



MIDDLE GEORGIA AVENUE/PETWORTH

TRANSPORTATION & STREETScape IMPROVEMENTS



GOVERNMENT OF THE
DISTRICT OF COLUMBIA



ADRIAN M. FENTY, MAYOR

Prepared for

**DISTRICT DEPARTMENT OF
TRANSPORTATION,
WASHINGTON, DC**

Consultants

PRECISION SYSTEMS, INC.

RHODESIDE & HARWELL

August 2007

TABLE OF CONTENTS

Executive Summary.....2

Project Timeline.....2

Meeting One.....3
Site Inventory & Analysis.....4
Discussion Results.....14

Meeting Two.....16
Design Alternatives.....17
Site Materials.....22
Visualizations.....24
Survey Results.....27

Meeting Three.....29
Preferred Alternative.....30
Visualizations.....38
Survey Results.....40

Conclusion.....41

Appendix.....42

Executive Summary

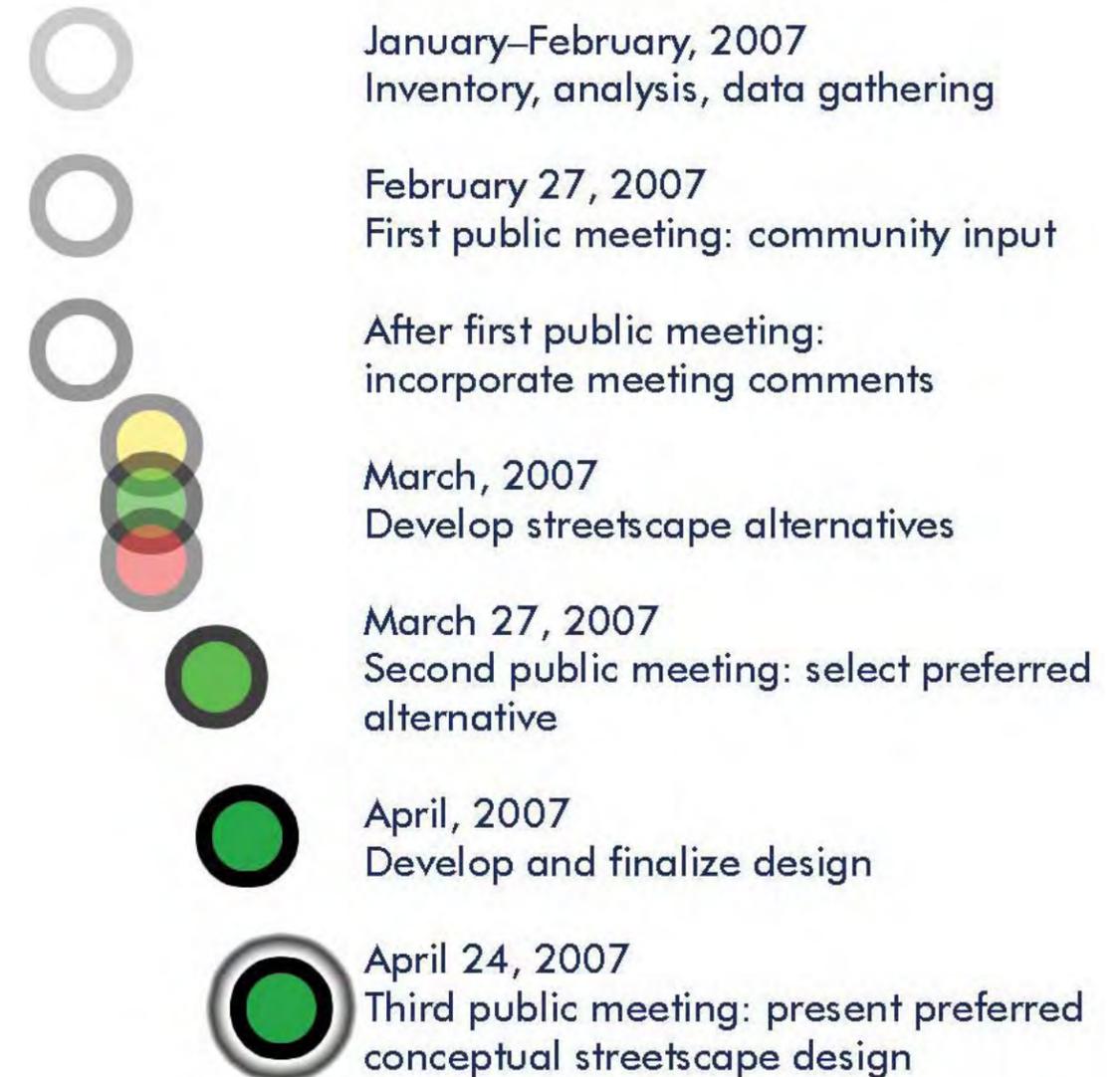
AUGUST 2007

In 2005, Mayor Anthony Williams announced a new city initiative, entitled Great Streets, that targeted 6 major corridors in Washington, DC. The goals of this program are to improve, with the infusion of public actions and resources, the neighborhood livability and economic development in these under-invested key corridors. This approach, a multi-agency partnership of District Department of Transportation (DDOT), Office of Planning and the Deputy Mayor's Office for Planning and Economic Development, encourages private investment and neighborhood pride to assist in creating these vibrant neighborhood cores.

At the end of 2006, Precision Systems, Inc. and Rhodeside & Harwell, Inc. were retained by DDOT to work on a segment of a Great Street, Middle Georgia Avenue. The project's scope of work was to create schematic streetscape design and safety improvements on the 'middle' Georgia Avenue segment, from Otis Place to Webster Street. This task included reviewing the Great Streets Framework Plan, the Petworth Corridor Revitalization Plan, proposed future development in the study area, community visions and mission statements and additional objectives from other District government agencies. The consultants also collected, mapped and analyzed data of the site's physical features, land uses, utilities, transportation, historic and cultural data. As a result of this inventory, as well as the consistent input from members of the community through public meetings, two design alternatives were presented. Surveys taken of the community members after the presentation revealed that, of the two designs, Alternative B was the clear preference.

The last step of the conceptual process was the presentation of the final streetscape plan, based on Alternative B, that had the broad support of community members as well as DDOT. With this final conceptual plan, the District will continue working with engineers and landscape architects to develop the design into precise construction documents that will allow the plan to be implemented. Construction should begin in late 2008.

PROJECT TIMELINE



MEETING

1

FEBRUARY 27, 2007

The first public meeting was held at the Israel Metropolitan CME Church on Randolph Street, NW in the Petworth neighborhood. Rhodeside & Harwell presented a PowerPoint presentation that included a discussion of: elements that comprise a streetscape; a site photo inventory; existing land use; pedestrian issues; existing streetscape conditions; auto and pedestrian accidents; the intersection of Georgia Avenue and New Hampshire Avenue as well as the intersection of Georgia Avenue and Kansas Avenue; street trees and utilities; vegetation; the urban form of existing buildings; and, future development. The meeting participants then were divided into smaller groups to discuss their vision of the future of Georgia Avenue. Participants were encouraged to write notes on the base map, share ideas and concerns as well as indicate specific locations where improvements were needed.



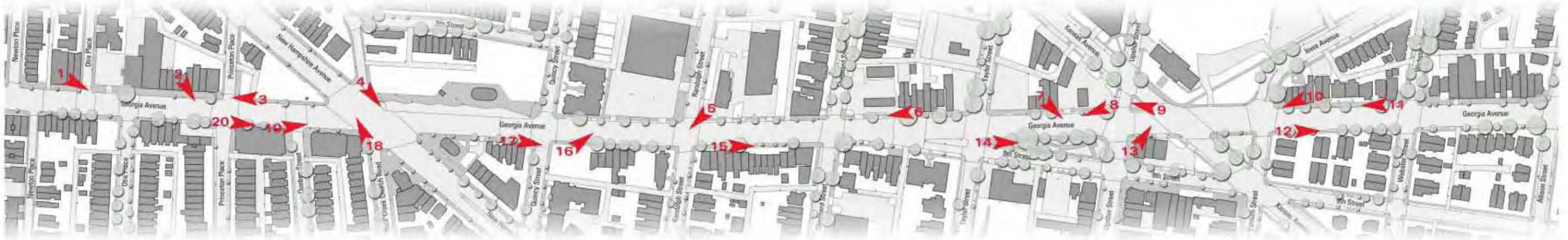
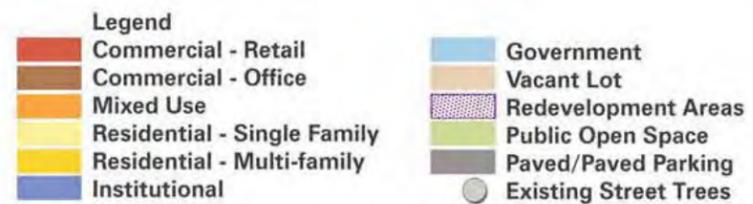


