



Executive Director's Recommendation

Commission Meeting: May 2, 2019

PROJECT Eastern Market Metro Park Improvements Eastern Market Station 701 Pennsylvania Avenue, SE Washington, DC	NCPC FILE NUMBER 8053
	NCPC MAP FILE NUMBER 1.17(70.00)44917
SUBMITTED BY District of Columbia Department of General Services	APPLICANT'S REQUEST Approval of comments on concept design
REVIEW AUTHORITY District Projects Outside the Central Area per 40 U.S.C. § 8722(b)(1) and Federal Projects in the District 40 U.S.C. § 8722(b)(1) and (d)	PROPOSED ACTION Approve comments on concept design
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The District of Columbia Department of General Services (DGS) has submitted a concept design for the Eastern Market Metro Park Improvements. The Eastern Market Metro Park is located in the Capitol Hill Historic District in southeast Washington, DC. The site is bound by 7th Street to the west, 9th Street to the east, and D Street to the north and south. Bisected by Pennsylvania Avenue and 8th Street, the site is one of the reservations included in the L'Enfant Plan's park system. Also shown as a rectangular park in the McMillan Plan, the 6.5-acre site is divided into eight parcels. It includes six triangular parcels (Reservations No. 44-49) and two grassy medians along Pennsylvania Avenue (Reservations No. 44A and 47A). The site has functioned as a park and transportation hub from the early days of the city. It was along a route for stage coaches, then streetcars, and now it provides the entrance to the Eastern Market Metrorail Station, along with bike facilities, and bus stops. Today, the park features brick paved walkways, lights, benches, and circular planting beds. The site is surrounded by commercial uses to the south and west, and low-density residential development to the north and east. The Southeast Neighborhood Library is located to the west across 7th Street. As part of the *Federal and District of Columbia Government Real Property Act of 2006*, Congress transferred administrative jurisdiction of Reservations 44-49 from the United States to the District of Columbia for recreation purposes. Reservations 44A and 47A remain under the jurisdiction of the National Park Service (NPS).

The project goals include updating the park programming, materials, safety and sustainability, improving circulation and wayfinding, introducing a playground, and improving the physical relationship with the public library. The proposed design includes a variety of programming to serve the surrounding vibrant community. Parcel 1, located on the northeast corner of the site, includes a new playground, splash pad, and lawn area for active and passive recreation. Parcel 4, located on the southwest, offers a plaza to serve high pedestrian traffic and library events, and a bosque to provide shaded seating areas for gathering, eating or reading. The medians along

Pennsylvania Avenue will be replanted with Crabapple trees in keeping with historic records. Native pollinator habitat consisting of perennials and grasses will provide an accent and help discourage jaywalking. The northwest and southeast blocks of D Street will be closed to vehicular traffic, creating new pedestrian spaces with movable furniture and landscape areas. The design also includes bioretention facilities in the low points of each parcel.

KEY INFORMATION

- The project area is comprised of eight reservations. Six triangular reservations were transferred to the District of Columbia in 2006, and two medians along Pennsylvania Avenue remain under the jurisdiction of the National Park Service.
- NCPC has an advisory review of project components located on District land (the six triangular reservations) and approval authority for the components located on NPS land (the two medians).
- The site was designed as a rectangular park at the intersection of Pennsylvania and South Carolina Avenues in the 1901 McMillan Plan. South Carolina Avenue is currently interrupted, while Pennsylvania Avenue and Eight Street, SE bisect the site. Over the years the site has become a transportation hub, now accommodating buses, bike facilities, and a Metro station.
- The design aims to reinstate the historic alignment of South Carolina Avenue as a viewshed. Other site constraints includes the Metro tunnel and underground water utilities.
- The existing park landscape consists of 60 percent understory trees, including three evergreen trees. The site currently has approximately 123 trees, 68 trees will remain, and 55 trees will be removed. The proposed landscape plan will add 129 new trees, most of which will be large shade trees in order to improve visibility, safety and wayfinding.
- The park is strategically located between two commercial districts including Eastern Market and Barracks Row. The Marine Barracks Washington is located two blocks south along the 8th Street, SE retail corridor (Barracks Row). The historic Eastern Market building is located a block north along 7th Street, SE.

RECOMMENDATION

The Commission:

Supports the overall project goals and program resulting from a robust community outreach to improve an underutilized park and create a destination for the community.

Notes that the Eastern Market Metro reservation is a contributing resource to the L'Enfant Plan of the City of Washington. However, the current park and plaza design, composed of circular planting beds, walkways, and seating areas, is not indicated as historic in the listing.

Notes that the site was originally configured as a rectangular open space in the 1901 McMillan Plan, but is now divided into eight reservations bisected by Pennsylvania Avenue and 8th Street, SE.

Notes that since the beginning, the park has served as a transportation hub, first for stage coaches and then for streetcars. Today, the site includes bus stops, bike facilities, and an entrance to the Eastern Market Metro Station.

Finds that Parcel 1 (Reservations 48 and 49), located on the northeastern corner of the site, has a local and intimate character that is more aligned with the surrounding residential neighborhood.

Finds that by contrast, Parcel 4 (Reservations 44 and 45), located on the southwestern corner of the site, is a transit hub and gateway to Eastern Market and serves the surrounding retail and public library.

Supports a park design that highlights these two parcels as distinct in function and character, but that can be visually linked by the diagonal axis of South Carolina Avenue.

Finds that according to the Urban Design Element of the Comprehensive Plan, the South Carolina Avenue viewshed is a “significant vista” along a radiating avenue that provides diagonal views between parks within the historic city, including Garfield, Marion, and Eastern Market Metro Parks.

Recommends strengthening South Carolina Avenue as a visual connection between public spaces while providing a flexible ground treatment to accommodate congregating and place-making activities. The diagonal axis could accommodate the following elements, where possible:

- A walkway to provide a pedestrian route within each park.
- Paving and planting areas.
- Trees and benches on both sides of the historic South Carolina Avenue cartway to define the axis.

Requests that the applicant continue coordinating with the National Park Service to ensure that the proposed landscape and streetscape design along the medians are consistent with the rest of Pennsylvania Avenue, and do not impact views to the U.S. Capitol.

Recommends that given the modest scale of the parks, the applicant limit the amount of facilities and consider additional design changes, including:

- Simplifying the proposed geometry in order to establish a more legible design hierarchy and emphasize the streets and design intent of the L’Enfant Plan.
- Integrating the proposed water features into the site design to establish a focal point, instead of treating them as leftover elements. Consider function, orientation, circulation, and views while placing these elements.
- Minimizing the proposed shading structures or trellises to avoid visual clutter and blocking views to surrounding buildings.

- Reducing impervious areas and considering permeable pavers.
- Maintaining the Capital Bikeshare station and other bike racks parallel to surrounding streets in order to improve pedestrian flow.

Notes that any improvements located in public space will require a public space permit and coordination with the District of Columbia Department of Transportation (DDOT) Office of Public Space Management, and therefore recommends that the DC Department of General Services further coordinate with DDOT's Public Space Committee to ensure that the proposed streetscape elements are consistent with the standards of the associated area.

PROJECT REVIEW TIMELINE

Previous actions	– None
Remaining actions (anticipated)	– Preliminary and Final Approval

PROJECT ANALYSIS

Executive Summary

The project will enhance the existing Eastern Market Metro Park complex and provide a new playground, water features, paving, landscaping, public art, wayfinding and stormwater management. The project will provide attractive amenities and programming for placemaking, cultural activities and passive recreation. In addition, the design will provide a civic connection to the Southeast Public Library and reinstate the South Carolina Avenue cartway as a viewshed. Overall, the project will benefit the local Capitol Hill community and visitors by creating a 21st century town center.

A community-led project, the park concept designed started in 2010, followed by a master plan in 2015. NCPC, CFA, the DC State Historic Preservation Office and the design team most recently participated in an inter-agency meeting on February 4, 2019. In addition, the design team has conducted many public outreach programs to allow the community to participate in the park design. Therefore, staff recommends that the **Commission support the overall project goals and program resulting from a robust community outreach to improve an underutilized park and create a destination for the community.**

Analysis

Site History

According to the L' Enfant Plan of the City of Washington 1997 National Register of Historic Places nomination, the square at the intersection of Pennsylvania and South Carolina Avenues was

divided into six small triangles in the 1880s. As at Seward Square (Reservations 38-43), the presence of streetcar tracks along Pennsylvania and turning south on 8th Street precluded development of the space as a rectangular park. In 1969, South Carolina Avenue was discontinued through the square, creating four redesigned reservations. Medians were installed on Pennsylvania Avenue. The area was excavated in the 1970s for subway construction and the southwest segment of this square now features the Eastern Market Metro Station. The station was opened on July 1, 1977.

Character: Eastern Market Metro (Reservation Nos. 44-49) is located at the intersection of two diagonal avenues, Pennsylvania and South Carolina. The reservation contributes to the system of parks of the L'Enfant Plan of the City of Washington. Staff notes that since the beginning, the park has served as a transportation hub first for stage coaches and then for streetcars. Today, the site houses bus stops, bike facilities, and an entrance to the Eastern Market Metro Station.

Shape: The reservation was originally design as a rectangular park, but the shape was never implemented. It is bisected by Pennsylvania Avenue in a northwest-to-southeast direction, and 8th Street, SE in a north-south direction. The Eastern Market Metro reservation is composed of six triangular parcels that form an approximate rectangle (Reservations No. 44-49) plus two grassy medians along Pennsylvania Avenue (Reservations 44A and 47A). South Carolina Avenue is currently interrupted. Seward Square (Reservations 38-43) located to the west at the intersection of Pennsylvania and North Carolina Avenues, SE has a similar composition. Staff notes that the Eastern Market Metro reservation contributes to the L'Enfant Plan public space system. The site was originally configured as a rectangular open space in the 1901 McMillan Plan, but is now divided into several parcels bisected by Pennsylvania Avenue and 8th Street, SE.

Existing Conditions

Pennsylvania and South Carolina Avenues are contributing resources to the L'Enfant Plan. 8th Street is a major street that also contributes to the historic city.

- South Carolina is a 1.2-mile avenue that travels through a residential neighborhood, with a right-of-way of 160 feet, beginning at Garfield Park at Second Street, SE and terminating at Massachusetts Avenue, SE. Featuring street trees and Washington Globe lights, it wraps around Marion Park and Eastern Market. South Carolina Avenue connects public spaces but does not have any specific views to civic buildings. While the corridor is important as a visual and physical connector between several local parks, it does not rise to the same level as other major vistas such as Pennsylvania Avenue or Maryland Avenue leading to and from the U.S. Capitol Building. As such, staff recommends the **Commission find that according to the Urban Design Element of the Comprehensive Plan, the South Carolina Avenue viewshed is a “significant vista” along a radiating avenue providing diagonal views between parks within the historic city, including Garfield, Marion, and Eastern Market Metro Parks.**
- Pennsylvania Avenue, SE radiates southeast from the U.S. Capitol across the Anacostia River providing the public with long views of the U.S. Capitol Building. It is categorized

in the Urban Design Element as a “Preeminent Viewshed” that provides a linear view from the U.S. Capitol to Southern Avenue, SE. It also provides views to the Library of Congress. Pennsylvania Avenue runs for a total of 4.3 miles long, the right-of-way is 130' west of the White House, and 160' east of the White House, where it serves as a ceremonial route to the Capitol.

