



FLORIDA AVENUE/NEW YORK AVENUE INTERSECTION PUBLIC LIFE STUDY

WASHINGTON DC JULY 2020

District of Columbia
Office of Planning



nspiregreen SMITHGROUP

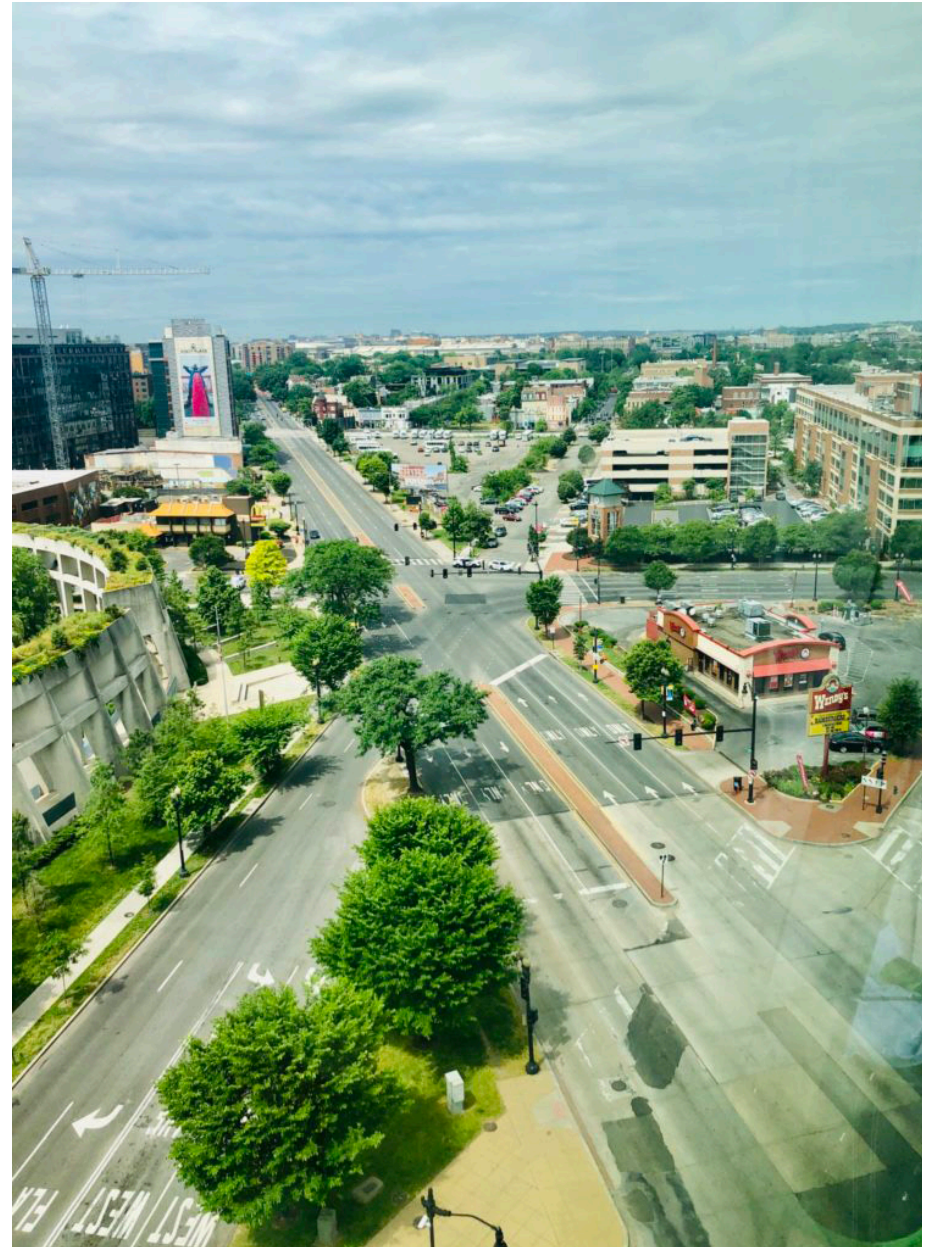
A NOTE ON COVID-19 AND RACIAL JUSTICE

The completion of this public life study coincided with the swift and devastating arrival in Washington, DC, of the Coronavirus COVID-19 global pandemic. Starting mid-March of 2020, most public life in the District shut down almost immediately, with closed parks, shuttered businesses, and emptied streets.

Site analysis and field work for this public life study was completed the week prior to the March 11, 2020 State of Emergency in DC and subsequent April 1 stay-at-home order. The study team feels that the data and analysis represented herein is an accurate reflection of public life at the Florida Avenue, NE and New York Avenue, NE intersection area “pre-COVID”. The data analysis and recommendations in this report were completed prior to the racial justice protests sparked by the murder of George Floyd by Minneapolis police on May 25.

While this report was being completed, the impacts of COVID-19 on the future of public space and public life were being debated around the world. At the same time, and in the midst of this pandemic, millions were marching in the streets and demonstrating in public spaces against racial injustice and police violence.

This public life study does not directly address current or possible future physical distancing requirements. Nevertheless, this study’s recommendations for improving people’s feelings of safety and comfort at the FL/NY intersection align with identified strategies in addressing the impacts of COVID-19, through ongoing public health responses and future recovery efforts. Central to that recovery is a more intentional understanding and operationalization of racial equity in the design and management of our shared public realm that ensures all people’s comfort, safety, and joy.



An empty Florida and New York intersection on June 2, 2020

TABLE OF CONTENTS

OVERVIEW	04
EXECUTIVE SUMMARY	
PUBLIC LIFE ANALYSIS	
FINDINGS	
RECOMMENDATIONS	
ANALYSIS AND FINDINGS	20
PHYSICAL AND SOCIAL CONDITIONS	
HISTORY AND FUTURE	
WEEKDAY AND WEEKEND ACTIVITY	
BUILDINGS AND REDEVELOPMENT OPPORTUNITIES	
PUBLIC REALM	
FAÇADES	
SUN AND SHADOW	
THERMAL COMFORT	
NOISE	
DEAFSPACE DESIGN PRINCIPLES	
FIELD WORK, DATA AND ANALYSIS	
HOW ARE PEOPLE MOVING?	
WHAT ARE PEOPLE DOING?	
WHAT ARE PEOPLE SAYING?	
URBAN DESIGN RECOMMENDATIONS	58
STREETS AND STREETSCAPES	
SPACES AND BUILDINGS	
SUMMARY OF RECOMMENDATIONS	
ACKNOWLEDGEMENTS	73
APPENDIX	74





OVERVIEW

EXECUTIVE SUMMARY
PUBLIC LIFE ANALYSIS
FINDINGS
RECOMMENDATIONS

EXECUTIVE SUMMARY

Ask someone from DC about the intersection of Florida Avenue and New York Avenue (a.k.a. Dave Thomas Circle) and they will probably tell you a story about a bad personal experience they had there; on foot, on a bike, or in a car. Today the intersection is a busy, sometimes disorienting place, and a harsh environment for people. However, this intersection is a major gateway into the Nation's Capital, the boundary of Pierre L'Enfant's historic Plan of the City of Washington, DC, the crossroads of vibrant urban neighborhoods, and a public space that thousands traverse every day. In recent years, it is a place that groups and individuals from across the city are collaboratively striving to improve.

This report details the findings and recommendations of a public life study to answer the question: *how can this be a better place for people in the future?*

The Florida/New York (FL/NY) Intersection Public Life Study was undertaken to inform the design and engineering of the future public spaces being created through the reconstruction of the Florida Avenue and New York Avenue intersection. Building on years of successive planning for the thriving NoMa neighborhood, this study applied a disciplined, data-driven analysis for exploring opportunities to improve the human experience of moving through the intersection and spending time in its future public spaces.



People cross New York Avenue during afternoon rush hour

Over three days in March, 2020, fieldwork documented the *behavior of nearly 5,000 people* moving through and staying in the intersection. The study also accounts for the experiences and preferences of over *650 people surveyed* on site and online.

Transforming the FL/NY Intersection into a comfortable and even delightful place for people is a monumental challenge that will take several years of sustained effort from government and community leaders. As the adjacent neighborhoods and city as a whole are growing and changing, the District is planning for a more inclusive and sustainable future that fosters opportunities for a robust public life.

The **5 findings and 11 recommendations** presented in this report can be used by:

- » community stewards for programming public spaces at the intersection;
- » property owners considering adjacent redevelopments; and
- » government agencies implementing future neighborhood investments or reviewing development applications.

This public life study's recommendations can be applied to achieve long-term changes at the FL/NY intersection, as well as for interim pilot projects. Meanwhile, the snapshot of public life captured on a typical week or weekend day offers baseline data for evaluating how permanent or temporary public space interventions at the intersection affect public life in the future.

This report is organized into three sections:

1. A **high-level overview** of the study, including its findings and recommendations.
2. Analysis of the study area's **physical and social conditions**, based on extensive fieldwork and engagement.
3. Detailed **urban design recommendations** for reimagining how the intersection can be a more inviting place for people of all ages and abilities.



The prominent “Peoples Building” at the FL/NY intersection will one day stand over a people’s place.

WELCOME TO THE FLORIDA/NEW YORK INTERSECTION

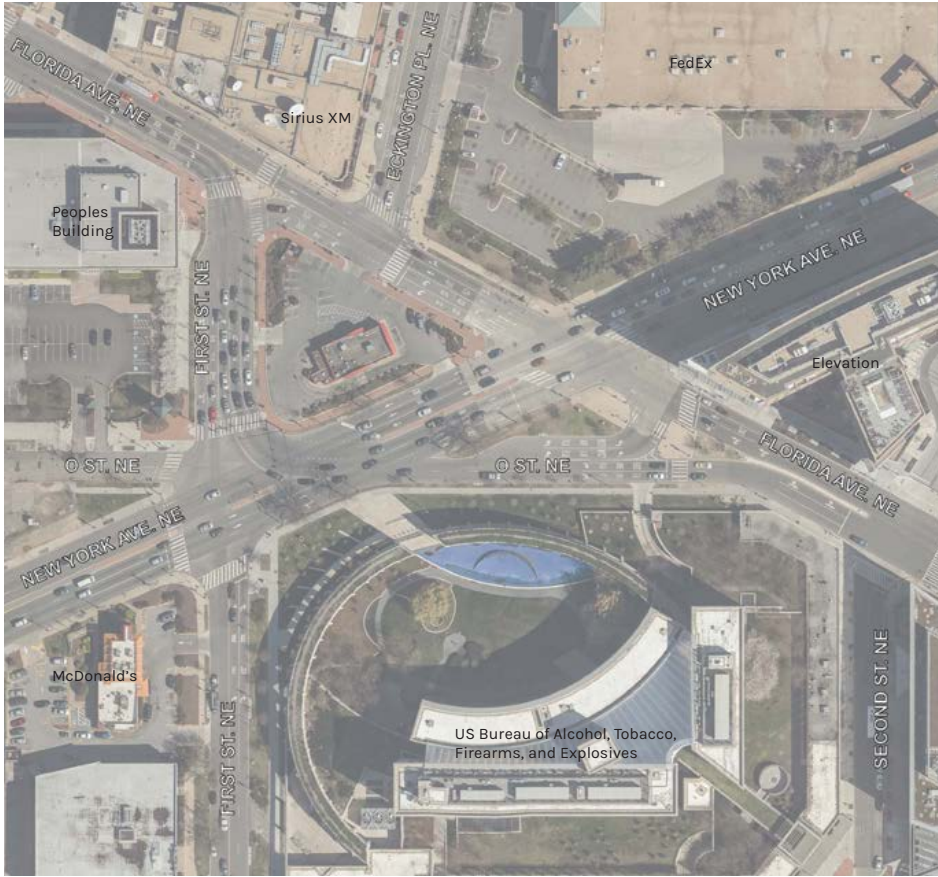
The intersection of Florida Avenue NE, 1st Street NE, O Street NE and New York Avenue NE, is a critical junction in the District of Columbia, prominently located at the edge of the historic L'Enfant Plan for the city. The intersection is known locally as “**Dave Thomas Circle**,” in reference to the founder of the Wendy’s restaurant franchise located at the triangular center of the intersection, or sometimes the “**Virtual Circle**,” due to the traffic pattern implemented by District Department of Transportation (DDOT) in 2010. While DC is home to several circles and squares at key junctions that are well-used neighborhood public spaces, this complex series of intersections and triangular public spaces is referred to as the **FL/NY intersection** in this report.

The neighborhoods around the FL/NY intersection have been the subject of major planning efforts in recent years, starting with the 2006 NoMa Vision Plan and Development Strategy. As major growth ensued in the NoMa and Eckington neighborhoods, the poor urban design and strained connectivity at the FL/NY intersection precipitated additional planning led by the NoMa Business Improvement District (BID) and NoMa Parks Foundation. These efforts included the NoMa Gateway Transportation Study (2009), NoMa Public Realm Design Plan (2012), and Urban Land Institute (ULI) report, Transforming the Virtual Circle to Reconnect the Neighborhoods (2019).

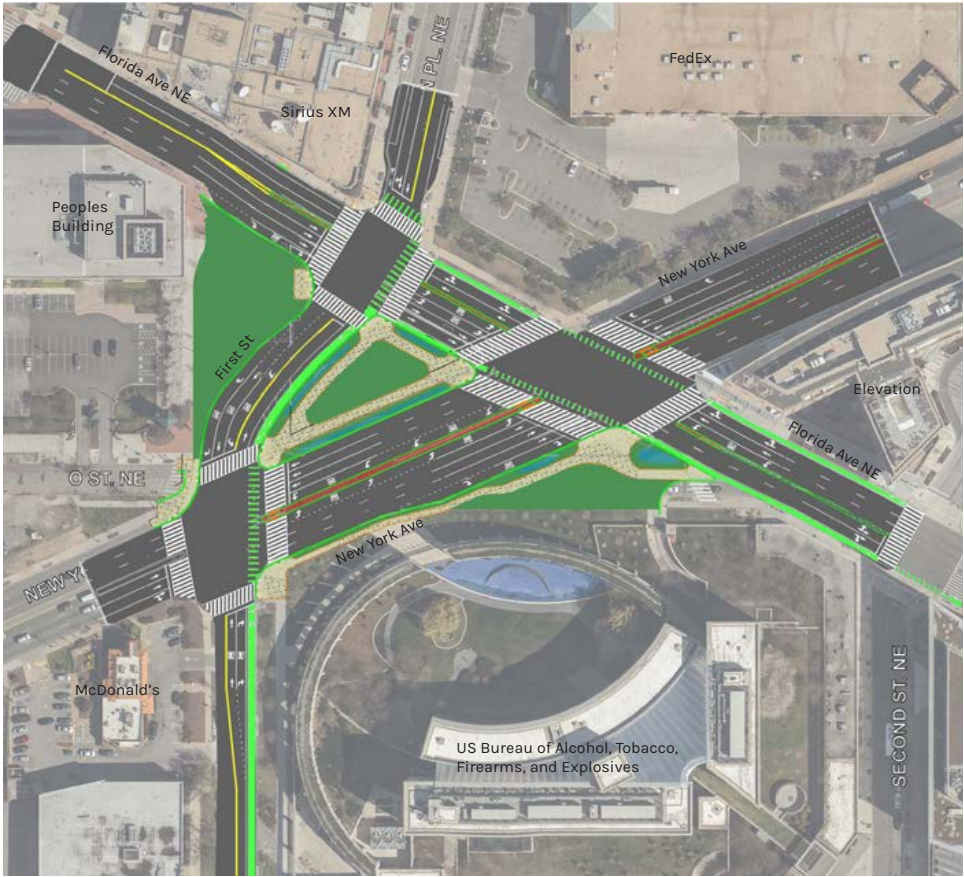


Location of FL/NY intersection on L'Enfant Plan (orange circle)

Starting in 2013, DDOT began to study and redesign the FL/NY intersection as part of a larger project to improve multi-modal mobility along Florida Avenue NE (floridaveproject.com). The forthcoming reconfiguration of the intersection will improve safety and create over 25,000 square feet of new public open space in the area as thousands of additional people come to live and work here in the coming years. Meanwhile, the NoMa BID and NoMa Parks Foundation partnered with DC government to assist with additional landscape architecture design for the public spaces created through the conceptual redesigned intersection. To inform these efforts, and building on existing plans, the DC Office of Planning (OP) led this FL/NY Intersection Public Life Study to better understand how people want and need to use the streets, sidewalks, and other public spaces in the area now and in the future.



FL/NY Intersection, 2019



FL/NY Intersection redesign proposed by DDOT, May 2020



Concept Sketch from ULI Report, June 2019

WHY STUDY PUBLIC LIFE AT THE FL/NY INTERSECTION?

OP uses public life studies to measure and understand the human experience of streets, plazas, and other public spaces. A public life study is a data-driven approach that applies observational, people-centric measures to inform policy, regulations, and public space design.

Public life data can enhance the redesign of this prominent intersection and its public spaces as it transforms into a more active and enjoyable place in NoMa. Findings and recommendations from the public life study can inform public space designs, future building redevelopments, as well as public space programming and activation efforts.

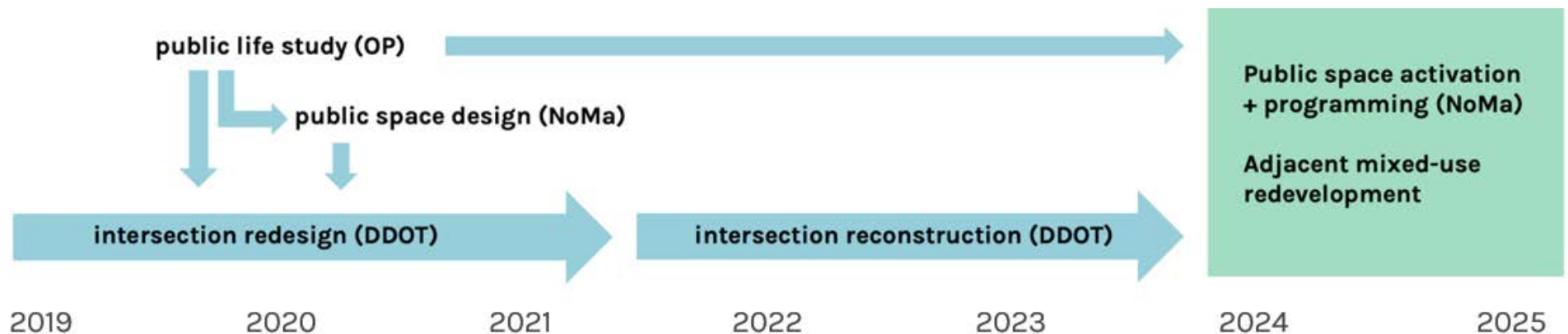
Learn more about OP's public life program at planning.dc.gov

At the FL/NY intersection, it is expected that:

- Thousands more people will be living and working here in coming years.
- New buildings will replace parking lots, framing and activating the intersection.
- The redesign will improve safety and create new public open spaces.

To design a place for people, this public life study can help us:

- Improve the experience of the thousands of people moving through the intersection daily.
- Invite people to stop and stay in new public spaces.
- Support the intersection's ongoing transformation into a neighborhood center and a prominent gateway.



FL/NY INTERSECTION AND THE SURROUNDING PUBLIC REALM

Several new and improved public spaces are being built around the FL/NY intersection by the city, NoMa Parks Foundation, and private developers. These include:

The **Metropolitan Branch Trail** (MBT) that crosses over Florida Avenue, with a future “trail connection lobby” incorporated into the south tower of the Washington Gateway project, currently under construction.

