

## Guiding Principals

Eastern Market Metro Park July 8 thru August 7, 2013

Maintain & improve multi-modality transportation

Improve orientation and make a functioning portal

would like to see an interactive space

better/safer pedestrian ways

design for evening use of the space

balance residential concerns with noise & traffic

should become a destination

create a place for relaxation, taking in the view, socializing, & gathering

design to be environmentally sustainable

Utilitarian "people's park" not a corporate park

needs dedicated maintenance budget fund & crew

must be maintainable

take into account the needs of the merchants on D St.

make multi-use & flexible

Create multigenerational spaces

should be usable by people in all seasons

### How will success of this project be measured?

creation of a gathering space that people respect

creation of a gathering space with reason for people passing thru to stay

Design responds to our ideas and actually incorporates them in the final development.

**TRAFFIC & TRANSPORTATION COMMENTS**  
 Eastern Market Metro Park                      July 8 thru August 7, 2013

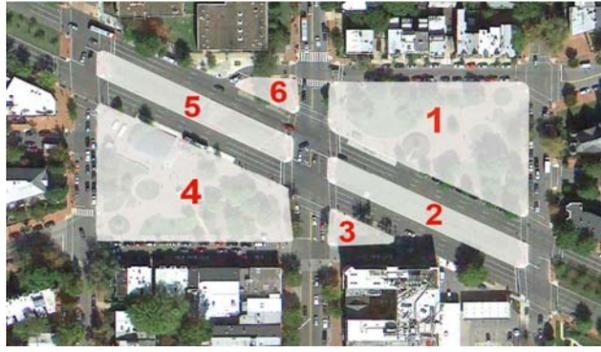
Put Pennsylvania Ave. underground
Re-route Pennsylvania Ave.
Need to improve traffic flow on 7th Street.
Restrict all heavy truck and bus traffic from Navy yard to Pennsylvania ave on 7th Street. Currently used as avoidance of 8th street by trucks and buses.
Improve turning lanes on 7th and 8th streets.
Close 400 block of 7th St. and include in park area
Trucks serving restaurants on 8th St. are increasingly using 7th St. Cars also. Take measures to ensure that traffic moves carefully around the plaza, especially near the library.
Restricting truck traffic on 7th Street would benefit the neighborhood as well. Ever since the light was installed at 8th & E Streets, there has been a clear increase in the number of trucks using 7th as an alternate route. They are noisy and often travel fast; in addition, because the street is narrow, they create problems when there is traffic coming the opposite direction (my own car had a fender sheared off by a truck in front of my house).
At parcel 4, add something in paving to slow traffic approaching plaza from 7th & So Carolina & from Pa Ave.
Eliminate pointless parcels 3 & 6 by eliminating roads
At parcel 6, close this portion of D St. and have right turn only onto 8th St. This expands parcel 6 and reduces traffic on 800 block of D St.
Drivers rarely stop at this stop sign, making it extremely dangerous to cross here. [Parcel 3 and 4]. Like its sister crosswalk south of Penn Ave, cars rarely stop at this crosswalk, but instead just rush through the light on Penn Ave. Very dangerous and should be rethought. [Parcel 1 and 6]
I don't think it's supposed to be part of the plan, but it does seem as if all of D St here could be closed to increase the size of the park and limit the issues at the intersection with 8th St. If not closed all together, maybe narrowed
All way stoplights to allow for pedestrians to cross diagonally etc. [Parcel 1]
Since drivers don't really stop here, perhaps a double-width crosswalk? [Parcel 3 & 4, and Parcel 5 & 6]
Put crosswalk [Parcel 4]
At parcels 3 & 4, cars speed up to catch the light crossing Penn - racing through the crosswalks on D. This always feels like a dangerous place to cross the street - given this should be more of a walking area than a highway, slowing traffic in some fashion would be appreciated.
Create a mid-block crosswalk (parcels 4, 5, & 6) here with marking on the street, an advanced stop line and possibly traffic lights.
More enforced parking in the area.
<b>Bicycle Related</b>
relocate bikeshare where doesn't conflict with bus stop
Great that bikeshare is here [parcel 4]
bike lane in medians
Love Capital Bikeshare, but there are no bike lanes in this area. Add shared bike lane connecting to existing bike lane.
Pennsylvania Ave Median should have a cycletrack in it from 2nd Street SE to 17th St SE.
bike lane on Pa Ave
<b>Pedestrian Related</b>
discouragement of jaywalking at medians
Pedestrian overpass
pedestrian paths located at desire lines
Pedestrians would benefit from more time to cross Pennsylvania Avenue at all cross walks. In fact, I'd like to see raised cross-walks or other improvements that remind drivers that this is a community
Enhance crosswalks in all crosswalk sections.
<b>WMATA Related</b>
Create additional Metro Station entrance north of Pa Ave.
Move bustop at Starbucks to Plaza
Move metro bus stop from Starbucks to 7-11