PHOTO INVENTORY



EXISTING LAND USE

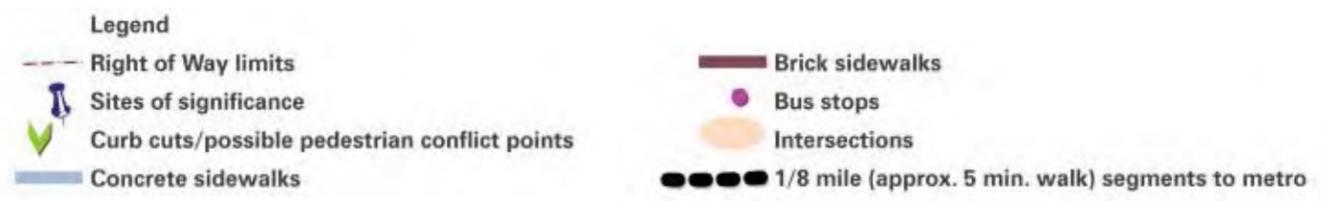


- Redevelopment Areas**
1. 3600 Georgia Avenue: Up to 90 condominiums; 20,000sf retail & parking (GS)
 2. 3600 block Georgia Avenue: Convenience retail (proposed), (GS)
 3. Petworth Metro - 3700 block: 148 condos; 17,000sf retail & parking (GS)
 4. 3800 block of Georgia Avenue: land assembly currently underway (OP)
 5. 3910 Georgia Avenue: Request for Proposals from the NCRC for redevelopment of a 31,000sf site pending (OP)
 6. 4100 block of Georgia Avenue: 75 affordable rental apartments; 11,000sf of retail (GS)
 7. 4136 Georgia Avenue: 60 condos and retail (WP)

Sources: OP - Office of Planning | G.S. - Great Streets Initiative Publication | WP - Washington Post



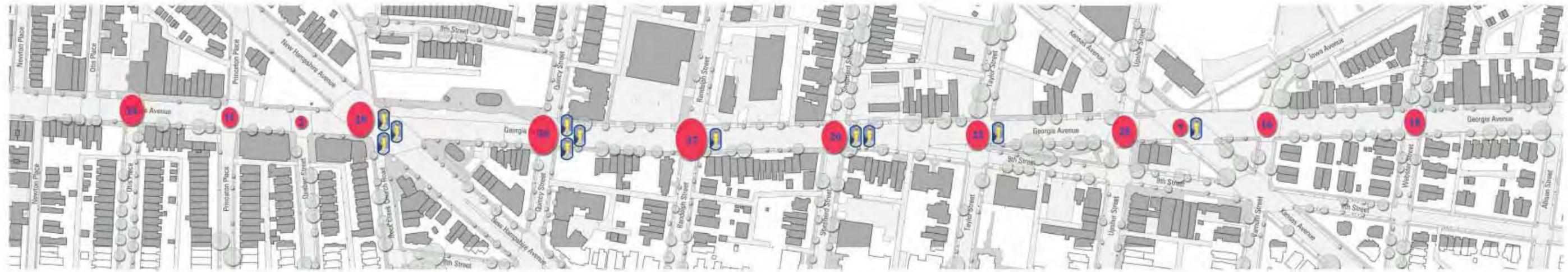
PEDESTRIAN ISSUES





STREET TREES & UTILITIES

- Legend**
- Existing Trees - Excellent/Good Condition
 - Existing Trees - Fair/Poor Condition
 - Utility Poles
 - Underground Utilities



AUTOMOBILE & PEDESTRIAN ACCIDENTS, 2003-2005

Legend

-  Total Number of Automobile Accidents at Interse
-  Total Number of Accidents Involving Pedestrians



EXISTING CONDITIONS: PROBLEM TYPES



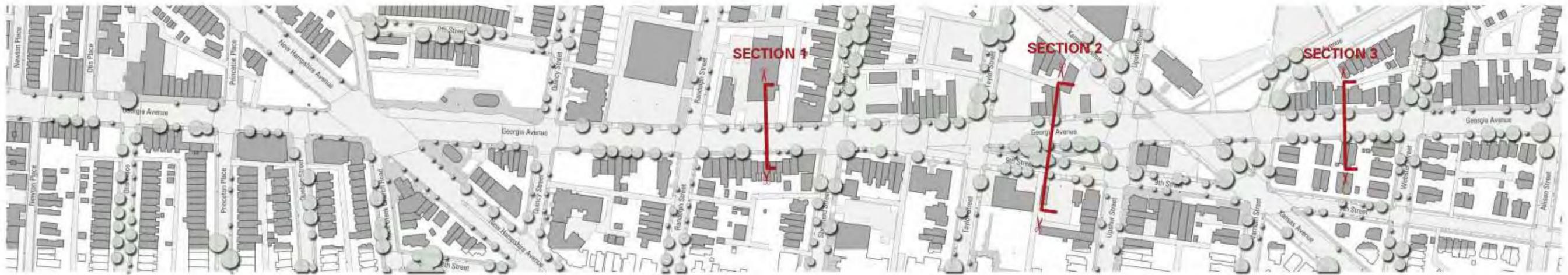
URBAN FORM ANALYSIS

- Legend**
- Existing structures greater than 20,000sf
 - Existing structures less than 20,000sf
 - Vacant lots, parking lots, drive-throughs, gas stations, storage lots
 - Areas approved for redevelopment
 - Redevelopment areas to be become structures greater than 20,000sf

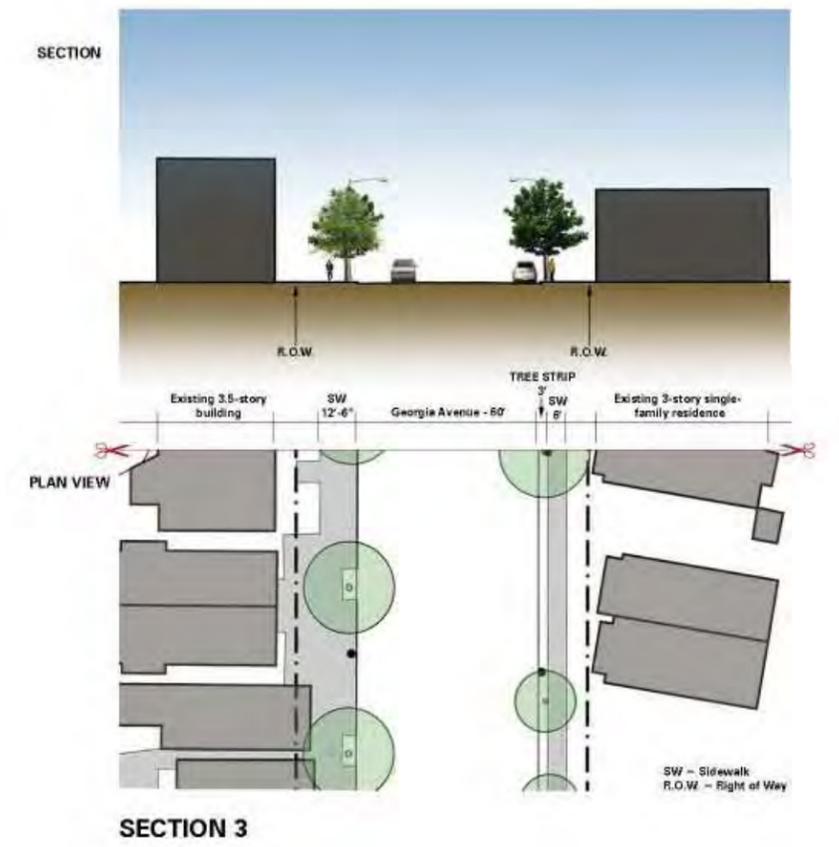
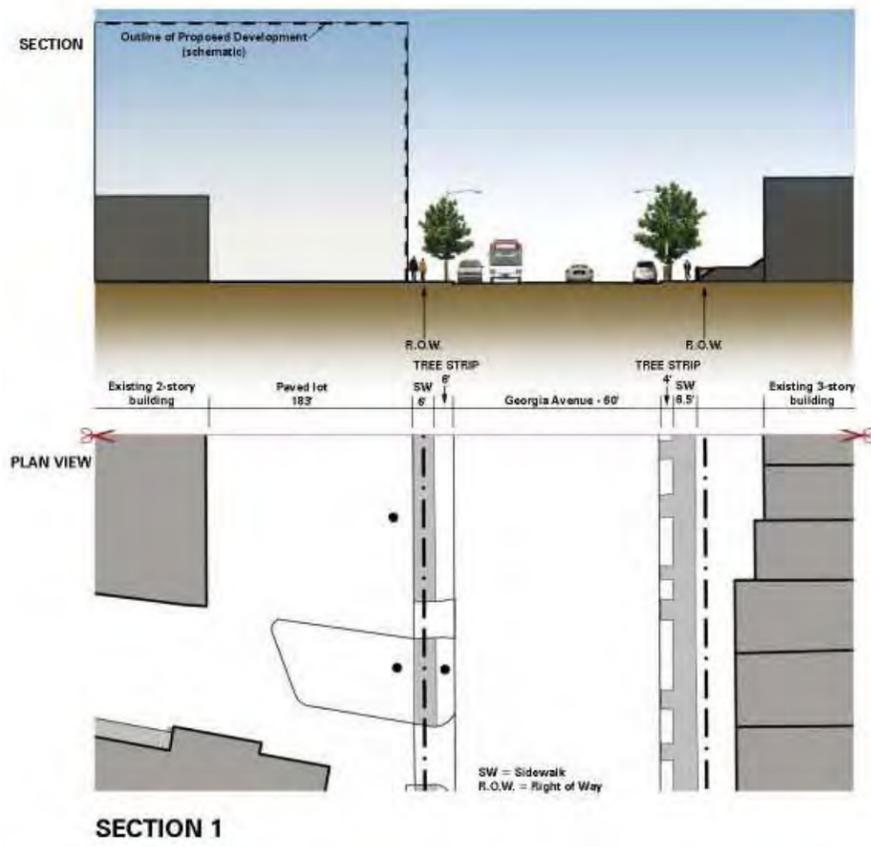


