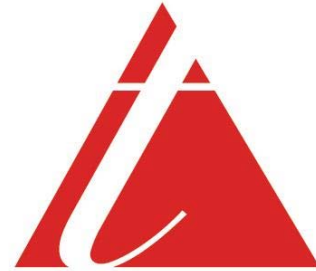


# Memorandum



**To:** Chris Delfs, DDOT  
**From:** Bob Patten, Project Manager  
**CC:** Attendees  
**Date:** August 8, 2008  
**Re:** Garfield Park – Canal Park Connector  
Advisory Committee Meeting Minutes

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The Advisory Committee meeting was held on June 27, 2008 at the William C. Smith Offices at 1100 New Jersey Ave. S.E. to discuss the Draft Concept Report and Plan.

## Attendees:

Bill Philips, Friends of Garfield Park (FOGP)	202-543-1646	<a href="mailto:william.phillips.44@att.net">william.phillips.44@att.net</a>
James DeMartino, Capitol Hill Tower Resident	703-944-9412	<a href="mailto:jdemartino@alionscience.com">jdemartino@alionscience.com</a>
Kelly Young, Capitol Hill Day School	202-386-9932	<a href="mailto:kyoung@chds.org">kyoung@chds.org</a>
Brad Fennell, William C. Smith & Co.	202-371-1220	<a href="mailto:bradf@wicsmith.com">bradf@wicsmith.com</a>
David Cortiella, DC Housing Authority	202-535-1445	<a href="mailto:dcortiel@dchousing.org">dcortiel@dchousing.org</a>
Taylor Graham, DC Housing Authority		<a href="mailto:t_graham@yahoo.com">t_graham@yahoo.com</a>
Ellyn Goldkind, Natl. Capital Planning Com.	202-482-7248	<a href="mailto:ellyn.goldkind@ncpc.gov">ellyn.goldkind@ncpc.gov</a>
Cheryl Kelly, Natl. Capital Planning Com.	202-482-7291	<a href="mailto:cheryl.kelly@ncpc.gov">cheryl.kelly@ncpc.gov</a>
Claire Schaefer, Capitol Riverfront BID	202-465-7079	<a href="mailto:claireschaefer@capitolriverfront.org">claireschaefer@capitolriverfront.org</a>
Michael Stevens, Capitol Riverfront BID	202-465-7079	<a href="mailto:michaelstevens@capitolriverfront.org">michaelstevens@capitolriverfront.org</a>
Ted Skirbunt, Capitol Riverfront BID	202-465-7091	<a href="mailto:tedskirbunt@capitolriverfront.org">tedskirbunt@capitolriverfront.org</a>
Kathleen Kruczynski, Capitol Riverfront BID		<a href="mailto:kkrucznicki@capitolriverfront.org">kkrucznicki@capitolriverfront.org</a>
Chris Van Arsdale, Canal Park Dev. Assoc.	202-465-7095	<a href="mailto:cvanarsdale@canalparkdc.org">cvanarsdale@canalparkdc.org</a>
Chris Delfs, DDOT, Ward 6 Planner	202-671-1598	<a href="mailto:christopher.delfs@dc.gov">christopher.delfs@dc.gov</a>
Todd Bressi, Public Art Consultant	215-873-0753	<a href="mailto:tbressi@verizon.net">tbressi@verizon.net</a>
Kristen Ford, Brown & Keener	215-751-1133	<a href="mailto:kristen@bkurbandesign.com">kristen@bkurbandesign.com</a>
Jason DeFlitch, WSA	412-442-6557	<a href="mailto:JDeFlitch@wilbursmith.com">JDeFlitch@wilbursmith.com</a>
Bob Patten, Toole Design Group	301-927-1900	<a href="mailto:rpatten@tooleedesign.com">rpatten@tooleedesign.com</a>
Eric Mongelli, Toole Design Group	301-927-1900	<a href="mailto:emongelli@tooleedesign.com">emongelli@tooleedesign.com</a>
Rebecca Lichtenstein, Toole Design Group	301-927-1900	<a href="mailto:rlichtenstein@tooleedesign.com">rlichtenstein@tooleedesign.com</a>

## Meeting Summary:

- Chris VanArsdale gave a brief history and current functions of the Canal Park Development Association, which has taken over the Canal Park project from the disbanded Anacostia Waterfront Corporation. Construction on Canal Park is anticipated to begin in 2009.
- Bob Patten presented an overview of the concept design and construction costs for the Garfield Park-Canal Park Connector project as presented in the Draft Concept Report.
- An overview of the lighting options was given. Bob Patten mentioned that “uplighting” would be least effective and require repainting of the bridge. He also described the possible lighting control methods as being pre-programmed, coin operated, or controlled by FOGP or BID.
- The Friends of Garfield Park agree with the ADA ramp alignment and overall concept design.