- 8th Street, SE is categorized in the Urban Design Element as a “significant vista” that provides an axial street vista connecting Eastern Market Metro Square and the Navy Yard. It has a right-of-way of 100 feet.

Reservations

As shown in the table below, the site is composed of eight reservations. Six triangular parcels (Reservations No. 44-49) and two grassy medians along Pennsylvania Avenue (Reservations No. 44A and 47A) controlled by three separate entities. The triangular reservations are under the jurisdiction of the District of Columbia Government, including Parcel 1 (Reservations 48 and 49), Parcel 4 (Reservations 44 and 45), Parcel 3 (Reservation 47) and Parcel 6 (Reservation 46). Parcels 3 and 6 are the “bow ties,” while Parcels 1 and 4 are the largest reservations.

The northwestern corner of Parcel 4, near the intersection of Pennsylvania Avenue and 7th Street, SE, where the Eastern Market Metro station is located, is under the jurisdiction of the Washington Metropolitan Area Transit Authority (WMATA). Parcels 2 and 5 (Reservations 44A and 47A) are the Pennsylvania Avenue medians under the jurisdiction of NPS. In general, each reservation is less than an acre in size.

	Reservations	Location	Square Feet	Acres	Jurisdiction
1	044	Triangle – Pennsylvania Ave, between South Carolina Ave and 7 th Street, SE	15,781	0.36	DC
			5,549	0.12	WMATA
2	044A	Median – Pennsylvania Ave, between 7 and 8 Streets, SE	12,767	0.29	NPS
3	045	Triangle – South Carolina and Pennsylvania Aves. to 8 th and D Streets, SE	19,072	0.43	DC
4	046	Triangle – Pennsylvania Ave. west of 8 th Streets, SE	1,421	0.03	DC

5	047	Triangle – Pennsylvania Ave. east of 8th Street, SE	877	0.02	DC
6	047A	Median – Pennsylvania Ave, between 8 and 9 Streets, SE	12,817	0.29	NPS
7	048	Triangle – Pennsylvania Ave, between 8 th St and South Carolina	17,494	0.40	DC
8	049	Triangle – Pennsylvania Ave, between 9th St and South Carolina	21,763	0.49	DC
Table 1: Eastern Market Metro – Site Composition, data source GIS (NPS Reservations)					

Based on field observations, the two main triangular parcels (Parcel 1 and 4) have a different character that reflects the surrounding context. For example, Parcel 1 (Reservations 48 and 49), located on the northeastern corner of the site, has a local and intimate character that is more aligned with the surrounding residential neighborhood. Parcel 1 is surrounded by rowhouses on two sides and currently houses informal playground plastic equipment along Pennsylvania Avenue and an existing evergreen tree dedicated to a community member that is decorated during Christmas season. It also includes a grove of trees to the north along D Street and a plaza in the middle of the parcel with benches arranged around circular planting beds.

By contrast, Parcel 4 (Reservations 44 and 45), located on the southwestern corner of the site, is a transit hub and gateway to Eastern Market and serves the surrounding retail and public library. Parcel 4 includes a metro entrance, a metro elevator, bicycle racks and lockers, a Capital BikeShare station, bus stops, and a Barracks Row Heritage Trail sign. The South Carolina Avenue axis could bring the two parcels together. Therefore, staff recommends the **Commission support a park design that highlights these two parcels as distinct in function and character, but that can be linked by the diagonal axis of South Carolina Avenue.**

The proposed Parcel 1 design includes a new playground with stroller parking, splash pad, performance space, and lawn area to provide active and passive recreation for the community. Parcel 4, where the Eastern Market Metro station is located, will include primarily a plaza to serve high pedestrian traffic coming from the metro and library events. It will also include a bosque with benches, a food and beverage kiosk, a water feature, small shade structures, and public art. A mid-block connection will link the public library to the park along 7th Street, SE.

The existing landscape consists of a mixture of deciduous, evergreen, and understory trees, including native and non-native trees. There are 120 trees on the site. Existing species include willow oaks, crabapple, and deodar cedars. The landscape design intent is to provide shade for

park users and preserve existing trees. The design team has worked with DDOT Urban Forestry Division to develop an inventory of existing trees and identify healthy trees to remain. Approximately 70 existing trees will remain, and 50 trees will be removed. Tree will be removed due to health issues and conflicts with utilities, views, and bioretention requirements. 129 new trees will be planted to mitigate the tree loss. The landscape design includes new street trees to create a continuous streetscape. Willow Oak along will be planted along Pennsylvania Avenue, and Red Oak along 8th Street. The proposed bosque will include shade trees such as London Plane, Honey Locust, and Katsura trees. The bioretention areas include Sweetbay Magnolia, River Birch, and American Sycamore.

The concept design includes circular plazas, diagonal and orthogonal walkways. Although the proposal includes a diagonal path to regain the South Carolina Avenue axis in both parcels, this axis gets lost among the busy composition and variety of program elements. Therefore, staff suggests the **Commission recommend strengthening South Carolina Avenue as a visual connection among public spaces while providing a flexible ground treatment to accommodate congregating and place-making activities. The diagonal axis could accommodate the following elements:**

- **A walkway to provide a pedestrian route within each park.**
- **Paving and planting areas.**
- **Trees and benches on both sides of the historic South Carolina Avenue cartway to define the axis.**

Parcels 3 and 6 (Reservations 46 and 47) are small triangular parcels located along D Street, and adjacent to ground floor retail. Parcel 3 - Reservation 47, located on the southeast, includes a grassy area, a Barracks Row Heritage Trail interpretive sign and trees. Parcel 6 - Reservation 46, located on the northwest and adjacent to a small grocery store is mostly impervious, with a couple of street trees along Pennsylvania Avenue. The design includes closing D Street, SE to vehicular traffic to create pedestrian spaces with movable tables and chairs. The enlarged planting areas will reduce impervious surface and provide a buffer from Pennsylvania Avenue. The rest of D Street will have a reversed traffic direction.

Parcel 2 and 5 (Reservations 44A and 47A) are the two grassy medians along Pennsylvania Avenue between 7th and 9th Streets, SE. The proposed landscape plan includes two rows of flowering crabapple trees and native pollinator habitat consisting of perennials and grasses to provide an accent and help discourage jaywalking. Based on field observations, the proposed landscape is consistent with the treatment of the adjacent Pennsylvania Avenue medians. The design team has recently met with NPS to discuss their plans. NPS advised them to use the double row of crabapple trees consistent the historic plantings for the corridor. The WMATA tunnel runs approximately 25 feet below the medians (Parcels 2 and 5). A 66-inch water line runs approximately five feet below the eastern median (Parcel 2). The design team has indicated that the existing utilities will not affect the proposed landscape since a 30-inch soil depth is acceptable for the crabapple trees. As the design evolves, staff recommends the **Commission request that the applicant continue coordinating with the National Park Service to ensure that the proposed landscape, streetscape, and bike lanes along the medians are consistent with the rest of Pennsylvania Avenue, and do not impact views to the U.S. Capitol.**

Staff recommends that given the modest scale of the parks, the applicant limit the amount of facilities and consider additional design changes, including:

- **Simplifying the proposed geometry in order to establish a more legible design hierarchy and emphasize the streets and design intent of the L'Enfant Plan.**
- **Integrating the proposed water features into the site design to establish a focal point, instead of treating them as leftover elements. Consider function, orientation, circulation, and views while placing these elements.**
- **Minimizing the proposed shading structures or trellises to avoid visual clutter and blocking views to surrounding buildings.**
- **Minimizing impervious areas and considering permeable pavers.**
- **Maintaining the Capital Bikeshare station and other bike racks parallel to surrounding streets in order to improve pedestrian flow.**

Finally, staff notes that any improvements located in public space will require a public space permit and coordination with the District of Columbia Department of Transportation (DDOT) Office of Public Space Management, and therefore recommends that the DC Department of General Services further coordinate with DDOT's Public Space Committee to ensure that the proposed streetscape elements are consistent with the standards of the associated area. The applicant is aware of this process and has been coordinating with many District agencies through the design development.

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

This project meets basic goals of the Comprehensive Plan. In particular, the Urban Design, Federal Environment, Historic Preservation, and Parks and Open Space Elements.

The proposed Eastern Metro Plaza will create a welcoming and vibrant space that enhances the user experience and fosters local uses. The Urban Design Element encourages government agencies to restore the integrity of the original L'Enfant elements, including original rights-of-way, vistas, and symbolic connections, and protect the visual openness of L'Enfant public spaces by preventing visual incursions into the rights-of-way. The project will enhance L'Enfant Plan reservations as public open spaces that serve residents and visitors as attractive neighborhood parks. The project will provide attractive amenities such as landscaping, lighting, way-finding, seating, and play spaces for children.

The project is consistent with the Federal Environment Element by using bioretention facilities to reduce stormwater runoff. Since the project will maintain the historic road bed of South Carolina Avenue as a viewshed, it is consistent with the policies related to the Plan of the City of Washington included in the Historic Preservation Element. In particular, policies that encourage agencies to protect the reciprocal views along the rights-of-way established by L'Enfant streets, as well as to and from reservations. Protect, rehabilitate, and restore the reservations and the park system that are a legacy of the Plan of the City of Washington. Protect, rehabilitate, and enhance

the extensions of major L'Enfant rights-of-way and associated reservations throughout Washington as part of the national capital's open space framework.

The project is consistent with the policies included in the Parks and Open Space Element related to balancing multiple uses within parks by accommodating different activities and programming in urban parks that enrich the visitor experience, addressing the needs of diverse populations and age groups, and protecting and minimize impacts to resources. In addition, the policies related to protecting cultural resources and landscapes encourage federal agencies to restore viewsheds that contribute to cultural landscapes and the historic significance of the parks. Lastly, policies related to adapting designed landscapes sensitively aim to maintain and improve a strong physical and visual connectivity with the surrounding neighborhood when making improvements to designed landscapes.

Memorials and Museums Master Plan

The Eastern Market Metro neighborhood park at the intersection of Pennsylvania and South Carolina Avenues was identified as site 35 for a potential memorial. The site is one of several important physical nodes along Pennsylvania Avenue corridor between the U.S. Capitol and the Anacostia River. The site's location near the Eastern Market Metro Station presents an opportunity for a future memorial feature that provide increased aesthetic amenity for transit users, Pennsylvania Avenue commuters, and residents. Potential commemorative actions for this site must consider the residential scale of neighboring parcels. Future memorial features could include small or median scale elements within the landscape parcels that complement the sequence of small parks along the Pennsylvania Avenue corridor.

