

**AGOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF GENERAL SERVICES**



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**Eastern Market Metro Park Advisory Team  
Progress Meeting**

Date: September 25, 2019  
Time: 1:30 p.m.  
Location: Southeast Library (403 7<sup>th</sup> Street, SE)  
Attendees: See attached  
Distribution: EMMPAT; Posted to EMMP Website; Cassidy Mullen (DGS); Anthony DeLorenzo (DGS); Stephen Campbell (DGS); Donna Harris (DGS); John Stokes (DGS); Matthew Scalf (DGS); Alphonso Fluelling (DGS); Brent Sisco (DPR); Nick Kushner (DPR); Dulce Niame (DPR); Wayne Gore (DGS);

**AGENDA**

1. Project Status Update
  - a. CFA conditionally approved inclusion of pavilion on Parcel 4 and playground shade structures on Parcel 1.
  - b. DGS has been working with UFD to modify plans to avoid critical root zones and potential damage existing trees.
  - c.
2. Tree Impacts
  - a. EMMPAT inquired as to whether the comments from DDOT Urban Forestry Division (UFD) were requirements or suggestions.
    - i. DGS clarified that they are a mix, but that the goal was to mitigate risks to existing trees, mainly by avoiding excavation or above-grade impacts (during and post-construction) on the critical root zones.
  - b. The main areas of concern between UFD and DGS are the playground, splash pad area and the bioretention area east of the bosque.
    - i. DGS stated that the final dimensions of the playground would likely need to change, although the planned location in the northwest corner of Parcel 1 would not change. The dimension change would likely be a mixture of surfacing changes, as to not impact root zones but maintain play spaces; shifting location south away from existing trees along D Street; and shrinking some of the borders.
    - ii. The splash pad area would likely require little modification, as it is being built on a site with an existing hardscape and most likely the roots from the nearby trees travel away from the planned site of the splash pad.
    - iii. The bioretention area will likely shift to along D Street (between 7<sup>th</sup> and 8<sup>th</sup>) and will allow for an enlargement of the bosque area.
  - c. DGS stated that they will be bringing on an arborist that will consult with the design team and construction team throughout the remainder of the project.
  - d. EMMPAT asked how this would impact the overall design and/or the overall project schedule. DGS responded that it believed there was sufficient time to address all concerns without impacting the project schedule. DGS noted that the project has just entered the Design Development phase, and that it still needs to submit to agencies for building permits.
  - e. DGS noted that Big George is unwell. The BID has hired an arborist to try and improve its health. UFD has stated that they will remove the tree if it becomes a safety hazard. DGS asked the EMMPAT what should be done if Big George cannot be saved and must be removed.