General Comments & Suggestions		Eastern Market Metro Park	July 8 thru August 7, 2013
Need better name than Eastern Market Metro Park	Public art		
Add Community Connections representative to Task Force	Bike & stroller parking		
Neighborhood we want preserved like Georgetown Res.area	Public restrooms		
Public space there currently not very welcoming due to volume of vagrants. [Lack of] usage by residents or guests is a clear measure.	Wood boardwalk (like Yards Park)		
	Gazebo		
better regulation of pan handlers	Kiosk on history		
Open walkable green space where we can enjoy the small scale historic buildings & unobstructed view of capitol,LOC	Chess and checker playing tables		
	Chess tables		
this area is primarily residential. My wife and I have a young child and it doesn't take long to see why this area is called 'stroller central'. Please place the needs of residents above the desires of food trucks or bars.	Do not want dog park		
	Do not want amusement park		
	Fenced tot lot		
Strongly oppose the presence of food trucks as a feature of the plaza. They bring noise, litter, and pollution, & increase the likelihood of an increased rat population. Also, because they take up parking spaces, food trucks will exacerbate already difficult parking situation on the neighboring streets as [more] traffic seeks a place to leave their cars.	Permanent kids play ground		
	Create a children play area (could be sculpture)		
	Directional signage		
	Improved way finding		
Improved lighting	Add water feature		
Do not want food trucks	Flat water feature with jets		
If goal is to make space in the 700-800 block of Penn more park-like, that will be ruined by having a lot of trucks.	Splash park for children		
	As much water as possible		
Not only should pathways take into account the dirt foot-paths that the neighborhood has worn into the park already, there should be a provision to add or modify pathways once some experience is gained with the new design.	Do not want water feature that attracts vermin & garbage		
	Do not want water feature (too costly, needs full time maintenance)		
	Critical mass amount of seating		
key concerns are maximizing the amount of green space (vs. paved or bricked over space) w/ logical walking connections between the neighborhood and the station itself	Ability to accommodate community uses (i.e. yoga, etc)		
	Small performance venue (music, dancing)		
Improved landscape	Best use of curbside parking space		
Shaded walkways and areas			
Landscape to include perenniel flower beds	provide for small, mini-public art displays around the park? They could be glassed on both sides and be part of the bus shelter backs. People could look at the art, rather than break the glass as they do now		
More trees & shade	Seating (some in shade)		
Increased landscape area	Do not want benches that encourage camping out overnight		
Good irrigation for landscape	Unified design of street furniture (trash cans, benches, etc.)		
Incorporate the existing trees in the design. A number of close-in neighbors have contributed countless hours to their nurture To start over and delay for another 20 years the development of the tree canopy so badly needed at the metro would be too sad.	Creative places for people to sit		
	Unify the six parcels		
Stormwater retention	Unify the sides of the street		
make sure that whatever landscaping and features are proposed for the park take stormwater management & stormwater retention into account. This is critical for the health of the Anacostia River, would contribute to a more sustainable urban environment, and if done correctly, is a great opportunity to design a model project -- one that can teach lay persons, other urban space professionals, and our growing population of young, future environmental stewards about sustainable approaches to our built environment.	Parcel 1 is mainly bordered by residential, Parcel #4 mainly by retail and offices. Therefore it makes sense that Parcel #1 should be a family area, Parcel #4 should be site the interactive features.		
	Some type of statue or something to denote the center of the space? Shame this can't be a circle (e.g., like Dupont), but something large to denote a central point would be nice.		
	No design will be sustainable without funding for long-term maintenance. No one understands the importance of this issue better than I do. I have spent more than 30 years trying to maintain the plaza--picking up trash, watering trees and weeding flower beds. It is not a one person job, and I doubt if I will here to help for the next 30 years.		
Make a traffic circle to create a central park. I've created a website to raise awareness of the possibilities presented by creating a public square. <a href="http://iwishthiswasasquare.org">http://iwishthiswasasquare.org</a> .	I hope we sincerely explore rerouting Pa Ave – either over, under, or around this park to make it feel like a real park		
Eastern Market Square! Because of the foresight of L'Enfant, we have a rare opportunity to introduce a public square to our neighborhood. Thinking in terms of optimizing the space available, we should look to combine as much of the real estate into one park. Two relatively small parcels separated by a large roadway falls short of the maximum potential. ...Stanton Park is one of the greatest resources on Capitol Hill and we would be remiss if we didn't consider re-routed Pennsylvania around the square	Completing the Hine School redevelopment will do a lot to increase the vibrancy of the area and connect Eastern Market to Barracks Row		
The fact that the area around the Metro entrance needs to serve so many other transportation modes is a primary reason why it doesn't make sense to try to combine that parcel with others into a contiguous park. The proximity of all the modes is a GOOD thing and helps the modalities work together. If they were scattered at all corners of a Lincoln Park-sized space, people might not even notice all the options available to them, and they certainly wouldn't find it convenient moving from one to another.	If we'd actually get the fair market value for the Hine School public land we could do great things for the market and plaza. Right now the Hine Schooty PUD deal brokered by DMPED is only fetching the City 1/5 or less of the fair market value for that land		
	Not only should the pathways take into account the dirt foot-paths than the neighborhood has worn into the park already, but there should be a provision to add or modify pathways once some experience is gained with the new design.		

