

5 STREETScape AND URBAN REVITALIZATION

5.1 INTRODUCTION

This Chapter presents recommendations for general streetscape improvements and design concepts for Lamont Park. Streetscape concepts for Mount Pleasant Street are presented in Chapter 3 as part of area-wide transportation options.

5.2 RECOMMENDATIONS FOR GENERAL STREETScape IMPROVEMENTS

Recommendations for generalized streetscape improvements address repair and replacement of any existing street elements that are in disrepair or do not conform to DDOT standards, including sidewalks (replaced in kind), installation of handicap ramps at all intersections, cross-walk striping, trash receptacles, bike racks, bus shelters, parking meters (switch to multi-bay meter), damaged or unhealthy street trees, tree box fences and signage (both way-finding and traffic). Additional improvements to pedestrian and bicycle facilities are also described in Chapter 4: Pedestrian, Bicycle and Transit Improvements.

5.2.1 Lighting

We recommend changing existing cobra-head light fixtures to the double Washington Globe streetlights that have become standard in most of areas of the District. Figure 2-24 shows a photograph of Washington Globe streetlights.



Figure 2-24 Washington Globe Lighting

5.2.2 Trees and Tree Boxes

The streetscape design recommends infilling existing empty tree pits with street trees that match the existing trees to create a continuous row of trees. In the short term approved tree fences should replace the existing tree fences. Figure 2-25 shows a DDOT approved design for tree fences.



Figure 2-25 Approved Tree Fences

In keeping with Community interest in green infrastructure, use of Low Impact Develop (L.I.D.) strategies are recommended to minimize storm water runoff into the existing sewer systems. This approach could be implemented on Mount Pleasant Street by installing a continuous tree pit of permeable pavers over structural soil along the edge of the sidewalk. By directing runoff from the sidewalk into tree pits and the permeable paving area, water is filtered and treated through ground absorption before reaching existing drainage systems. The continuous tree pit will also improve tree health by providing better access to water. This same low impact development strategy is recommended for the proposed planted median in Area-Wide transportation Alternative A for Mount Pleasant Street (See Chapter 6).

5.2.3 Multi-bay Parking Meters:

Multi-bay parking systems are being implemented in the District. If DDOT experience with these systems is acceptable, installation in Mount Pleasant should be considered. Specifically, their use should improve compliance with parking time limits, which is a series problem for metered parking along Mount Pleasant Street and in the business area. As shown in Figure 2-26, their use should contribute to an updated look for the business area.



Figure 2-26 Multi-bay Parking System

5.2.4 Crosswalks:

Chapter 4 provides detailed recommendations for improvements to increase pedestrian safety such as curb bulb-outs, raised crosswalks and special paving crosswalks in the neighborhood. These elements also enhance the streetscape. Below are two examples for crosswalks.

5.2.5 Bus Shelters:

Bus shelter designs currently in use by DDOT and recommendations regarding the placement of bus stops and shelters are provided in Chapter 4.

5.2.6 Bicycle Stands and Bicycle Lanes

Approved DDOT bicycle racks and recommendations regarding the placement of bicycle stands and bicycle lanes are provided in Chapter 4. A Smartbike location is recommended for Lamont Park. DDOT should consider studying additional locations for Smartbikes within the study area.

5.3 MOUNT PLEASANT STREETScape CONCEPTS

Four Streetscape concepts were developed for Mount Pleasant Street. These options are presented in Chapter 3 as part of the Area-wide Transportation Options. All of these options share common streetscape elements presented in the Recommendations section above.

5.4 LAMONT PARK CONCEPTS

Lamont Park is a triangular park surrounded by Mount Pleasant Street, Lamont Street, 17th Street, and Park Road in Northwest Washington DC, as indicated on the map in Figure 2-27. Lamont Park. The park is faced by businesses on the east and south sides, and by residences to the west. Lamont Park is a classic urban park with heavy planting and mature trees. Lamont Park serves as a small “plaza” or town square for the neighborhood. In addition to hosting small events, including a seasonal farmer’s market, the location of the park and proximity to Mount Pleasant businesses and bus lines should make it attractive as an informal meeting place.