The proposed design includes a flexible lawn and plaza that could offer a suitable commemorative opportunity for a small scale features within the context of Pennsylvania Avenue with residential and mixed uses. Therefore, the project is consistent with the 2001 Memorials and Museum Master Plan.

Capital Space

The project is consistent with the Capital Space plan. In particular the project aligns with one of the six big ideas related to transforming small parks (less than an acre in size) into successful public spaces and forming a cohesive urban network of green spaces.

National Historic Preservation Act

NCPC and NPS each have an independent responsibility to comply with Section 106 of the National Historic Preservation Act (NHPA). NPS formally initiated Section 106 consultation with the District of Columbia Historic Preservation Office on April 19, 2019 for the tree plantings along Pennsylvania Avenue (Reservations 44A and 47A), as part of the Eastern Market Metro Park Rehabilitation. Section 106 is ongoing.

As part of this larger project, DGS is collaborating with the NPS, National Capital Parks-East, to replant the medians along Pennsylvania Avenue (Reservations 44A and 47A). These two medians along Pennsylvania Avenue remain under the jurisdiction of the National Park Service. Pennsylvania Avenue, SE, NPS reservations (medians), viewsheds, and circulation of the roadways are contributing elements of the L'Enfant Plan of the City of Washington, DC. The L'Enfant Plan was listed in the National Register of Historic Places on April 24, 1997. The NPS reservations are also a component of the Pennsylvania Avenue SE cultural landscape (2017). The Area of Potential Effects (APE) includes two NPS reservations that comprise the medians on Pennsylvania Avenue SE (Reservations 44A and 47A).

The landscape improvements on the Pennsylvania Avenue medians are historically appropriate and consistent with existing vegetation along Pennsylvania Avenue, SE. Views along Pennsylvania Avenue toward the Capitol would also be retained. Therefore, there would be no adverse effect to the L'Enfant Plan and Pennsylvania Avenue cultural landscape.

National Environmental Policy Act

The project site includes eight reservations. Congress enacted the “Federal and District of Columbia Government Real Property Act of 2006,” which transferred administrative jurisdiction from the United States to the District of Columbia over six triangular reservations (Reservations 44-49). Reservations 44A and 47A, which are the Pennsylvania Avenue medians, between 7th and 9th Streets, SE remain under the jurisdiction of NPS.

NCPC and NPS each have an independent responsibility to comply with the National Environmental Policy Act (NEPA) for the improvements located on federal land (Reservations 44A and 47A); NCPC’s responsibility stems from its approval authority over the project.

Pursuant to Section 601.12 of NCPC’s NEPA Regulations, staff has determined that the project can likely be categorically excluded from further environmental analysis based on categorical exclusion #2, which pertains to the “approval of the installation or restoration of minor site elements, such as but not limited to identification signs, sidewalks, patios, fences, curbs, retaining walls, landscaping, and trail or stream improvements. Additional features include water distribution lines and sewer lines which involve work that is essentially replacement in kind. Prior to applying this categorical exclusion, NCPC staff determined that no extraordinary circumstances were present as required by the Commission’s NEPA Regulations under § 601.11. Since the NPS undertaking is limited to the tree planting in the medians, NPS is contemplating to use a Categorical Exclusion.

The Environmental Impact Screening Form (EISF) review process for the district-owned properties (Reservations No. 44-49) will be submitted at preliminary review.

CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed the proposal at its April 10, 2019 meeting. Without objection, the Committee forwarded the proposed comments on concept design to the Commission with the statement that the proposal has been coordinated with all participating agencies. The SHPO is coordinating on this project subject to completion of the Section 106 review process. WMATA notes that the proposed improvements do not occur on their property. The participating agencies were NCPC; the National Park Service; the US General Services Administration; the Washington Metropolitan Area Transit Authority; the District of Columbia Office of Planning; the District Department of Transportation; the District of Columbia State Historic Preservation Officer, and the District Department of Energy and Environment.

There are currently 23 bike lockers and 20 bike racks adjacent to the Eastern Market Metro Station entrance. The proposed improvements to the WMATA property include replacement of existing brick pavers with the Capitol Hill standard red brick, bike lockers and bike racks. WMATA will install 15 automated racks, 21 bike lockers, and relocate ten bike racks to the south edge of the entrance wall.

U.S. Commission of Fine Arts

At its meeting on March 21, 2019, the US Commission of Fine Arts reviewed the concept design for the renovation of Eastern Market Metro Park. The Commission did not take an action on the proposal and provided recommendations for the development of the design. A copy of the CFA letter is attached.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Submission Package

Prepared by Vivian Lee
04/25/2019

ATTACHMENTS

- Powerpoint
- Commission of Fine Arts Letter

Eastern Market Metro Park

Eastern Market Station, Pennsylvania Avenue, SE DC

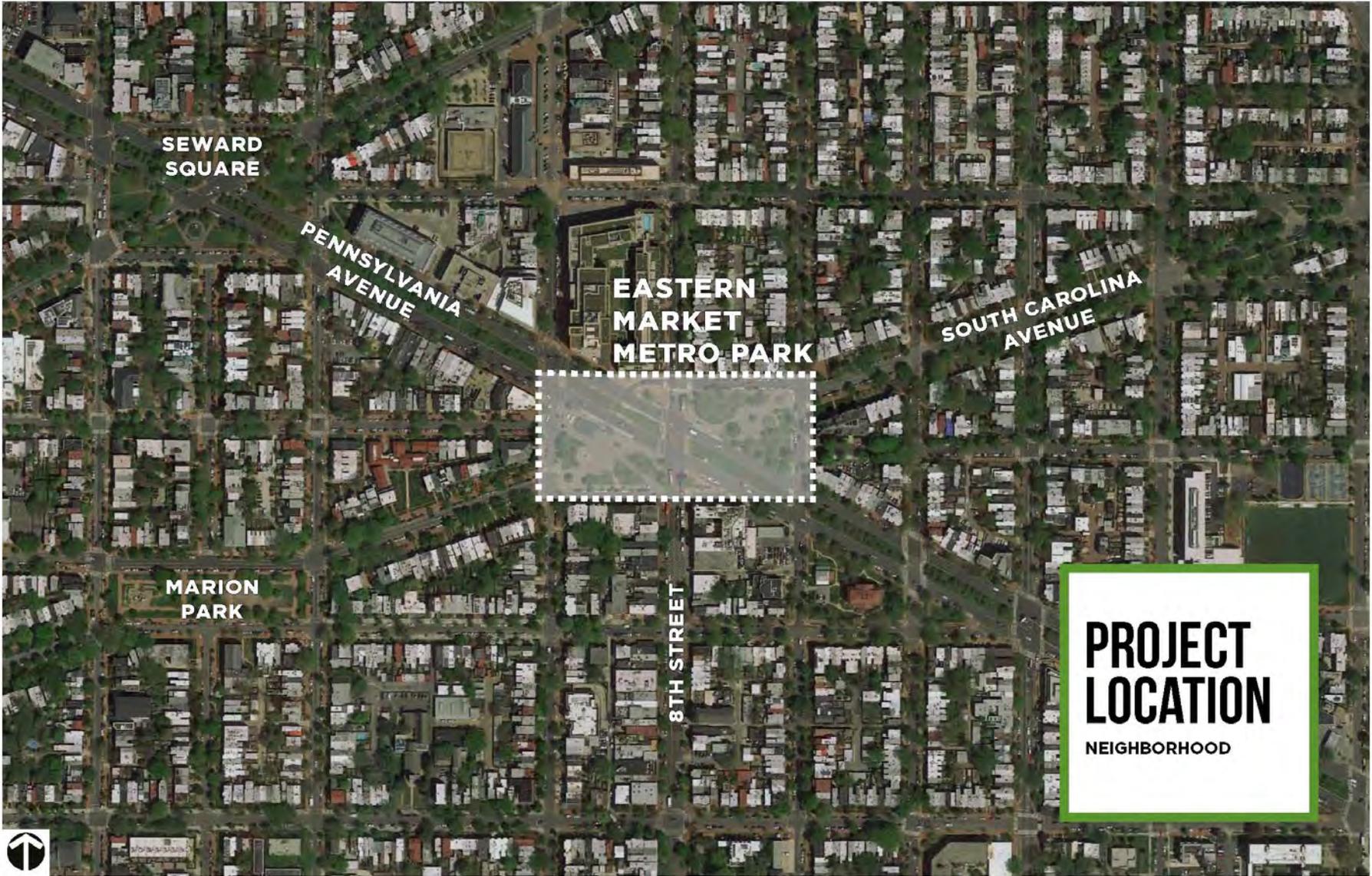
Approval of Comments on Concept Design

District of Columbia Department of General Services

Site Location



Neighborhood Scale



Site Jurisdiction



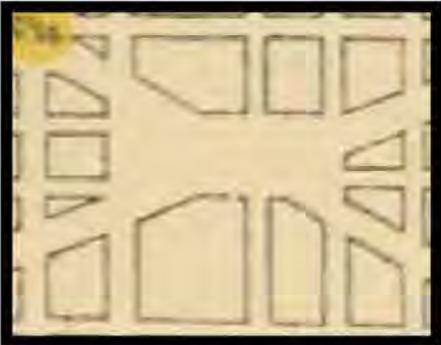
Site History

In summary, the history of this L'Enfant Plan open space consists of two consistent parallel threads:

Transportation Hub - The open space was treated as a transportation hub beginning with a stage coach and later introductions of streetcars, buses, and the metrorail system.

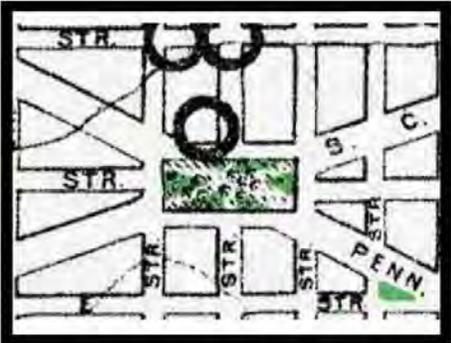
Landscaped Public Park - The open space was also seen, in planning maps, as having the potential to be developed as a central landscaped park by the diversion of surrounding streets.

FROM EASTERN MARKET METRO STATION PARK AND PLAZA URBAN DESIGN STUDY (2010)



1792
L'ENFANT PLAN

Clear articulation of open space at intersection of Pennsylvania Avenue and South Carolina Avenue.



1901
MCMILLAN PLAN

The axis of South Carolina Avenue bisects the park and is visibly more narrow than the street right-of-way.



1872
PUBLISHED BY PETERSON & ETHOFFER
FOR US COASTAL SURVEY (LC)

A horse drawn streetcar travels southeast along Pennsylvania and cuts right through the open space to continue down 8th Street.