FUTURE DEVELOPMENT

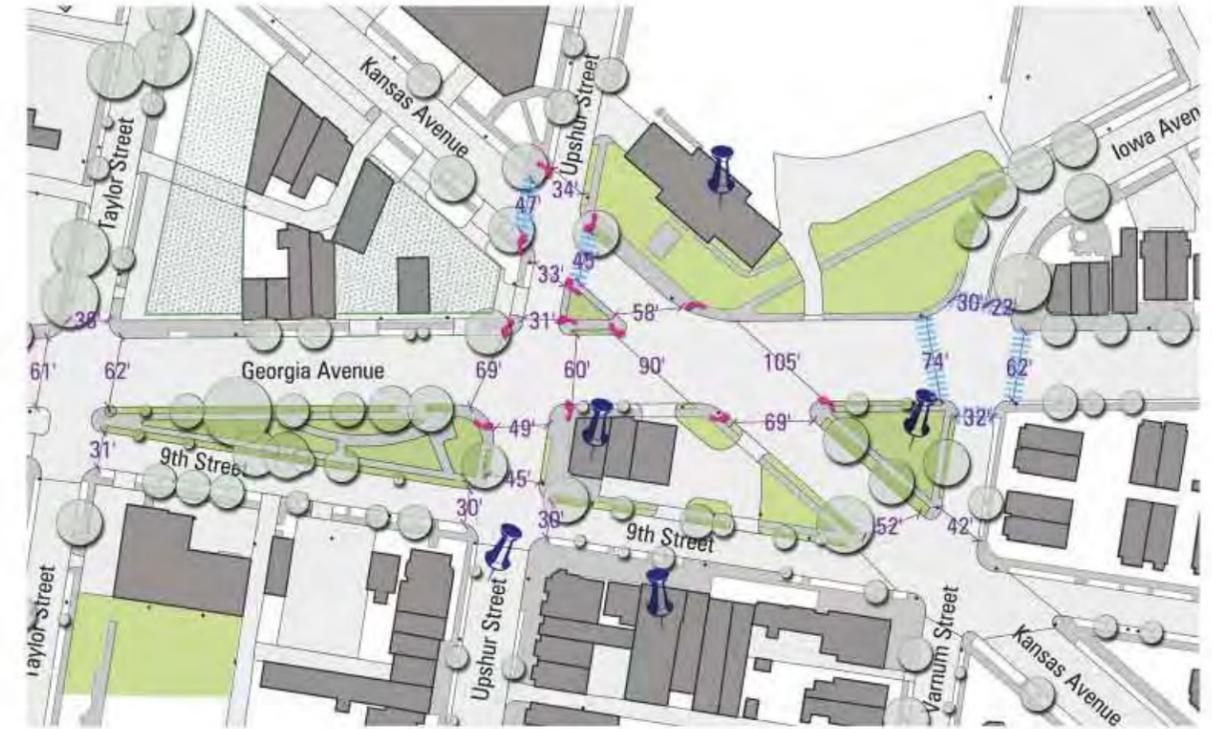
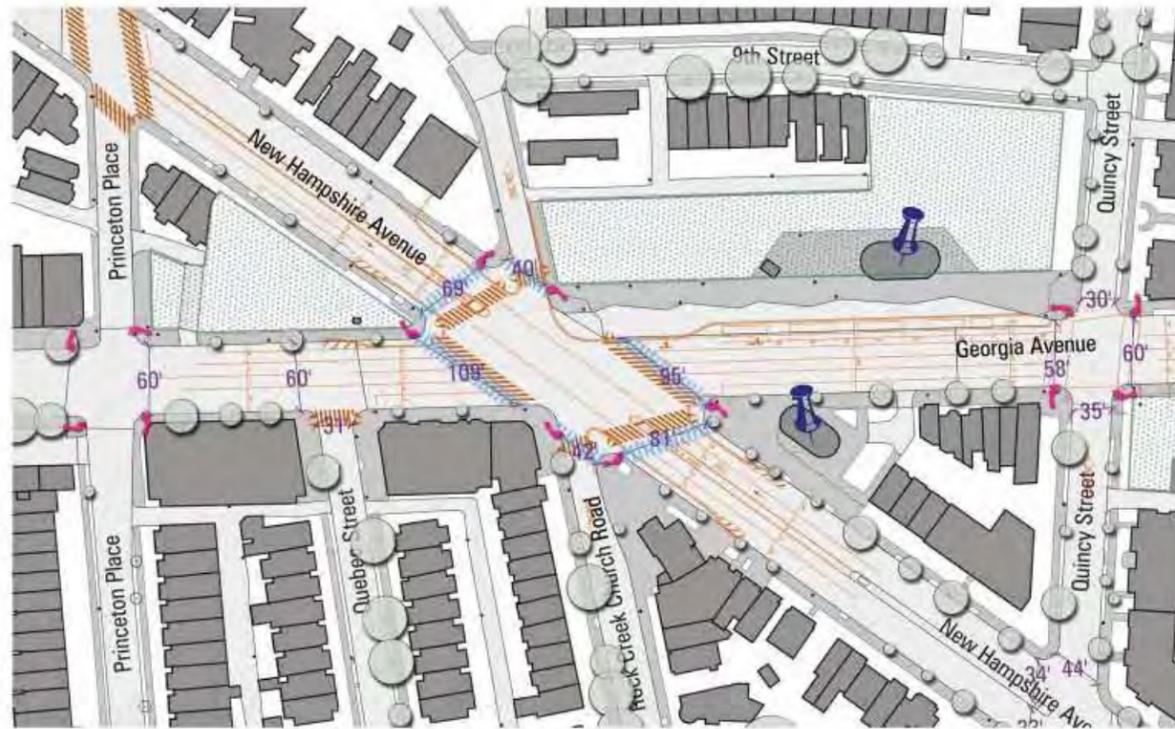
Legend
 - - - - - Areas approved for redevelopment



LOCATIONS WHERE SECTIONS WERE TAKEN



SECTIONS THROUGH THE SITE



- Legend**
- Existing buildings
 - Existing roadway striping
 - Existing crosswalks
 - Measurements across streets
 - Sites of significance: Metro
 - Future roadway design (approx.)
 - Planned development sites

MAJOR INTERSECTIONS IN STUDY AREA

Discussion Questions

1. If you were to imagine Middle Georgia Avenue in 10 years, what would your vision for this corridor be?

2. We discussed a number of observed issues related to Middle Georgia Avenue. They include:

- Inadequate “waiting” space at bus stops
- Long and poorly marked pedestrian crossings
- Many curb cuts
- Unsightliness of vacant lots and parking lots
- Narrow sidewalks and items intruding into pedestrian ways (trees, utilities, etc)
- Lack of parking
- Gaps in tree plantings
- Concrete “triangles”

(a) Do you agree with these issues? If not, please explain why.

(b) Are there additional issues that we need to be aware of?

(c) Which do you think are the top 5 most critical issues discussed?