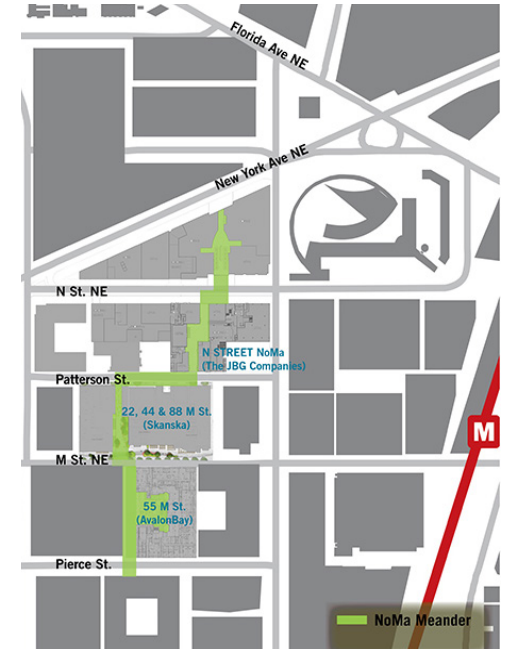
The **NoMa Meander**, envisioned in the NoMa Vision Plan, to enhance neighborhood livability by breaking up the “superblocks” between North Capitol and First NE with a fun, inviting, four-block-long retail and pedestrian promenade with green spaces, seating, water elements, and active retail edges along the adjacent developments. The first segment was completed in 2019.

Alethia Tanner Park, a 2.5-acre park, acquired by the NoMa Parks Foundation and completed in 2020. The park is connected to the MBT and two blocks from the FL/NY intersection, providing for outdoor recreation and community gatherings and serve as NoMa’s “backyard.”

Learn more about the NoMa Parks Foundation’s work at nomaparks.org.



Metropolitan Branch Trail



NoMa Meander Map



Alethia Tanner Park

PUBLIC LIFE ANALYSIS

METHODS

The DC Office of Planning led this public life study with technical assistance provided through the Transportation Land Use Connections program from the Transportation Planning Board (TPB). SmithGroup and Nspiregreen were the consultant team assisting on the project.

Seventeen volunteers were trained in the techniques of public life analysis, and assisted with fieldwork on site in early March, 2020. SmithGroup and Nspiregreen compiled and analyzed the public life data collected and developed this report.

The study applied site analysis and fieldwork techniques developed by the Gehl Institute and adapted by OP, consisting of:



**Rhythm of
Daytime Activity**



**Land Use
Characteristics**



**Public Realm
Assessment**



**Counting People
Moving**



**Environmental
Conditions**



**Mapping People
Staying**



**Façade
Assessment**



**Surveying People's
Preferences**

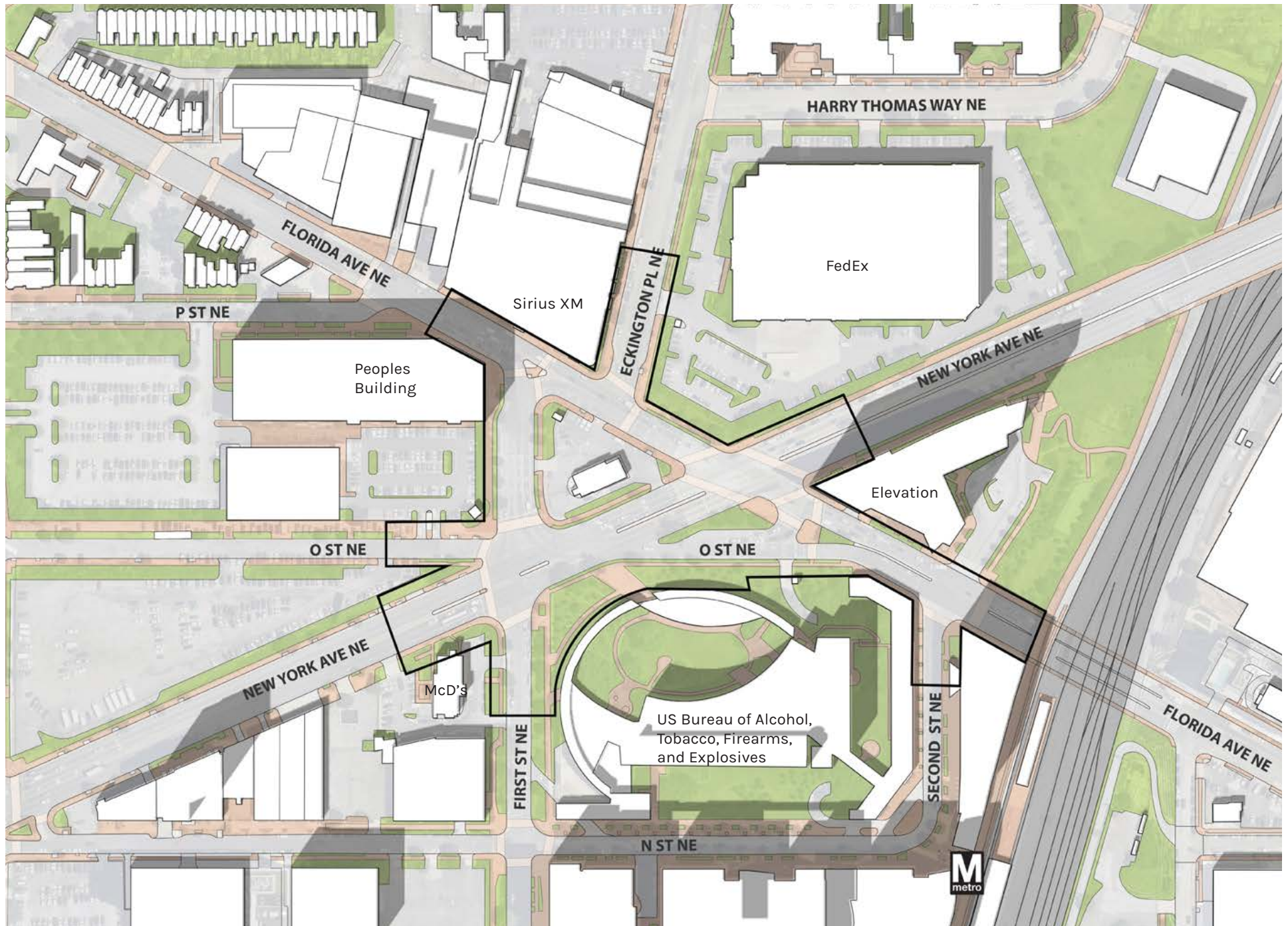


Study fieldworker interviewing pedestrians

STUDY AREA

The area of focus for the Public Life Study are shown in the image on the next page:

- Florida Avenue NE, from P Street NE to the Florida Avenue Underpass
- Eckington Place, up to one block north of Florida Avenue
- New York Avenue from half a block west of 1st Street NE to the New York Avenue Bridge
- 1st Street NE, between Florida Avenue and N Street NE
- 2nd Street NE, between Florida Avenue and N Street NE



FINDINGS

The intersection is despised.

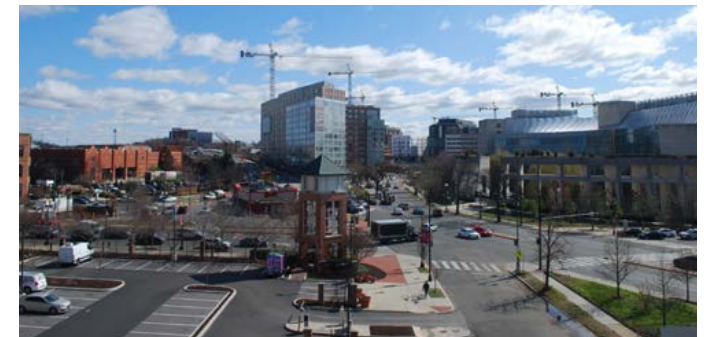
People surveyed during field work and online described the FL/NY intersection as a terrible place. People walking, biking, and driving experience the FL/NY intersection as frustrating and dangerous, and many try to avoid travelling through it. A confusing vehicular travel pattern, absence of protected bikeways, and long wait times at pedestrian signals contribute to unpredictable, impatient, and sometimes dangerous behavior.



Survey respondents' descriptions of the intersection

The intersection is a harsh environment for people.

The FL/NY intersection is wide, windswept, and lacks shelter for people from direct sun and heat in the summer and cold temperatures and wind gusts in the winter. There is very little green space with few trees and vegetation. There is a lot of asphalt and hard surfaces. Traffic noise reaches harmful and dangerous levels.



Heat islands are created from large swaths of asphalt.

Spaces and building edges do not contribute to a sense of place.

The FL/NY intersection is well maintained by the NoMa clean team with a consistent local and federal police presence. The built environment is not an inviting place to be. Poor lighting at night, no pedestrian-oriented businesses active after business hours, substantial vehicle traffic, and a consistent security presence further diminish a sense of place or personal safety.



Blank walls contribute to an unwelcoming space.

There are almost no opportunities for interaction.

While many people live, work, or go to school in the area, the intersection does not provide opportunities for social interaction. There are almost no places to sit and few people were observed spending time together in spaces in and around the intersection. The only eating establishments are auto-oriented restaurants with busy drive-thrus and a street vendor selling beverages, mainly to drivers waiting at traffic signals. Waiting at crosswalks with long periods between pedestrian signals offer the main opportunity for social interaction.



One of the only places to sit outdoors around the intersection

Yet the intersection is busy!

Thousands of people move through the FL/NY intersection daily, especially during weekday mornings, after school, and late afternoons. The majority of people observed are of typical working age (between 20 and 60 years old) but there are also several high-school students in larger groups, couples, and parents with younger children. On an average weekday, an estimated 3,800 people cross the FL/NY intersection between 8am and 7pm. The composition of this large number of people is perceived as proportionately more male than female, both in terms of people moving and staying.



School dismissal sends many students through the intersection on their way to Metro.

RECOMMENDATIONS

Make Walking as Comfortable and Enjoyable as Possible.

Intentionally design the intersection to be safely enjoyed by people walking.



Wide, well lit, tree-lined sidewalks serve all users.

Create Safe and Comfortable Routes for People on Bikes and Scooters.

Make cycling and scooting enjoyable for people of all ages and abilities to discourage riding on sidewalks and conflicting with pedestrians.



Vertical barriers provide protection for cyclists from cars.

Integrate Public Seating Everywhere.

Add comfortable public seating on sidewalks wherever possible and in all public spaces.



Seating can help channel pedestrian flows and protect landscaping.

STREETS AND STREETSCAPES

Create Better Bus Stops.

Dignify transit users with places to wait comfortably for buses.



Bus shelters with public art can connect people to place.

Create Adaptable and Connected Spaces.

Design and program public spaces as smaller, intimate areas that contribute to a larger, integrated network, balancing the historic urban design with neighborhood growth and change.



Open areas allow spaces to be used for a variety of activities.

Provide Protection along Florida and New York Avenues.

Improve safety by integrating protective elements along these busy and congested streets.



A decorative, vegetated median can deter jaywalking.

SPACES AND BUILDINGS

RECOMMENDATIONS

Create Comfortable Places for People.

Integrate landscape and building elements that shelter from sun, heat, cold, wind, and noise.



Structures and vegetation can provide shade and cooling during hot weather.

Create Welcoming and Inviting Spaces for All People.

Create streetscapes and public spaces that welcome and celebrate all people.



Barrier-free spaces can welcome and include people of all ages, gender identities, incomes, abilities, and backgrounds.

Enliven and Activate Public Spaces.

Create opportunities for interaction and community with design elements, activities, and programming.



Farmers' markets enliven public spaces on weekends.

SPACES AND BUILDINGS

Integrate Vegetation for Health and Sustainability.

Create opportunities for personal wellness and a healthy environment.



Sensory gardens provide rest and connection to nature.

Activate Edges around the Intersection.

Design and program the edges of the intersection for more activity, transparency, permeability, and visual interest.



Modulated building facades and balconies activate the edges of sidewalks and other public spaces.



Active uses and building entrances enliven sidewalks and public spaces.





ANALYSIS AND FINDINGS

PHYSICAL AND SOCIAL CONDITIONS

HISTORY AND FUTURE

WEEKDAY AND WEEKEND ACTIVITY

BUILDINGS AND REDEVELOPMENT OPPORTUNITIES

PUBLIC REALM

FAÇADES

SUN AND SHADOW

THERMAL COMFORT

NOISE

DEAFSPACE DESIGN PRINCIPLES

FIELD WORK, DATA AND ANALYSIS

HISTORY AND FUTURE

NOMA HISTORY (Source: NoMa BID)

The Florida and New York Avenue Intersection Public Life Study area lies within a neighborhood in DC known as NoMa (North of Massachusetts Avenue). Originally inhabited by Piscataway Indians, the area began to develop in 1792, when Florida Avenue (then known as Boundary Street) was established as the rural boundary of Washington, D.C. By the mid-1800s, NoMa was primarily farmland. The immigrant residents named the area “Swampoodle” _for the swampy land and puddles created from overflows of the Tiber Creek, a now-buried waterway that runs roughly along North Capitol Street. Swampoodle was largely characterized by brick rowhomes similar to those seen in historic residential areas of Washington, D.C.

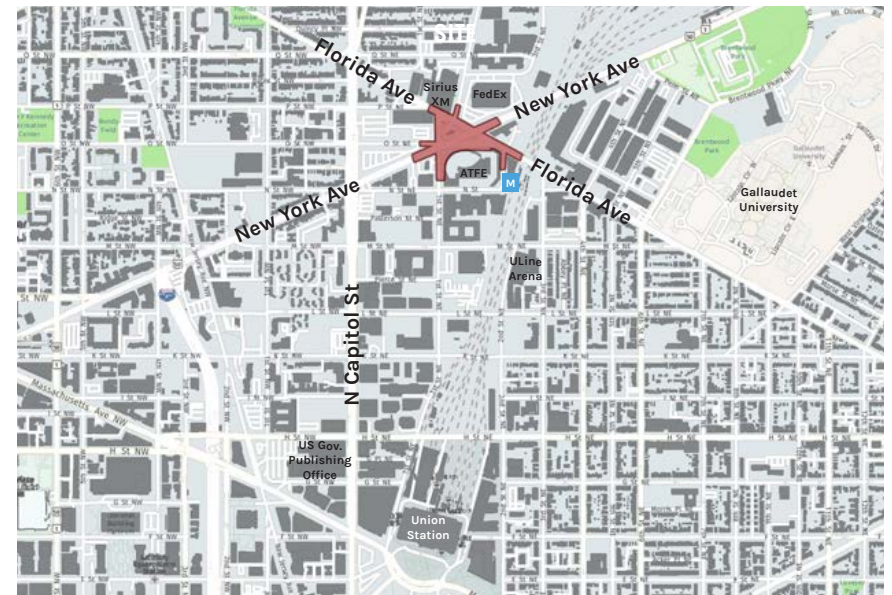
In 1856, President Abraham Lincoln established Gallaudet University to the northeast of Swampoodle, at the nearby intersection of Florida Avenue NE and 6th Street NE. In 1860, the Government Publishing Office was established by an Act of Congress at the corner of North Capitol Street and H Street NW.

With the building of Union Station in the first decade of the 20th century, over 100 homes were condemned to make way for track and terminal construction, displacing and physically dividing Swampoodle residents. Once this rail hub was established, the area north of the station and west of the tracks became heavily industrial, with warehouses and coal yards.. As rail transportation declined, the area experienced disinvestment and deterioration. In the early 2000’s, the NoMa area, blocks from the U.S. Capitol and with excellent transit access, consisted mostly of vacant lots.

In the last two decades, however, a renaissance has begun in NoMa. In 2000, the newly created XM Satellite Radio established its studio and headquarters in a renovated century-old printing warehouse near the intersection of Florida and New York Avenues. At the opposite side of the intersection, the US Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF) constructed their modern headquarters designed by Moshe Safdie

in 2002. Subsequently, other public and private organizations began leasing large blocks of office space close to Union Station, including CNN, CareFirst, the Federal Energy Regulatory Commission, U.S. Department of Education, and various agencies of the District of Columbia government.

After the NoMa-Gallaudet U Metro station opened in 2004, NoMa became the fastest-growing neighborhood in Washington, D.C. The NoMa BID was formed in 2007 to support the revitalization of the neighborhood. At the end of 2018, NoMa had more than 13.2 million square feet of office space and over 4,800 new apartments. More than 54,000 people work in NoMa each day, and more than 44,000 people live in the greater NoMa neighborhood.



Site Context Map

NOMA FUTURE (Source: NoMa BID)

If the current pace of development continues, NoMa will be mostly built out by 2024. At that time, it will likely include more than 8,000 residential units, roughly 22 million square feet of office space, a number of significant retail/mixed-use projects, and several hotels.

More than 100,000 cars pass through the study area daily and, according to the New York Avenue Corridor Study (2006), the intersection of New York/Florida Avenues and First Street NE has been ranked as the 7th most dangerous intersection in DC (2001 Crash Data). Between 2002 and 2004, there were 144 crashes at the New York/Florida Avenues Intersection, and another 80 crashes at 1st Street NE and New York Avenue (DDOT/PSI Traffic Safety Improvement Study).

DDOT's ongoing Florida Avenue/New York Avenue Intersection project will reconfigure the existing intersection and address safety issues – particularly those involving pedestrian and bicycle safety concerns.



Future Study Area with Street Redesign Planned by DDOT



NoMa Development Plan
(Source: NoMa BID)

WEEKDAY AND WEEKEND ACTIVITY

The intersection of Florida Avenue and New York Avenue NW is primarily used as a place to travel through, rather than spend time in. Most people traveling through are on their way to employment, educational, or residential destinations that surround or are beyond the intersection itself, and/or to and from the NoMa/Gallaudet Metro Station. Annual Average Daily Traffic along New York Avenue is 46,700 vehicles, and according to the NoMa BID, about 100,000 vehicles travel through the larger intersection and area.

Employment destinations include Federal and District government offices at the ATF and Peoples Building, respectively, as well as Sirius XM and FedEx to the north, and District Government and private offices to the south in NoMa. Educational destinations beyond the intersection include McKinley Tech High School and Langley Elementary School to the north, Friendship Public Charter School (PCS) to the west, and Two Rivers PCS to the east. There is an established residential population in the Eckington neighborhood to the north and growing residential populations in Union Market to the east and the rest of NoMA to the west and south.

The NoMa/Gallaudet Metro station has an equal number of weekday riders entering and exiting throughout the day, with 8 am being the busiest hour, followed by 5 pm. Weekend ridership drops significantly. The intersection area has low patronage at the few restaurants and shops around the intersection. There is much less weekend activity and fewer pedestrians in this area, many of whom run errands, walk pets, or exercise.



1

8:25 am

Week day commuters cross New York Avenue.



2

1:10 pm

Grocery shopping after lunch on Saturday.