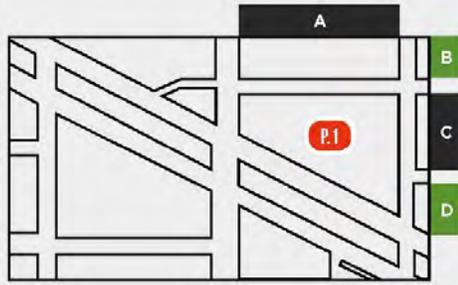
1949
PRE-METRO AERIAL (GOOGLE EARTH)

Clear articulation of open space areas shown.

Existing Layout



Existing Conditions Parcel 1



EXISTING CONDITIONS PARCEL 1

ADJACENT PROPERTIES INDEX



VIEW LOOKING SOUTHWEST TOWARD PARCEL 4

VIEW LOOKING NORTHEAST

CIRCULATION



PEDESTRIAN DESIRE LINE

BUS STOP



PEDESTRIAN CROSSING

TREES



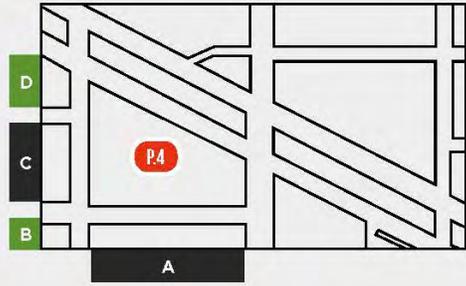
"BIG GEORGE"