# COMMENTS SORTED BY PARCEL

Eastern Market Metro Park

July 8 thru August 7, 2013



Parcel 1	Parcel 2
Should be quiet, restful, & shady	bike & pedestrian use on parcels 2 & 5
A gathering space on parcel 1	Parcels 2 & 5: make pedestrian & bike way down center of medians to direct pedestrian flow from 7th/Eastern Market to 8th St/Barracks Row, & to 8th St/Hill Center
engage the corner store arts center with parcel 1	planters to stop jay-walking
Parcel 1 should not be a place of business, especially food trucks or food sellers. Nearby blocks already inundated with food trash. Food sales would contribute to existing rat problem and food trucks contribute to existing exhaust and heat problems in the summer.	Parcels 2 & 5 are difficult to cross, making it hard to visit businesses on both sides.
Playground here	Parcels 2 & 5: line Pa Ave sides with plantings to provide relief from traffic
Perfect area for a statue recognizing a local person - perhaps in keeping with the play theme, actress and Washington, DC native Billie Burke dressed in her iconic role as Glinda the Good Witch.	Parcels 2 & 5: establish rain gardens bordering roadways for Pa Ave run off
This area would be good location for rain garden with signs posted to describe how it was built and how it conserves rainwater.	Place natural vegetation barrier against Pennsylvania Ave with a mix of quick growing small/medium shrubs and taller trees for long term impact. This will make the space feel less like its next to a highway.
Space at parcel 1 is very poorly maintained. Weeds and other eyesores make in unappealing – except to vagrants, who further dissuade me from using the space. Community flower beds would help, as would real playground equipment.	Parcels 2 & 5: add signage about Eastern Market, Barracks Row, & Hill Center
This parcel is currently run down and a bit 'dirty' w/ the unkempt landscaping and worn brick. It would be great as a playground area for kids, including some sort of water element. The area just generally needs to be "spruced up", more open and welcoming, and more usable	Fence this area in and turn it into a dog run
People walk through the grass here all the time turning it into a dirt path. Clearly, it's an avenue that pedestrians seek, so perhaps it should be formalized with a sidewalk	Please do *NOT* turn this area into a dog run. The *LAST* thing we need is unleashed dogs so close to traffic. And experience has shown that a dog run will soon degenerate into an ugly patch of bare dirt (or mud when it rains) drenched in dog waster.
put a fountain feature on one side of bridge, leave other side open for model sailboats	<b>Parcel 3</b>
Would be good location for zero-depth splash pad for children	make parcel 3 functional
An interactive water feature would be a natural way to create an area that can attract kids and families as a compliment to the playground.	landscaped seating in parcels 3 & 6
add cluster seating and tables around water feature	seasonal gardens & water retention in parcels 3 & 6
Please add an interactive water feature here where kids can play. A small permanent playground would be nice too.	Place some benches here and historical markers about the area.
	Close this portion of D St. and expand size of this parcel to be more useable
	Close D Street here.