3. Let’s talk about the opportunities to make improvements along Middle Georgia Avenue. Using the map on your table, please note where the following improvements are needed and what specifically should be done:

- Intersection improvements
- Lighting improvements
- Sidewalk improvements
- Landscaping and tree improvements
- Paving improvements
- Parking improvements
- Bus stop improvements
- Other improvements

RESULTS FROM BREAK-OUT GROUPS’ DISCUSSIONS

THE CORRIDOR IN 10 YEARS

More stores
Restaurants
Affordable housing
Residents involved in economic development
Better transit (possible streetcar?)
Coffeeshops (Starbucks)
Upgrade library (education)
Clean parks
Cleaner Streets
More visible police protection
Better education
Better schools
Vision for the future (must think about sustaining improvements or they don’t last)
More stores and small businesses (less big-box retailers)
Prevention or displacing local, existing businesses
Better pedestrian safety
Better lighting
Safe/walkable neighborhood
Not interested in a national chains or a lot of condos
Sustain existing community
Circle Park on Georgia Ave
Traffic from Maryland “stop & shop”
Utilizing ‘green,’ recycled materials
Cultural improvements: possible Heritage Trail
More green spaces
More trees (don’t obstruct views!)
More communal spaces for people to congregate
More pedestrian-friendly areas (especially near schools + libraries)
Banners: “Welcome to Petworth” etc...
Shorter crosswalks
Pedestrian bridges
More automatic countdowns
Better looking trash cans
Easy east-west street crossings (sidewalk bulbs)
Parking for retail in the back of the store (no facing Ga Ave)
Gateway signs
Parking garage near metro station
Intersection/pedestrian safety
Lack of green spaces

Lighting: repair existing and new pedestrian-level lighting
Repair uneven sidewalks
More covered bus stops
Traffic calming devices
Better tree planting planning—tree boxes, roots vs. sidewalks
Green and art spaces opportunities on bare sites along the corridor
More benches other than at bus stops

ADDITIONAL ISSUES

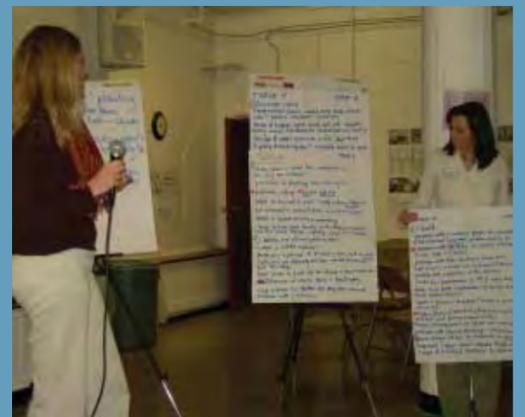
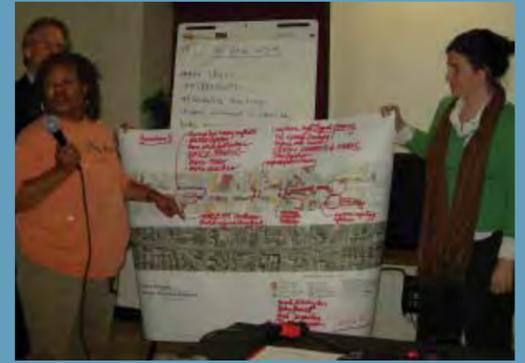
Clean up the garbage
Keep the streets and sidewalks clean
Add benches
Concern about gentrification
What happens to current residents?
Affordability of housing taxes
Bus stop improvements, incl. better info. For the bus
Possibly reduction of number of bus stops
Lack of parking
Parks
Too many condos
200 bed Homeless shelter near Park Road
Funding: same as Mt. Pleasant (which now has better signage and lighting)
Curb cuts an issue and make pedestrians feel less safe
Feels unsafe to park car on Georgia Ave. (especially exiting the car)
Used to have bus shelters but they were removed (vandals?)
Problem with j-walking—mostly by metro. Should be enforced.
Littering, garbage in streets
Trash cans removed (or constantly full)
Fires starting in trashcans
Study area too focused on Georgia Avenue?
Needs better coordination & publicity of redevelopment meetings
Police protection: walking neighborhood
Make environment inviting
Longer crossing times at Georgia Avenue
Double-parking and congestion
Georgia Ave. design for commuters or local residents?
Improved/timed traffic lights could improve flow and safety
Political realities: DC does not self-govern
Use caution in overlighting a site (i.e. Shell Station)
Post-development: check to be sure there’s enough light
Sidewalks: brick with flashing cross-lights
Identify new parking opportunities
Need traffic signals at Taylor & New Hampshire

ADDITIONAL ISSUES (CONT.)

Need traffic signals at Quincy & New Hampshire
More trashcans!
Neighborhood zone parking for residents (restrict parking to benefit residents)
Possible medians in center of street?
Angled parking on Georgia Avenue
Building heights should be compatible with residential buildings
Control development on side streets
Concerns about construction – safety, noise, roadway
Increase employment opportunities for local residents
Improve building store-fronts
Add recycling containers for public use
Study bus stop locations
Traffic signs are hard to see
Recycling receptacles
Look for opportunities for public art
Rain garden
Confusing intersection—not ped friendly
Better signage to public facilities/amenities
Need more, vandal proof bus shelters
Taylor & Georgia Ave=dangerous intersection
Need bike trails
Need more count-down crosswalks
Sidewalks too narrow
Public art at Metro
Historic designation application at 3815 Georgia Ave
Sidewalks: not brick, possible rubber/"green" sidewalks
Concern about business/commercial planning
 Economic hubs/anchors
 Oversaturation with liquor stores
 In harmony with residential
Public amenities/libraries, educational centers
Desire to become the standard and be ahead of the curve
Prioritize—buildings, education
Need more services – Safeway, CVS, Starbucks
Improved tree planting boxes
Sit down restaurants as part of new developments
Neighborhood identity/signage – 'Petworth Village'
Turn into an Avenue with retail

OPPORTUNITIES

Reduce bus-turning conflicts
Better lighting
More police foot patrol
Brick Paving
More trees
More benches
Improve light/signal timing
No speed bumps!
Enforce laws
Clean streets and parks
Improve pedestrian crossing (timing)
Possible diagonal parking on 9th street by park
Improve entrance at Metro plaza
Possible fountain/park at metro plaza
Make 9th St. 2-way
Improve safety of left turn from 9th St. onto Kansas Avenue
Street trees and landscaping
Farmers Market (perhaps close off part of 9th street?)
Light sculpture at night
Better designed lamp pole
Consistency in lighting on Street, overall avenue appearance
New signature trees + plants
More consistent sidewalk paving
Parking: behind buildings, special permits, angled spaces
"Next Car" transportation info for buses & metro
Entertainment retail: smaller in scale with other local business, service oriented
Bus shelter improvements
More outreach to get community involved in Great Streets initiative
Greater police presence



MEETING

2

MARCH 27, 2007

The second public meeting was planned as an open house followed by a presentation and then additional time for community members to study drawings, ask questions and complete a survey. The drawings produced for the second meeting were two alternative, schematic design plans that were developed as a result of the community visioning process from the March meeting. While both plans unified the streetscape and emphasized a metro 'node' at the New Hampshire intersection and a park 'node' around the Kansas intersection, the second alternative maximized the special treatment at these nodes as well as the portion of the street between them. Visualizations of the two designs helped illustrate the concepts of the plans. A family of site furnishings, paving materials and possible street tree planting treatments were also introduced. After the brief PowerPoint presentation, community members were encouraged to ask questions, discuss any concerns, provide feedback and chose a preferred alternative which would help the consultants form the final schematic plan.





ALTERNATIVE A

- CONCRETE PAVING, BRICK RESIDENTIAL PAVING
- CURB BULB-OUTS AT PARK AND METRO AREAS
- UNIFORM STANDARD FURNISHINGS
- PAINT STRIPING AT CROSSWALKS
- PLANTING IN MEDIANS
- GRANITE PAVING AT METRO PLAZA
- NEW STREET TREES AT GAPS
- ELIMINATED 3 CURB CUTS



ALTERNATIVE B

- LONDON BLOCK PAVING, BRICK RESIDENTIAL PAVING
- CURB BULB-OUTS BETWEEN NH AVE. AND KANSAS AVE
- UNIFORM STANDARD FURNISHINGS
- SPECIAL CROSSWALK PAVING
- PLANTING IN MEDIANS
- GRANITE PAVING AT METRO PLAZA
- NEW STREET TREES AT GAPS
- ELIMINATED 6 CURB CUTS
- CLOSE PORTION OF 9TH STREET
- ADD ANGLED PARKING ALONG 9TH STREET
- OUTDOOR SEATING AREAS
- NEW KIOSK/STRUCTURE AT METRO
- SHADE STRUCTURE IN PARK
- SCULPTURE/GATEWAY FEATURES/FOUNTAIN

- | | | | |
|--|-------------------------------------------|--|----------------------------------------------------------|
| | Poured in Place Concrete | | London Block Unit Paving |
| | Granite Paving around Metro | | London Block and Brick Paving |
| | Painted Crosswalks | | Special Treatment on Crosswalks |
| | Brick Residential Paving | | Special Treatment on Intersection |
| | Double Twin Lighting Fixture | | Structures, Bus Shelters |
| | Single Teardrop Lighting Fixture | | Double Twin Lighting Fixture with Banner Arms |
| | Existing Trees | | Single Teardrop Lighting Fixture with Banner Arms |
| | Proposed Trees | | Shade Structure |
| | Planted Median with Shrubs/Grasses | | Sculpture/Gateway Feature/Fountain |
| | Future Development | | Outdoor Seating |
| | | | Special Paving on 9th Street |