GROVE ALONG PENNSYLVANIA



GROVE ALONG 8TH

Existing Conditions Parcel 4



EXISTING CONDITIONS PARCEL 4

ADJACENT PROPERTIES INDEX



A D STREET FROM 7TH TO 8TH STREET



B SOUTH CAROLINA AVE + D STREET CORNER
C LIBRARY
D CVS

OVERALL VIEWS



VIEW LOOKING SOUTHWEST TOWARD LIBRARY



VIEW LOOKING NORTHEAST TOWARD PARCEL 1

CIRCULATION



METRO PLAZA



METRO ELEVATOR



8TH STREET CUT-THROUGH

TREES



LIBRARY VIEW SCREENED

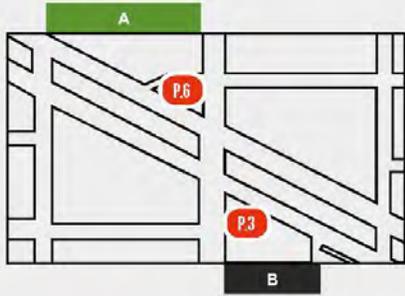


ALLEE ALONG PATH



STREET TREES ALONG D STREET

Existing Conditions Parcel 3 and 6



EXISTING CONDITIONS PARCELS 3 + 6

ADJACENT PROPERTIES INDEX



A D STREET FROM
7TH TO 8TH STREET

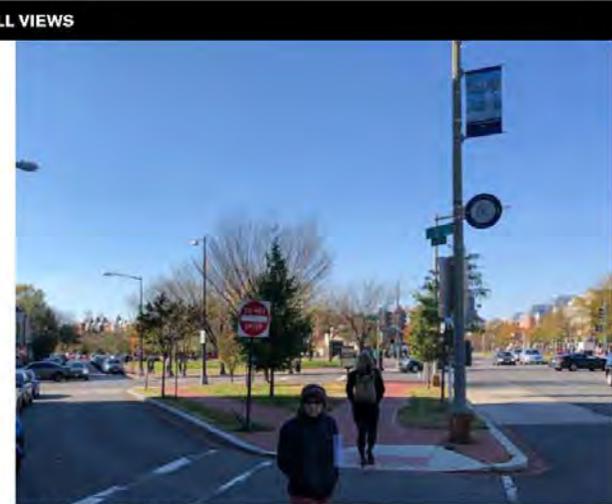


B D STREET FROM
8TH TO 9TH STREET

OVERALL VIEWS



PARCEL 6, LOOKING SOUTHWEST



PARCEL 3, LOOKING WEST

CIRCULATION



PARCEL 6, SIDEWALK



PARCEL 3, SIDEWALK



PARCEL 6, SIDEWALK

TREES



PARCEL 6, STREET TREE