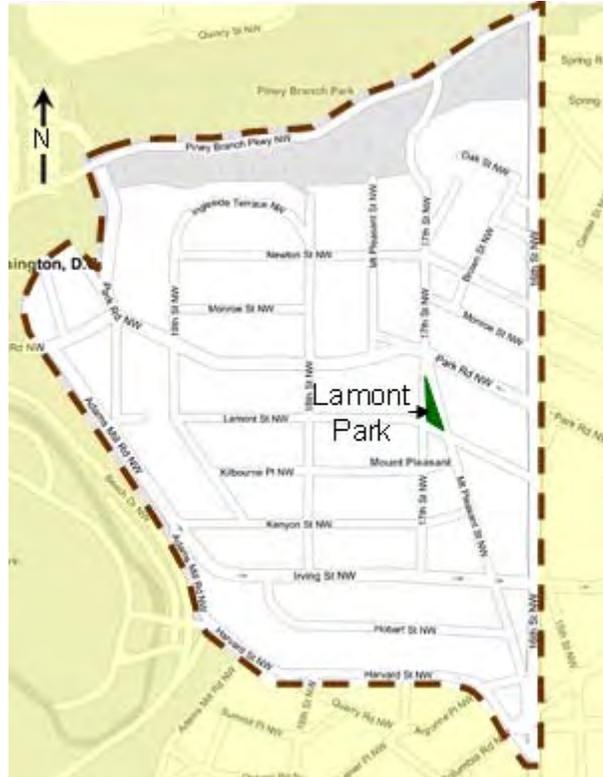


Figure 2-27 Location of Lamont Park

Community feedback from every meeting indicated that repairing and updating Lamont Park is a priority that everyone agreed upon. The park and its facilities need repair. The small size of the park, inadequate lighting and seating limit all public enjoyment of the park. In addition to continuation of the seasonal farmers market, the community envisions the park as venue for community activities. There are very few public green spaces in the community, and there is strong support for improvements that will allow the community to make full use of it.

This study included development of four concept designs for Lamont Park. Each of these designs is described and illustrated below. Each of the designs incorporates the following design elements:

- The use of standard DDOT street furniture and lighting

- Use of indigenous, low maintenance plant material
- Incorporation of decorative flowering trees suited to the environment, of the same species used for streetscape plantings.
- Low impact development technology in the form of permeable paving materials and indigenous plant material
- Increased lighting levels
- Historical and way-finding signage.
- Colored asphalt on the streets surrounding the park to visually increase the size of the park and alert drivers of pedestrian movement
- Installation of new DDOT bus shelters
- Smart-Bike rental facility and bicycle racks.
- Repairs to the existing stage and public art piece.
- Repair/replace existing water fountain

5.4.1 Lamont Park Concept 1 – Based on Mini-Charette

Concept 1, illustrated in Figure 2-28 is based on results from the mini-charrette held in 2005. The existing configuration of the park, the public art totem, and stage are repaired. Existing paving is repaired, and ornamental brick-work patterns added to increase visual interest. A new ADA ramp is constructed at the east side of the stage. Low planting beds, designed around existing planters, incorporate additional trees. New ornamental and street trees are added on both the north and south portions of the park. A low seat wall is added adjacent to the existing bus stop on Mount Pleasant Street.

5.4.2 Lamont Park Concept 2 – Hardscape

Concept 2, shown in Figure 2-29, reflects the artist's original paving designs for Lamont Park, including the proportions of soft and hardscape. This concept is based on the existing configuration of the park. The bus turnaround will be raised, to slow buses as they turn. The existing totem sculpture and the brick circle surrounding it are retained and repaired (as needed). The existing stage will be renovated, and the artistic detail on the sides of the stage as well as in the stage fencing will be repaired.

The hard surface of the park will be paved with brick in two contrasting hues in an organic curvilinear pattern. A planter will provide green space surrounding trees near the bus stop and at the northern tip of the park. Low maintenance groundcover and a mix of flowering shade trees and flowering trees will be used in the planters. Concrete seat walls on the south sides of the 5 planting beds will provide additional seating in the park. Raised concrete seatwalls incorporated into the planter near the bus stop will provide additional seating. Pedestrian scale pole lighting in the park will increase lighting levels in the park at night and increase visibility. A perspective view of Lamont Park is shown in Figure 2-30



Figure 2-28 Lamont Park Option 1 – Mini Charrette



Figure 2-29 Lamont Park Concept 2 - Hardscape



Figure 2-30 Lamont Park Concept 2 Perspective

5.4.3 Lamont Park Concept 3 – Enhanced Green Space

This concept, similar to concept 2 in most respects, adds significantly more green space without detracting from the farmer’s market space, as illustrated in Figure 2-31. Raised planters, shown on the site plan, provide additional seating. This design concept was developed in response to community interest in exploring options that add greenspace to the community. The plan shows a large area of green ground cover in the center of the south area of the park. As in Concept 1, permeable paving is used throughout the park. Flowering trees will replace the existing park trees and infill street trees will be added.

5.4.4 Lamont Park Concept 4- Hardscape Concept Expanded Footprint

Concept 4, shown in Figure 2-32, is an expanded version of Concept 2. This configuration would be used in conjunction with area-wide transportation options that include conversion of Mount Pleasant Street into a one-way street. The eastern boundary of the park is expanded into right of way abandoned through changes to Mount Pleasant Street. The size of the park increases by approximately 8,000 square feet or 0.2 acres, and the width of sidewalks are increased by approximately 24 inches. The turn around lane for buses is abandoned, which allows the north and south portions of the park to be joined. A large planting area at the north side of the park will increase green space.



Figure 2-31 Lamont Park Concept 3 - Enhanced Green Space



Figure 2-32 Lamont Park Hardscape Concept Expanded

5.4.5 Discussion

All the plans for the park presented in this report are conceptual in nature. When a specific option area-wide transportation option is selected, the illustrations developed for this report will provide the basis for development of more detailed design plans needed for construction.

Concept 3 was developed at the request of the community to explore options for increasing greenspace. While it was possible to maintain sufficient space for the farmer's market as part of this design, maintenance of the enlarged green space represents an important drawback. Any type of ground cover that is used will experience heavy pedestrian traffic and will need periodic maintenance.

The consensus of the community indicated that one of the hardscape concepts should be implemented, pending identification of a preferred area-wide transportation alternative.

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