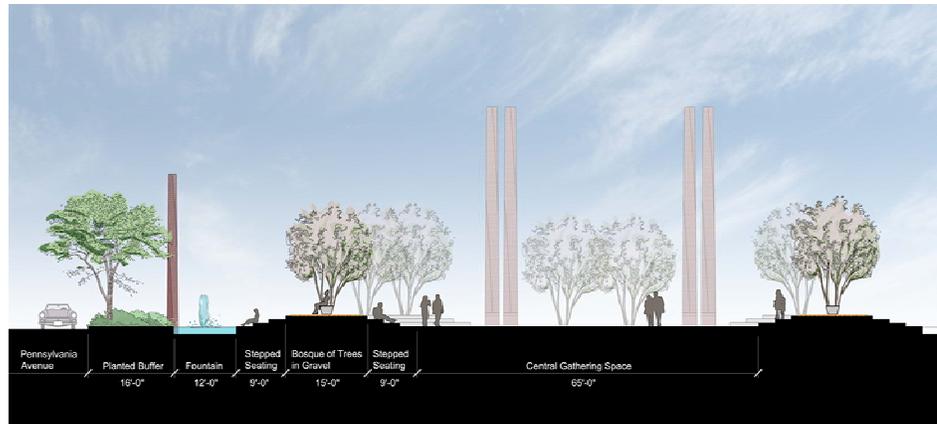


Figure H.2.3: Triptych Landscape Design Concept Section

The Triptych alternative derives its name from the three-fold Renaissance paintings and includes three separate but fundamentally equally sized parcels (approximately one acre per parcel). The proposed central plaza is the focal point around which the other parcels are oriented. It is aligned with the Pennsylvania Avenue axis and enhances the views from Pennsylvania Avenue to the Capitol.

The central plaza includes a large central gathering space with amphitheater-like seating encompassing the space. The exterior of the plaza is surrounded by a large planted buffer and water feature that mitigates noise from surrounding traffic. Pylons rise from the exterior of the fountain and provide spatial definition to the central space, create a protected inner sanctum, frame views to the Capitol, and act as high readers signaling arrival in the place.

The proposed south plaza includes built-in benches that define the space and fountain jets in the paving to animate the space. The open and flexible spaces can accommodate temporary market tents and events. Circulation is maintained to the Metro escalators, Barracks Row and Eastern Market.

The proposed north plaza responds to the immediate community's desire for a neighborhood park. A discovery trail winds through planted areas and opens into a series of lawns. The largest, a long serpentine lawn, further invites play and exploration. In-ground fountain jets provide an additional place for play and can be turned off to conserve water. Planting beds with drought-tolerant plants border the plaza and buffer it from Pennsylvania Avenue.

The Pennsylvania Avenue median parcels are planted with crabapple trees to continue the character of the landmark boulevard. Large elm trees line both sides of Pennsylvania Avenue, and their stately form emphasizes the importance and grandeur of the landmark boulevard.

3. CENTRAL PARK



Figure H.3.1: Central Park Traffic & Transportation

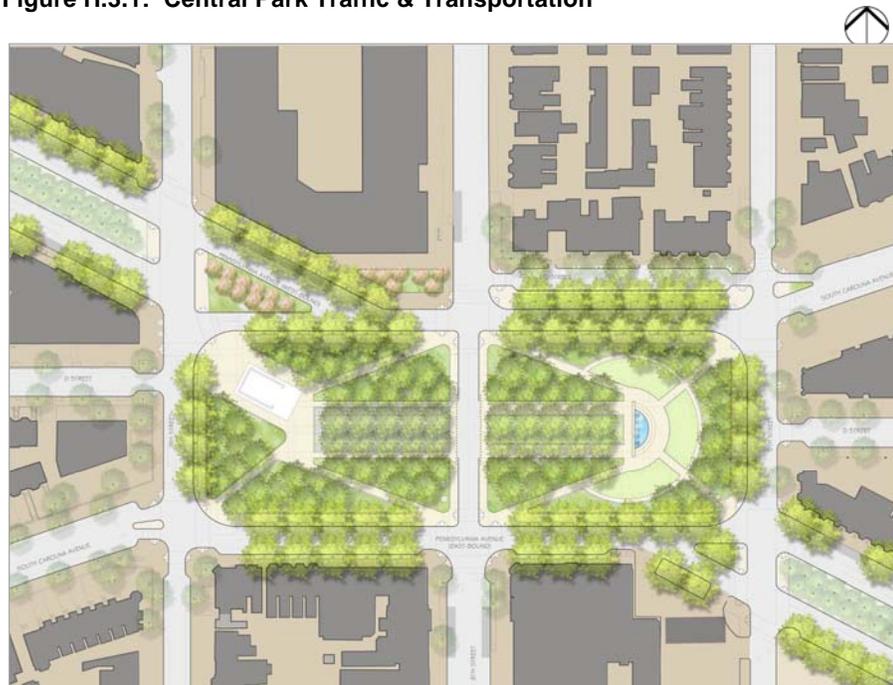


Figure H.3.2: Central Park Landscape Design Concept

This alternative creates a rectangular open space by utilizing 7th and 9th Streets, and two new segments of Pennsylvania Avenue as replacements for the existing portions of Pennsylvania Avenue that currently cut through the rectangular area on the diagonal. All traffic on the twelve approaches to this new rectangular area will traverse the area on some portion of the rectangular perimeter roadway segments. This is the conventional approach to configurations of this type in Washington D.C. such as Stanton Park and Lincoln Park. Six of the intersections around the perimeter roadway

will be signalized so that all vehicle and pedestrian traffic is controlled by signals at those points. Two of the intersections along the perimeter will be controlled by stop signs on the minor street approaching the perimeter: at D and 7th Streets, and at D and 9th Streets.

A special roadway is included in this alternative that bisects the rectangle in the north-south direction on the alignment of existing 8th Street. This roadway would be for restricted motor vehicle use by only buses (and potentially streetcars) and emergency vehicles.

The existing local D Street segment between 7th and 8th Streets is incorporated into the perimeter roadway and therefore becomes an arterial street carrying through and local traffic. This is proposed because this segment of D Street has fronting commercial uses. The existing D Street segment between 8th and 9th Streets will be maintained as a local street, and the new perimeter roadway is to be located parallel and to the south of the existing D Street. This alternative maintains this portion of D Street as a local street fronting single family homes. The D Street segment is proposed to be operated one-way eastbound for the same reason cited in the Triptych alternative.