3

3:26 pm

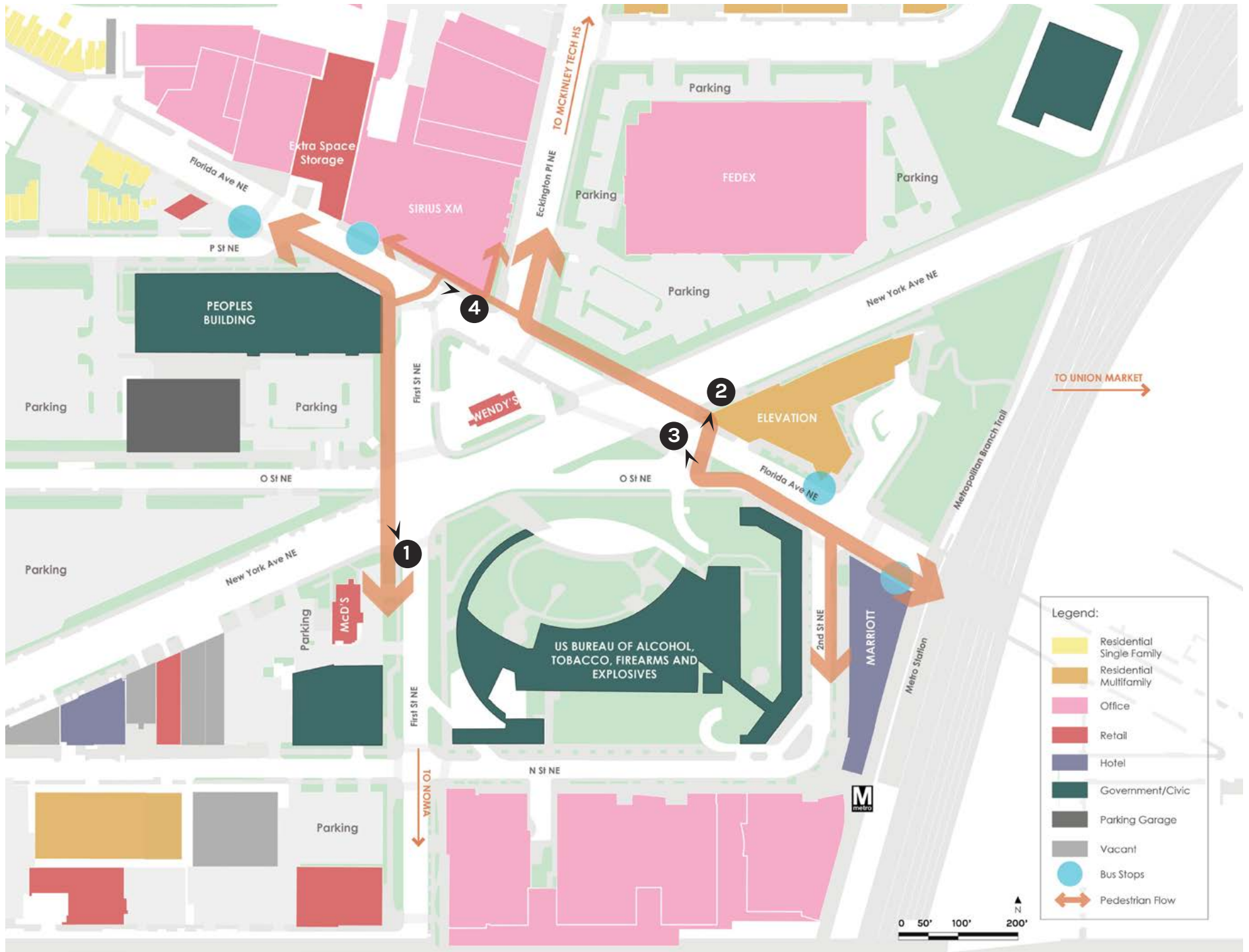
School dismissal disperses students into this area during the week. They head to transit and linger in groups around the area.



4

4:26 pm

Congested traffic at Florida Ave. NE and First St. NE during afternoon rush hour.



Existing Land Use Plan

BUILDINGS AND REDEVELOPMENT OPPORTUNITIES



1

Bureau of Alcohol, Tobacco, Firearms, and Explosives

Government/Civic



2

Peoples Building

Government/Civic



3

Sirius XM

Office



4

FedEx (could be redeveloped)

Office



5

McDonald's (could be redeveloped)

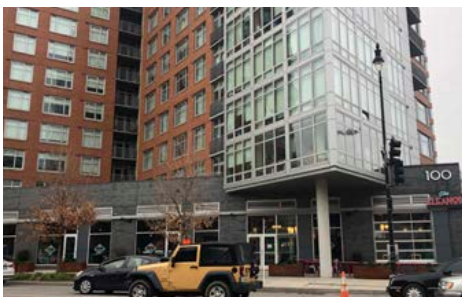
Retail



6

Courtyard Marriott

Hotel



7

Elevation with Retail on the Ground Floor

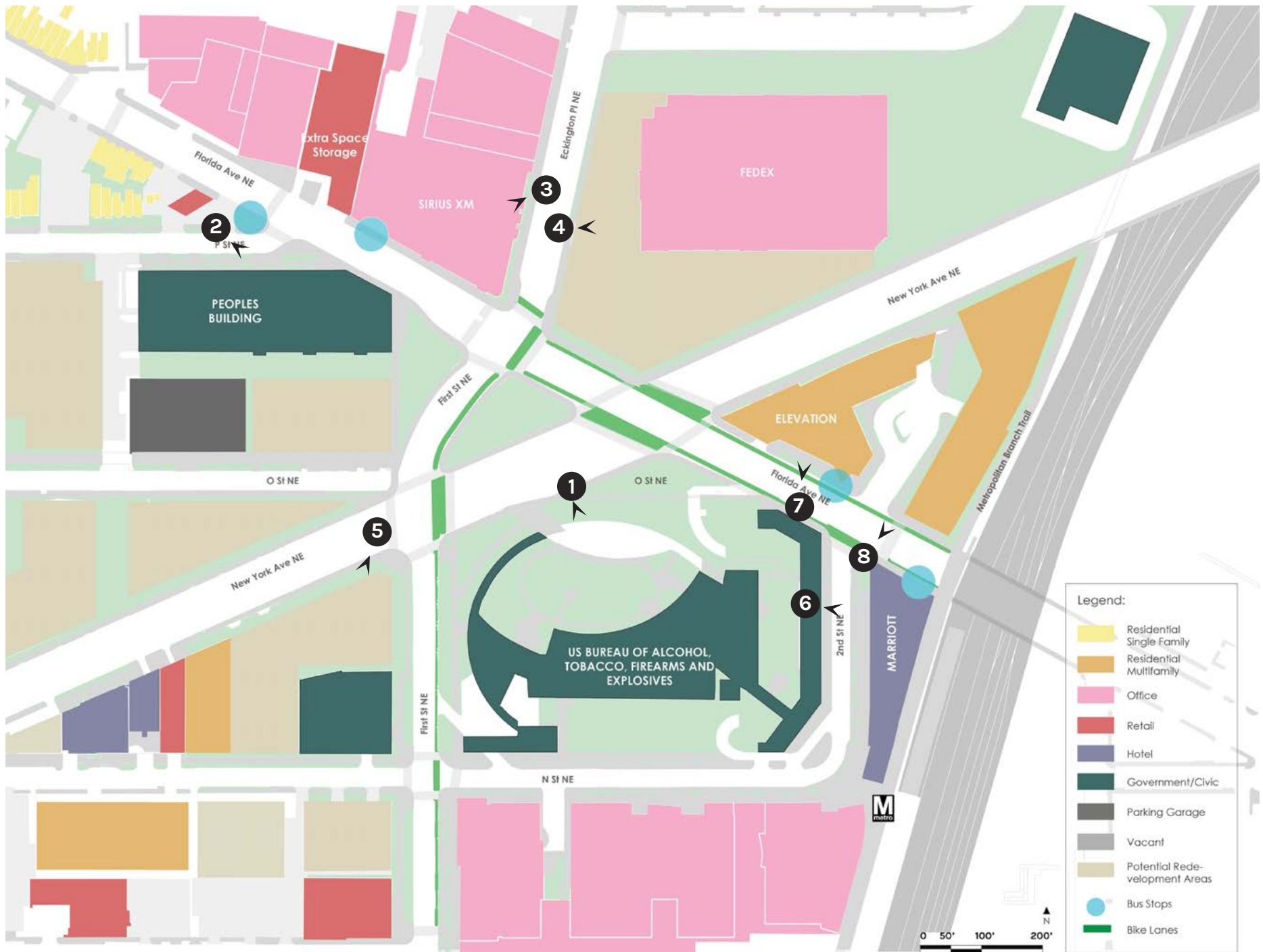
Multi-family Residential



8

Construction Site East of Elevation

Multi-family Residential



Existing Land Use Plan With Future Intersection Configuration and Potential Future Development

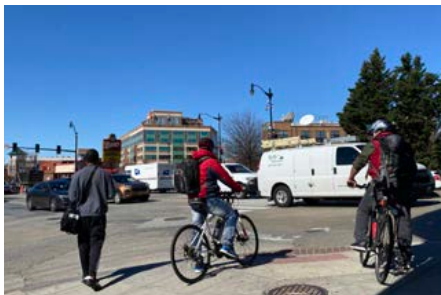
PUBLIC REALM

Florida Avenue and New York Avenue are two of Washington DC's iconic and ceremonial 'state streets.' Many state streets are wider and carry higher volumes of traffic, typified by prominent buildings, mature tree canopies, while serving as commercial main streets in neighborhoods. Yet, the sidewalks where Florida and New York avenues intersect do not have landscaped buffers from traffic and mostly lack pedestrian-scaled amenities like public seating and bike racks.

There are currently no continuous east-west bike lanes through this area. Many cyclists and scooter riders also use the sidewalks, creating unnecessary conflicts. Some areas have very narrow sidewalks, forming pinch points during rush hours. In addition, wide crosswalks and heavy traffic volumes can make navigating the intersection on foot or on bike a challenge.

Many buildings are fronted by surface parking areas with fences, unfriendly to pedestrians and discouraging people to stay. The only true public seating is located to the north of the ATF building facing New York Avenue, but this area is technically private property and can be perceived as uninviting due to the security presence.

The open expanses of surface parking, large billboards, and higher speed nature of New York Avenue contribute to a highway-like experience.



1

Cyclists on sidewalks

Cyclists ride on the sidewalks due to lack of bicycle lanes.



2

Narrow Sidewalks

Narrow sidewalks form sidewalk pinch points during busy times.



3

Public seating area

Public seatings to the north of the ATF building feel uninviting due to the security presence.



4

Peoples Building Courtyard

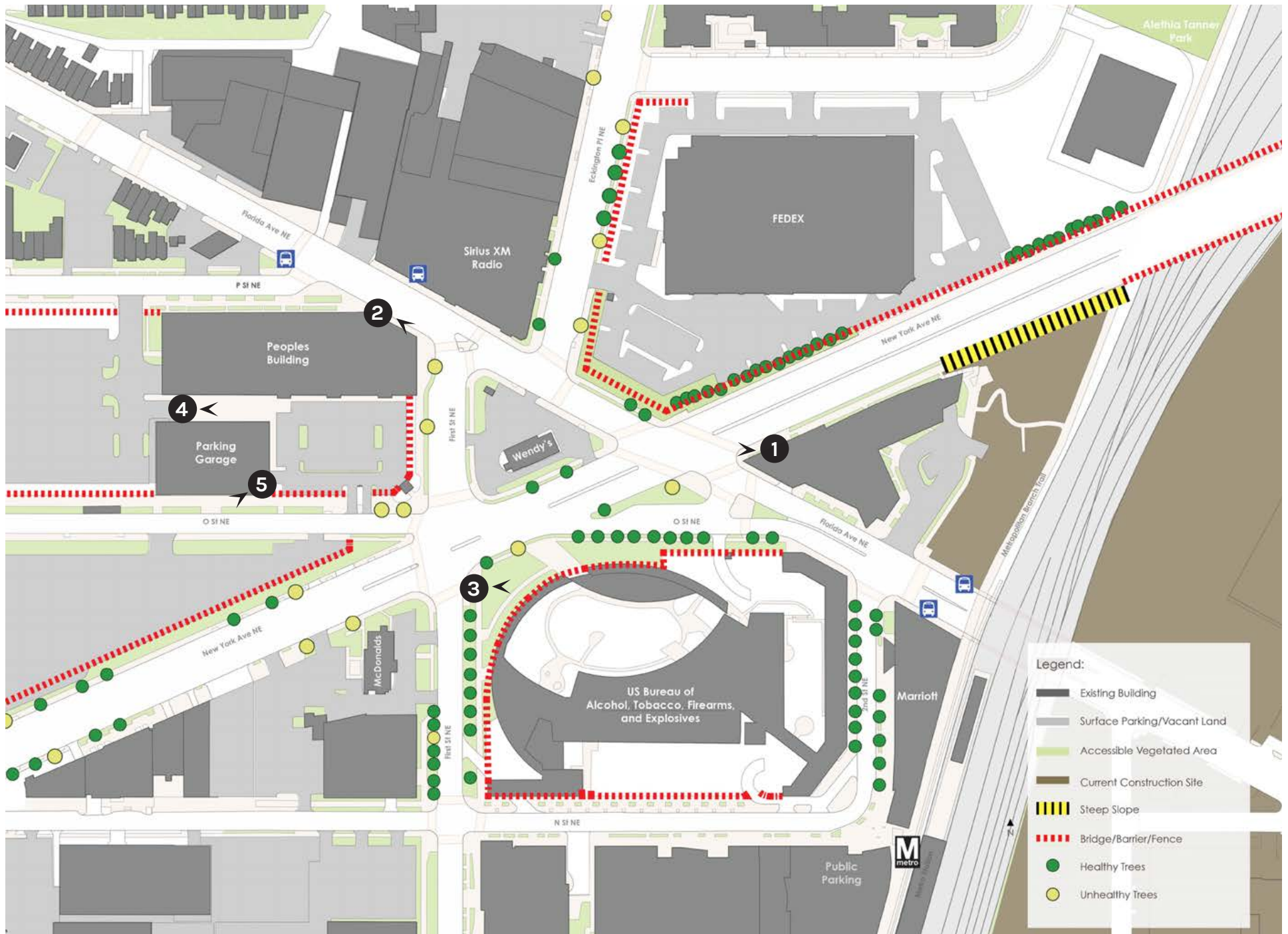
The space between the Peoples Building and garage has been turned into a courtyard space with seating.



5

Vacant Land & Parking Lot

Vacant parcels and surface parking lots dominate this area.



Existing Public Realm

FAÇADES

Engaging façades lining public spaces are an important contributor to successful public life. Façades are more engaging when they are designed at the human scale and encourage more social interaction and sensory delight. At the ground floor, engaging façades vary in color and texture, include inviting signage, have integrated plantings, are articulated with a higher frequency of functioning entrances and windows, and are more transparent.

In the study area, retail storefronts on N St. and 2nd St. NE have the most transparent façades and the highest density of active doorways. The Elevation building also has some transparency along Florida Ave, with some outdoor dining areas active in good weather.

The Sirius XM building has brick walls with little active doors on the ground floor. Large footprint buildings such as the ATF building and the FedEx Building not only have little or no transparency on the façades, but also have fences around their properties.



High Transparency

Retail storefronts along N St NE and 2nd St NE have good views of activity with multiple active doors. Signage and bright interior colors contribute to making these façades engaging.



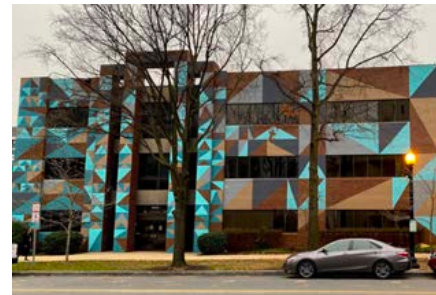
Moderate Transparency

The Peoples Building has some windows on its façade with some active doors at the ground level. Reflective glass makes transparency only one way on this building.



Low Transparency

The Sirius Building along Eckington Pl has brick walls with some windows and entries. The addition of a modern entry adds interest to the traditional brick façade.



Low Transparency

Solid walls with some windows. The ground floor has only a few active doors, but the bright murals make the façade more interesting.



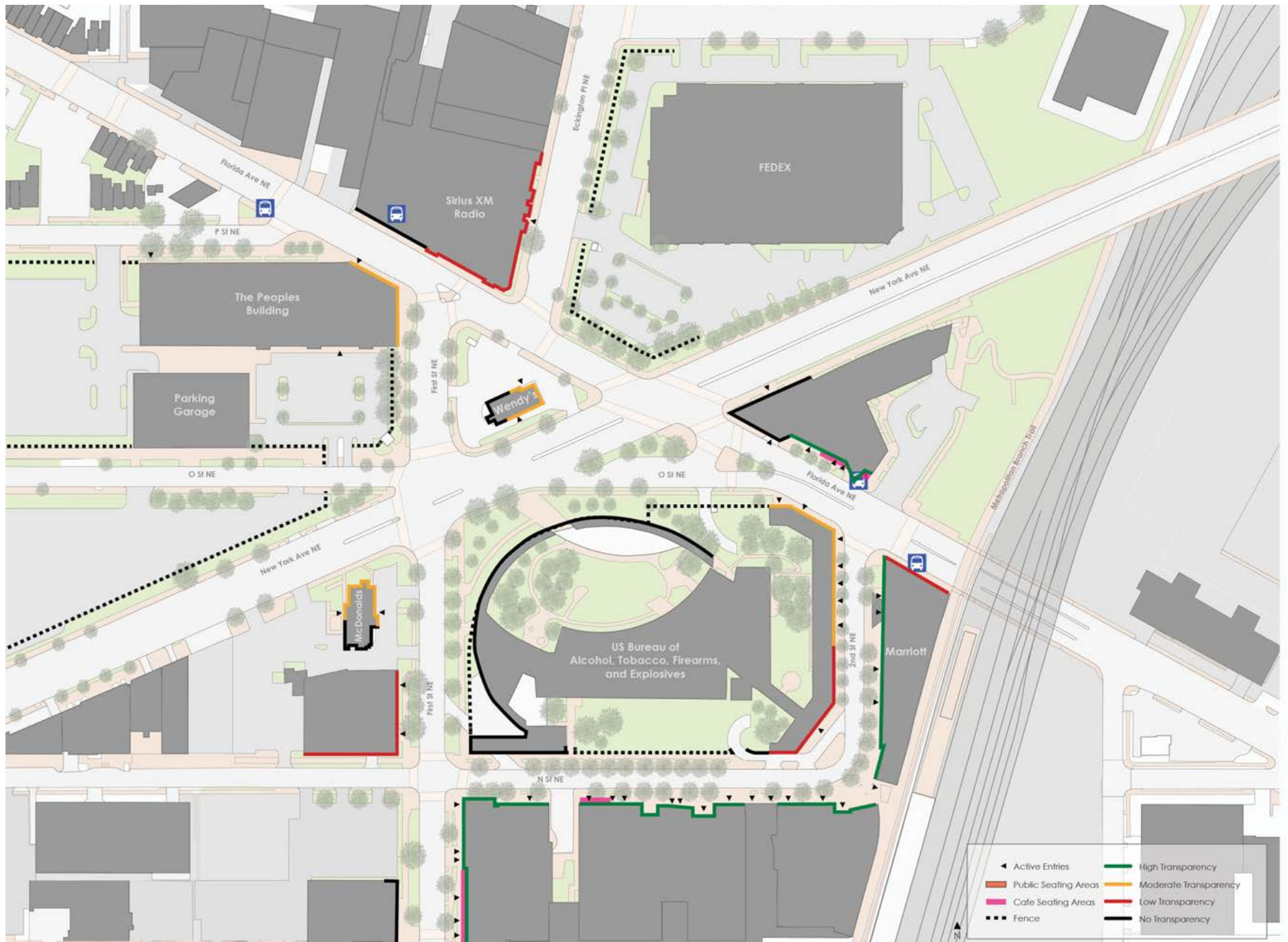
No Transparency

Although the structure of the ATF Building suggests transparency, there are few views in or out at street level due to columns and fences.



No Transparency

The Sirius FM Building façade along Florida Ave NE has solid brick walls. Concrete reinforcements to the columns narrow the sidewalk and create pinch points.



Existing façade Transparency

SUN AND SHADOW

People are attracted to sun and shade at different times of day and year. Opportunities for both can help to make a place more inviting and enjoyable. 3D models were created to study sun and shadow conditions at the intersection at 9am, noon, and 3pm at the Spring Equinox, Summer Solstice, Fall Equinox, and Winter Solstice. On the following pages, the models show how shadows fall throughout the day and year from both the existing buildings and public space design, and from future buildings on the proposed public space design.

The central triangle where Wendy's is located is not in the shade of any building all year round. In a fully built future scenario, it will still be fully exposed to the sun mid-Summer and enjoy morning and midday sun mid-Winter. The four bus stops along Florida Avenue have almost no shade in the summer, but are in the shadows of buildings during winter time. The Elevation apartment building casts shadows onto New York Avenue in the morning and early afternoon. The entrance of the Marriott Hotel building is on the west side, making it cold on winter mornings.