SCHEMATIC DESIGN ALTERNATIVES A & B



- Poured in Place Concrete
- Granite Paving around Metro
- Painted Crosswalks
- Brick Residential Paving
- Double Twin Lighting Fixture
- Single Teardrop Lighting Fixture
- Existing Trees
- Proposed Trees
- Planted Median with Shrubs/Grasses
- Future Development
- London Block Unit Paving
- London Block and Brick Paving
- Special Treatment on Crosswalks
- Special Treatment on Intersection
- Structures, Bus Shelters
- Double Twin Lighting Fixture with Banner Arms
- Single Teardrop Lighting Fixture with Banner Arms
- Shade Structure
- Sculpture/Gateway Feature/Fountain
- Outdoor Seating
- Special Paving on 9th Street

ALTERNATIVE A - METRO NODE CLOSE-UP



- Poured in Place Concrete
- Granite Paving around Metro
- Painted Crosswalks
- Brick Residential Paving
- Double Twin Lighting Fixture
- Single Teardrop Lighting Fixture
- Existing Trees
- Proposed Trees
- Planted Median with Shrubs/Grasses
- Future Development
- London Block Unit Paving
- London Block and Brick Paving
- Special Treatment on Crosswalks
- Special Treatment on Intersection
- Structures, Bus Shelters
- Double Twin Lighting Fixture with Banner Arms
- Single Teardrop Lighting Fixture with Banner Arms
- Shade Structure
- Sculpture/Gateway Feature/Fountain
- Outdoor Seating
- Special Paving on 9th Street

ALTERNATIVE B - METRO NODE CLOSE-UP



ALTERNATIVE A - PARK NODE CLOSE-UP

- Poured in Place Concrete
- Granite Paving around Metro
- Painted Crosswalks
- Brick Residential Paving
- Double Twin Lighting Fixture
- Single Teardrop Lighting Fixture
- Existing Trees
- Proposed Trees
- Planted Median with Shrubs/Grasses
- Future Development
- London Block Unit Paving
- London Block and Brick Paving
- Special Treatment on Crosswalks
- Special Treatment on Intersection
- Structures, Bus Shelters
- Double Twin Lighting Fixture with Banner Arms
- Single Teardrop Lighting Fixture with Banner Arms
- Shade Structure
- Sculpture/Gateway Feature/Fountain
- Outdoor Seating
- Special Paving on 9th Street



ALTERNATIVE B - PARK NODE CLOSE-UP

- Poured in Place Concrete
- Granite Paving around Metro
- Painted Crosswalks
- Brick Residential Paving
- Double Twin Lighting Fixture
- Single Teardrop Lighting Fixture
- Existing Trees
- Proposed Trees
- Planted Median with Shrubs/Grasses
- Future Development
- London Block Unit Paving
- London Block and Brick Paving
- Special Treatment on Crosswalks
- Special Treatment on Intersection
- Structures, Bus Shelters
- Double Twin Lighting Fixture with Banner Arms
- Single Teardrop Lighting Fixture with Banner Arms
- Shade Structure
- Sculpture/Gateway Feature/Fountain
- Outdoor Seating
- Special Paving on 9th Street



SITE FURNISHINGS

CROSSWALK MATERIALS



DuraTherm Pattern



Stamped Asphalt



Concrete



Colored Concrete

PAVING MATERIALS



SITE FURNISHINGS & MATERIALS



Open tree pit with permeable pavers



Decorative tree-grate to protect roots



Decorative tree-grate adds more room for walking



Continuous planting strip

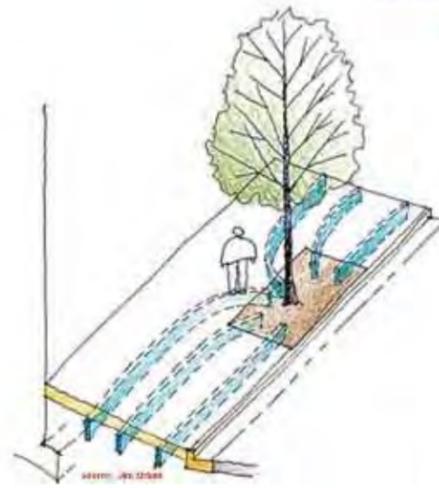


Decorative drain for roots to get more water

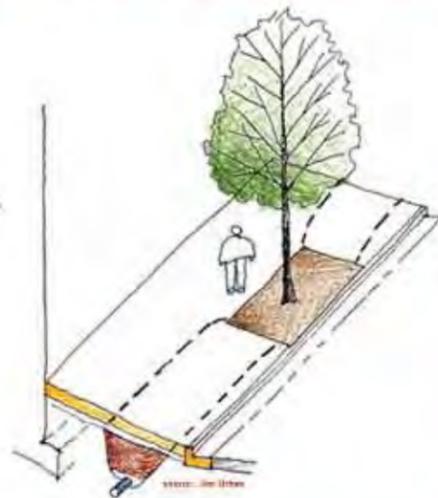
ABOVE GROUND

BELOW GROUND

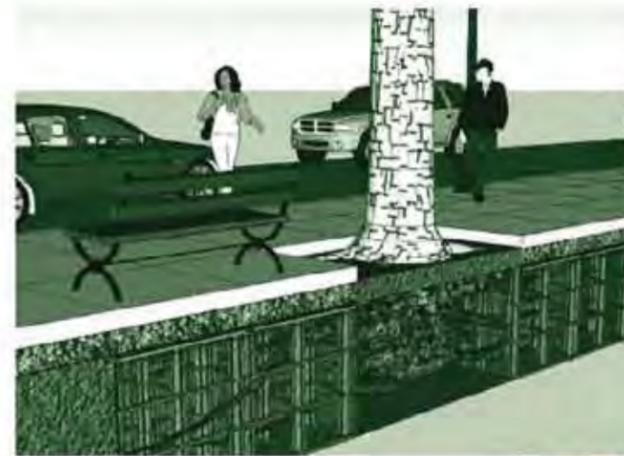
BEYOND THE TREE PIT: URBAN STREET TREES NEED SPACE TO SPREAD THEIR ROOTS



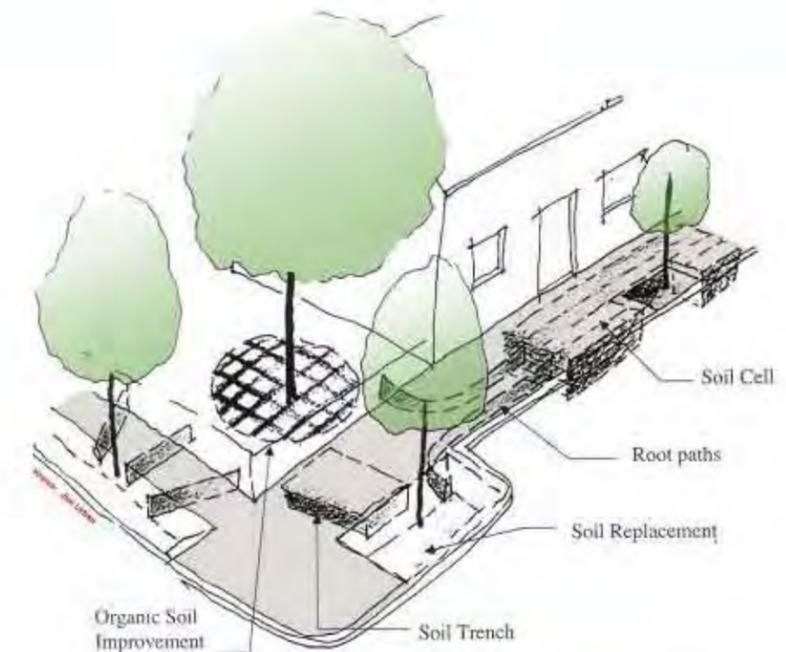
ROOT PATHS
underground tunnels to link tree roots to more soil



SOIL TRENCH
underground trench for roots to find soil to grow



SOIL CELL (new technology)
Underground, interlocking grid-system to support sidewalk above so soil is not compacted



Use a multiple of approaches to give urban street trees room for healthy root growth



EXISTING CONDITIONS



ALTERNATIVE A



ALTERNATIVE B

METRO NODE SCHEMATIC VISUALIZATION



EXISTING CONDITIONS



ALTERNATIVE A



ALTERNATIVE B

NODE-TO-NODE SCHEMATIC VISUALIZATION



EXISTING CONDITIONS



ALTERNATIVE A



ALTERNATIVE B

METRO NODE SCHEMATIC VISUALIZATION

A TOTAL OF 16 SURVEYS WERE COMPLETED AND RETURNED. 3 PREFERRED ALTERNATIVE A, 12 PREFERRED ALTERNATIVE B, 1 DIDN'T MARK A PREFERENCE

Question 1:

Things I liked about Alternative A included ...