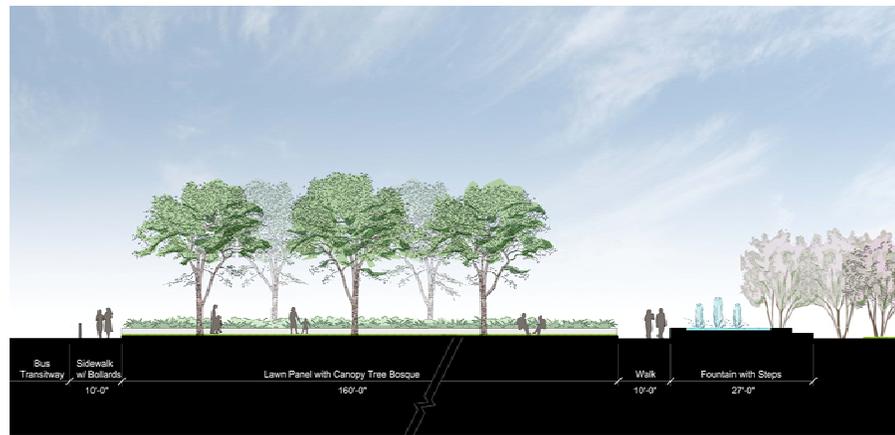


Figure H.3.3: Central Park Landscape Concept Section

The Central Park alternative includes two large parcels (1.5 and 1.6 acres) and the largest amount of contiguous park space of the three concept alternatives. The parcels respond to the historic L'Enfant city grid. Though a restricted use road divides the two parcels, they remain visually unified and cohesive. A formal, classical organization system consistent with the overarching vocabulary of other L'Enfant open spaces is used throughout. With the increased land mass, large elms can be introduced to frame the plaza, shade Pennsylvania Avenue and emphasize the historic grandeur of the boulevard. Increased landmass facilitates greater opportunities for stormwater storage beyond the curb lines to include stormwater storage for surrounding roadbeds.

The west plaza includes a long gravel panel with a tree bosque to accommodate temporary market tents and events. Built-in benches and raised planters echo the formal vocabulary of the plan. On the east plaza, a long lawn panel with a mirrored bosque is bordered by benches. The axis terminates in a raised fountain with tall jets. Lawn panels radiate from the fountain and are flanked by raised planting beds with built-in benches that frame the exterior of the plaza.

A planted buffer is included between the north segment of D Street and the west-bound Pennsylvania Avenue traffic. The buffer is raised, and the planting bed within is mounded to provide both a visual and an auditory buffer for the D Street neighbors from the Pennsylvania Avenue traffic.

I. Conceptual Budget Costs

Conceptual budget costs for each of the three alternative concepts are shown below. These preliminary budgets are derived from quantity survey of conceptual drawings, discussions with the DC Department of Transportation, and discussions with the design team regarding levels of finish and quality. Allowances have been included for design contingency, maintenance of travel during construction, bonds and insurance, contractor overhead and profit, and construction contingency.

The project will incur other project costs not included in the estimates below at this time due to the preliminary nature of the study. These additional costs will include escalation for inflation, governmental management fees, and consulting fees including legal and architectural/engineering design fees. In addition, it is the recommendation of this study that a Landscape Maintenance Endowment be established to support the upkeep and maintenance of the Park and Plaza over time.

1. EXISTING (IMPROVED) Conceptual Budget Cost

General Requirements		\$ 1,106,100
Project Management & Coordination	\$ 840,500	
Temporary Facilities & Services	\$ 129,600	
Temporary Construction & Equipment	\$ 136,000	
Sitework / Existing Conditions		\$12,495,000
Hazardous Material	excluded	
Site Demolition/Clearing	\$ 421,000	
Grading / Earthwork	\$ 340,700	
Erosion Control & Soil Treatment	\$ 54,000	
Surfacing & Paving	\$ 3,174,000	
Site Improvements, Miscellaneous	\$ 4,308,100	
Planting/Landscaping	\$ 2,263,700	
Site Water Distribution (Allowance)	\$ 216,500	
Storm Sewer System (Allowance)	\$ 134,000	
Storm Water, Site (Allowance)	\$ 349,200	
Electrical Service (Allowance)	\$ 385,000	
Exterior Lighting (Allowance)	\$ 700,000	
Communications Service (Allowance)	\$ 148,800	
	Subtotal	\$ 13,601,100
DESIGN CONTINGENCY	15.00%	\$ 2,040,165
	Subtotal	\$ 15,641,265
PHASING/MAINTENANCE OF TRAVEL	3.00%	\$ 469,238
	Subtotal	\$ 16,110,503
BONDS / INSURANCE	2.00%	\$ 322,210
	Subtotal	\$ 16,432,713
GEN. CONTRACTOR OVERHEAD/PROFIT	5.00%	\$ 821,636
	Subtotal	\$ 17,254,349
CONSTRUCTION CONTINGENCY	5.00%	\$ 862,717
TOTAL CONSTRUCTION COST IN 2009 DOLLARS		\$ 18,117,066

2. TRIPTYCH Conceptual Budget Cost

General Requirements		\$ 1,761,800
Project Management & Coordination	\$ 1,385,800	
Temporary Facilities & Services	\$ 216,000	
Temporary Construction & Equipment	\$ 160,000	
Sitework / Existing Conditions		\$20,729,000
Hazardous Material	excluded	
Site Demolition/Clearing	\$ 1,316,700	
Grading / Earthwork	\$ 635,200	
Erosion Control & Soil Treatment	\$ 90,000	
Surfacing & Paving	\$ 5,592,800	
Site Improvements, Miscellaneous	\$ 7,442,500	
Planting/Landscaping	\$ 2,534,400	
Site Water Distribution (Allowance)	\$ 525,200	
Storm Sewer System (Allowance)	\$ 223,300	
Storm Water, Site (Allowance)	\$ 510,600	
Gas Service Distribution/Relocation	\$ 75,000	
Electrical Service (Allowance)	\$ 485,000	
Exterior Lighting (Allowance)	\$ 1,075,000	
Communications Service (Allowance)	\$ 223,300	
	Subtotal	\$ 22,490,800
DESIGN CONTINGENCY	15.00%	\$ 3,373,620
	Subtotal	\$ 25,864,420
PHASING/MAINTENANCE OF TRAVEL	3.00%	\$ 775,933
	Subtotal	\$ 26,640,353
BONDS / INSURANCE	2.00%	\$ 532,807
	Subtotal	\$ 27,173,160
GEN. CONTRACTOR OVERHEAD/PROFIT	5.00%	\$ 1,358,658
	Subtotal	\$ 28,531,818
CONSTRUCTION CONTINGENCY	5.00%	\$ 1,426,591
TOTAL CONSTRUCTION COST IN 2009 DOLLARS		\$ 29,958,409

3. CENTRAL PARK Conceptual Budget Cost

General Requirements		\$ 2,062,200
Project Management & Coordination	\$ 1,631,000	
Temporary Facilities & Services	\$ 259,200	
Temporary Construction & Equipment	\$ 172,000	
Sitework / Existing Conditions		\$19,173,100
Hazardous Material	excluded	
Site Demolition/Clearing	\$ 1,316,700	
Grading / Earthwork	\$ 635,700	
Erosion Control & Soil Treatment	\$ 108,000	
Surfacing & Paving	\$ 5,022,900	
Site Improvements, Miscellaneous	\$ 6,533,300	
Planting/Landscaping	\$ 2,543,200	
Site Water Distribution (Allowance)	\$ 437,700	
Storm Sewer System (Allowance)	\$ 223,300	
Storm Water, Site (Allowance)	\$ 559,000	
Gas Service Distribution/Relocation	\$ 75,000	
Electrical Service (Allowance)	\$ 555,000	
Exterior Lighting (Allowance)	\$ 950,000	
Communications Service (Allowance)	\$ 223,300	
	Subtotal	\$ 21,235,300
DESIGN CONTINGENCY	15.00%	\$ 3,185,295
	Subtotal	\$ 24,420,595
PHASING/MAINTENANCE OF TRAVEL	3.00%	\$ 732,618
	Subtotal	\$ 25,153,213
BONDS / INSURANCE	2.00%	\$ 503,064
	Subtotal	\$ 25,656,277
GEN. CONTRACTOR OVERHEAD/PROFIT	5.00%	\$ 1,282,814
	Subtotal	\$ 26,939,091
CONSTRUCTION CONTINGENCY	5.00%	\$ 1,346,955
TOTAL CONSTRUCTION COST IN 2009 DOLLARS		\$ 28,286,046