In a fully built future scenario, the proposed public spaces are in the sun most of the time. Incorporating trees along the sidewalks and in new public spaces would provide much-needed shade in the hot summer months. In addition to providing warmth in the winter and coolness in the summer, sunlight and shade can produce delightful visual effects. The circular colonnade of the ATF building casts a unique set of shadows across the public spaces of the intersection, reminiscent of Stonehenge or the Coliseum.



1

Shadow of the circular colonnade of the ATF building.



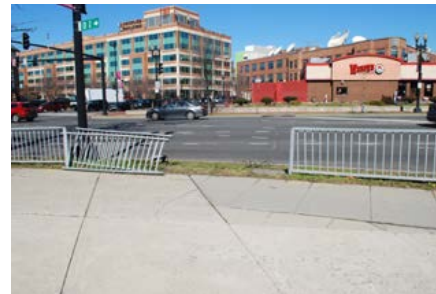
2

The Elevation building casts shadows onto the New York Ave. crosswalk.



3

The Courtyard Marriott entrance will be in the shade a lot during winter time.



4

The virtual circle is not in the shade of any building all year.

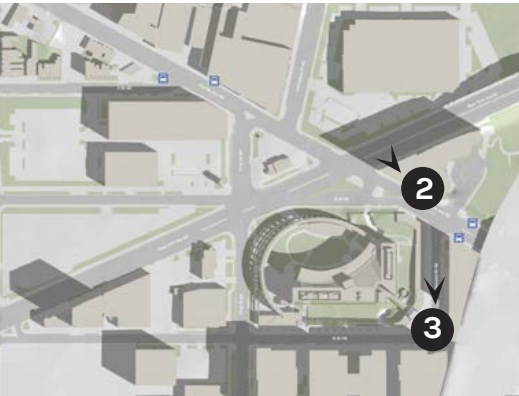


5

Plenty of sunlight on Florida Avenue most of the time.

SPRING/FALL

EXISTING



SPRING/FALL EQUINOX
9AM



SPRING/FALL EQUINOX
NOON



SPRING/FALL EQUINOX
3PM

FUTURE



SPRING/FALL EQUINOX
9AM



SPRING/FALL EQUINOX
NOON



SPRING/FALL EQUINOX
3PM

Existing Buildings
Future Buildings

SUMMER

EXISTING



SUMMER SOLSTICE
9AM



SUMMER SOLSTICE
NOON



SUMMER SOLSTICE
3PM

FUTURE



SUMMER SOLSTICE
9AM



SUMMER SOLSTICE
NOON



SUMMER SOLSTICE
3PM

Existing Buildings
Future Buildings

WINTER

EXISTING



WINTER SOLSTICE
9AM



WINTER SOLSTICE
NOON



WINTER SOLSTICE
3PM

FUTURE



WINTER SOLSTICE
9AM



WINTER SOLSTICE
NOON



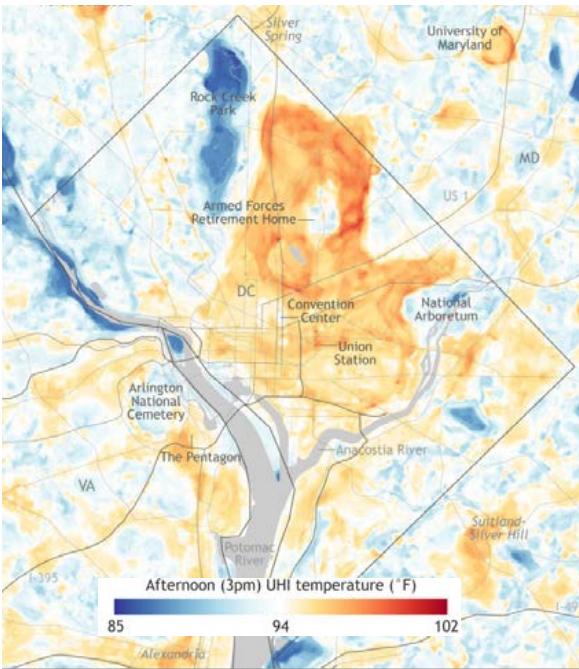
WINTER SOLSTICE
3PM

Existing Buildings
Future Buildings

THERMAL COMFORT

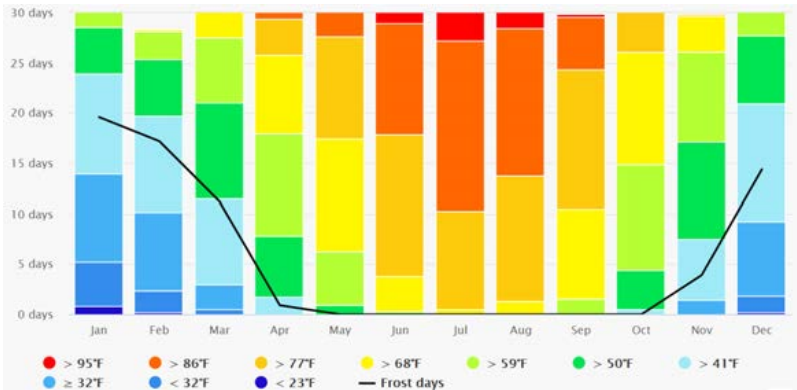
Urban areas often contain sources of heat in the form of infrastructure, car exhaust, or heat-absorbent materials such as asphalt and concrete. Those living in denser urban communities are more likely to face temperatures well above the area average, forming a "heat island". Like many other cities, Washington DC has urban heat islands. In July, almost 20 days will typically have maximum temperatures over 86 degrees. With climate change, it is projected that the days with temperature above 90 degrees will triple by 2080. One mitigating factor of urban heat islands is vegetation. Parks, street trees, and green space can aid in cooling their surrounding areas.

In our study area, there are large areas of vacant lots, parking lots, and large volumes of cars and trucks. At the same time, there are few green spaces and trees. All these contribute to the heat island effect.



Washington DC, Urban Heat Island Effect

Source: NOAA, Climate.gov



Maximum Temperatures in Washington DC

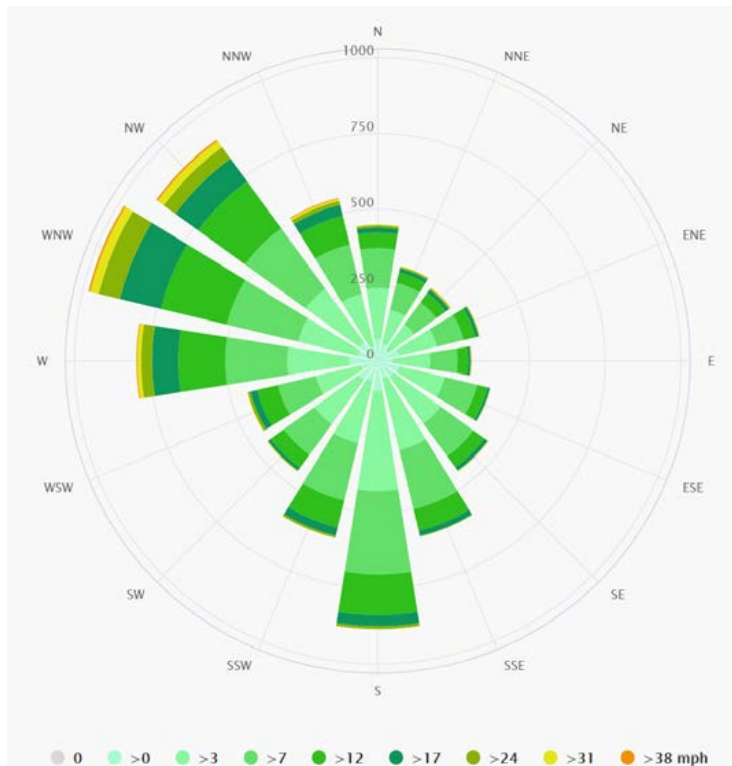
Source: meteoblue.com



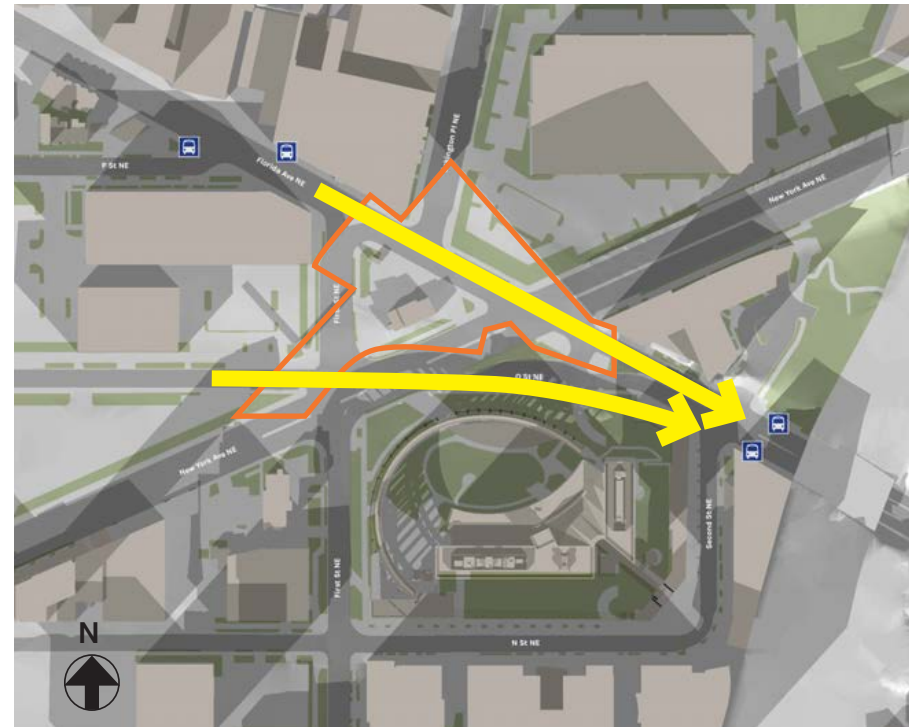
Heat Emergency Days in Washington DC

Source: doe.dc.gov

Prevailing winds in Washington DC in the Spring and Summer are from the South Atlantic and the Gulf of Mexico. Warm, moist air brings thunderstorms and higher humidity. In Fall, cooler air from the north and west returns. Winter weather blasts across the state from the northern or central part of the continent. Vacant lands, parking lots, lack of trees, and wide roadways together amplify the effect of strong and cold winds during winter time.



Wind Rose of Washington DC
Source: meteoblue.com



- Area always in sun
- ➔ Wind corridor



Windswept trees near the ATF building struggle to survive

NOISE

The intersection of Florida and New York avenues is LOUD!

Loud noise in public spaces can deter people from spending time outdoors, while exposure to prolonged high-decibel noise can have real physical harm on humans. The “Decibel X” App was used to record the average and peak decibel levels at selected locations around the intersection.

Fast moving cars and trucks travelling along New York Avenue contributed to the loudest noise levels, with an average decibel of approximately 80, and highest decibel up to 95. The intersections of Florida Avenue, First Street, and Eckington Street also have high average decibel levels of around 70 due to the traffic. Passing Metro trains also produce loud noises. The noise level starts to reduce south of New York Avenue along First Street, with quiet areas at the mid-block of the ATF building along M St. NE.

In the online survey responses, “noisy” was one of the most frequently used words to describe the intersection. Field worker observations are noted in the diagram on the next page.



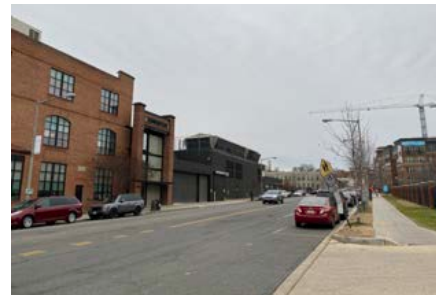
75-80 decibels
Harmful

The loudest noises come from the fast moving cars and trucks travelling along New York Ave.



70-75 decibels
Uncomfortable

Uncomfortable loud noises were noted at the intersection of Florida Avenue, First Street and Eckington St. due to traffic.



65-70 decibels
Undesirable

The mid block of First St. NE and Eckington Pl. NE has undesirable noise levels also from traffic.



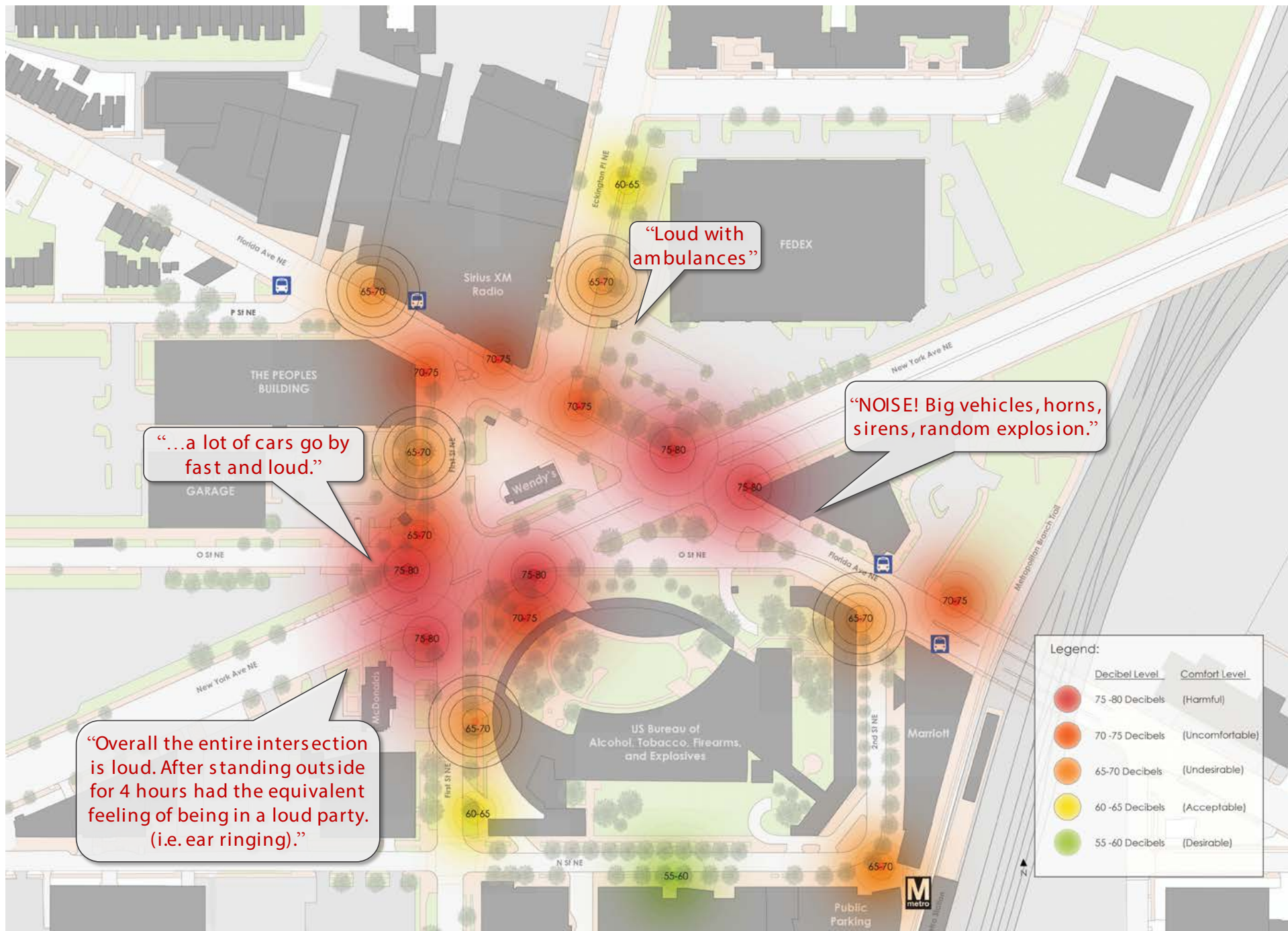
60-65 decibels
Acceptable

The noise level starts to reduce south of New York Ave. along First St. NE.



55-60 decibels
Desirable

Mid-block of the ATF building along M St. is the quietest area as the street is narrower and the noise from the New York Ave. is blocked by the ATF building.



Noise Levels Measured In The Study Area On Jan 14, 2020

DEAFSPACE DESIGN PRINCIPLES

The intersection of Florida and New York Avenues NE is steps away from Gallaudet University, the premier institution of learning, teaching and research for deaf and hard-of-hearing students in the United States. The District of Columbia has a notable and active population of deaf and hard-of-hearing community members, many of whom travel through, live, work, and/or study in this part of the city. This public life study incorporates and includes recommendations related to the principles of DeafSpace Design.

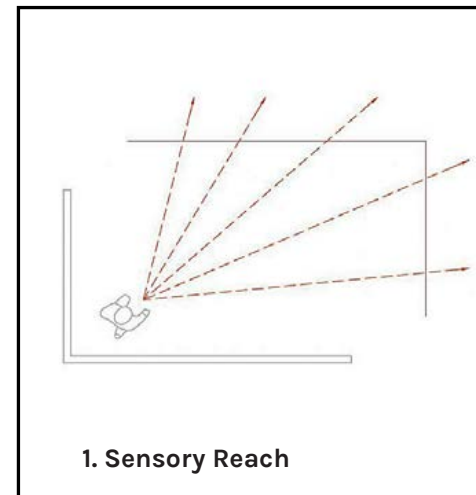


Gallaudet University Location

What is DeafSpace?

DeafSpace is “[space] in which Deaf culture, in all its diverse dimensions, can thrive through full access to communication and [in which] the unique cognitive, cultural and creative dimensions of the Deaf experience are encouraged.”¹

The main elements of DeafSpace Design are:



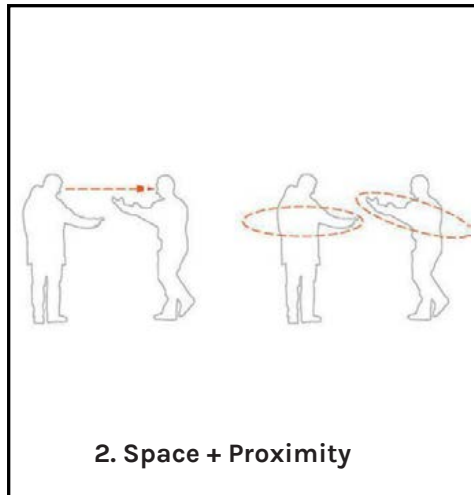
Spatial orientation and awareness of activities are essential to maintaining a sense of well-being. The deaf and hard-of-hearing “read” activities through sensitivity to cues such as movement of shadows, vibrations, and shifts in expression or position.

The built environment should be designed to facilitate 360-degree spatial awareness, orientation and wayfinding.

1. Bauman, Hansel. DeafSpace Design Guidelines, Volume 1. Hansel Bauman Architect (Working Draft). 2010. Print

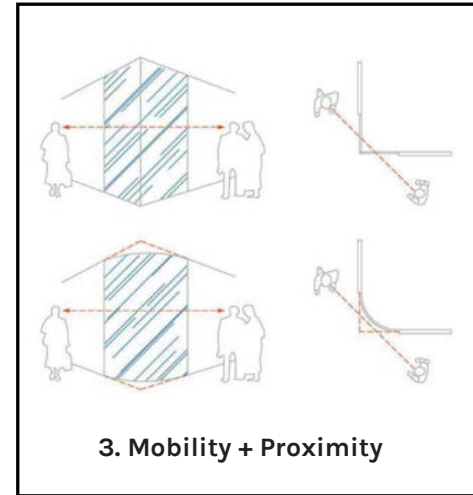
Image source: © Dangermond Keane ArchitectureInformation

source: gallaudet.edu/campus-design-and-planning/deafspace



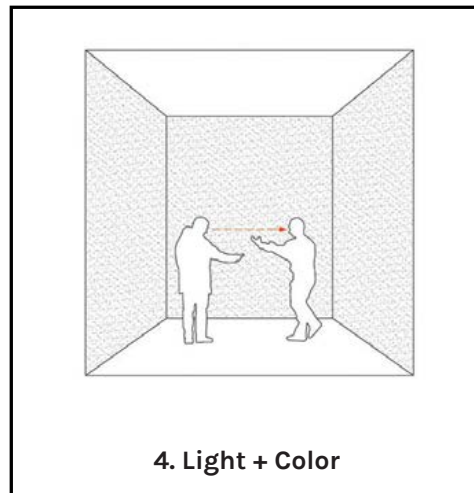
Clear visual communication requires distance allowing full views of facial expressions and "signing space". Wide spaces are needed between signers, and more space is needed as the number of signers increase.