Improved lighting
Provides basic amenities
Not as busy
More realistic when in question of maintenance
Uniformity of design
Upgrading of crosswalks
Upgrading of lighting
Less congestion
Continuity with overall Georgia Avenue plan
Not over-crowded
It's probably less costly
Increased street trees
Special pavers friendly to tree roots.
Special pavers easily become a continuous planting strip in residential areas

In Alternative A, I was concerned about...

Too little is changed
The City is not keeping up the poor areas
Less bulb-outs
Little differentiation from existing paving materials
Bare minimum use of bulb-outs
Poured concrete not very interesting
Need bulb-outs like in Alternative B
City keeping up the parks area
Maintenance by the city
I prefer the Cadillac option, but need more information on funding
I don't think typical piano striping on crosswalks are enough to make an impact there...they are so common as to be meaningless
Designate vendor/retail areas (street vendors) as vendor areas typically narrow sidewalks
Shade structures and bus shelters—why not just a bus shelter with an innovative design?
Amenity clusters (benches) should not encourage sleeping

Question 2:

Things I liked about Alternative B included ...

Street art/life, street restaurants, bike parking, better use of park and gardens
Enhanced intersection paving at nodes
Enhanced public gathering and seating areas

Improved lighting
Restructured 9th Street
Bulb-outs at major bus stops
Outdoor seating provision
More parking space
Beautiful plants and alternative crosswalks/pavements
Use of bulb-outs at most intersections
Upgraded materials used in crosswalks, pavements and tree boxes
Street furniture and lighting
London pavers, crosswalk treatment
Fancier designs
Closing of 9th Street
Cultural aspects: fountains, sculptures
Street cafes
Differentiation of areas with sidewalk
Fancier design and more parking
It seems to have all the fancy bells and whistles to attract businesses which will encourage and maintain the add-ons. Plantings will have a longer shelf-life (aesthetically) than fountains or sculpture that could reflect today's tastes
I like it all except the bulletin board concept (too much chance for vandalism)
Improved crosswalks with special treatments
Addition of planted medians
Closing portion of 9th St. is good. Simplify things to make it safer
Physically altering paving at intersections is always helpful to make people pause
Pavement materials
Bulb-out at parking
Farmer's market between Upshur and Taylor St.
Increased street trees/paving
Ensure sufficient funds for maintenance
Will bulb-outs impact efficiency of bus traffic?
Placement of sculpture hindering views of approaching pedestrians
Bulb-out conflicts with bus traffic
Traffic flow out of 9th St. parking
Replacing the sculpture with a pool
Maintenance/upkeep
Funding for the upgrades
Repairs/replacements to the upgraded material
Long-term maintenance
Otis to New Hampshire being short-changed
Tear drop lights are lovely, but must give sufficient light
Brick sidewalks buckle eventually
Unifying all of Georgia Avenue
City keeping up the area

Meeting 2 Survey

1. What aspects of Alternative A did you most like? Were there any aspects of Alternative A about which you have concerns? If so, what are these?

Things I liked about Alternative A included ...

In Alternative A, I was concerned about...

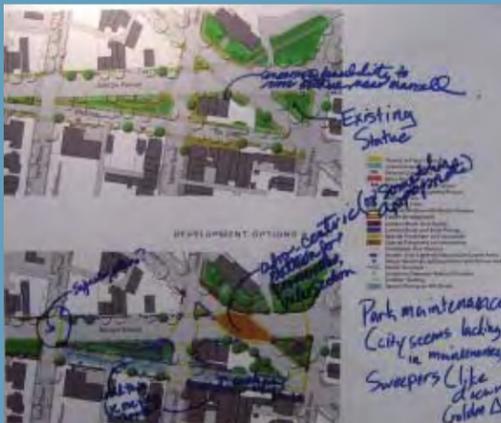
2. What aspects of Alternative B did you most like? Were there any aspects of Alternative B about which you have concerns? If so, what are these?

Things I liked about Alternative B included ...

In Alternative B, I was concerned about...

3. Overall, do you prefer Alternative A or Alternative B?
I prefer Alternative A _____
I prefer Alternative B _____

4. Do you feel that there are any other concepts or ideas that should be considered in the streetscape plan for Middle George Avenue?



In Alternative B, I was concerned about...

- Ensure sufficient funds for maintenance
- Will bulb-outs impact efficiency of bus traffic?
- Placement of sculpture hindering views of approaching pedestrians
- Bulb-out conflicts with bus traffic
- Traffic flow out of 9th St. parking
- Replacing the sculpture with a pool
- Maintenance/upkeep
- Funding for the upgrades
- Repairs/replacements to the upgraded material
- Long-term maintenance
- Otis to New Hampshire being short-changed
- Tear drop lights are lovely, but must give sufficient light
- Brick sidewalks buckle eventually
- Unifying all of Georgia Avenue
- City keeping up the area
- Replacing existing merchants/structures
- Maintenance plans, personnel and budget
- In addition to beauty and efficiency, I want value for money that will last
- Maintenance and funding of seasonal plantings
- Funding of this alternative—do we have the funds?
- Closing/conversion of 9th St. between Upshur and Taylor Streets
- Special paving on 9th St. – I think this will lead to street closures
- Designate vendor/retail areas (street vendors)
- Carry residential brick paver pattern through (perhaps a border?). This will visually link residential areas
- Amenity clusters (benches) should not encourage sleeping

Question 3:

- Discourage gas stations, parking lots, car dealers
- Encourage greater residential density and commercial shopping/stores on Georgia Ave.
- Ensure adequate time for crossing Georgia Avenue on foot
- In the next meeting: can you discuss implementation? Phases?
- Also in the next meeting: how the preferred design was compiled (decision-making process, deciding between A & B preferences)
- Bike access in/out of Georgia Avenue (laned cross-town & parallel routes)
- Materials should be easy to remove/replace where appropriate for utility access
- More information on business funding
- Gateways (art, fountain, arches, flags) identifying various diverse neighborhoods
- In-ground lighting within pavers/sidewalks
- People to walk the area and sweep, like downtown Washington by the Verizon Center
- Meeting with business owners could shed some light on those concerns
- Additional on-street parking
- Signage and banners

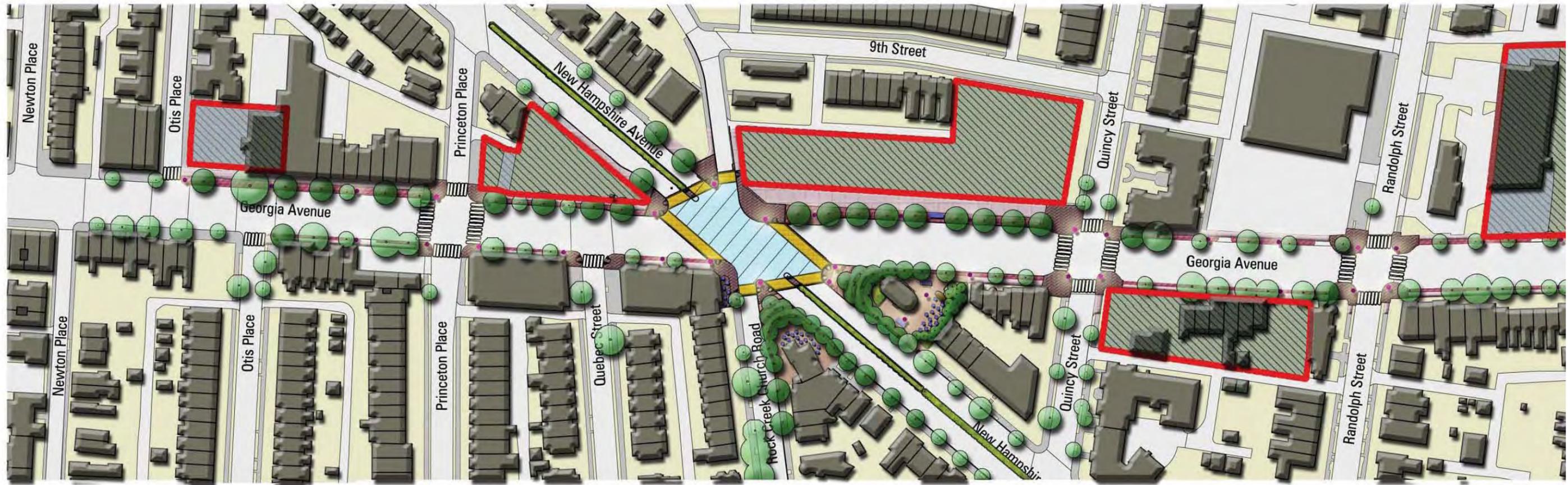
- Bright lighting
- Pedestrian way-finding system
- Community bulletin boards (perhaps electronic) to announce ANC meetings and community events
- Consider addition of decorative fence at NH intersection in addition to planted median
- Consider a location for physical announcements of events...cross street banners, large signage space in park area at Georgia/Kansas junction, signage or kiosk at library... all might work
- What other features have others done to create unique character along streets? Banners are great, but are they enough to differentiate? Same with art spaces...is it enough?