J. Preferred Alternative

The Task Force, at its final meeting, voted to determine its Preferred Alternative. The following tally represents the voting outcome:

Triptych	13 votes	(85%)
Existing (Improved)	2 votes	(15%)
Central Park	0 votes	(0%)



Figure J.1: Triptych Landscape Design Concept Section

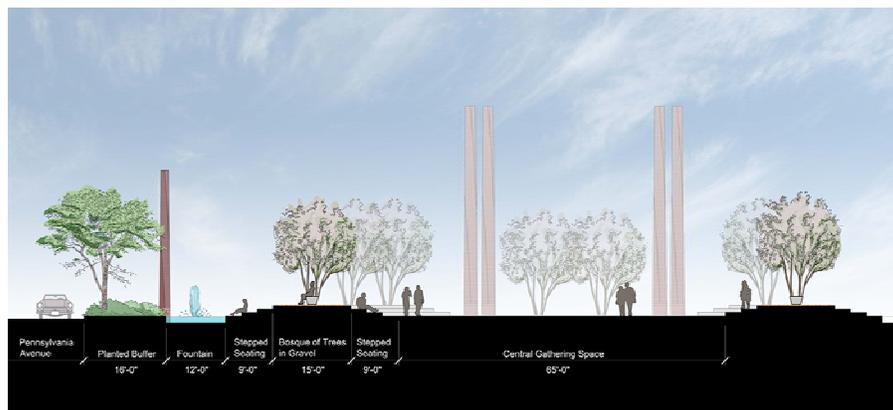


Figure J.2: Triptych Landscape Design Concept Plan

Appendix I. Historic Map Compilations



1850'S
Pre-Civil War



Compiled from:
1857 Boschke map



1880'S
Mid Victorian



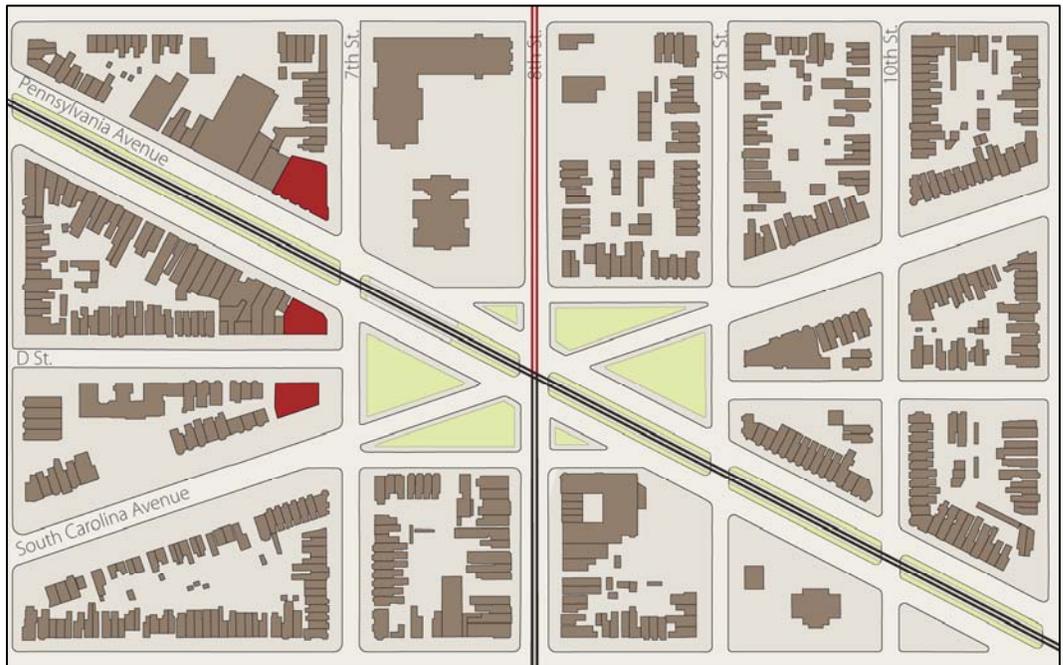
Compiled from:
1876 Reservation Plats,
1882 Hilgard Engineering Map
1887 Hopkins Real Estate Atlas



1903
Turn of the Century



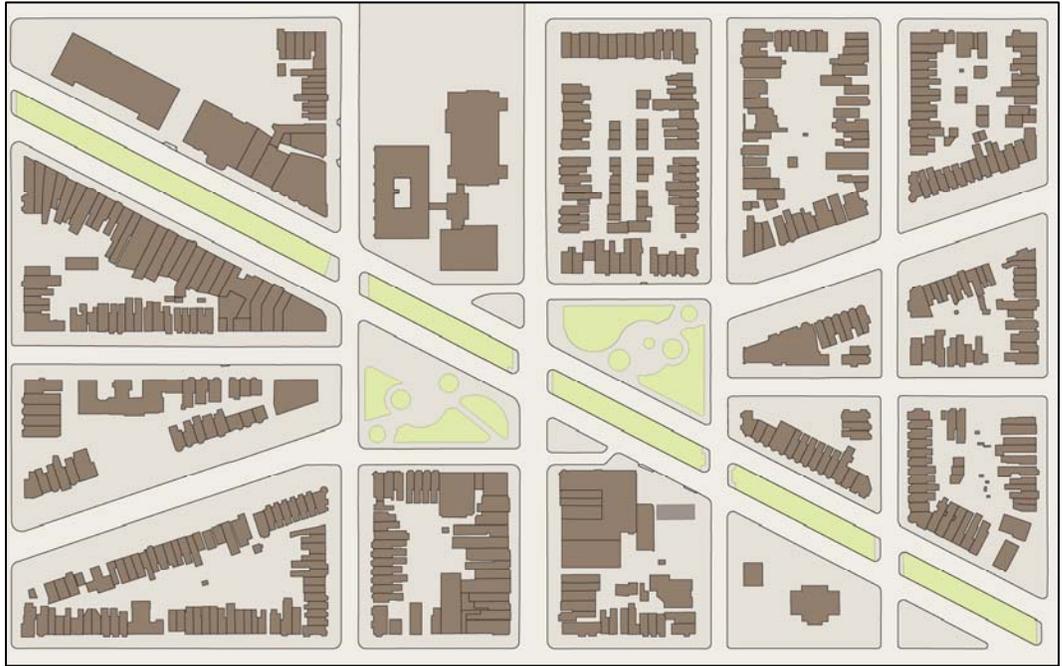
Compiled from:
1903 Baist Real Estate Atlas