- i. DGS cautioned that replacing Big George with Little George, and already established tree on Parcel 1, was not recommended, due to difficulties with replanting such large trees. Survival of the replanted tree could not be guaranteed.
    - ii. EMMPAT agreed that replacing Big George with a new large tree was the preferred path, but that they would consult the family and report back.
- 3. Pavilion and Shade Structures
  - a. CFA had positive comments about the pavilion. They had three general design principals they wanted to see followed:
    - i. Appropriately sized as to not dominate the place or conflict with the exiting WMATA entrance or library.
    - ii. Appropriately designed so as to not conflict aesthetically with the WMATA entrance or block views to the library and South Carolina Ave view shed.
    - iii. Not have a “back” so that it can be seen through on all sides.
  - b. EMMPAT wants DGS to make sure that it is large enough for a band and make sure that the site can be used for storage; DGS stated that the storage element would need to be mostly below-grade, as CFA did not want the pavilion becoming a “shed”.
  - c. CFA stated that the shade structures at the borders of the playground would compete with existing trees and be largely duplicative. They instead recommended a shade structure at the center of the playground, roughly where the two ovals meet. This gives the advantage as there always being a shaded area no matter the time of day. EMMPAT accepted this approach.
  - d. DGS will present further design for each element at the next meetings.
- 4. Traffic Study
  - a. A representative from AMT presented the initial findings from the traffic study. DGS noted that they could not offer any conclusions based on the findings since they had not been approved yet by DDOT.
  - b. EMMPAT asked about the findings/impacts from Saturday studies. These were not part of the presentation, but AMT noted that the impacts would be largely negligible. However, this will be shown graphically in the report and next presentations.
  - c. EMMPAT asked about the reasons for reversal of traffic at both sections of D Street. DGS noted that they were created as a way to enhance the park experience for those using and passing through the park area by de-congesting the D Street and 8<sup>th</sup> Street intersections. These were part of the original master plan.
    - i. A community member asked about the idea of having the reversals be temporary (i.e. a period of less than one year), in order to verify that there would not be any adverse impacts, giving the District the flexibility to return the impacted street(s) to their original condition. DGS noted that is possible, but that the lane reversals would require new construction at the intersections of D / 7<sup>th</sup> Street and D / 9<sup>th</sup> Street in order to prevent opposing east-west traffic from sharing the same “lane” at these locations.
    - ii. A community member asked about DGS having a separate meeting with D Street and nearby residents about the lane reversal, and stated that existing community meetings were not conducive to such a conversation. DGS offered that it may be able to modify the format of the next community meeting to allow for better conversation.
  - d. EMMPAT asked about changes to traffic light timing and how that could/would impact the impacts.
    - i. AMT responded that was one of the comments from DDOT and it would be incorporated into the final, approved report.
  - e. EMMPAT noted that the reversal, in the community plan, was tied to the relocation of the 8<sup>th</sup> Street southbound bus stop from south of D Street to Parcel 4.
    - i. DGS noted that, while it would still include modification of elements of Parcel 4 around this potential future bus stop in its plans. DDOT had issued a formal response citing the infrastructure improvements necessary and other concerns as reasons that this bus stop could not be relocated.
    - ii. AMT noted that the traffic study assumed that all bus stops/routes would remain the same.

- f. EMMPAT received a petition from the STEM preschool about not closing the northern slip lane at Parcel 6.
    - i. DGS noted that the current slip lane is not a legal parking and/or drop-off area. DGS plans to add a legal curb cut drop off on Pennsylvania Avenue, roughly in the location of the existing D Street curb cut. DGS noted that closing this slip lane was strongly favored in the January online survey.
    - ii. EMMPAT asked about a potential Uber/Lyft pilot program with DDOT to create designated drop-off areas in the District. DGS said it was aware of this program, but that it was unlikely to be in place by the time of project completion.
  - g. A community member asked about the apparent absence of a missing crosswalk at the northern D Street / 8<sup>th</sup> Street intersection. DGS stated that was an error, and that no crosswalks would be removed. Some crosswalks will be reconstructed to allow ADA accessibility and widened to be in line with DDOT standards. All crosswalks will be repainted with the “zebra stripe” pattern.
  - h. AMT noted that, while some intersection wait times would increase during morning and afternoon rush hours, it reiterated that the goal of the changes was to enhance pedestrian safety and access to the park. It noted that no new traffic lights were planned.
  - i. EMMPAT asked about including an at-grade crosswalk on the western end of the southern intersection of 8<sup>th</sup> and D Street. The goal would be to improve pedestrian safety for people going to/from the WMATA station on Parcel 4 and getting a bus at the 8<sup>th</sup> Street southbound bus stop. DGS stated it had not looked at this possibility but that it would investigate.
  - j. EMMPAT asked if left turns from 8<sup>th</sup> Street to D would be allowed. AMT noted that, currently, yes the study assumes that these left turns will be allowed.
5. Construction Schedule
- a. DGS reconfirmed that the EMMPAT seemed to prefer the option of Phase 1 work on Parcel 1 from February through June 2020 and Phase 2 work on remaining parcels from October 2020 to April 2021.
  - b. EMMPAT asked about bike accessibility and parking during construction. DGS stated that some temporary bike racks may need to be installed and that the Capital Bikeshare station on Parcel 4 may need to be temporarily relocated.
  - c. DGS stated that it would work to mitigate adverse impacts to businesses at all times, but especially during the holiday shopping season. EMMPAT encouraged large-signage to be used to direct pedestrians and indicate that shops were open.
  - d. EMMPAT asked about staging and storage. Keystone responded that some staging would be necessary on site and would include stored materials, stored equipment and trailers. This would be done on-site.