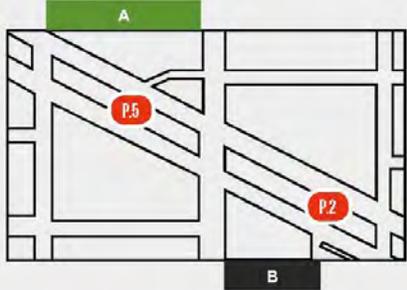


PARCEL 3, STREET TREES



PARCEL 6, STREET TREE

Existing Conditions Parcel 2 and 5



EXISTING CONDITIONS PARCELS 2 + 5

ADJACENT PROPERTIES INDEX



PARCEL 5, VIEW LOOKING SOUTHEAST

PARCEL 2, VIEW LOOKING NORTHWEST

CIRCULATION



PARCEL 5, SOUTHEAST NOSE

PARCEL 2 SOUTHEAST NOSE



PARCEL 5, NORTHEAST NOSE

PARCEL 2 NORTHEAST NOSE

Existing Materials



PAVING

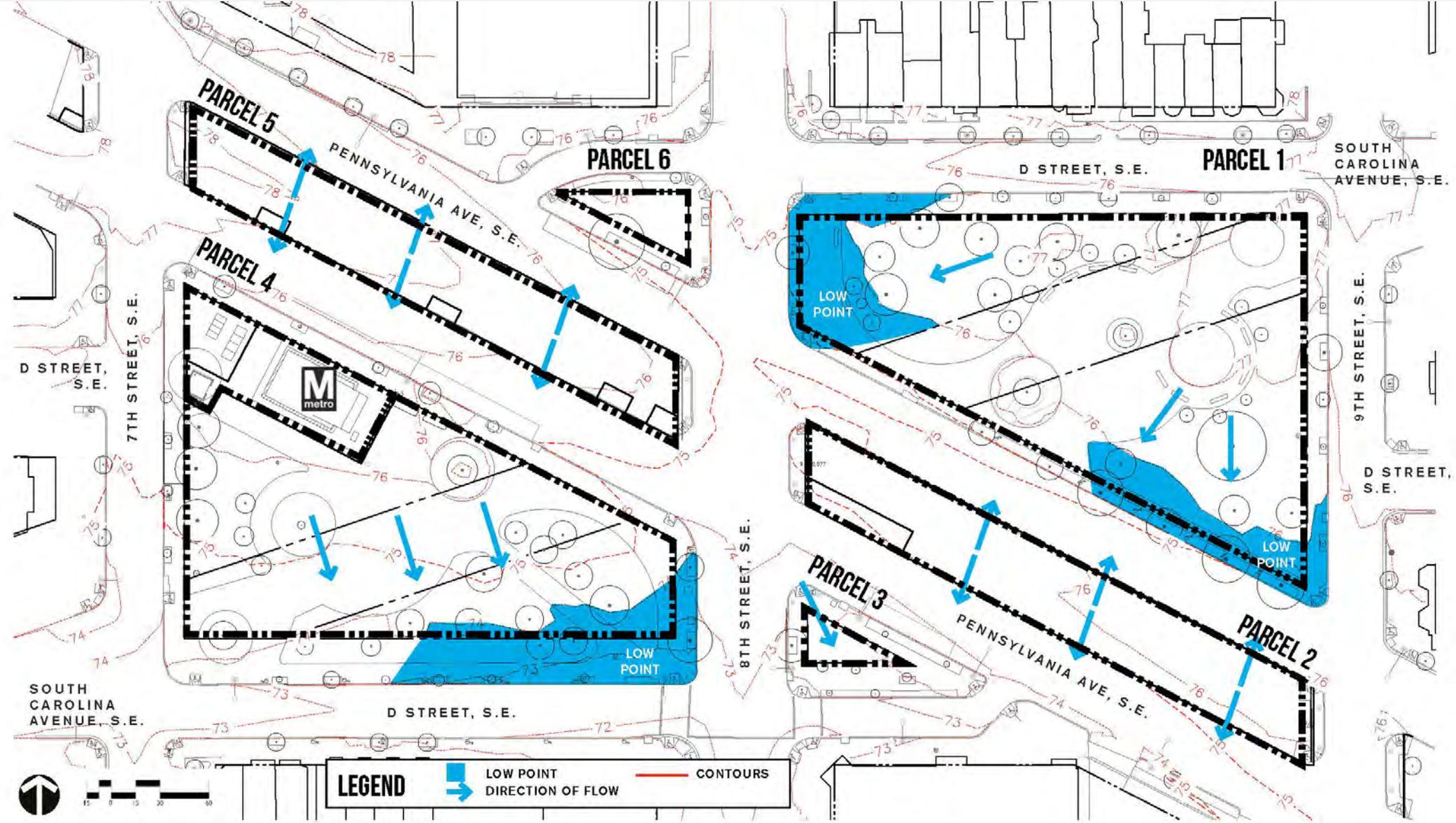


SITE FURNITURE

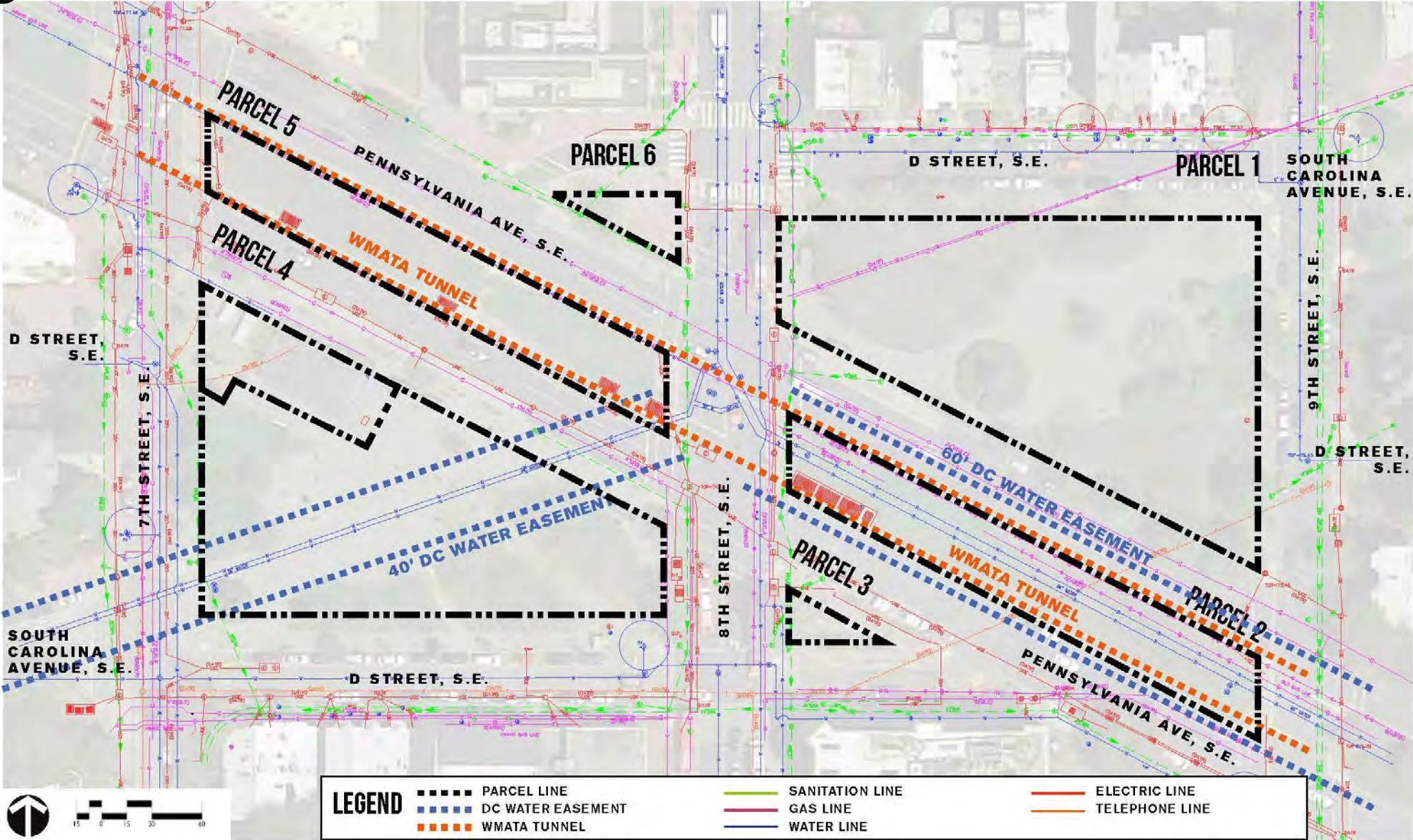


LIGHTS

Existing Topography



Existing Utilities



Site Plan Evolution



2010 MASTER PLAN

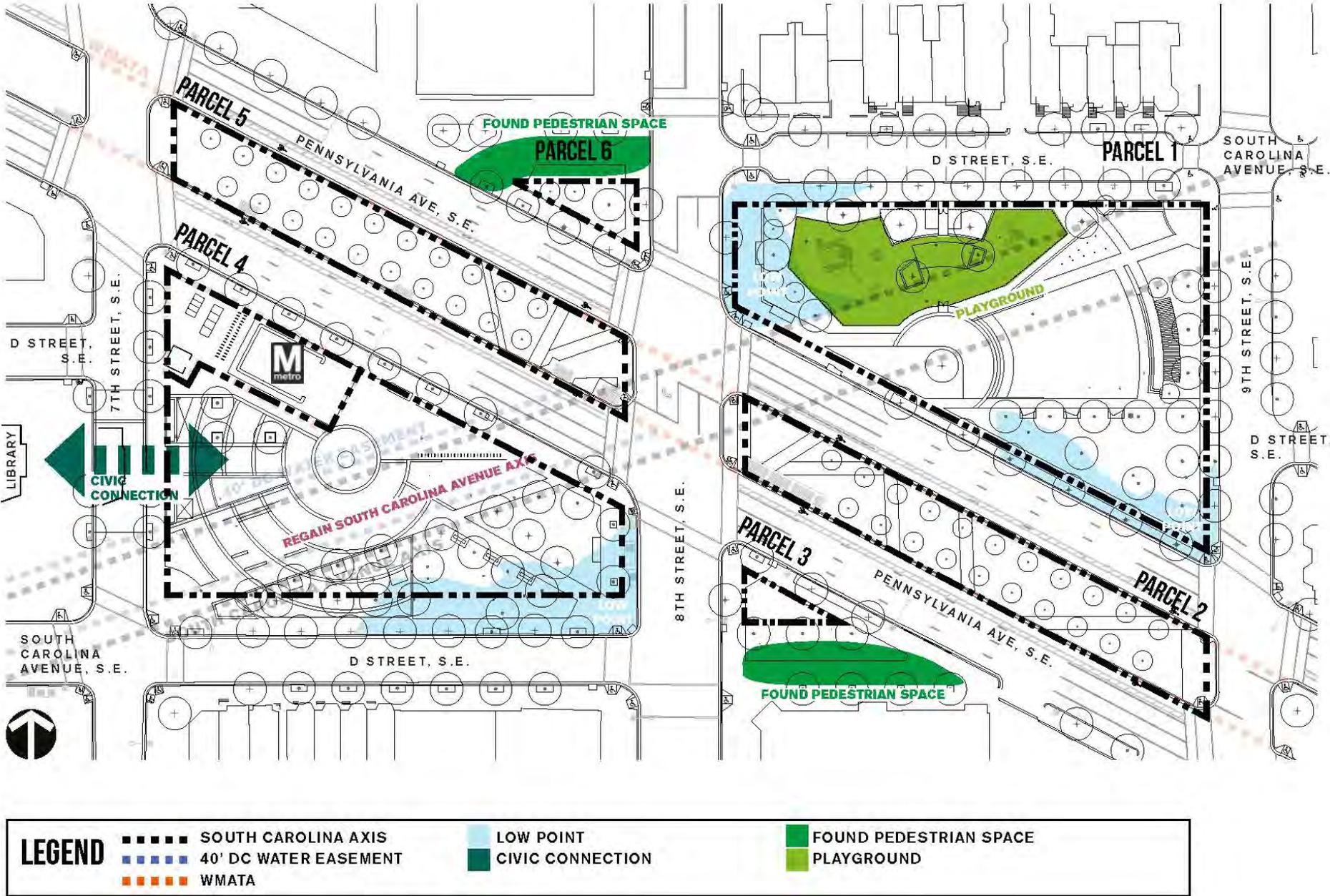


2015 MASTER PLAN

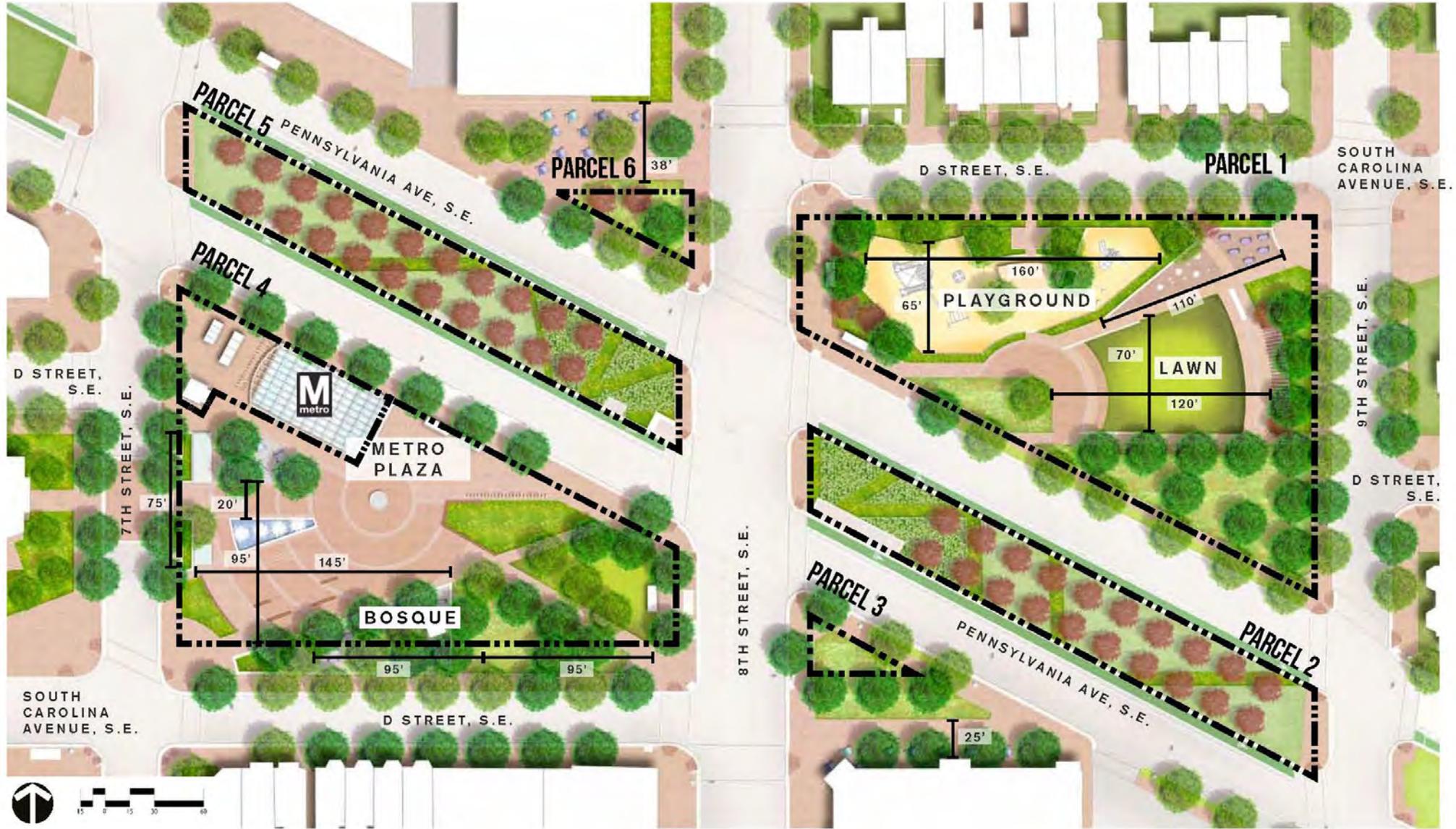


CURRENT CONCEPT PLAN

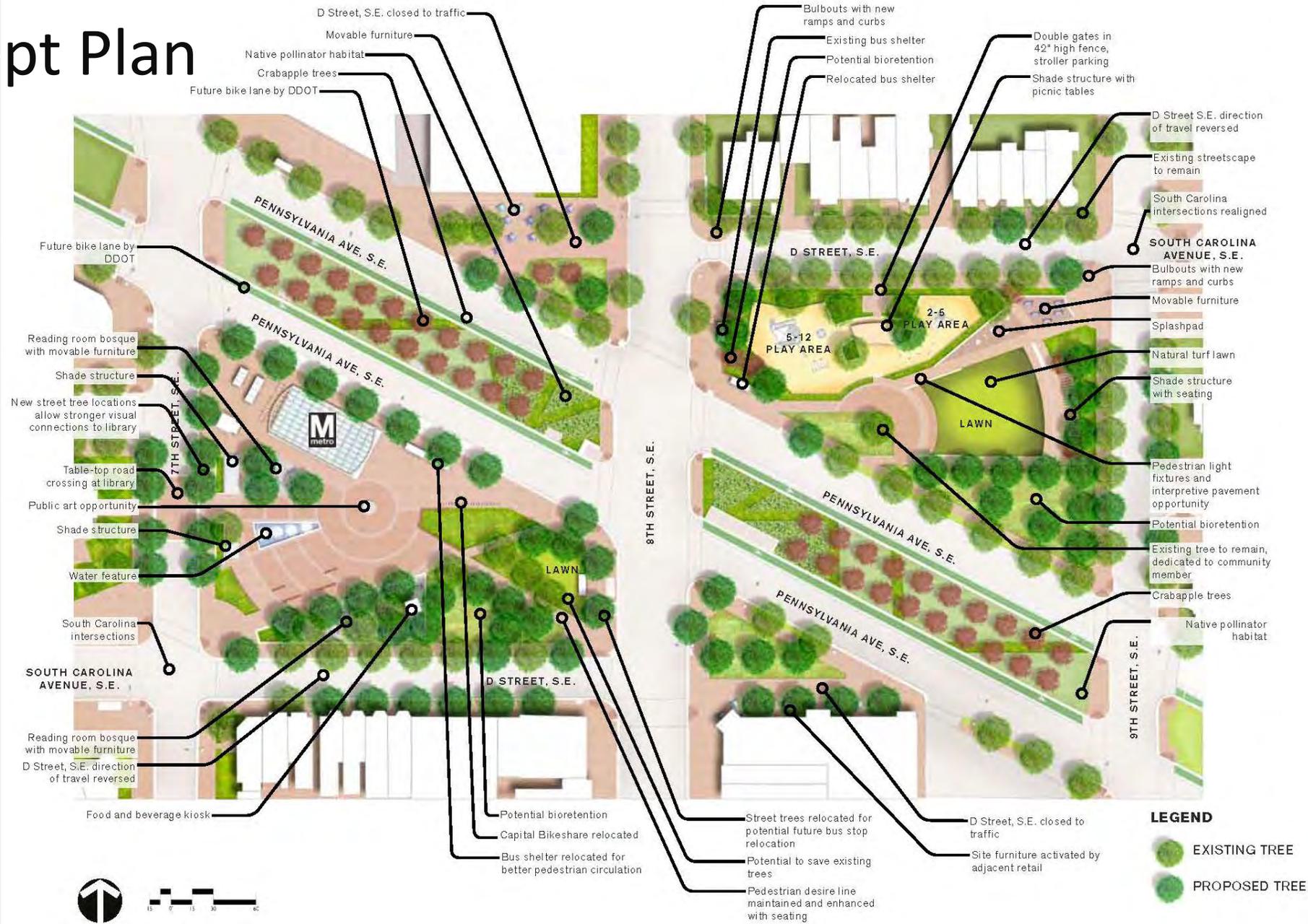
Project Goals



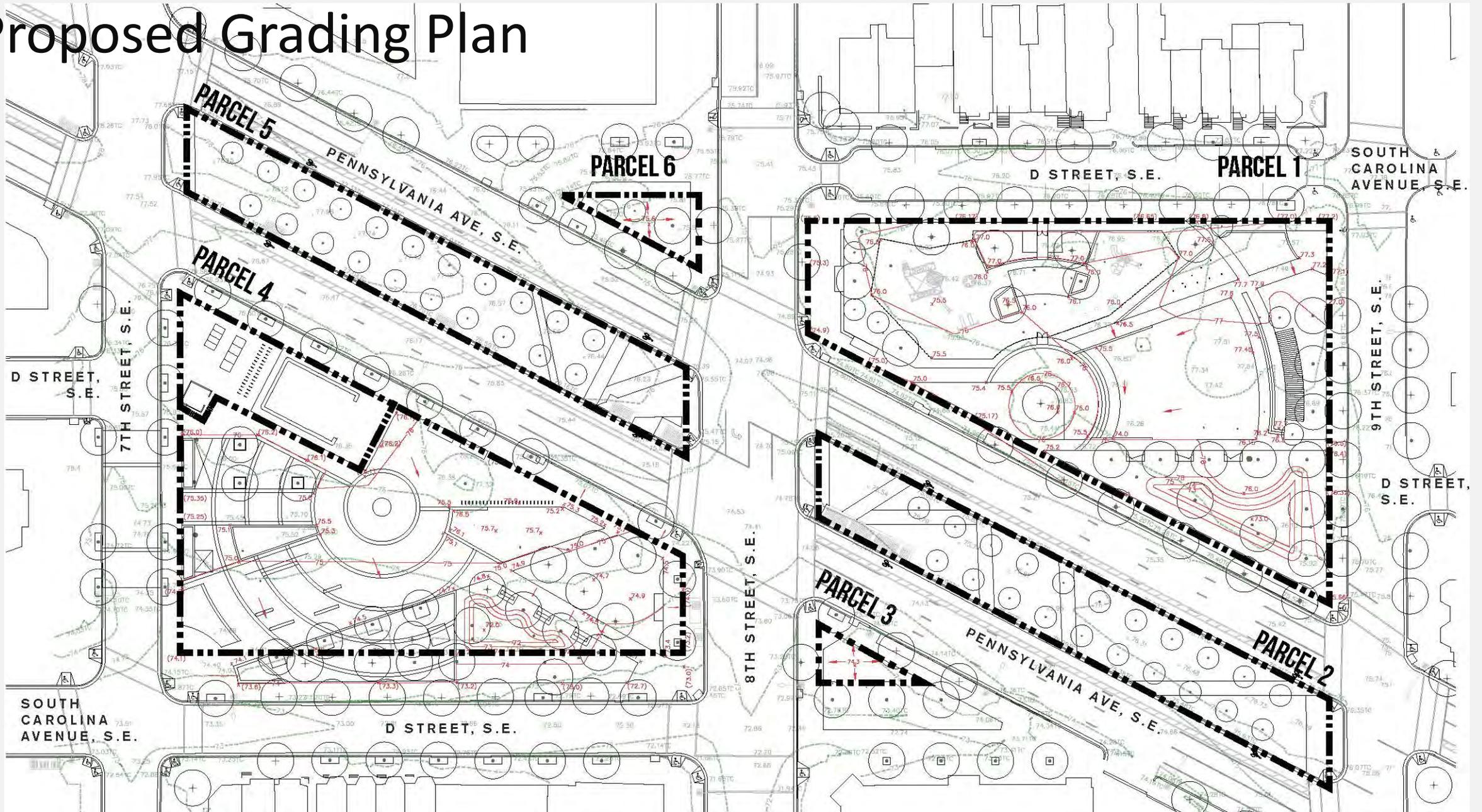
Concept Plan



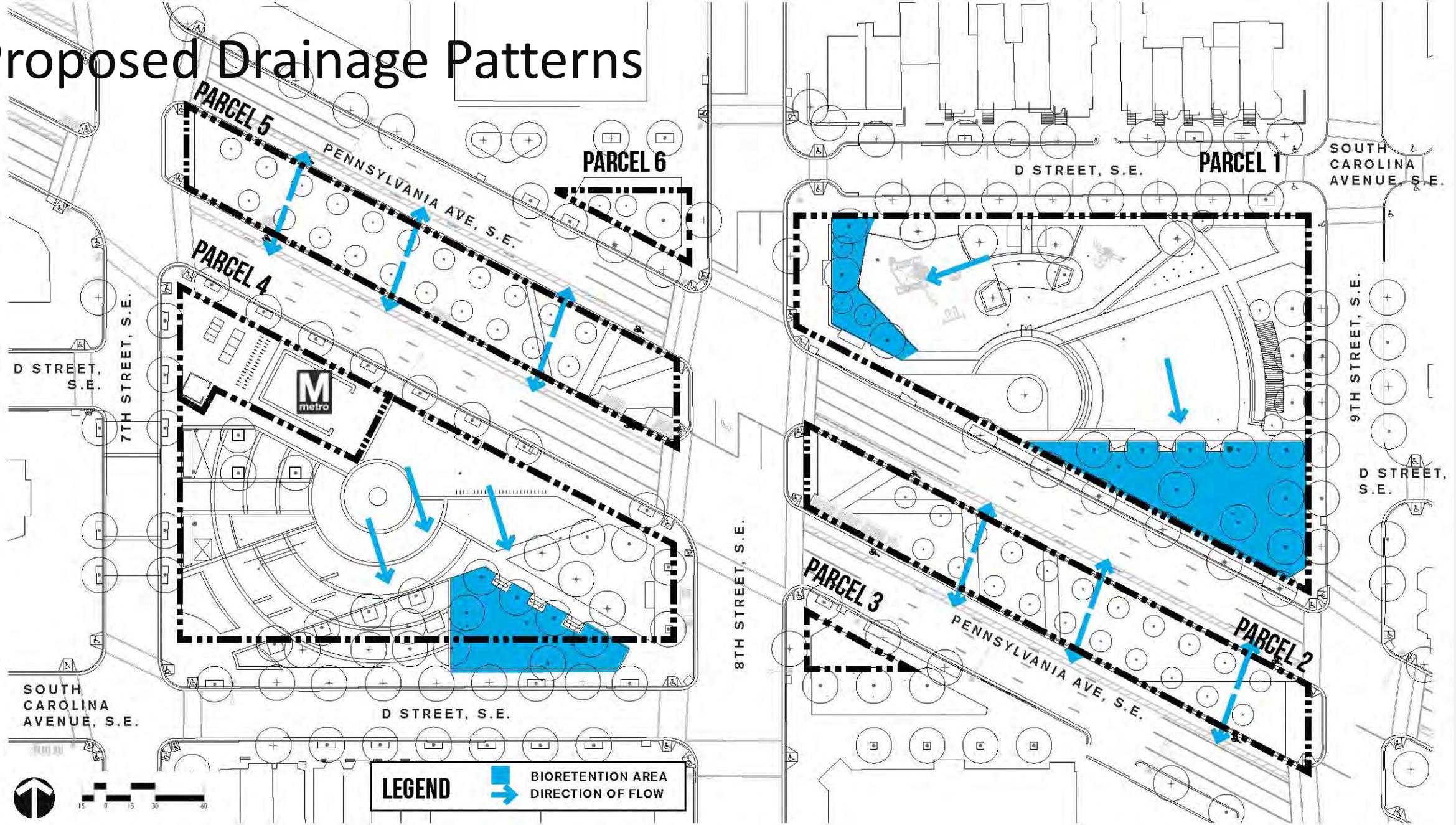
Annotated Concept Plan



Proposed Grading Plan



Proposed Drainage Patterns