1930s
The Great Depression



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



2010
Current Condition



Appendix II. Transportation Conditions Inventory

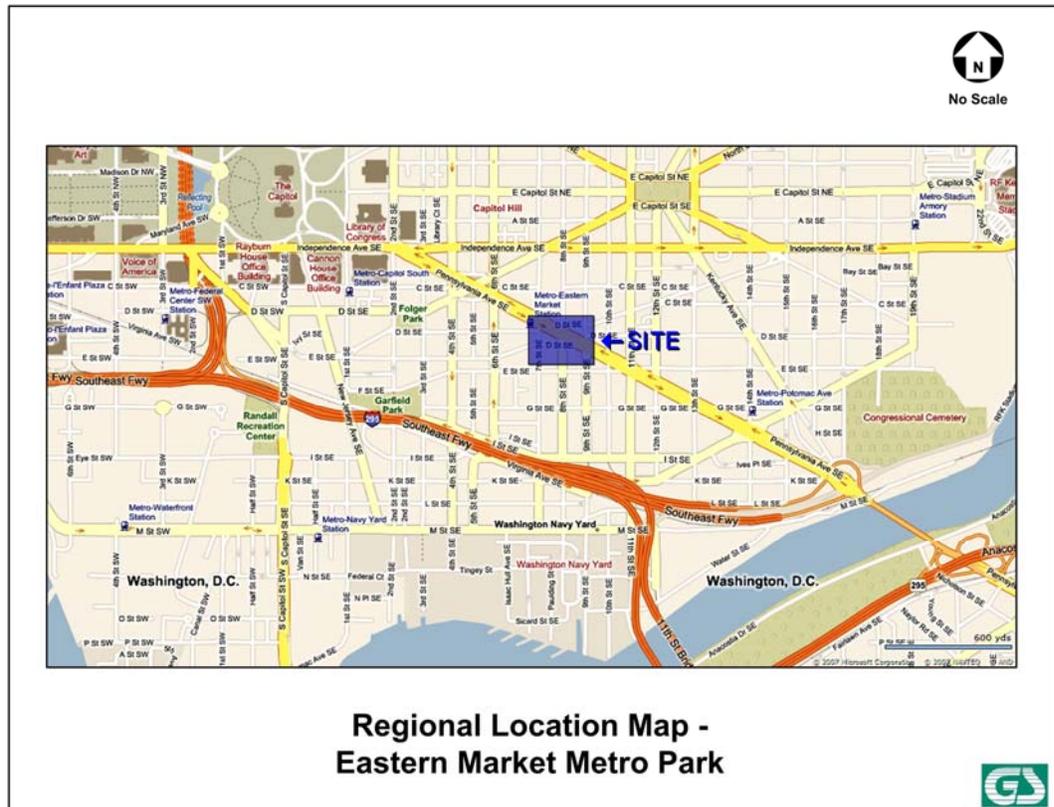


Figure App. I.1

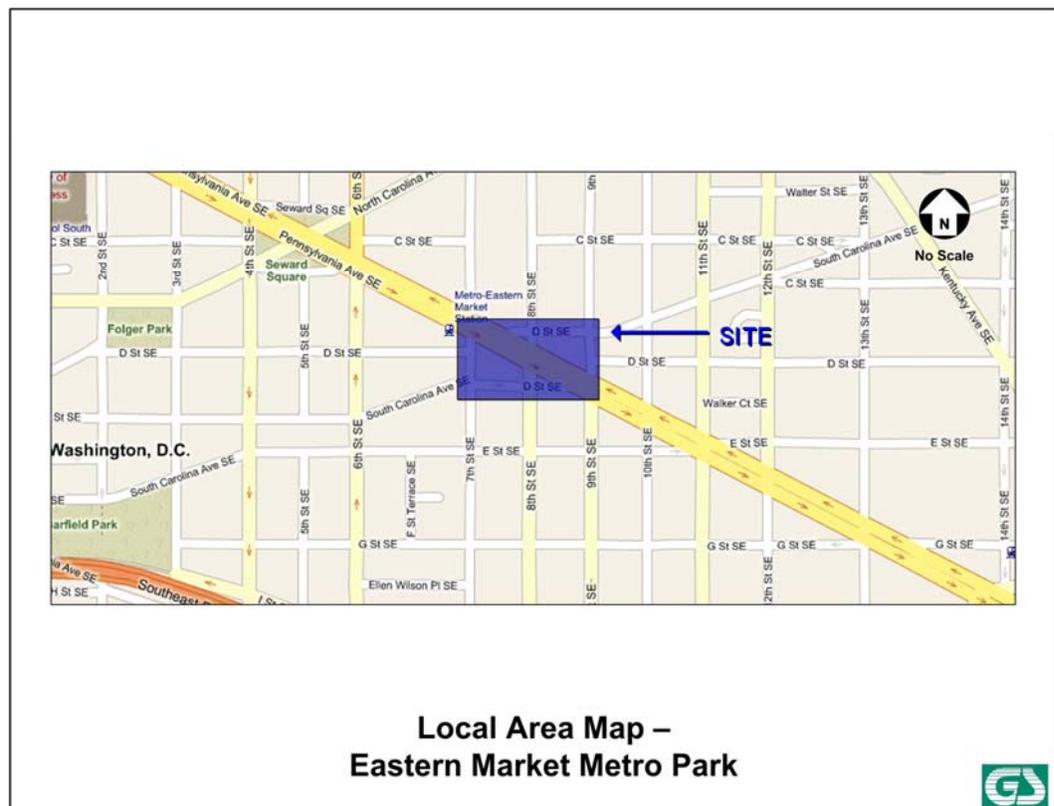


Figure App. I.2

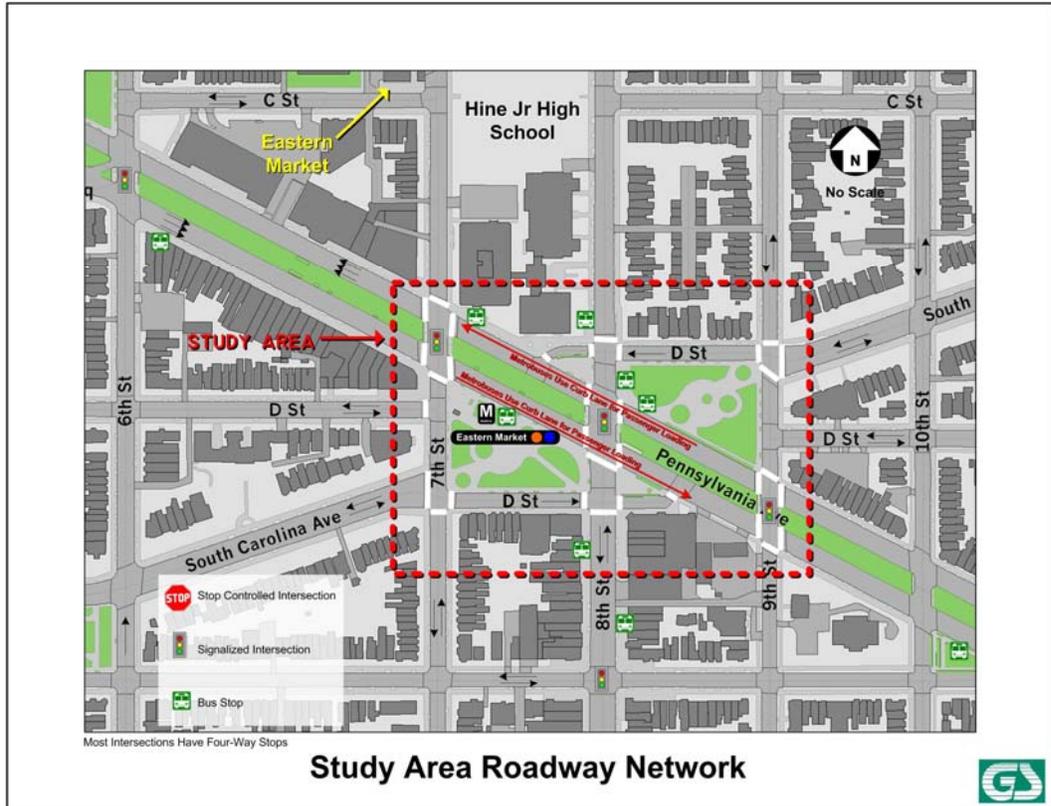