The built environment should be designed to provide space for signing for individuals and groups.



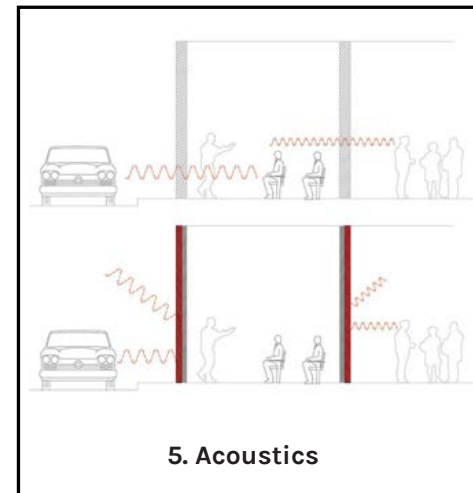
Signers need distance between them for proper communication while moving and need to shift their gaze from companion to environment while moving through space.

The built environment should be designed to provide uninterrupted movement through space for signers.



Poor lighting (glare, shadows, and backlight) interrupts visual communication and leads to eye fatigue. Lighting should be adequate, but soft and diffused.

The built environment should be designed to control daylight, contrast skin tone, highlight sign language, and facilitate visual wayfinding.



There are different kinds and degrees of hearing among the deaf and assistive devices used by them. Reverberation from sound waves reflected by hard surfaces can be distracting and even painful.

The built environment should be designed to reduce or mitigate reverberation and background noise.





ANALYSIS AND FINDINGS

PHYSICAL AND SOCIAL CONDITIONS

FIELD WORK, DATA AND ANALYSIS

HOW ARE PEOPLE MOVING?

WHAT ARE PEOPLE DOING?

WHAT ARE PEOPLE SAYING?

HOW ARE PEOPLE MOVING?

Over three days, field workers studied how people move through the study area, taking one sample count per hour at 10 screenlines for a total of 23 hours. The location of the screenlines are shown on the map on the following page. Data was collected on the individuals observed during 10-minute sample counts per hour. When multiplied by six to extrapolate a full hour of activity, the data can be understood to reflect 28,770 pedestrians moving through the study area.

The pulse of pedestrian movement through the study area over the course of a weekday is punctuated by morning commuters heading to work and school, lunchtime activity, afternoon school dismissal, and some after work errands and activities. On Saturday, the busiest time observed was the 10 am hour, when many people run errands or exercise.

Throughout the day, movements are concentrated close to the Metro station at screenline 10. There is little pedestrian movement on the Wendy's block along New York Avenue.

At all times, people walking and on bikes are competing for limited sidewalk space, further constrained at key pinch points on Florida Avenue where sidewalks are extremely narrow.

The composition of those traveling through the area was perceived to be nearly three-fifths male, which is higher than other public life studies conducted in DC. This may reflect the perceived lack of safety or welcomeness of the intersection.



Groups of people crossing Florida and New York avenues, heading to Metro

4,795 Moving People Observed

perceived sex

41% female

59% male

perceived age

14% under 20

4% over 65

wheels + fitness + pets

6% on bikes

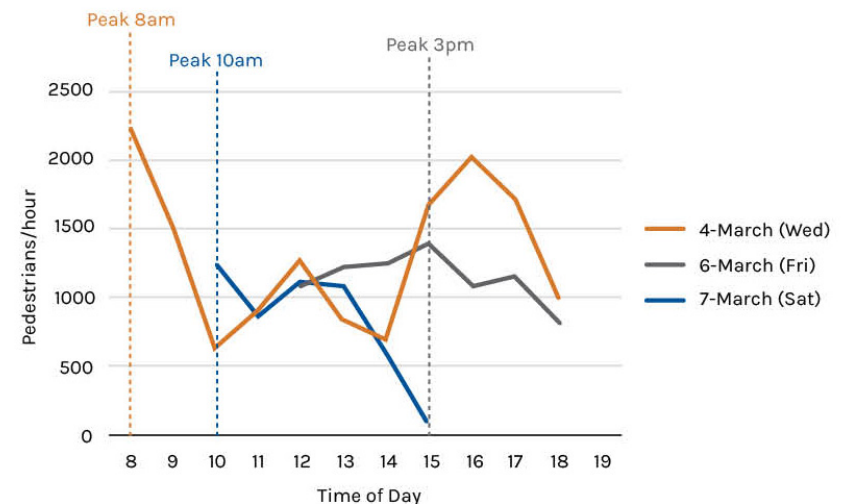
0.6% with strollers

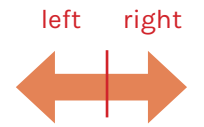
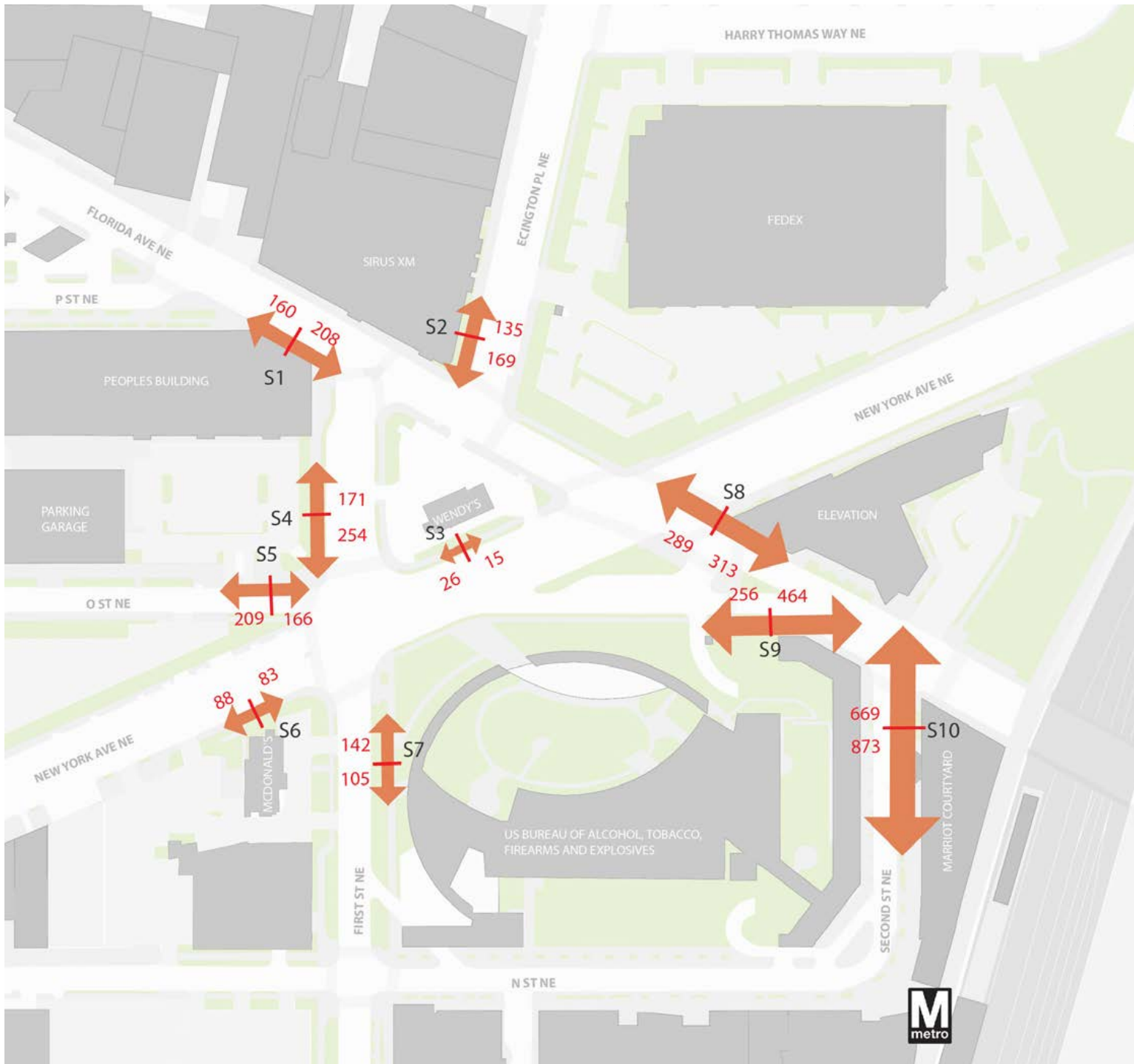
1% skateboards/scooters

2% running/jogging

1% with pets

Extrapolated Pedestrian Movements



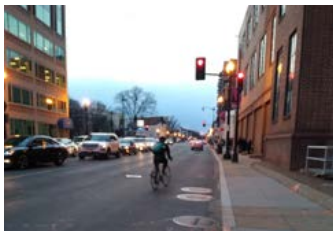


Pedestrian count locations (screenlines):
 Orange arrows thickness is proportionate to the **number** of people who crossed the screenline in each direction.

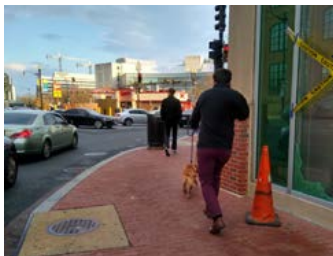


HOW ARE PEOPLE MOVING?

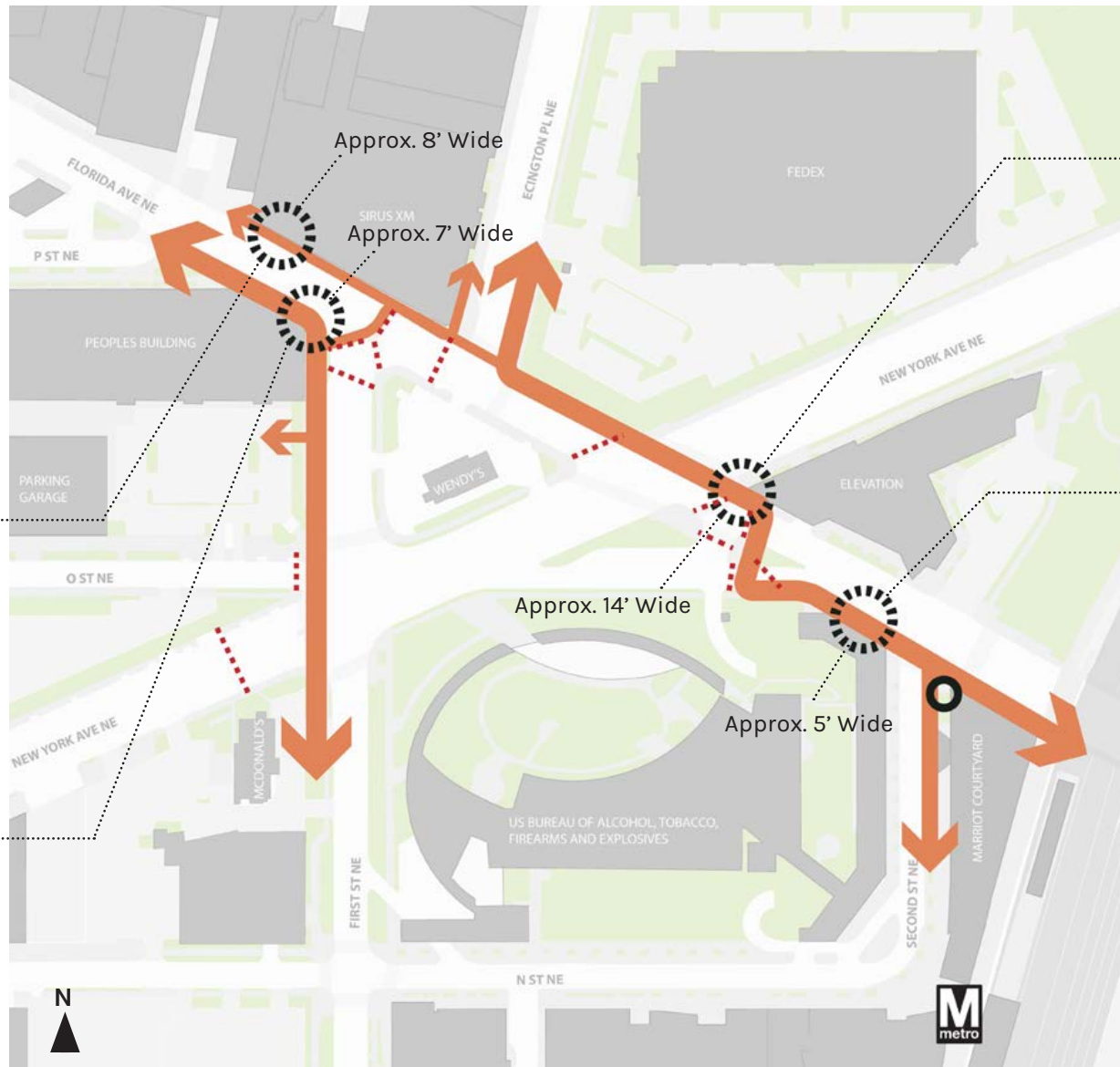
The main flows of pedestrian movement in the study area are along Florida Avenue and First Street NE. Very little pedestrian movement was observed along New York Avenue. Numerous pinch points are found along Florida Ave. People often jaywalk across New York Ave. NE in front of the McDonald's and at multiple locations along Florida Ave. NE.



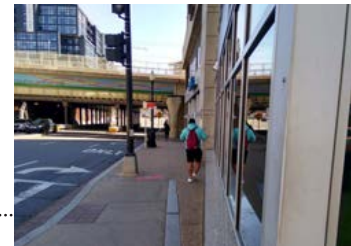
Narrow sidewalks along Florida Ave. west of 1st St. NE



Pinch point at Peoples building and 1st St. NE







People begin crossing New York Ave. before the signal allows.



Sidewalks along Florida Ave. are narrow.



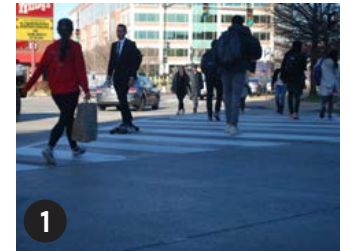
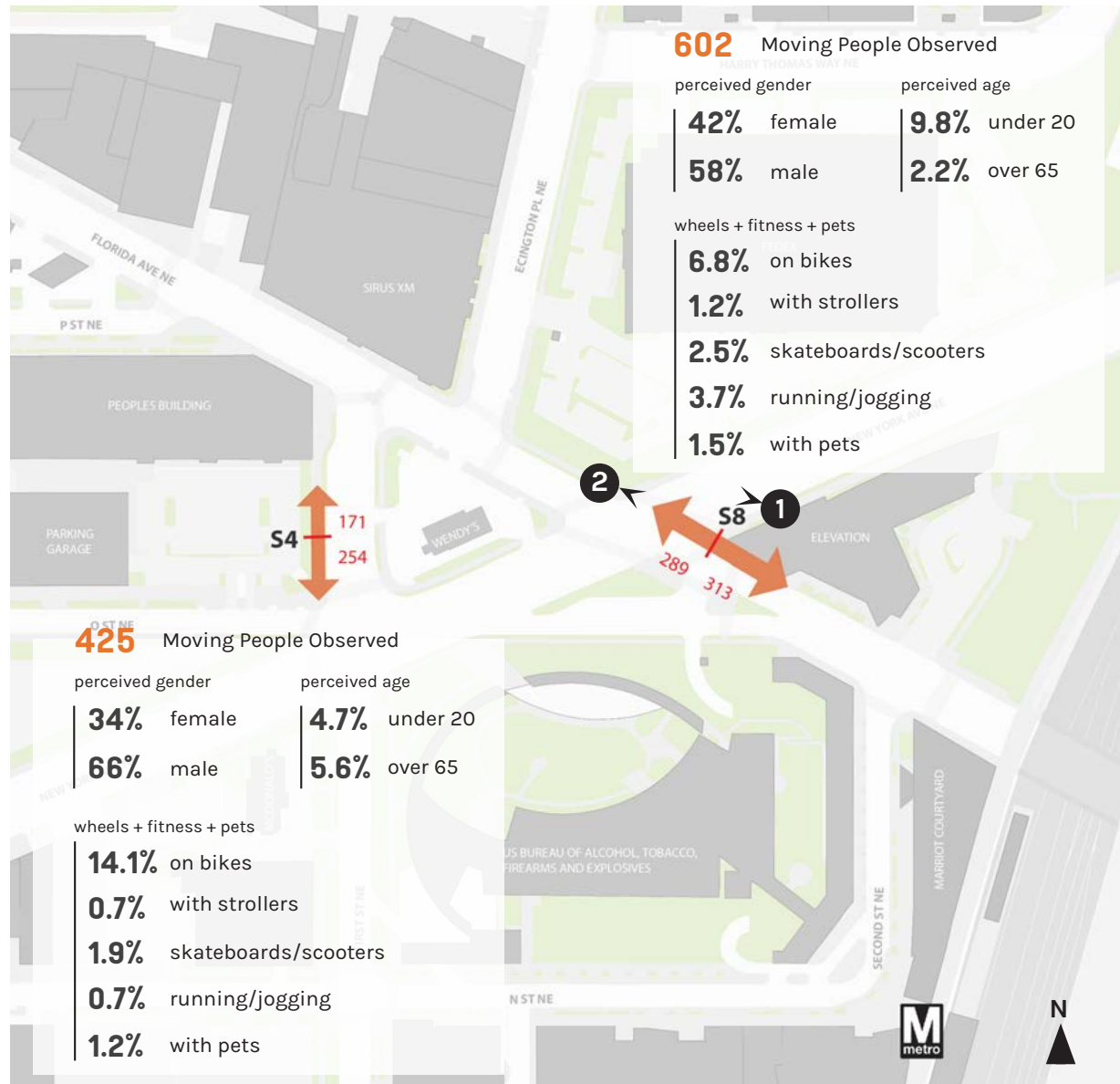
Pedestrian barriers along Second Street NE should be removed.

-  Pedestrian Barriers
-  Pinch Points
-  Pedestrian Flow
-  Jaywalking (including through red crossing signals with high traffic volumes)

Screenlines 4 and 8 capture large flows of pedestrian movement crossing New York Avenue. They are travelling to and from the NoMa/Gallaudet Metro Station and major employers and schools.



Views of the crosswalk at New York Avenue by the McDonalds



A higher percentage of cyclists pass screenline 4 than screenline 8. There is no bicycle lane at Screenline 8. Most cyclists use the already narrow sidewalk. Local students pass screenline 8 in large groups during after school dismissal.

HOW ARE PEOPLE MOVING?



Pairs and groups were most prevalent during the hours before and after school (**8 am and 3 pm**).



Many people with **groceries** were observed walking on **weekends**.



1% of people moving were noted to be **in wheelchairs**.



5% of people moving were noted to be **children under 14 years old**.



0.6% of people moving were noted to be **with strollers**.



6% of people moving were observed on **bikes**. Most people on bikes were observed to be riding on sidewalks.



1.3% of people moving were noted to be **using skateboards or scooters**.



Desire lines were found in many locations.

WHAT ARE PEOPLE DOING?

Over the course of 23 hours of field work, field workers took two sample scans per hour in the study area. During these 46 unique scans, data was collected on 189 individuals engaged in stationary activity. The two 10-minute sample counts reflect activity at any given time during the represented hour.