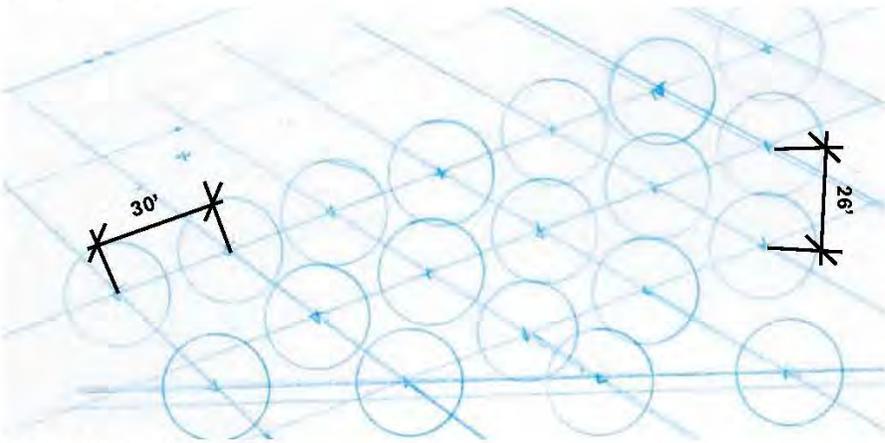
Public Library Connection



SPATIAL RELATIONSHIPS



DAPPLED, ACTIVE



FINAL SPACING STUDY

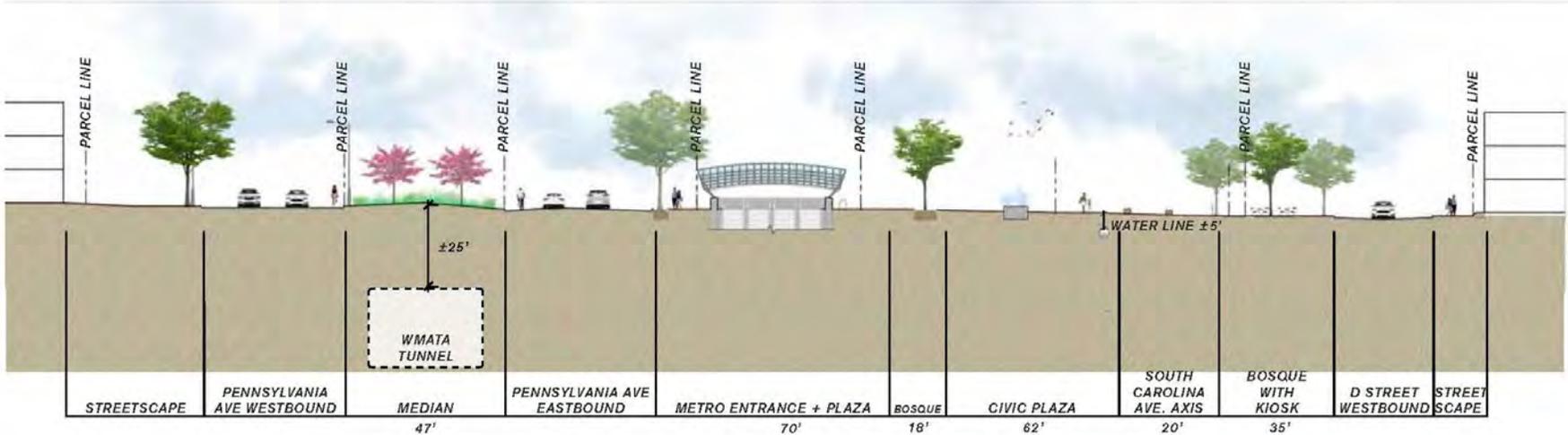
LEGEND

- ART ELEMENT
- - - CRITICAL AXES
- ▬ CRITICAL EDGES
- ↔ SPATIAL RELATIONSHIPS
- ▭ LIBRARY
- BOSQUE

Solar Studies



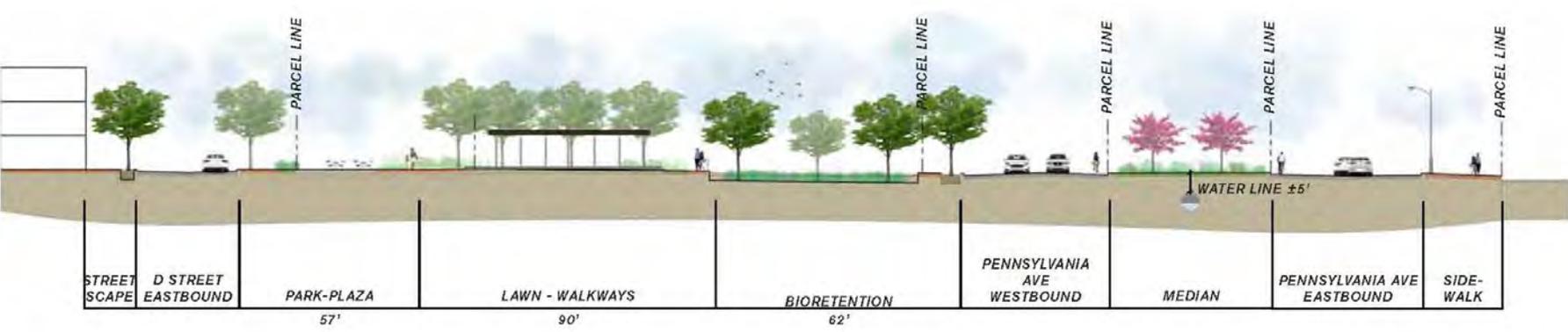
Parcel 4 Section



PROPOSED TOPOGRAPHY, PARCEL 4 | EASTERN MARKET METRO PARK
 March 29, 2019



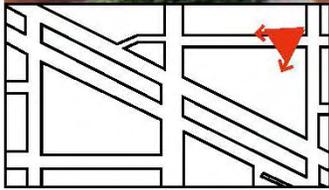
Parcel 1 Section



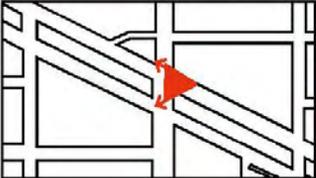
PROPOSED TOPOGRAPHY, PARCEL 1 | EASTERN MARKET METRO PARK
 March 29, 2019



Bird's Eye View Looking Southwest

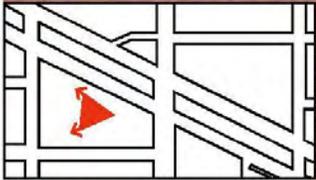


View looking west towards Pennsylvania Avenue



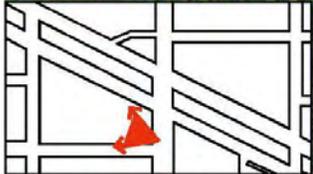
PENNSYLVANIA AVENUE

View looking west towards Library



PARCEL 4, LOOKING TOWARD LIBRARY

View looking towards bioretention area (Parcel 4)