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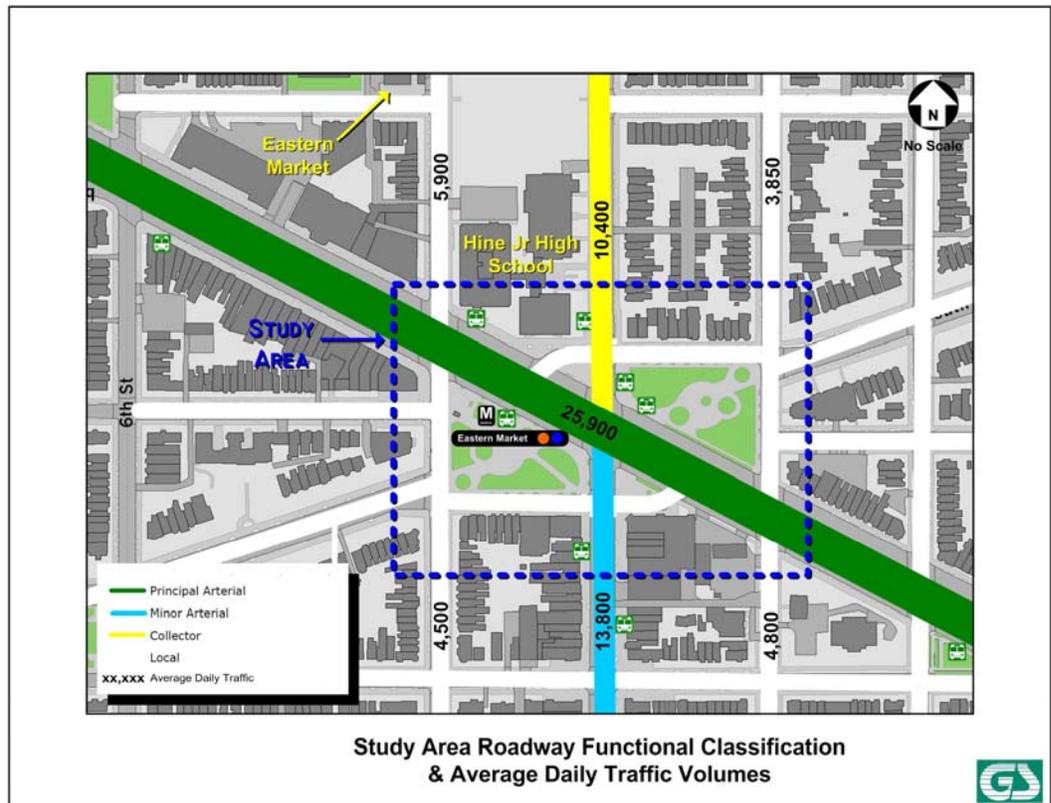


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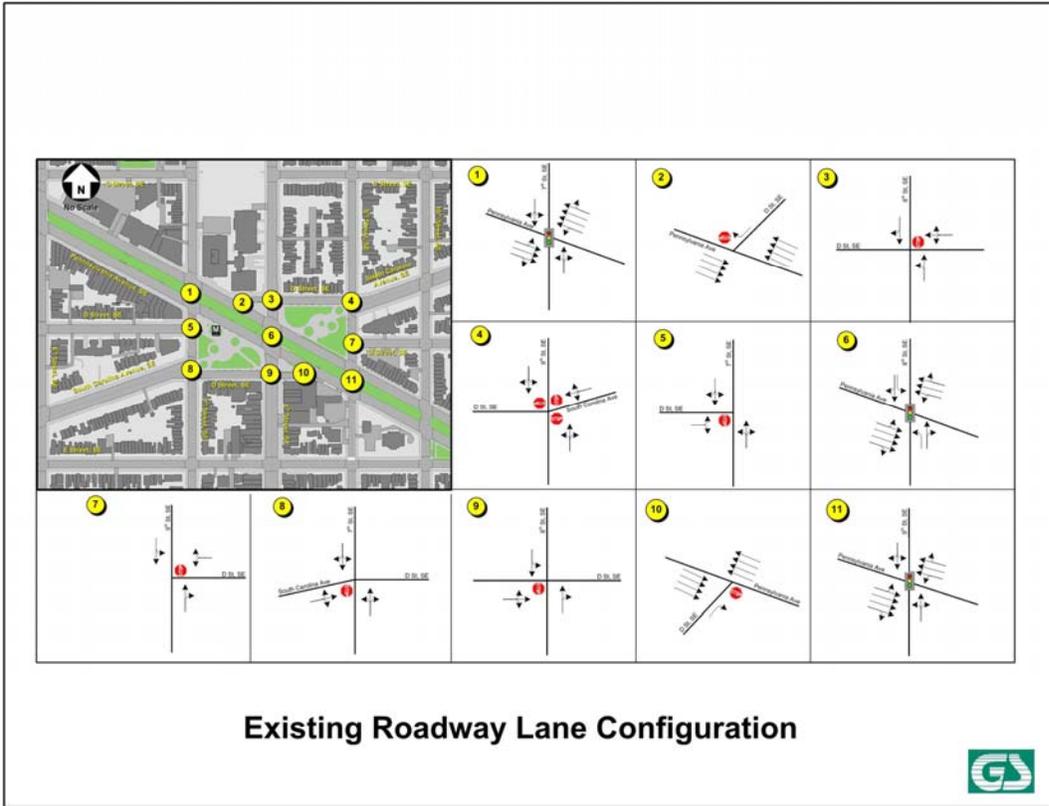


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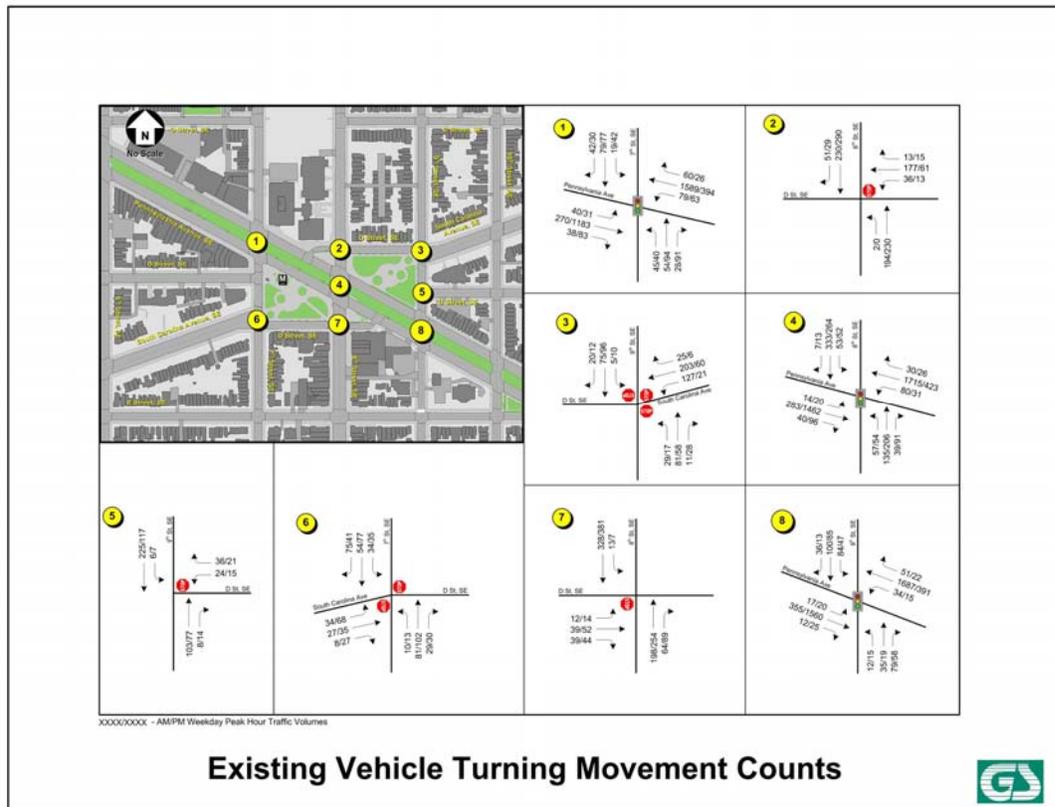