Peaks of stationary activity occurred on weekday afternoons, and midday on Saturday. The most prolonged stationary activities included security guarding the ATF building, and a group of drink vendors near the Wendy's.

Of the few who do choose to stay, the majority were perceived as male, even moreso than the proportion of people moving through the area.

Due to the lack of public seating, most people observed were standing/leaning, and **over 90%** of those sitting were doing so on stairs, ledges, curbs, or on the ground.



Planters around the Elevation building provide a small space for sitting.



Seat walls in front of the ATF building are sometimes used by workers at lunchtime.

189 Stationary People Observed

perceived sex

31% female

69% male

perceived age

9% under 20

8% over 65

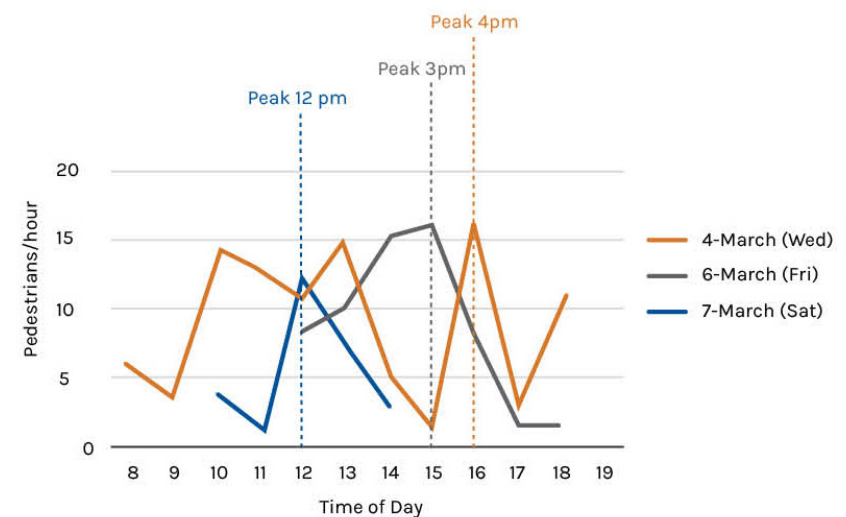
posture

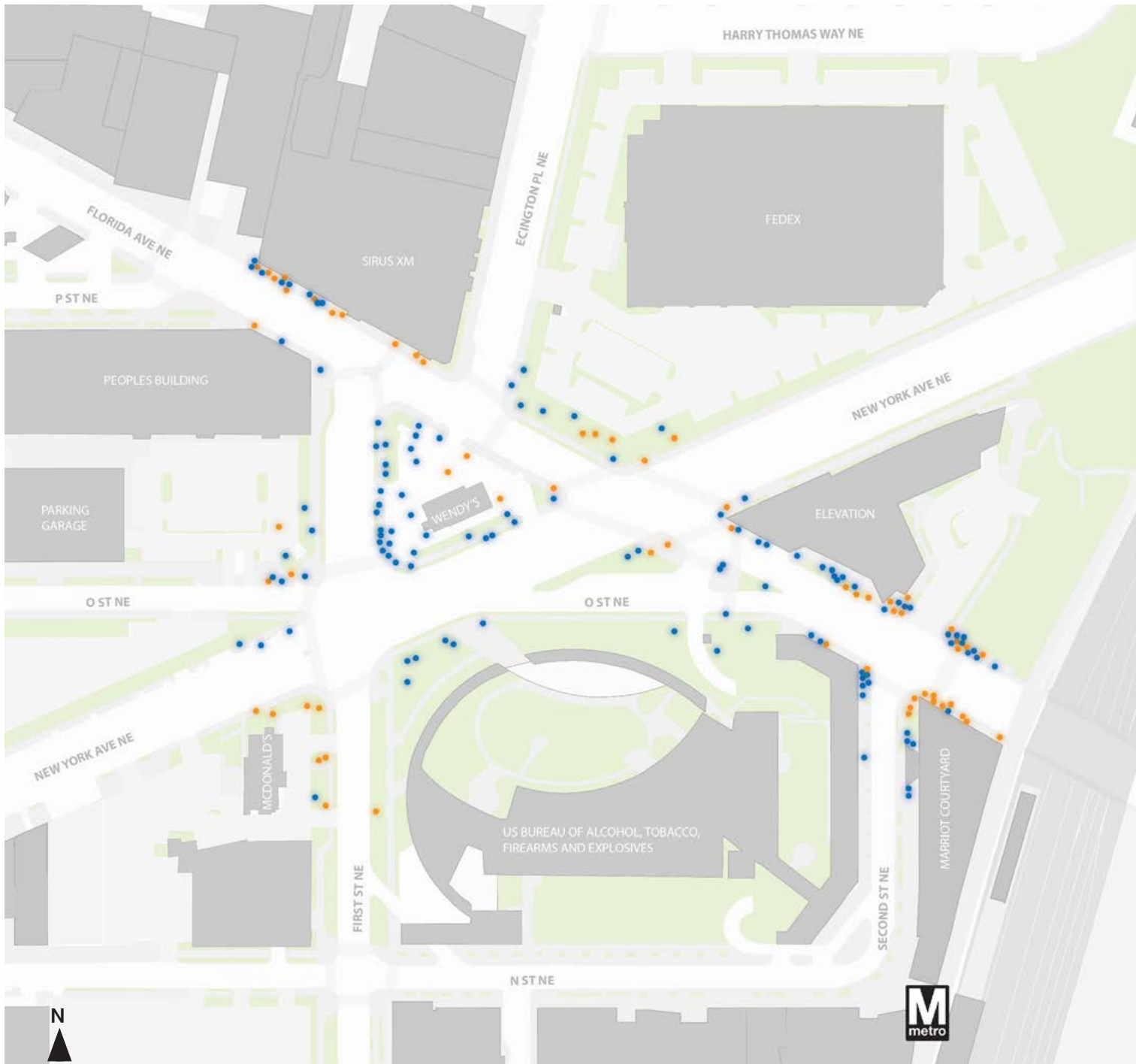
67% standing/leaning

2% sitting in public seating

20% sitting improvised (on stairs/curb/grass)

Sample Hourly Stationary Activity





- Male
- Female

Stationary Activity Locations and Gender

WHAT ARE PEOPLE DOING?



A small group of men were **vending water and drinks** to drivers stopped at traffic lights on a weekday afternoon.



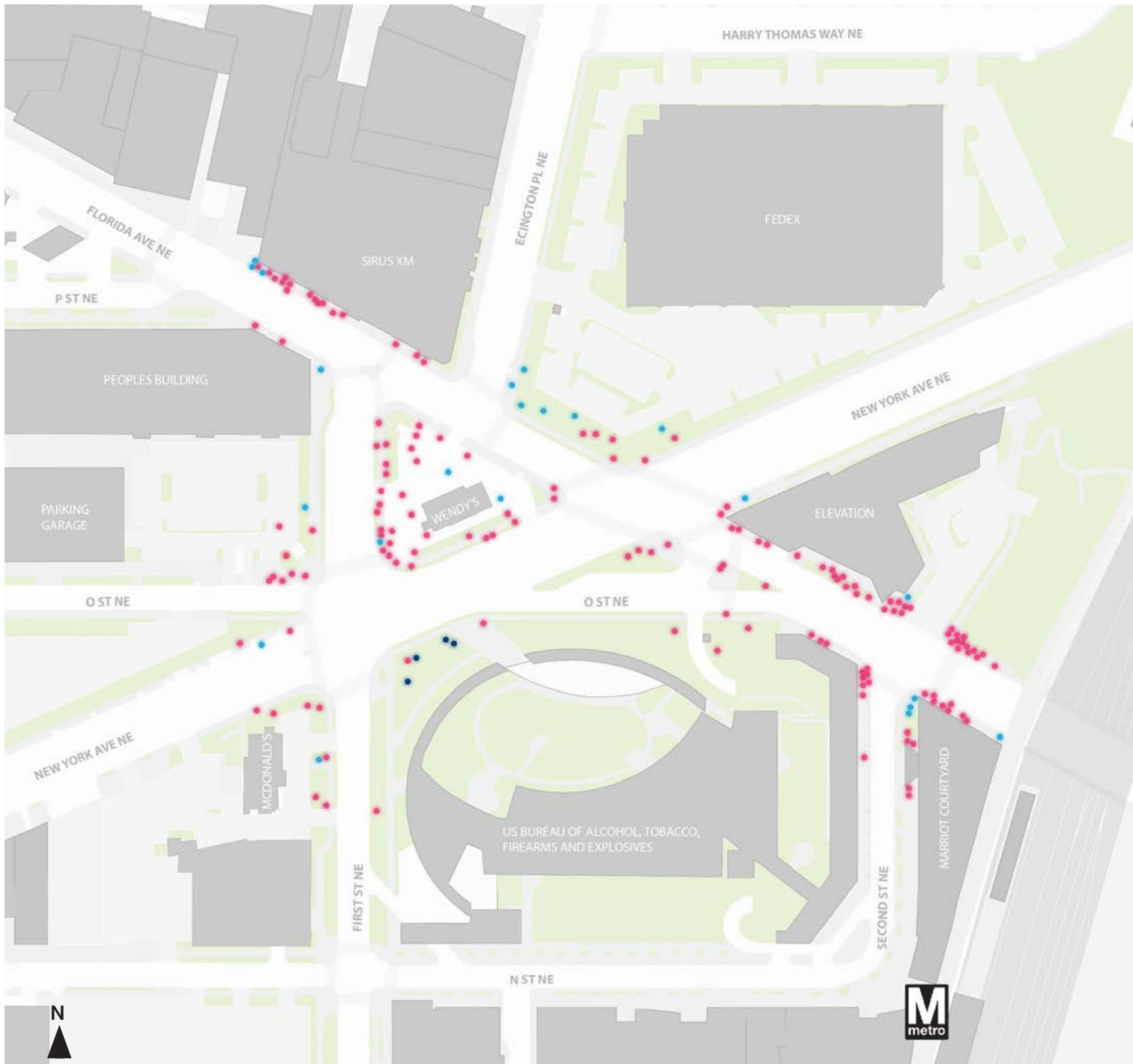
The busiest hours of the day for stationary activity were **1pm-2pm** on **Wednesday**, **3pm-4pm** on **Friday**, **noon to 1pm** on **Saturday**. In all cases, there are more **men** than **women**.



The top two stationary activities include **using electronic devices (20%)** and **waiting for transit (19%)**, which are not about enjoyment of the space itself.



Almost **67%** of all people engaged in stationary activity are **standing or leaning**. There is very little public seating.



Stationary Activity Types

- Standing/Leaning
- Sitting (Public Seating)
- Sitting (Improved)

WHAT ARE PEOPLE SAYING?

INTERCEPT SURVEYS

Over the three days of fieldwork, 78 individuals responded to intercept surveys. Interview respondents were asked about the words they would use most to describe the area, and the top amenities and activities they would like to see in the future public spaces in the area. **Intercept survey respondents identified as more racially diverse, with Black (38%) and white (35%) constituting the top two groups.** Over one third of respondents lived in near the study area (zipcodes 20001 and 20002), while every respondent who identified their home zipcode lived in the DC metropolitan area.



Fieldworkers interviewed passersby on bike and on foot.

78 Intercept Survey Respondents

Respondents' self-identified gender, age, & race

51% female
47% male
2% non-binary

9% under 20
36% 20 - 30
50% 31 - 60
5% over 60

4% Asian
38% Black or African American
6% Latinx
35% White
4% Other / 2 or more
12% Prefer not to answer

What **words** did respondents use most to describe the area?

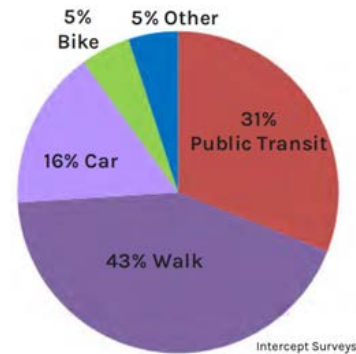
20% **BUSY**

19% **DANGEROUS**

16% **CONFUSING**

69% visit this area daily

Intercept survey respondents travel to the area using a diversity of modes. **Walking** accounts for **nearly half** the trips.



PARK SPACES

Top amenities respondents would like to see in the future public spaces in this area.

dog park

park with benches

green space



Someone eating in front of the ATF building

EATING

Top activities respondents would like to do in the future public spaces in this area.

restaurants (not fast food)

sitting, talking, eating

food! food trucks



Two drive-through fast food establishments are found in the study area, open with extended hours and offering inexpensive food.

WHAT ARE PEOPLE SAYING?

ONLINE SURVEYS

Online surveys were set up via SurveyGizmo, shared by email and social media, targeting local institutions, residents, and workers. During the 16 days that the survey was open, 578 responses were received. **Online survey respondents identified as predominately white (72%) and between 20-39 years of age (74%).**

The three words that the respondents used most to describe the area were "dangerous", "confusing" and "congested". "Dangerous" and "confusing" were also among the top two words the intercept survey respondents used to describe the area.

The top three things that the respondents would like to see in the future public spaces in this area are benches, public art and green spaces/parks.



Few cyclists travel along New York Avenue

578 Online Survey
Respondents

Respondents' self-identified gender, age, and race

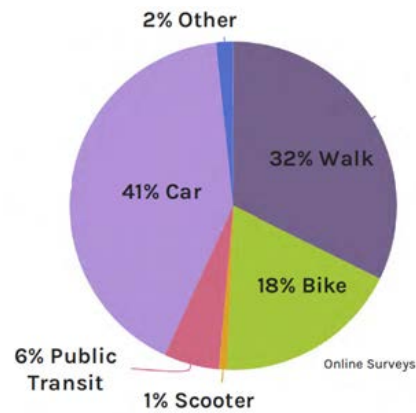
47%	female
48%	male
5%	not listed / prefer not to answer
<hr/>	
74%	20 - 39
24%	40 - 65
2%	over 65
<hr/>	
1%	American Indian or Alaskan Native
4%	Asian
9%	Black or African American
5%	Latinx
1%	Native Hawaiian or other Pacific Islander
72%	White
2%	Other
11%	Prefer not to answer

What **words** did
respondents use
most to describe
the area?

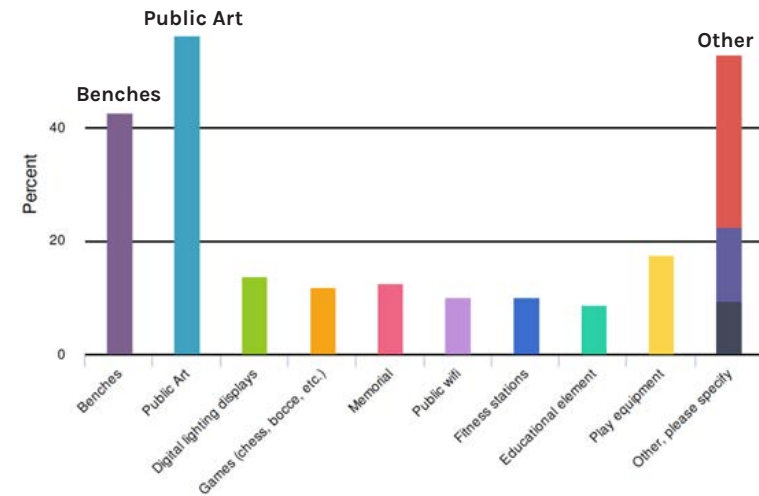
39%	DANGEROUS
27%	CONFUSING
18%	CONGESTED

43% visit this area daily

Respondents travel to the area using a diversity of modes. **Biking** accounts for **nearly 1/5** of the trips.



What top three things would you like to see in the future public spaces in this area?

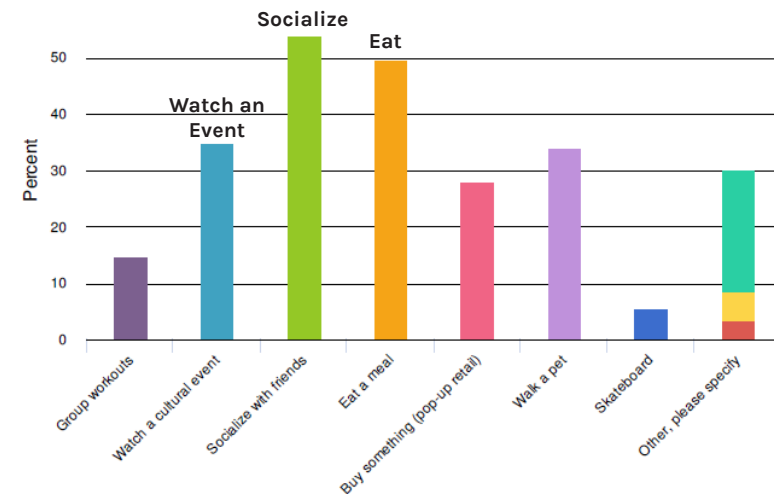


What usually brings you to the area?



Thick bars represent online survey respondents while thin bars represent intercept survey respondents.

What top three activities would you like to be able to do in the future public spaces in this area?





PEOPLES BUILDING

FIVE GUY

2 Florida 1300 100

DO NOT ENTER

DO NOT ENTER



50 EAST

RECOMMENDATIONS

STREETS AND STREETSCAPES

SPACES AND BUILDINGS

SUMMARY OF RECOMMENDATIONS



MAKE WALKING AS COMFORTABLE AND ENJOYABLE AS POSSIBLE

Intentionally design the intersection to be safely enjoyed by people walking.

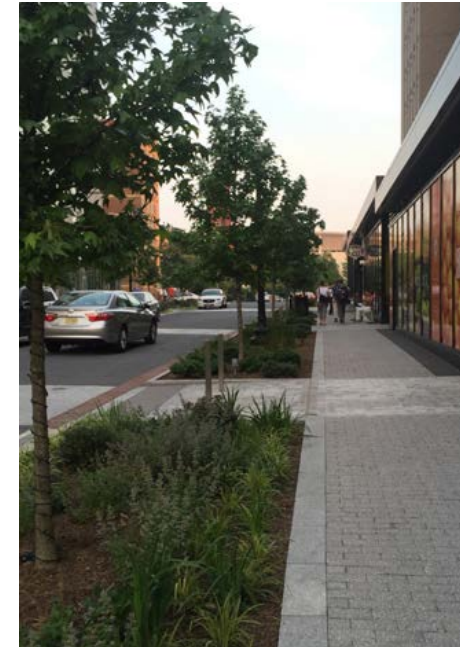
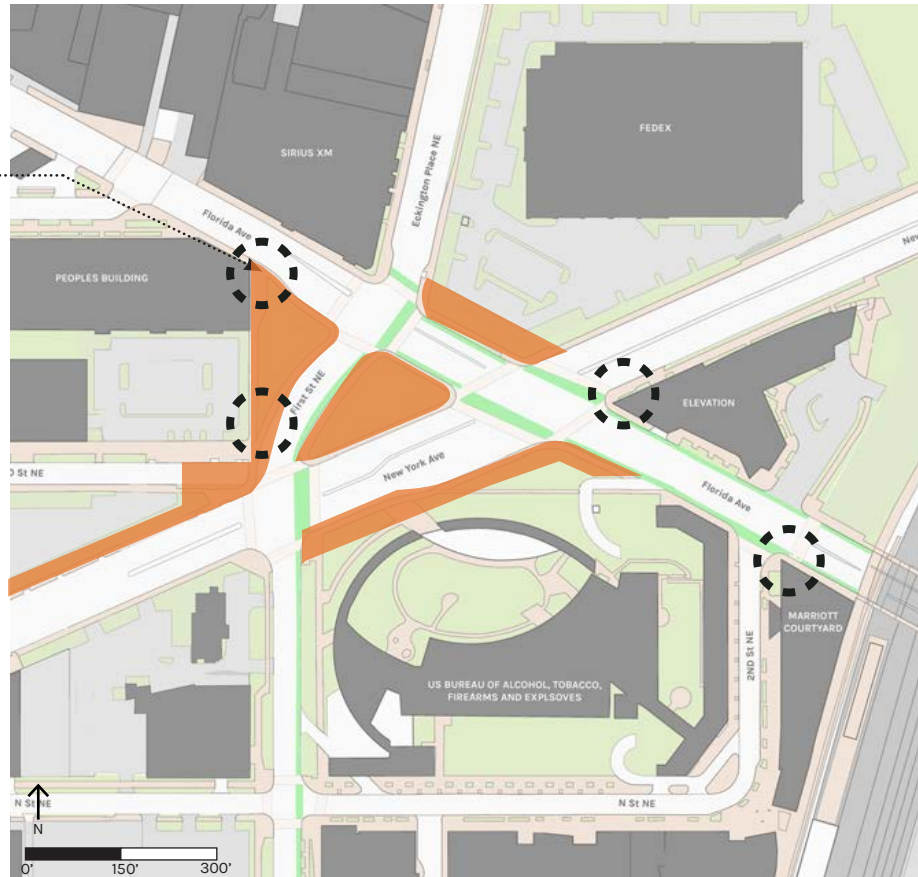
- Widen sidewalks to accommodate peak flows of people of all ages and abilities walking.
- Include a planting zone with street trees and landscaping as a buffer between sidewalk and street.
- Remove barriers and obstructions on sidewalks, especially at pinch points and busy intersections.
- Provide clear, human-scaled wayfinding signage for navigation and orientation on building walls, incorporated into pavement surfaces, seating, and artwork.
- Provide ample time for pedestrians to cross streets, especially before and after school.