PARCEL 4, BIORETENTION AREA

View looking east towards South Carolina Avenue axis



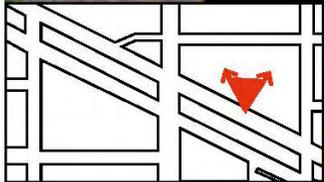
PARCEL 4, VIEW LOOKING UP SOUTH CAROLINA AXIS

View looking towards bosque



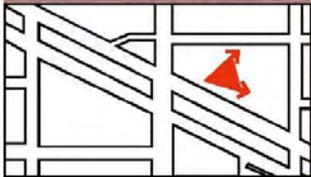
PARCEL 4, BOSQUE

View looking towards playground



PARCEL 1, PLAYGROUND AREA

View looking towards lawn area



PARCEL 1, LAWN AREA

Proposed Materials



LIGHT POST



BENCH



EXISTING NON-STANDARD BRICK



EXISTING STANDARD BRICK



GRANITE SETTS



GRANITE PAVERS



CRUSHED GRANITE



INTERPRETIVE GRANITE BANDS

PROPOSED MATERIALS | EASTERN MARKET METRO PARK
 March 29, 2019








Character Elements



BOSQUE



BIORETENTION



WATER ELEMENT



PLAZA

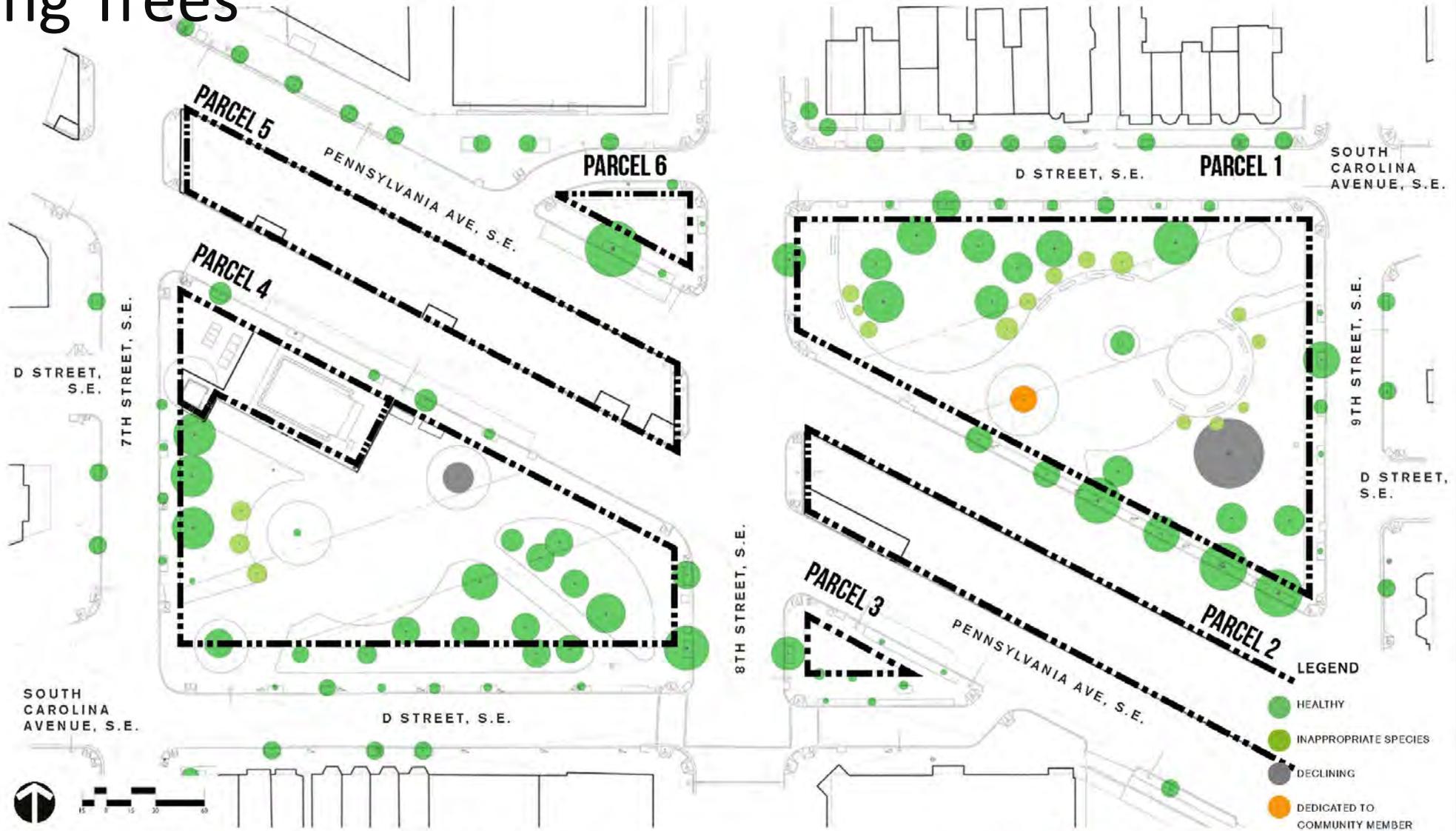


LAWN



PLAYGROUND

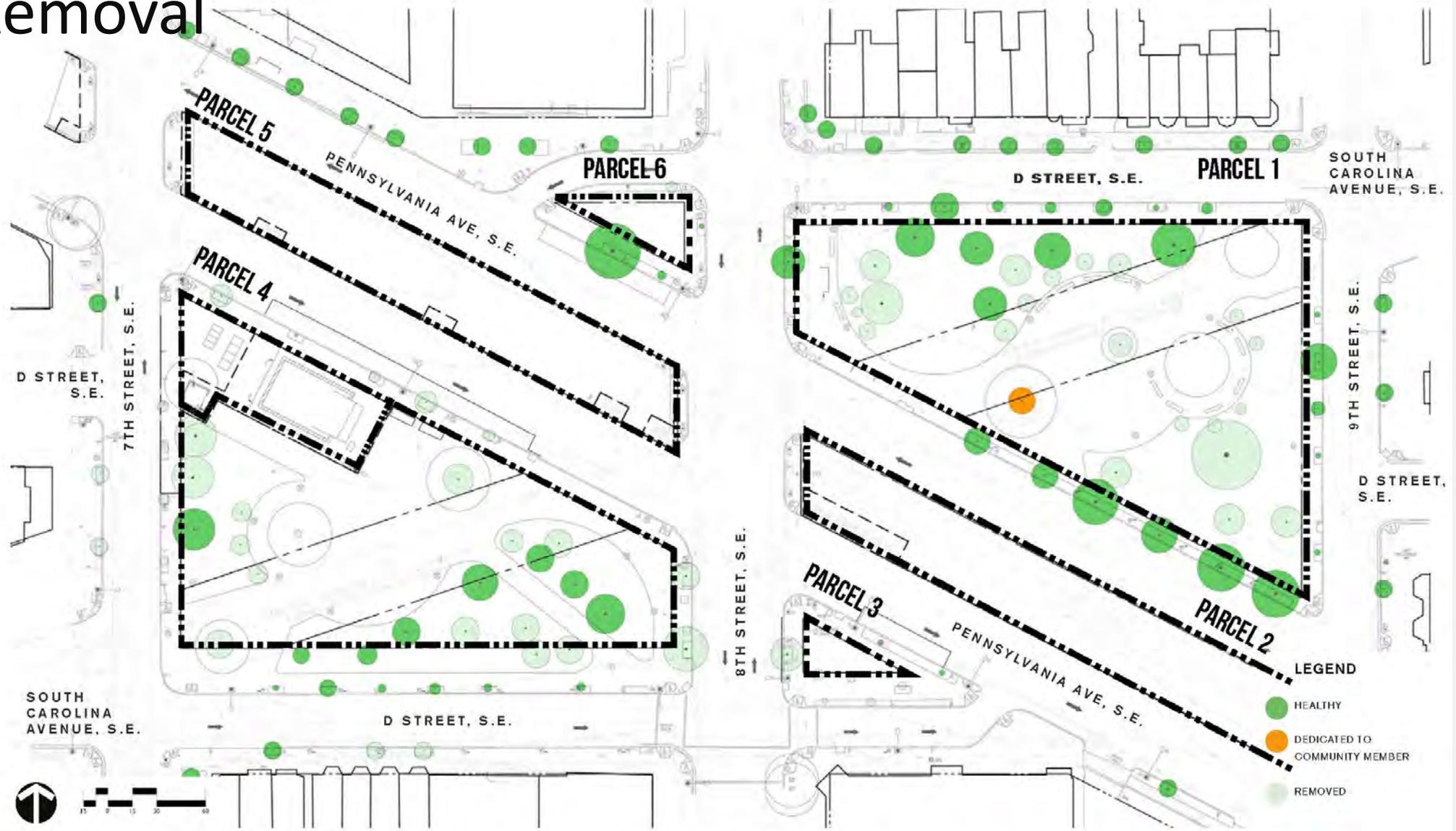
Existing Trees



TREES: EXISTING | EASTERN MARKET METRO PARK
March 29, 2019



Tree Removal



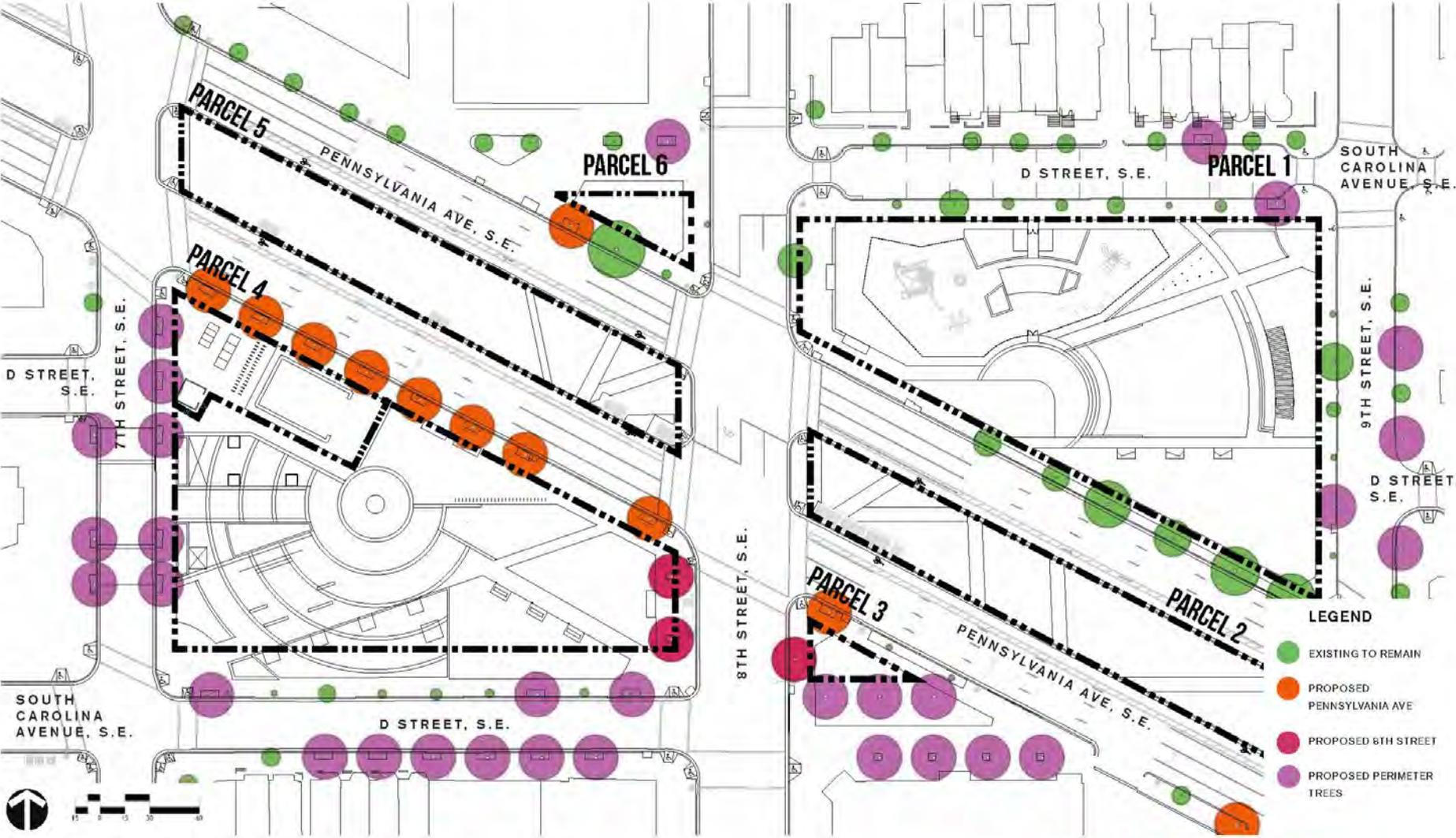
TREES: WITH REMOVAL DUE TO STORMWATER MANAGEMENT & PROJECT GOALS
 March 29, 2019



Existing and Proposed Trees



Street Trees



TREES: PERIMETER | EASTERN MARKET METRO PARK
March 29, 2019

45

Tree Palette

PENNSYLVANIA AVENUE

QUERCUS PHELLOS
WILLOW OAK



8TH STREET

QUERCUS RUBRA
RED OAK



BOSQUE

GLEDITSIA TRIACANTHOS VAR. INERMIS
THORNLESS HONEYLOCUST



CERCIDIPHYLLUM JAPONICUM
KATSURA TREE



PLATANUS X ACERIFOLIA 'BLOODGOOD'
LONDON PLANE TREE 'BLOODGOOD'



BIORETENTION

MAGNOLIA VIRGINIANA
SWEET BAY MAGNOLIA



BETULA NIGRA 'BNMT'
RIVER BIRCH 'DURAHEAT'



PLATANUS OCCIDENTALIS
AMERICAN SYCAMORE



PROPOSED PLANT POOL FOR KEY TREES | EASTERN MARKET METRO PARK
March 29, 2019



U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

28 March 2018

Dear Mr. Anderson:

In its meeting of 21 March, the Commission of Fine Arts reviewed a concept proposal for the renovation of Eastern Market Metro Park, a group of park parcels near the Eastern Market Metro station along Pennsylvania Avenue, SE. The Commission did not take an action on the proposal, providing the following recommendations for the development of the design.

The Commission members expressed appreciation for the extensive consideration of programming that is apparent in the design, resulting from analysis of the site conditions and consultation with the community. However, they commented that the resulting proposal appears overly complicated, lacking the conceptual strength and clarity of design appropriate for this prominent open space at a major transportation node within a densely populated neighborhood and retail area. Observing that Pennsylvania Avenue and 8th Street will continue to cut through the site, they suggested that the effort to treat the multiple parcels as a single, rectangular space may be hindering the development of coherent, welcoming public parks within the two larger parcels at the southwest and northeast corners. They therefore recommended developing a flexible design suitable for each of these larger parcels and their adjacent neighborhood uses, as well as establishing a hierarchy of landscape elements—such as circular plazas, bosques of trees, the South Carolina Avenue axis, and stormwater areas—that would establish a common spatial and design language among all the park parcels.

The Commission members supported the effort to add street trees where feasible, consistent with the context of the neighborhood streets and the major arterial of Pennsylvania Avenue that provides a vista to the U.S. Capitol; the site plans and trees should also reinforce the alignment of South Carolina Avenue through the site. They suggested that additional trees could be placed in regular bosques, and they encouraged the use of tough, resilient plantings, particularly in the medians and in the smaller bowtie parks at the northwest and southeast corners of the site.

The Commission looks forward to the review of a new concept submission. Please coordinate with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA
Secretary

Keith A. Anderson, Director
D.C. Department of General Services
2000 14th Street, NW, 8th Floor
Washington, DC 20009

cc: Paola Moya, Moya Design Partners
Susan England, Land Design