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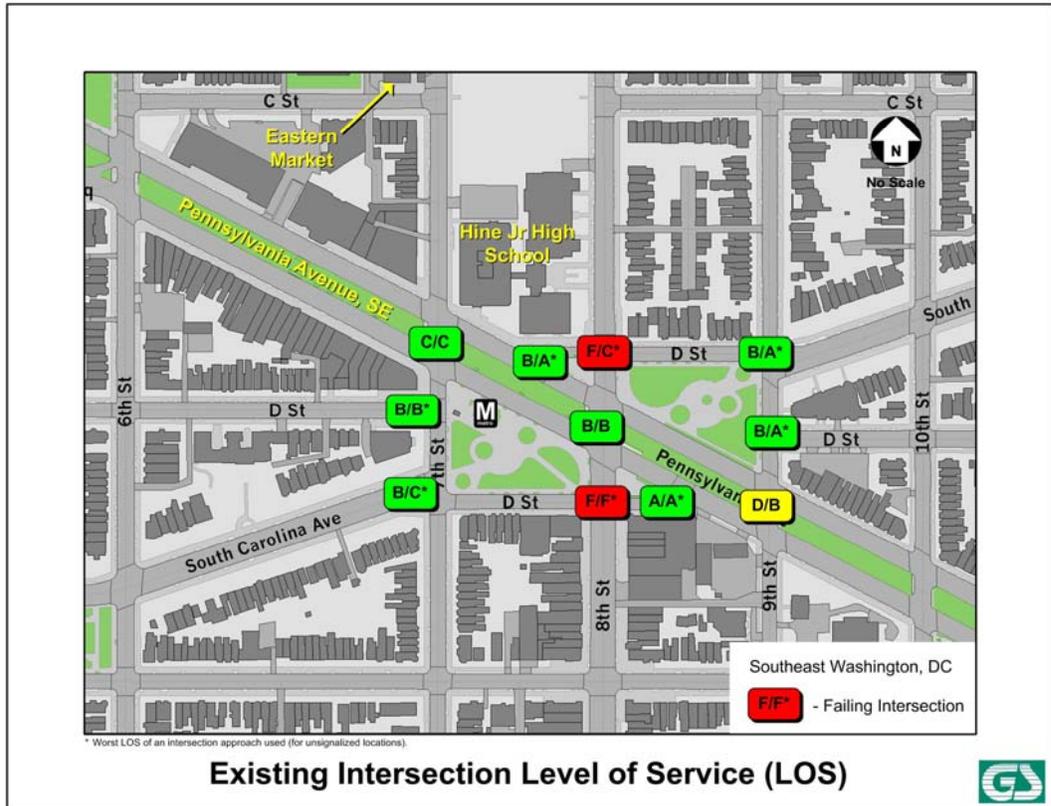