## Favorite Parks & Public Spaces Elsewhere

Eastern Market Metro Park July 8 thru August 7, 2013

Yards Park	Georgetown waterfront (water feature)
Garfield Park	Park Citroen in Paris (modern, new, heat relief, informative)
Canal Park	
Copenhagen	Providence Park
Nikigator in San Diego	Stanton Park
Bartholdi Fountain Park	All of Capitol Hill historic district (variety of historic features)
Capitol Grounds	Dumbarton Oaks
Dupont Circle (including its shade)	Central Park, New York City
Lincoln Park (including shade, play space, green space)	Baltimore Harbor
Columbia Heights Metro park (including water feature, benches)	C & O Canal
	Lafayette Square (White House park)
Meridian Hill (Malcolm X) park	Haupt Garden, Smithsonian, Independence Ave @ Castle
Turtle Park	Eastern Market
Hirshorn or National Gallery sculpture garden	Botanical Garden

## Like About the Current Space:

Eastern Market Metro Park July 8 thru August 7, 2013

Accessible to the public

The formality and site lines to LOC, the Capitol

Metro Station and the multi-modal access

Bikeshare and bike lockers

Surrounding buildings include historic facades

All the activities (shopping, transit, etc)

Openess

Little "guerilla" playground on parcel 1

Different parcels have different uses

Populated by people from all over and all demographics

Mature trees on parcel 4

Shelter of metro canopy during the rain

## Not Like About the Current Space:

Space is a north/south barrier in the community

Not conducive to lingering

Its ugly

Its cluttered

It has poor pedestrian circulation

Trash accumulation

There are rats

Library feels lost

Dangerous pedestrian crossing

Police cars park on parcel #3

Dysfunctional way finding, its disorienting

Too much hard surface

Underutilized space

Drinking fountain on Parcel #4 is broken

There's no active programing for the spaces

We feel indifferent about the space now

No apparent maintenance

Bus stop locations

Medians invite jay-walking

Lack of lighting encourages homeless to sleep there

WMATA's bike "coffins"

Bus stop too close to Metro entrance

Landscape is not attractive

Dangerous

Quality of life issues on parcel 4

Lack of good benches

Lack of trash cans

Current lighting

Parcels 2, 3, 5, & 6 are underutilized and not sustainable

Negative behaviors occuring on parcel 4

Uncoordinated planting

Unattractive/antiquated trash cans

Little play area doesn't have a fence

Flatness and barrenness

Cover over Metro entrance

Low shrubs (creates haven for rats)

Simply adding benches would increase the usability significantly. My girlfriend was running late the other day to meet my in front of the Metro. I told her no problem, I would hang out in the square and enjoy the day. Two minutes later I realized there was nowhere to sit and spent the next 25 minutes leaning up against the concrete by the Metro entrance - not an experience that endears me to the park!

it now appears to be standard practice for Metro employees to park on the plaza. It was "only" one car today, but a few weeks ago it was about 15. I don't think any of the residential neighbors or Barrack's Row/Main Street want to see it used as a Metro employee parking lot.