Additional comments (recorded from notes on drawings and newsprint pads):

- Concerns about feasibility of moving statue in park near Murrell Building
- Use an afro-centric pattern (or something appropriate) for crosswalks and intersections
- Park maintenance—City seems to be lacking. Sweepers in downtown's Golden Triangle
- Need signalization at Taylor Street
- 9th Street one way north or south
- Is it possible to add a median on Kansas?
- Look at signaling for turns on 9th Street (Kansas/9th/Varnum intersection)
- Can tree wells have brick pavers to carry north residential character throughout
- Community bulletin board by metro
- Dangerous for outdoor chairs and tables – two times in the past five years cars have crashed into Murrell building
- Alternative A more maintainable (this preferable)
- Is left turn possible on New Hampshire Ave. into future development (by fire station)
- Possible to add a fence on the median on New Hampshire to control jay-walking
- Preference, likes B: bulb-outs, 9th Street parking, pavers at intersections
- Check bus stops at Randolph and Shepherd streets
- Everyone likes bulb-outs (noted at Shepherd Street)
- Prefer solar parking meters
- Can Upshur Street be upgraded/included?
- 9th Street: great idea
- Banners across street? (Advise of community events, announcement board for local residents)
- Alternative B: preference
- Is it possible to coordinate gateway elements
- Location for community kiosk for announcements (arrow to shade structure on Alternative B)
- I like bulb-outs to maintain driver sight ability
- Banners: Positively PETWORTH
- Create policy that vendors with ice chests dump into tree boxes instead of drains at the end of the day
- No trees at buses' rear ends where exhaust fumes will engulf and weaken them
- I like B (I'm at Upshur Street)

The third and final public meeting in the schematic design process, held in the same location as the prior meetings, unveiled the final, preferred concept design for middle Georgia Avenue. As with the second meeting, this event began and ended with an open house and a presentation in between. However this meeting also provided a Q&A session with a representative from the Deputy Mayor's Office for Economic Development to answer any related questions from the community. In addition to the preferred plan, treatments for the typical 'commercial' as well as the park/residential areas were shown. Enlargements and visualizations of the metro and park nodes were also provided to help illustrate the concept of the preferred plan. A final survey was distributed for the consultants to receive feedback of the plan and guide any remaining tweaks to the schematic design.





PREFERRED ALTERNATIVE CONCEPTUAL DESIGN

-  Granite paving
-  Scored concrete paving
-  Brick paving
-  Permeable paving
-  Concrete intersections
-  DuraTherm crosswalk pattern
-  Painted crosswalks
-  Existing trees
-  Proposed street trees
-  Proposed small, flowering trees

-  Approved development sites
-  Single teardrop lighting fixture
-  Pedestrian scale lighting fixture (Twin-20, single globe)
-  Bus shelters
-  Shade structure
-  Sculpture locations
-  Outdoor seating
-  Low-maintenance groundcover and/or hardy, small-to-medium shrubs/grasses
-  Location for possible kiosk/vendor

PAVING

- BRICK RESIDENTIAL AND PARK PAVING
- GRANITE PAVING AT METRO PLAZA
- ELIMINATION OF AS MANY CURB CUTS AS POSSIBLE
- SUSTAINABLE PAVERS FOR TREE-PLANTING ZONE

PLANTING

- NEW STREET TREES WHERE GAPS OCCUR
- HARDY PLANTING IN MEDIANS

SITE FURNISHINGS/SPECIAL FEATURES

- UNIFORM STANDARD FURNISHINGS (LIGHTS, BUS SHELTERS, BIKE RACKS, ETC.)
- PROVIDE OUTDOOR SEATING AREAS
- POSSIBILITY OF NEW KIOSK/CART AT METRO PLAZA
- SHADE STRUCTURE IN PARK
- SCULPTURE IN PARK AREAS

ROAD MODIFICATIONS

- CURB BULB-OUTS BETWEEN NEW HAMPSHIRE AVENUE AND VARNUM STREET
- DURATHERM CROSSWALK PATTERN IN TWO KEY AREAS
- PIANO-STRIPED CROSSWALKS ON REMAINING AREAS
- CLOSE 9TH STREET SOUTH OF TAYLOR STREET
- TWO BLOCKS OF 9TH STREET BECOME ONE WAY SOUTH WITH ANGLED PARKING





METRO NODE CLOSE-UP



-  Granite paving
-  Scored concrete paving
-  Brick paving
-  Permeable paving
-  Concrete intersections
-  DuraTherm crosswalk pattern
-  Painted crosswalks
-  Site furnishings (bike Racks, lights, benches)
-  Bus shelters
-  Shade structure
-  Sculpture locations
-  Outdoor seating
-  Low-maintenance groundcover and/or hardy, small-to-medium shrubs/grasses
-  Location for possible kiosk/vendor

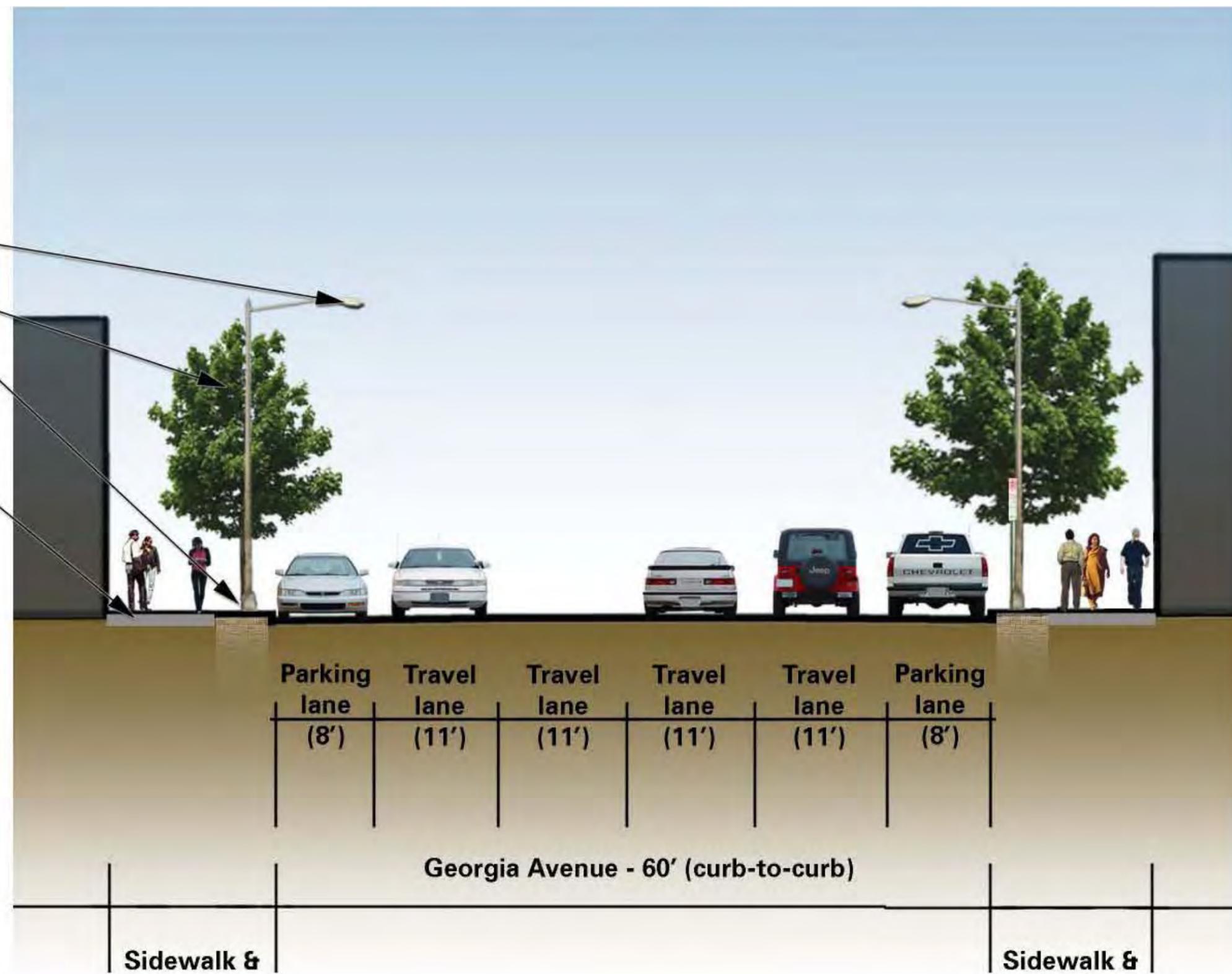
PARK NODE CLOSE-UP

Cobrahead street light

Street tree

Furnishing zone
(trash receptacles, parking meters, signage, bus stops)