Figure App. I.7

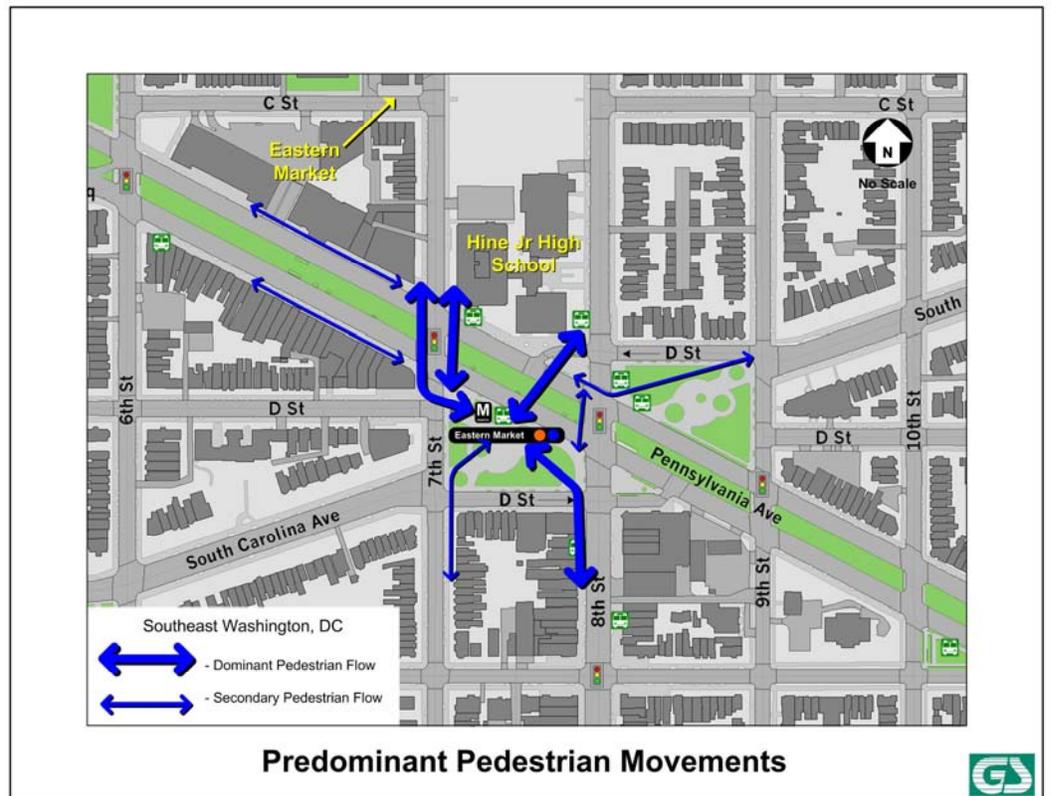


Figure App. I.8



Figure App. I.9

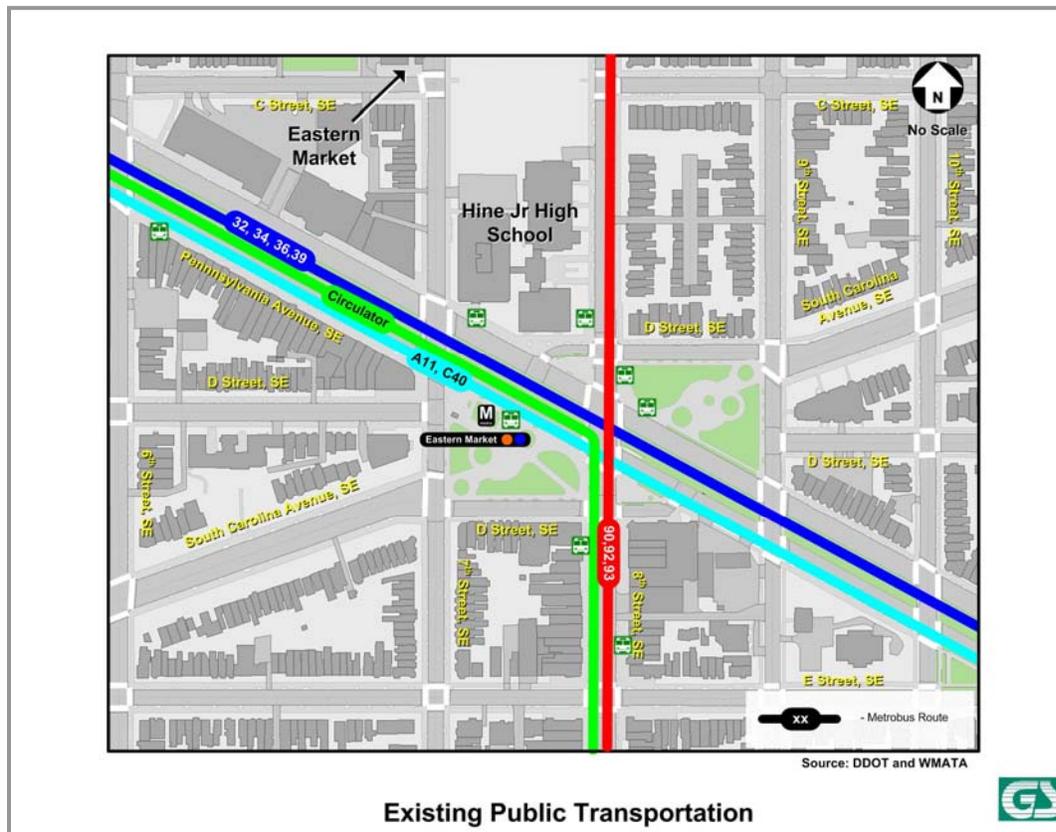


Figure App. I.10

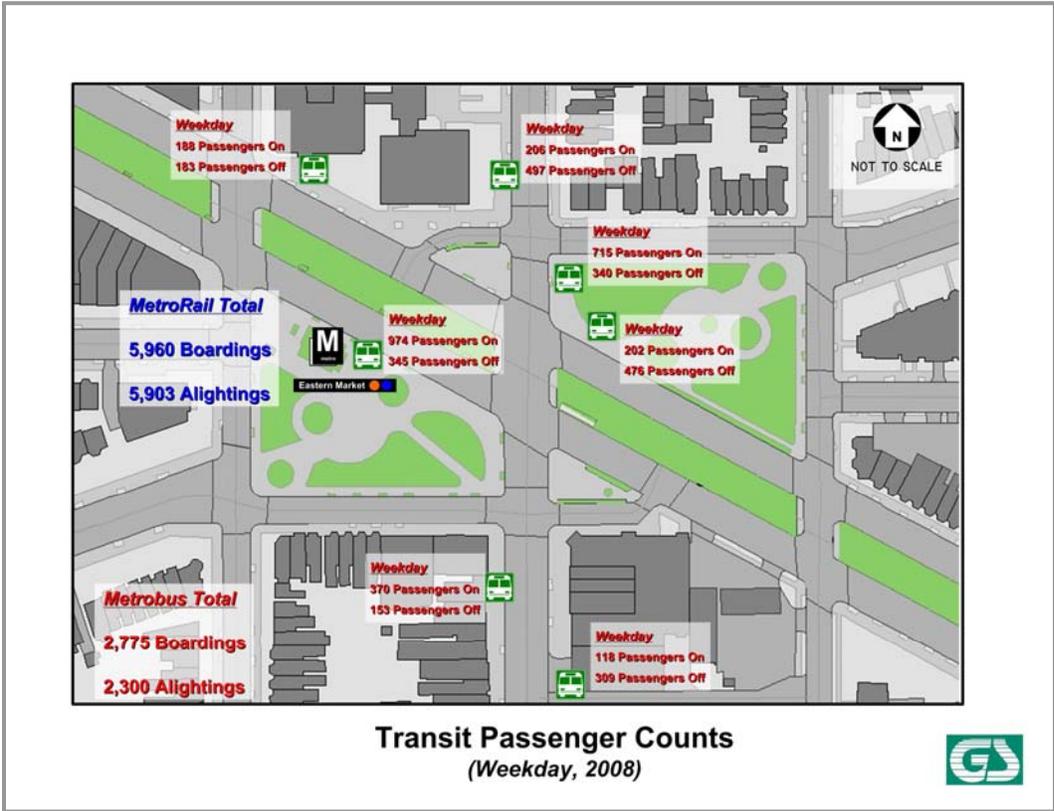


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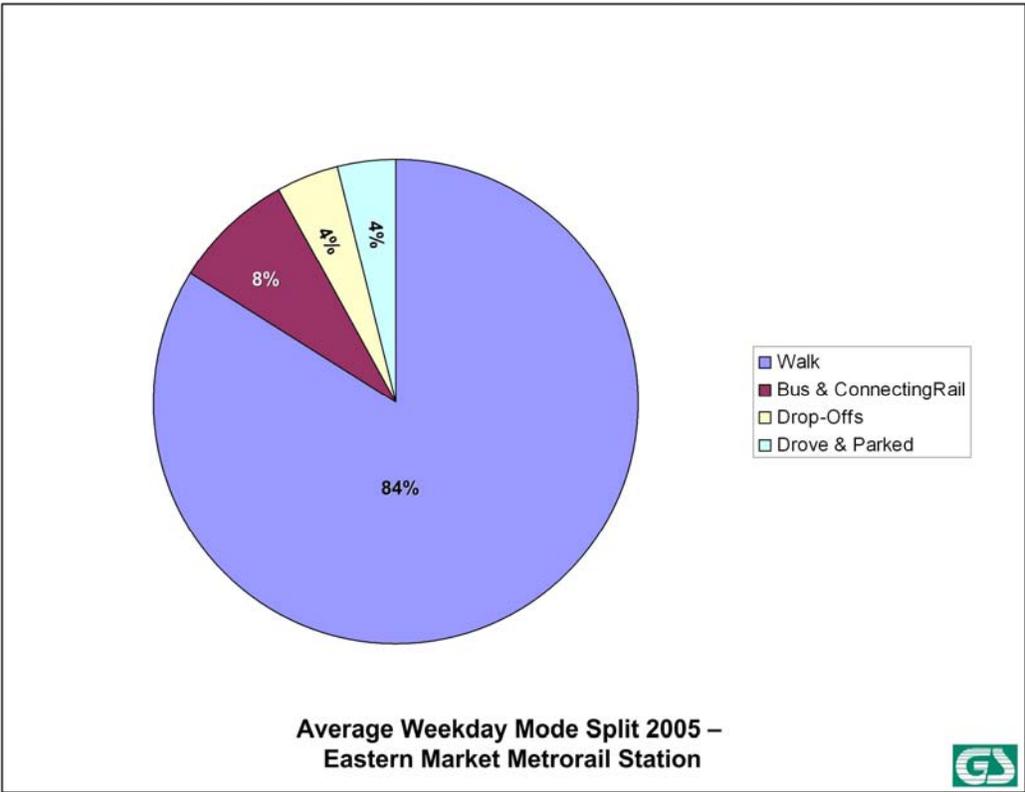