Clear, wide sidewalks allow users to travel and communicate comfortably.



Human scaled wayfinding signage.



Planting zones help buffer pedestrians from traffic.



Pinch points to remain



Potential areas for wide sidewalks

CREATE SAFE AND COMFORTABLE ROUTES FOR PEOPLE ON BIKES AND SCOOTERS

Make cycling and scooting comfortable and enjoyable for people of all ages and abilities to discourage riding on sidewalks and conflicting with pedestrians.

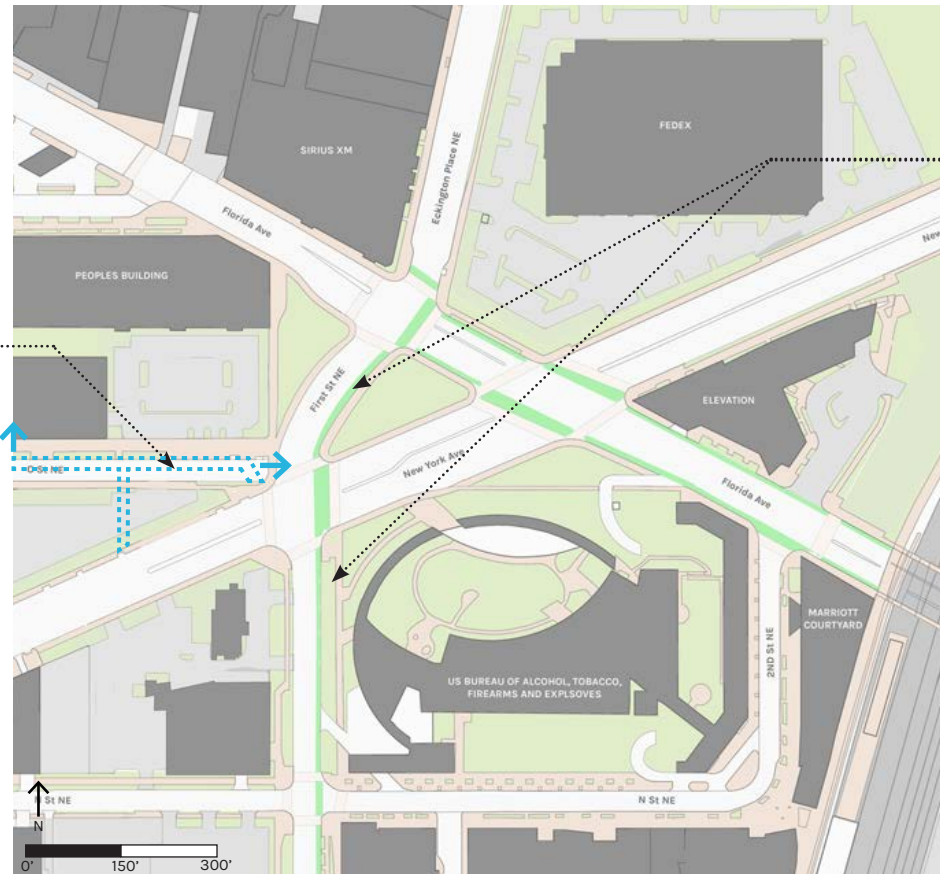
- Consider designating O Street NE as a cycling relief valve for those riding east and west, connecting to P Street, both in the short and long term. (See Appendix for map of O Street NE public easement area.)
- Install sturdy vertical barriers, not just flex posts, for protection, integrating plantings and artwork as a softer buffer from the high volume of vehicular traffic.
- Add hand and foot rails to provide comfortable stops at long signals.
- Consider where a Capital Bikeshare station may be placed as both a buffer from traffic and to not induce pedestrian/bicycle conflicts.



O Street NE could be a cycling relief valve



Safe and comfortable bikeways



Bikeway protected with vertical planter, not just flex posts.



Hand and foot rails for cyclist comfort at signals.

..... Public easement area

INTEGRATE PUBLIC SEATING EVERYWHERE

STREETS AND STREETSCAPES

Add comfortable public seating on sidewalks wherever possible and in all public spaces.

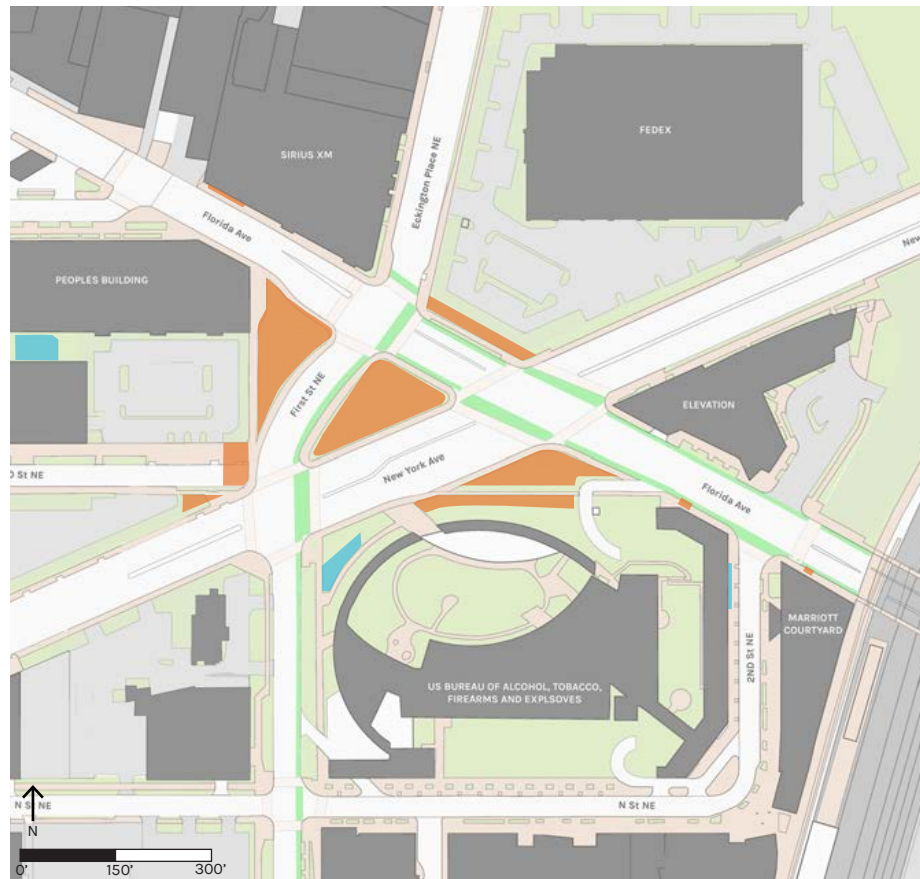
- Don't just provide benches, integrate seating with other landscape structures.
- At bus stops, integrate seating into walls and building edges to minimize sidewalk obstruction.
- Design seating to accommodate individual respite as well as social gathering.
- Integrate flexible casual seating in public spaces and semi-enclosed seating areas protected from noise and traffic, in areas that get both sun and shade.
- Add temporary or interim seating at the future dead-end of O Street, as a flexible plaza space.



Integrated seating can protect landscape areas and bioretention, while doubling as opportunities for public art, education, and wayfinding.



Benches can line walkways and channel pedestrian flows.



- Possible locations for seating
- Existing seating



Small, backed benches can provide comfortable places to sit and enjoy lunch.



Informal seat walls integrated with landscape.

CREATE BETTER BUS STOPS

Dignify transit users with places to wait comfortably for buses.

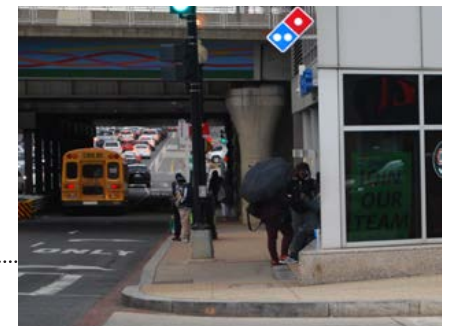
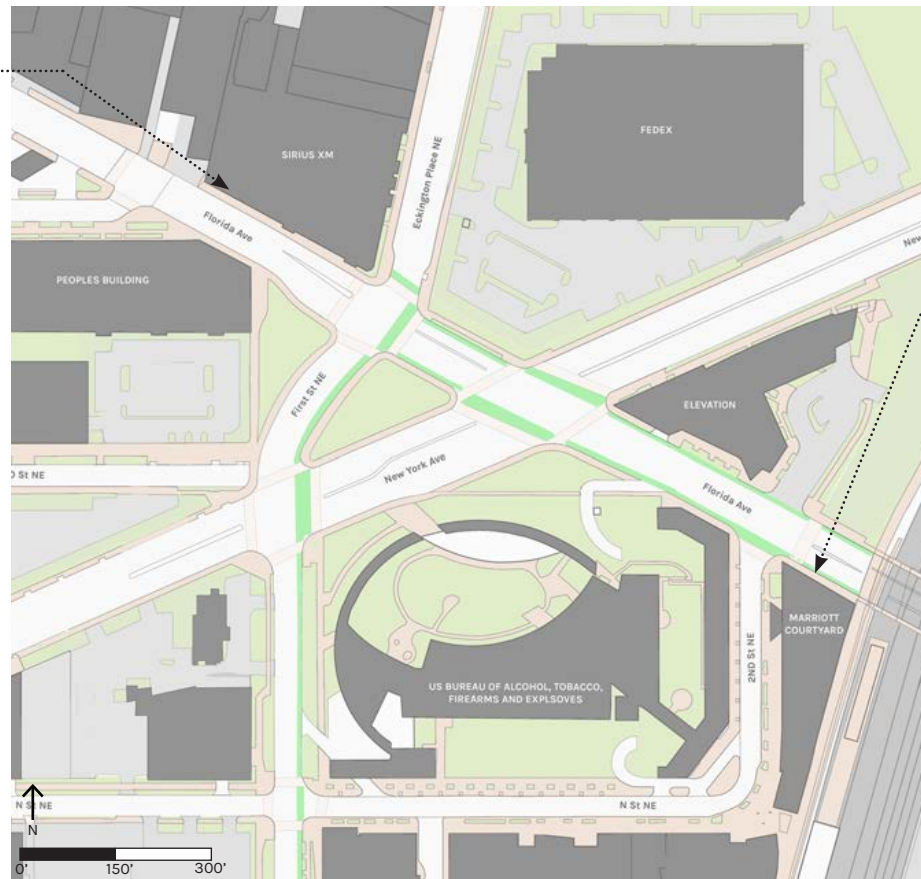
- Include space to sit and lean outside of the sidewalk clearway.
- Include overhead shelter wherever possible.
- Integrate art and interactive features at bus stops to better connect people to place.
- Shift bus stop locations to wider parts of the sidewalk.



Incorporate opportunities to sit or lean against wall.



Wall mounted bus stop can save space while providing shelter.



Better organize space (ADA, sitting ledge, signal pole, bus stop).



Example of a slim bus stop that includes overhead shelter.

CREATE ADAPTABLE AND CONNECTED SPACES

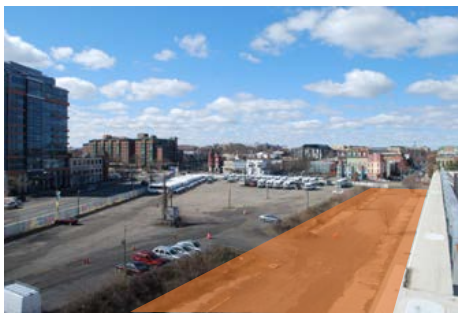
SPACES AND BUILDINGS

Design and program public spaces as smaller, intimate areas that contribute to a larger, integrated network, balancing the historic urban design with neighborhood growth and change.

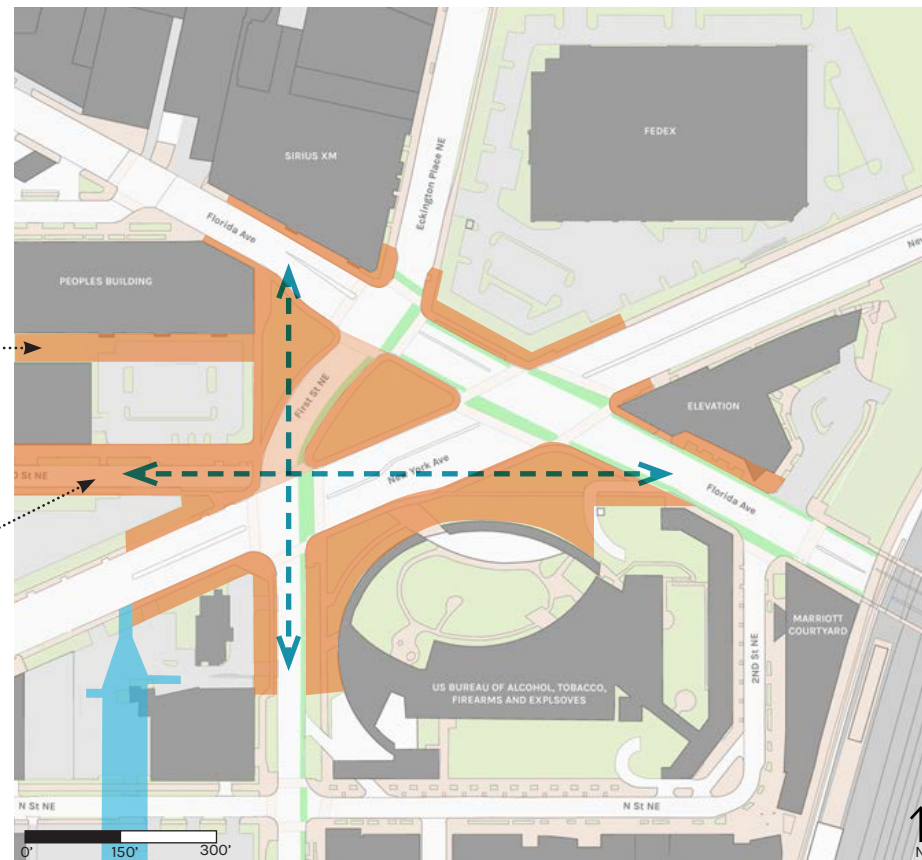
- Connect new public spaces to existing features fostering public life such as the plaza between the Peoples Building and parking structure and the green area around the ATF colonnade.
- Consider repurposing First Street to connect/combine the individual public spaces between Florida and New York Avenues for use as a larger space on weekends and for special events.
- Design public spaces for flexibility to accommodate the changing way they are used over the course of the day, week, and year.
- Consider integrating adaptable or mobile elements and furnishings to allow for flexibility in use and program.
- Maintain view corridors along O Street NE and First Street NE, in respect of L'Enfant Plan (see Appendix for O Street NE public easement map).
- Create visual and physical connections between smaller enclosed public spaces and the larger intersection area, such as the future NoMa Meander.



Build on and connect to the courtyard beside the Peoples Building.



Incorporate O Street NE into design of new public spaces at the intersection, maintaining its historic view corridor.



- Public space network
- NoMa Meander
- View corridor



Integrate the green space at ATF into the design of the new public space.



Flexible casual seating accommodates social gathering.

PROVIDE PROTECTION ALONG FLORIDA AND NEW YORK AVENUES

Improve safety by integrating protective elements along these busy and congested streets.

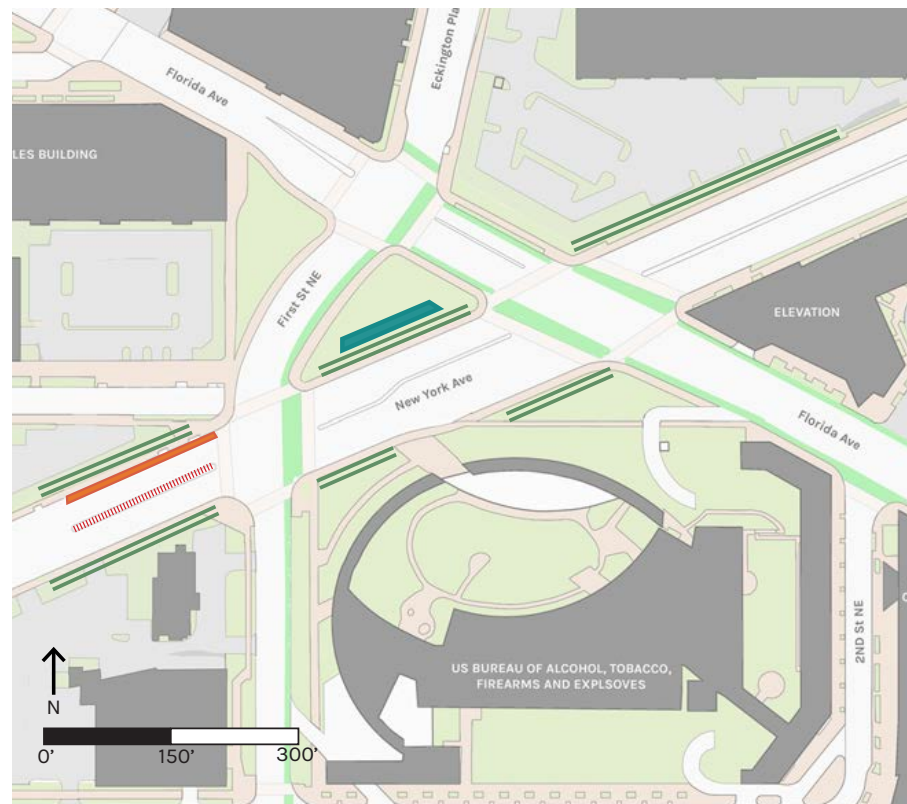
- Use existing topography and design future public spaces to create physical protection from traffic.
- Use trees, plantings, or decorative structures as buffers between sidewalks and busy streets.
- Consider double rows of trees to add needed shade.
- Consider a decorative or vegetated median on New York Avenue to discourage midblock crossing.
- Consider strategic curbside management solutions as buffers from traffic, such as pickup/drop off (PUDO) and on-street parking to make the sidewalk experience more comfortable.



Double rows of trees provide buffering and shade.



On-street parking can act as buffer to traffic.



- Potential location for natural protective edge
- Potential locations for double rows of trees
- Potential location for on-street parking

- Potential location of vegetated median



A raised structure with stepped fountain and seating can protect from traffic while creating an edge around a space



Low, raised, planted walls can provide seating and protection for pedestrians.