- Bill Phillips mentioned that the curb ramps at 3<sup>rd</sup> & G Streets have been recently replaced.
- Several members voiced concerns that skateboarders and loiterers would control the entire area under the freeway even with the creation of a skate park and other improvements. Ideas to prevent loitering and skateboarding in areas outside of the skate park boundaries include:
  1. Use of un-skateable railings, seating areas, and surfaces.
  2. Railing design that prevented railings from being sat on.
  3. Avoiding concealed areas that would encourage loitering and other undesirable activities.
  4. Construction of the skate park in an early phase to provide a designated skateable area.
  5. Enforcement of the skateboarding boundaries and loitering policies.
  6. Working with the organized group of skaters that currently use the area.
    - BID is willing to facilitate meetings with skate groups and organizations to raise funds for the skate park's construction.
    - Groups Identified Include:
      - Convoy Skateboards Team (<http://www.convoy skateboards.com/team/index.html>)
      - Palace Five Skate Shop (2216 14th St NW, Washington DC 20009, 202-299-9008)
      - Ollietrollie (<http://ollietrollie.com/>)
- It was suggested that the historic post and chain in the park could be duplicated in the railing design.
- It was suggested that bleacher seating be provided at the basketball court. Further discussion advised against this as the slope would encroach onto the existing court area if the wall was removed.
- The CPDA and other members agree that the water feature would compliment Canal Park and the history of springs in the area and that the public art can continue this theme.
- NCPC is supportive of the design approach, but voiced concerns that the concept design was restrictive of pedestrian, bikes, and stroller flow because of the number of retaining walls and railings. Further discussion suggested that the tired seating at the ADA ramp could be integrated into the stairs at the circular landing to provide a wide stairway that spanned the area between the basketball court and ramp. The group agreed that wider stairs was worth compromising the circular landing to some extent.
- NCPC is concerned that the concept design strays from the original purpose of the project and leaves a gap in the connectivity, such as a lack of 2<sup>nd</sup> Street alignment features through Garfield Park as previously discussed. Bob Patten mentioned that this issue was discussed at length and the current design reflects the compromise reached with the FOGP and DDOT.
- NCPC also mentioned their concern that bikes would be eliminated from the park. Chris Delfs reiterated that this was not a major bike arterial and was not included in the Bike Master Plan.
- The group was reminded that H Street will be extended to New Jersey Avenue in the future.
- The western closure of Virginia Avenue was questioned as to whether the Architect of the Capitol (AOC) planned to reopen it in the future. The general consensus is that the road will remain closed for the foreseeable future and this project should consider it as staying closed. It was suggested that "Dead End" signs be installed to prevent large vehicles from entering that section of Virginia Avenue. Terry Edmunds was identified as a possible contact at the AOC.
- Brad Fennel reiterated that W.C. Smith & Co. would not want restrictive plans for 2<sup>nd</sup> Street if they would be paying for redevelopment. DDOT only expects this project to provide a blue print for the developers.

- Brad Fennel mentioned that the 2<sup>nd</sup> Street concept typical section did not provide a wide enough travel way at 16 feet, in his opinion. Large traffic volumes are anticipated by the W.C. Smith & Co. upon construction of the future development. He suggested designing a section that provides only one parking lane and/or matches the section at Canal Park . Chris Delfs mentioned that DDOT has a template for the street design, but it is flexible.
- Bob Patten notified the group that the phasing plan in the draft report was not necessarily numbered according to priority, but shows work that can be done in groups.
- The Housing Authority mentioned that the major utility work that they have planned along 2<sup>nd</sup> Street, south of the freeway, is scheduled to begin in approximately 18 months at the earliest.
- Chris Delfs mentioned that funding for the project is programmed and can be available for 2009.
- Jason DeFlicht presented an overview of the structural elements of the concept design including the retaining wall and bridge gap closure options.
- The DDOT Bridge Department will need to review the options for the bridge gap closure. Several AC members like having the gap for sunlight. Additional options were discussed if the gap is not closed, including use of trench drains and/or surface slopes to move rain water that falls onto the activity areas. Currently the CHDS maintains the site after rain events in order to use it for their activities.
- Bob Patten reviewed the cost estimates and assumptions used in developing them as shown in the Concept Report.
- Potential cost saving options were identified as follows:
  1. Retaining wall types and/or elimination of low walls.
  2. Gap closure types or elimination.
  3. Combination of phases into single construction contracts.
- Todd Bressi reviewed the Public Art section of the Concept Report as it relates to structures, surfaces, and lighting (i.e. light tubes as art pieces). Further specifics will be determined by cost restraints during future stages of design. Soundscape art (musical instruments built into the surroundings) was mentioned as well as art that would interpret water conveyance at the gateway features.
- NCPC is not supportive of the significant change to the Virginia Avenue cartway width from the reconfigured parking. They feel the Virginia Avenue intersection curb extension may be too large and are also concerned that the ADA connection is not significant enough. Bob Patten mentioned that the parking reconfiguration is only proposed to maximize the use of space and can be revised.
- It was agreed that the coloring for the proposed improvements should avoid plain concrete and use natural and/or earthy tones (blues, greens, orange, simulated stone, etc.). It was mentioned that the 6<sup>th</sup> Street underpass has a colored abutment that can be used as an example for this project.
- The use of anti-graffiti or graffiti discouraging surfaces is a must. The use of stone facing or artistic treatments would be a good option. The group would like to see colorful walkways also included. The Concept Report should identify treatment themes for the different elements (structures, walkways, etc.) and also identify future options.
- Kristen Ford discussed the possibilities for the conveyance of stormwater as an actual or representative feature of the site. The design of the buffer along 2<sup>nd</sup> Street as part of the stormwater conveyance was also revisited. Ultimately, the stormwater would be directed into the existing closed stormdrain system before leaving the project area.

**Action Items:**

- Toole Design Group
  1. Work on next steps to move the project forward and assist DDOT with gaining required approvals.
- Capitol Riverfront BID
  1. Meet with local skate groups and explore fund raising for skatepark.
- DDOT:
  1. Work on next steps to move the project forward and gain required approvals.