Figure App. I.12

Appendix III. Study Participants

1. Eastern Market Metro Plaza Task Force

The following individuals generously contributed their time by serving on the project's Task Force representing Capitol Hill community groups:

At-Large

Sharon Ambrose

Advisory Neighborhood Commission Capitol Hill SE (ANC 6B)

Ken Jarboe

Julie Olson

Kirsten Oldenburg

Barracks Row Main Street (BRMS)

Don Denton

Linda Gallagher

John Gordon

David Perry

TipTipton

Capitol Hill BID

Susan Perry

CHAMPS (Capitol Hill Association of Merchants & Professionals)

Harry Schnipper

CHRS (Capitol Hill Restoration Society)

Dick Wolf

D Street Residents/Grace Church Residents

Ray Gooch

EMCAC (Eastern Market Community Advisory Committee)

Donna Scheeder

EMMCA (Eastern Market Metro Community Association)

Barbara McIntosh

Norma Wright

Barbara Riehl

Market Row Street Merchants

Ken Golding

Seth Shapiro

Residents Adjacent to West Side

Margaret Missiaen

Residents 400 Block of 7th Street

Kate Sylvester

2. Regulatory Agency Input Group

Staff members from several City and Federal regulatory agencies met with the Design Team over the course of the project and generously provided input and advice to the Team. The following individuals participated in this process:

DC City Administrator

Dan Tangherlini – DC City Administrator (former)

DC Office of Planning

Harriet Tregoning, Director, DC Office of Planning

Melissa Bird, Ward 6 Planner

Jeff Davis, former Ward 6 Planner

DC Historic Preservation Office

David Maloney, State Historic Preservation Office

Steve Callcott, Deputy State Historic Preservation Officer

Andrew Lewis, Senior Preservation Specialist

DC Department of Transportation - Transportation Policy & Planning Administration

Christopher Delfs, Branch Manager, Transportation Systems Planning

Jamie Henson, Ward 6 Planner

Alan Fye, Transportation Planner

James R. Sebastian, AICP,

DC Department of Transportation - Infrastructure Project Management Administration

Greer Johnson Gillis, PE

Ali Shakeri, P.E., Program Manager, Wards 5 & 6

U.S. Commission of Fine Arts

Thomas Luebke, AIA, Secretary

Frederick J. Lindstrom, Assistant Secretary

Sarah Batcheler, Architect

National Capital Planning Commission

Julia A. Koster, AICP, Director, Planning Research and Policy

Nancy Witherell, Historic Preservation Officer

Carlton E. Hart, AICP, Project Officer

Lucy A. Kempf, Community Planner

National Park Service – National Capital Region

Peter May, Associate Regional Director, Lands, Resources, and Planning

Gayle Hazelwood, Superintendent, National Capital Parks-East

Washington Metropolitan Area Transit Authority

Joint Development & Adjacent Construction

John M. Dittmeier, Assistant Project Manager

Venkata S. Ghanta, Joint/Adjacent Construction Engineer

Washington Metropolitan Area Transit Authority, Office of Operations Support

Mary Gingell (OPAS)

David F. Erion (OPAS)

Patrick Schmitt (OPAS)

DC Fire & EMS Department

Graydon L. DuPree, Jr., Captain

3. Historians contributing to History of Site

The following local historians have generously contributed to the Study Team’s research into the history of the study area:

Nancy Metzger, Chair, Historic District Committee, Capitol Hill Restoration Society
Don A. Hawkins, Architect
Robert Sonderman, Senior Staff Archeologist, National Park Service
Ruth Troccoli, Ph.D., DC City Archaeologist

4. Urban Design Team

The Urban Design Team, a multi-disciplinary group of professional consultants, has worked closely throughout the project to integrate the urban design, landscape, traffic, transportation, and budget issues into the development of the three alternatives. The team members are:

Urban Design & Project Management	Weinstein Studio (Esocoff & Associates) Amy Weinstein, FAIA Vrushali Oak, AIA Andrew Murray
Landscape Architecture	Oehme, van Sweden & Associates Lisa E. Delplace, ASLA Marisa N. Scalera
Transportation & Traffic	Gorove/Slade Associates, Inc. Louis J. Slade, P.E. Cullen E. Elias, PTP, TOPS Pooja Mishra, P.E. Stephen Pinkus, AICP
Budget Cost Consulting	DMS Construction Consulting Services, Inc. Neil Sinclair, principal Ayo Idowu, project engineer
Website Design	Koncept Media Jordan Downs

Appendix IV. Chronology of Project Meetings

July 18, 2007

An ad hoc group met to discuss a “comprehensive plan to coordinate and facilitate a continuing flow of traffic and business transactions between and among Eastern Market, Pennsylvania Avenue, the plaza and 8th Street.

September 17, 2007

Same ad hoc group met and agreed that a new and enlarged community “Eastern Market/Barracks Row Plaza Task Force” should be created to serve as the primary community group to interact with the design team that will be headed by Amy Weinstein, FAIA. The Plaza Task Force is to include representatives of the various Capitol Hill organizations. Participants invited to participate on the task force were: Tip Tipton, Linda Gallagher and John Gordon of BRMS; Ken Golding of Market Row Association; Ray Gooch, D Street Residents; Ken Jarboe, ANC; Susan Perry, BID; Harry Schnipper, CHAMPS; and Dick Wolf, Capitol Hill Restoration Society.

Tip Tipton, Amy Weinstein, and selected members of the task force begin the process of briefing various public officials whose views, support and suggestions were noted and considered.

October 26, 2007

Meeting with DC City Administrator and various DC officials

December 17, 2007

Meeting with Clark Ray, DC Department of Parks and Recreation

February 4, 2008

Briefing meeting with Tommy Wells

February 8, 2008

Meeting of the Eastern Market Metro Plaza and Park Task Force

April 22, 2008

Meeting of the Eastern Market Metro Plaza and Park Task Force

May 6, 2008

Meeting of East side neighbors adjacent to the plaza (800 block of D Street and Grace Church) to seek input.

July 15, 2008

Meeting with West side neighbors and merchants adjacent to the plaza. Poor attendance of the meeting led to scheduling a second meeting on September 9, 2008.

July 22, 2008

Community wide meeting with Tommy Wells on the development of the Hine Middle School site. Because of the proximity of the park and plaza to the Hine site, and the interest in providing a green space to the community, the task force presented to the community a description of its work and activities on the plaza to date.

September 9, 2008

Meeting with West side neighbors and merchants (400 block of 7th Street, 600 block of D Street and South Carolina, and businesses adjacent to the plaza). East side residents unable to attend the May 6th meeting were encouraged to attend as well. Focus of the meeting was to present the Design Team’s work, and to receive community input.

October 1, 2008

2nd Community wide meeting at Tyler Elementary School to discuss preliminary work by Study Team and to receive input and comments.

December 18, 2008

Meeting of the Eastern Market Metro Plaza and Park Task Force

June 16, 2009

Meeting of the Eastern Market Metro Plaza and Park Task Force

July 1, 2009

Community wide Input Meeting at Tyler Elementary School to present and discuss preliminary plans and to receive input and comments from the community.

September 25, 2008

Meeting of the Eastern Market Metro Plaza and Park Task Force

November 17, 2009

Meeting of the Eastern Market Metro Plaza and Park Task Force