CREATE COMFORTABLE PLACES FOR PEOPLE

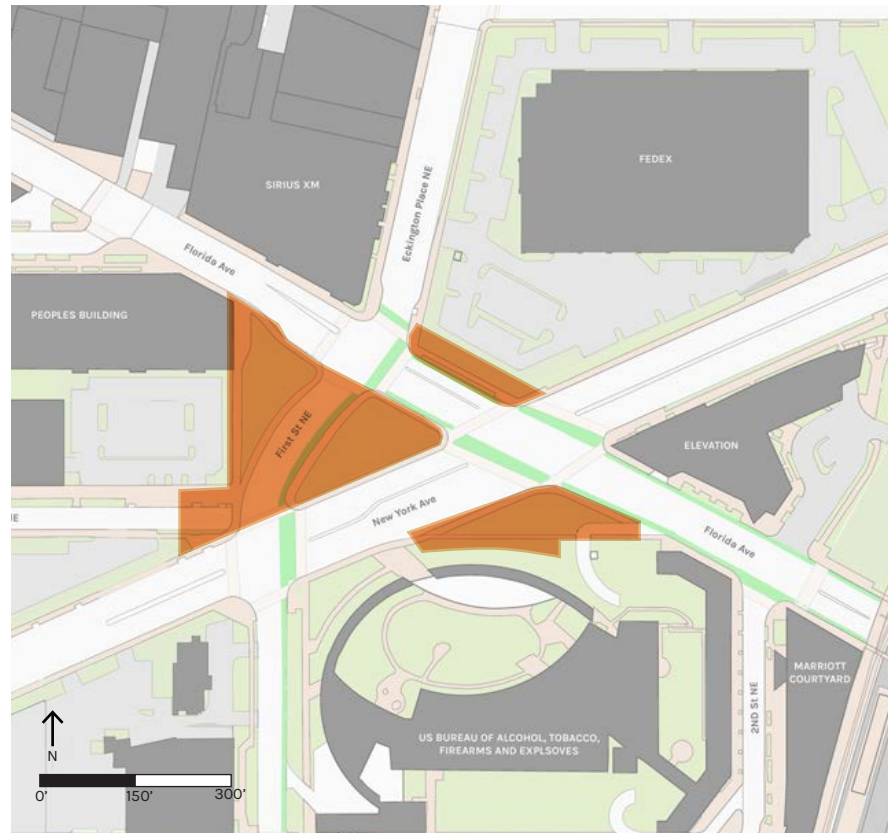
SPACES AND BUILDINGS

Integrate landscape and building elements that provide shelter from sun, heat, cold, wind, and noise.

- Include structures and plantings to provide shade and reduce heat islands in areas most affected by sun.
- Use windbreaks, trees and tall plantings to help diffuse sounds and mitigate wind along New York Avenue and in public spaces.
- Use materials and surfaces that reduce noise and vibration on future building façades and in public spaces.
- Use white noise elements, such as fountains, to help dissipate surrounding noise.



Trees and structured elements can provide shade and reduce the effects of wind in public spaces.



Areas in need of shelter from heat, cold, and wind



Fountain providing white noise and whimsy in public space.



Green walls provide cooling, sound diffusion, and interest.

CREATE WELCOMING AND INVITING SPACES FOR ALL PEOPLE

Create streetscapes and public spaces that welcome and celebrate all people.

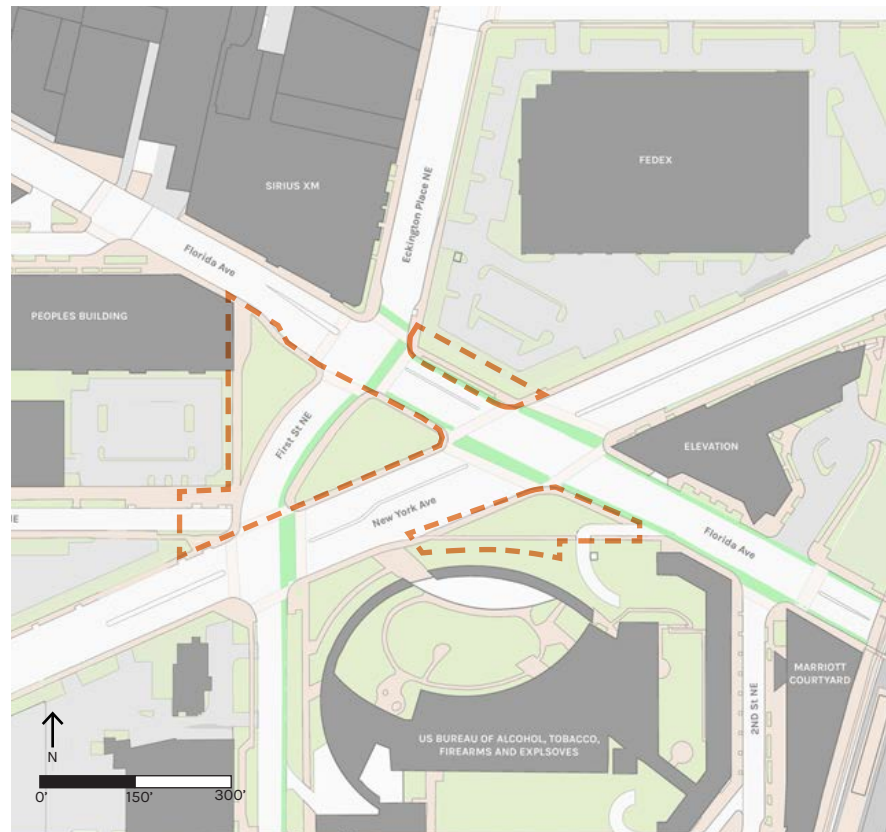
- Design barrier-free spaces that welcome and include people of all ages, gender identities, incomes, abilities, and backgrounds.
- Consider the needs and experiences of vulnerable and marginalized populations in the area, including the homeless.
- Design and program the public spaces and building edges to overcome the effects of policing in defining spaces of perceived safety, control, and exclusion.
- Allow for more accessible food options like street vendors and pop-up food trucks or kiosks in the spaces in and around the intersection.
- Improve safety for all by employing strategies such as wide walkways, clear views of destinations, and good lighting.
- Provide clean, managed public restroom kiosks for public use.
- Public art and community-building activities should be inclusive and elevate local lived experience.




Managed kiosks can provide restroom access for all people.



Spaces should feel inviting to the public and allow for diversity in users.



Public art elevates local lived experience.

 Future public spaces

ENLIVEN AND ACTIVATE PUBLIC SPACES

SPACES AND BUILDINGS

Create opportunities for interaction and community with design elements, activities, and programming.

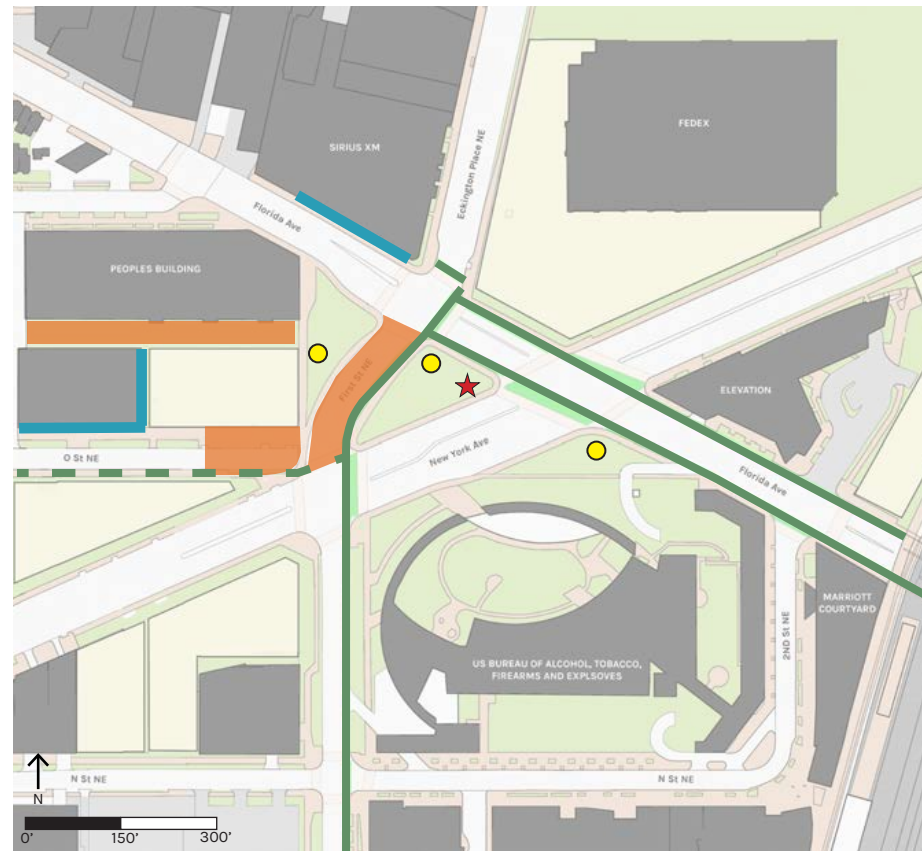
- Design spaces to make it possible to close 1st Street NE for special events on weekends.
- Consider creating a plaza at the end of O Street NE to hold weekend events such as a farmers market, designed to accommodate an east-west bike route (see page 61).
- Use food to activate the intersection and encourage passersby to stay.
- Integrate public art and whimsical elements for both children and adults to counter the harshness of the intersection.
- Program community activities focused on fitness, art, and play.
- Explore a location for a possible monument or memorial.*
- Incorporate facilities and spaces for current and future dog-walkers.



Occasional food trucks can add variety in food options.



Farmers markets enliven public spaces on weekends.



★ Potential location for monument*

● Pop up food/kiosk opportunities

■ Temporary/interim activation areas

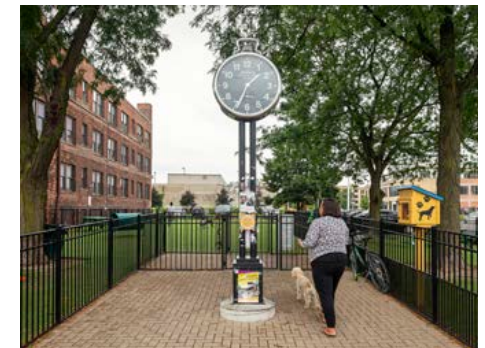
— Planned bike lanes

- - - Potential east-west bike route

— Mural opportunity



A monument or memorial can be integrated into the design of a public space*



Facilities and spaces for dog walkers can be incorporated into public spaces.

*See Site 14 in the National Capital Planning Commission's Memorials and Museums Master Plan, 2001

INTEGRATE VEGETATION FOR HEALTH AND SUSTAINABILITY

Create opportunities for personal wellness and a healthy environment.

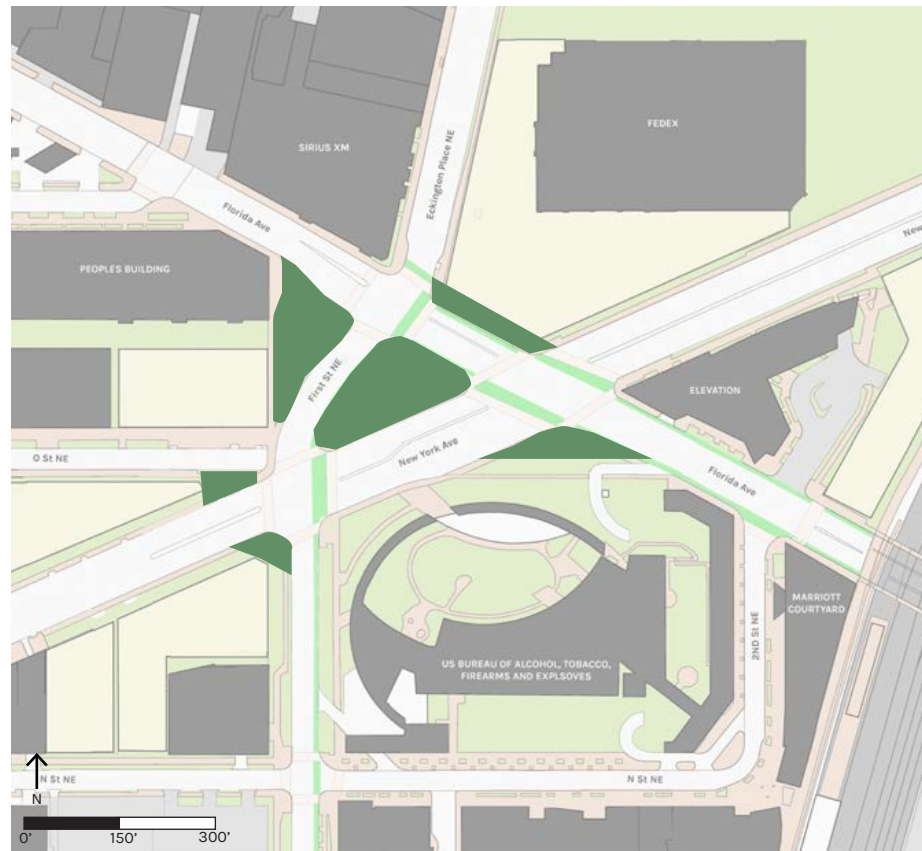
- Provide green spaces that can be used for recreation, rest, and connection to nature.
- Integrate public art and seating with other landscape features.
- Use green infrastructure such as rain gardens and porous pavement to provide vegetation, capture stormwater, and reduce runoff.
- Add vegetation that improves sensory experiences of scent, touch, and sound.



A planter with edible herbs outside the Elevation building offers a sensory moment at the FL/NY intersection.



A eating ledge with inlaid map of local watershed is integrated with bioretention at Kennedy Street NE.



Areas for potential green space integration



Green spaces can be used for active and passive recreation.



Bioretention tree pits help manage stormwater runoff.

ACTIVATE EDGES AROUND THE INTERSECTION

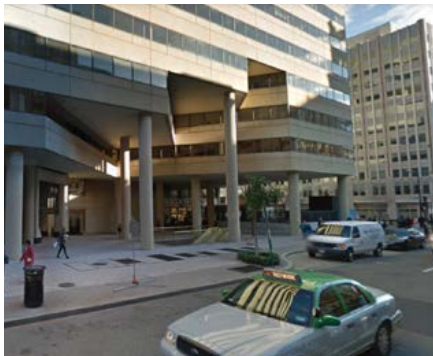
SPACES AND BUILDINGS

Design and program the edges of the intersection for more activity, transparency, permeability, and visual interest.

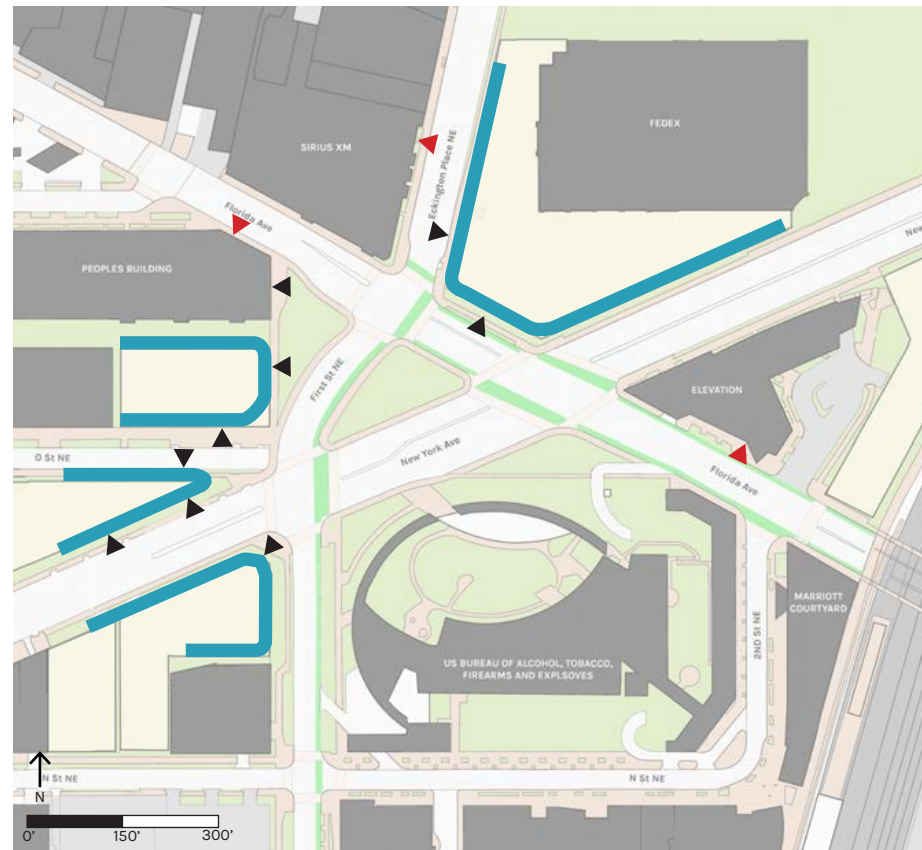
- Locate active uses at street level and face building entrances (with operable doors and windows) onto the intersection spaces.
- Make façades and edges of future development more permeable and deeper using elements such as arcades to break down large sites and connect spaces to one another.
- Paint some blank walls and ground surfaces with murals (not ads).
- Curve, cut off, or set back building corners for pedestrian views of oncoming movement, to alleviate pinch points, and support DeafSpace Design principles (see pages 40-41).
- Vary building façade massing for visual interest and to minimize sound reverberation.



Transparent, curved building corners at street level allow views of oncoming movement.



Arcades and set back corners provide covered connections between spaces and a feeling of safety on high traffic roads.



— Potential to curve or chamfer future building corners

▲ Future building entrances on public spaces

▲ Existing entrances on public spaces



Murals by local artists create visual interest on blank walls



Active uses and building entrances enliven sidewalks and public spaces

- Prioritize the human-scaled experience of buildings edges, monuments, and public art.
- Incorporate balconies and terraces into new (residential and commercial) buildings to create a social connection to the street.
- Include temporary installations and pop-up activities to activate edges and spaces in the short and medium term.



Human scaled experiences of monuments and public art should be prioritized.

- Focus activation where it is most likely to succeed and not conflict with people's safe and comfortable movement. Consider leveraging the main flows of movement (across NY Ave.).
- Consider vantage points of the spaces from crosswalks where wait times might be long and recognize that views into and from the spaces will be obstructed by tall vehicles.



Temporary pop-ups can create short term activation of public spaces.



Modulated building facades and balconies activate the edges of sidewalks and other public spaces.



Activation should be focused where it is most likely to succeed.

SUMMARY OF RECOMMENDATIONS

STREETS AND STREETSCAPES

Make walking as comfortable and enjoyable as possible.

Intentionally design the intersection to be safely enjoyed by people walking.

Create safe and comfortable routes for people on bikes and scooters.

Make cycling and scooting comfortable and enjoyable for people of all ages and abilities to discourage riding on sidewalks and conflicting with pedestrians.

Integrate public seating everywhere.

Add comfortable public seating on sidewalks wherever possible and in all public spaces.

Create better bus stops.

Dignify transit users with places to wait comfortably for buses.

SPACES AND BUILDINGS

Create adaptable and connected spaces.

Design and program public spaces as smaller, intimate areas that contribute to a larger, integrated network, balancing the historic urban design with neighborhood growth and change.

Provide protection along Florida and New York Avenues.

Improve safety by integrating protective elements along these busy and congested streets.

Create comfortable places for people.

Integrate landscape and building elements that provide shelter from sun, heat, cold, wind, and noise.

Create welcoming and inviting spaces for all people.

Create streetscapes and public spaces that welcome and celebrate all people.

Enliven and activate public spaces.

Create opportunities for interaction and community with design elements, activities, and programming.

Integrate vegetation for health and sustainability.

Create opportunities for personal wellness and a healthy environment.

Activate edges around the intersection.

Design and program the edges of the intersection for more activity, transparency, permeability, and visual interest.

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APPENDIX