Sidewalk paving



TYPICAL SECTION: EXISTING CONDITIONS

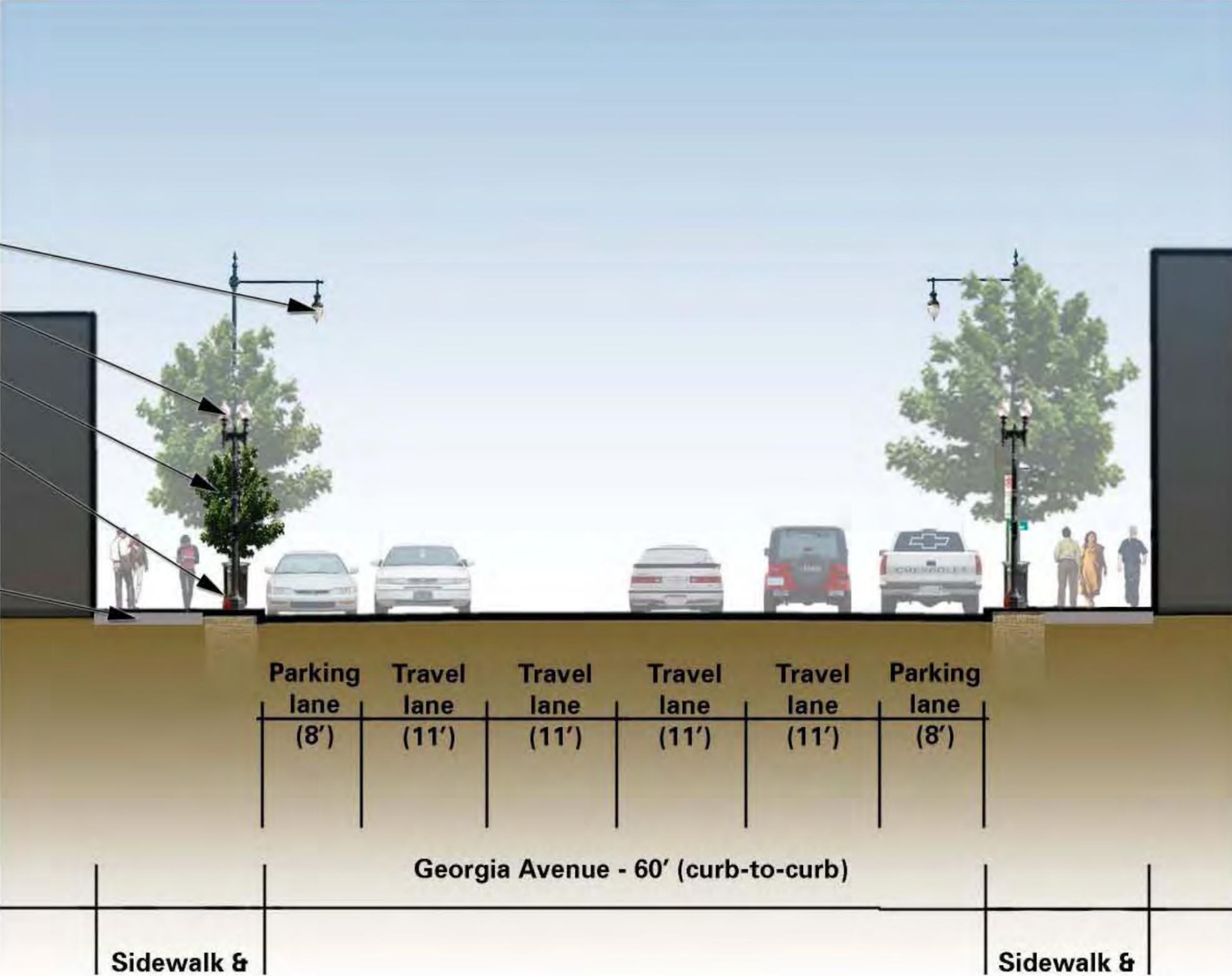
New teardrop light at intersections

New twin-20, pedestrian scale light

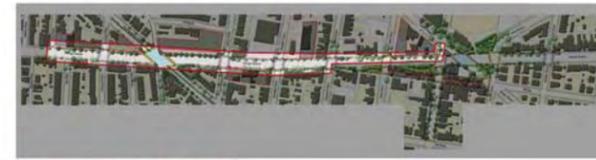
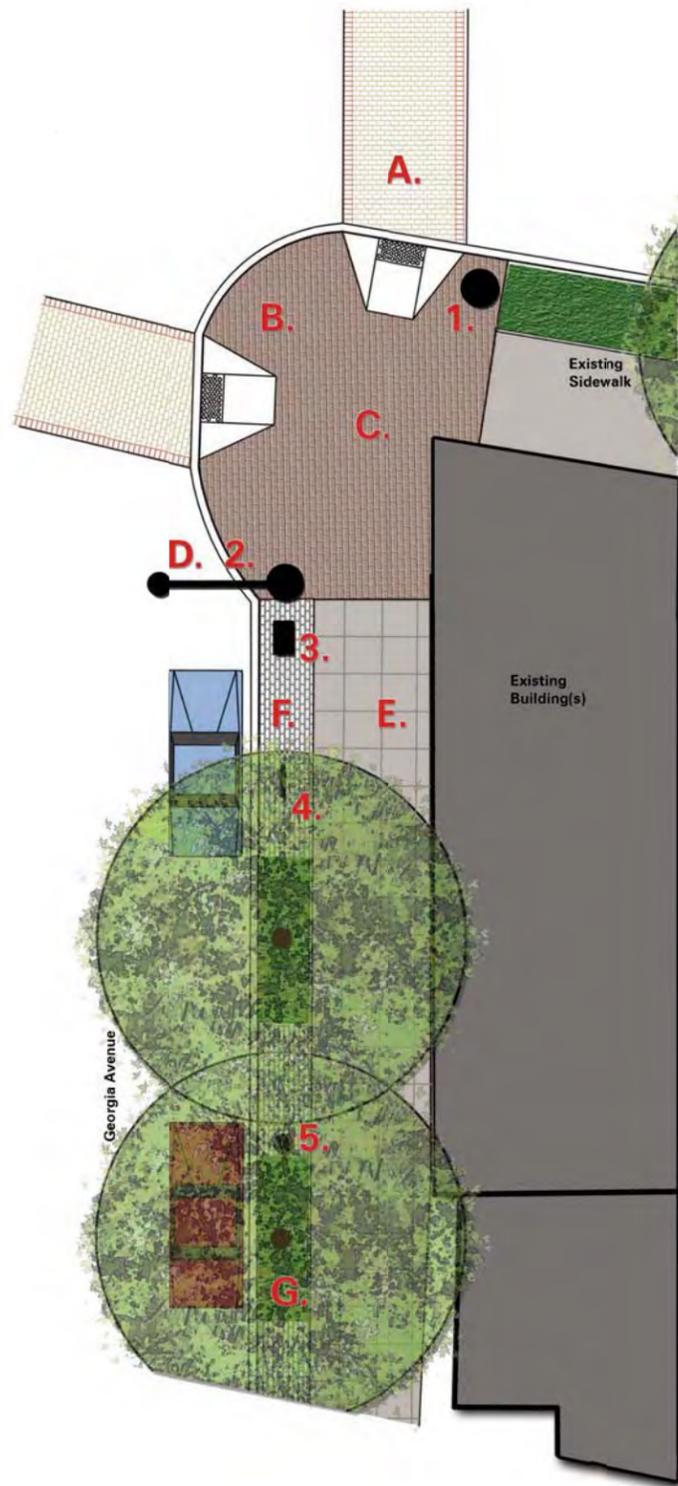
New trees (primarily infill)

Furnishing zone
(trash receptacles, consolidated parking meters, signage, bus stops, bike racks)

New sidewalk paving



TYPICAL SECTION: PROPOSED



'Commercial' Area

- A. Crosswalks**
Colored DuraTherm pattern
- B. Bulb Outs**
From New Hampshire to Varnum, new bulb-outs are added at intersections to reduce crossing distance of Georgia Avenue
- C. Corner Treatment**
4"x8" concrete pavers in a coordinating color to the permeable pavers used in the tree/furnishing zone
- D. Lighting**
Fixtures at corners (where traffic signals are needed) are DC standard teardrop light. Other fixtures are the DC standard Twin-20 light
- E. Sidewalk**
Poured-in-place, scored concrete
- F. Tree/Furnishings Zone**
Eco Pavers (Uni Eco-stone) permeable paving. All furnishings (lights, parking meters, signage, etc) are in the tree/furnishings zone and should be consolidated as much as possible
- Tree Pits**
- G. Open with low maintenance vegetation**
Sizes of pits vary with width of sidewalk
If width from curb to face of building is:
9' or greater, tree pit is 5'x10'
8'-9', tree pit is 4'x10'
7'-8', tree pit is 3.5'x10'
Underground, below the tree pit & sidewalk: A variety of measures (soil trench, root paths, soil cell) to ensure maximum root growth. Must be determined on a case-by-case basis.



Special Crosswalks - DuraTherm

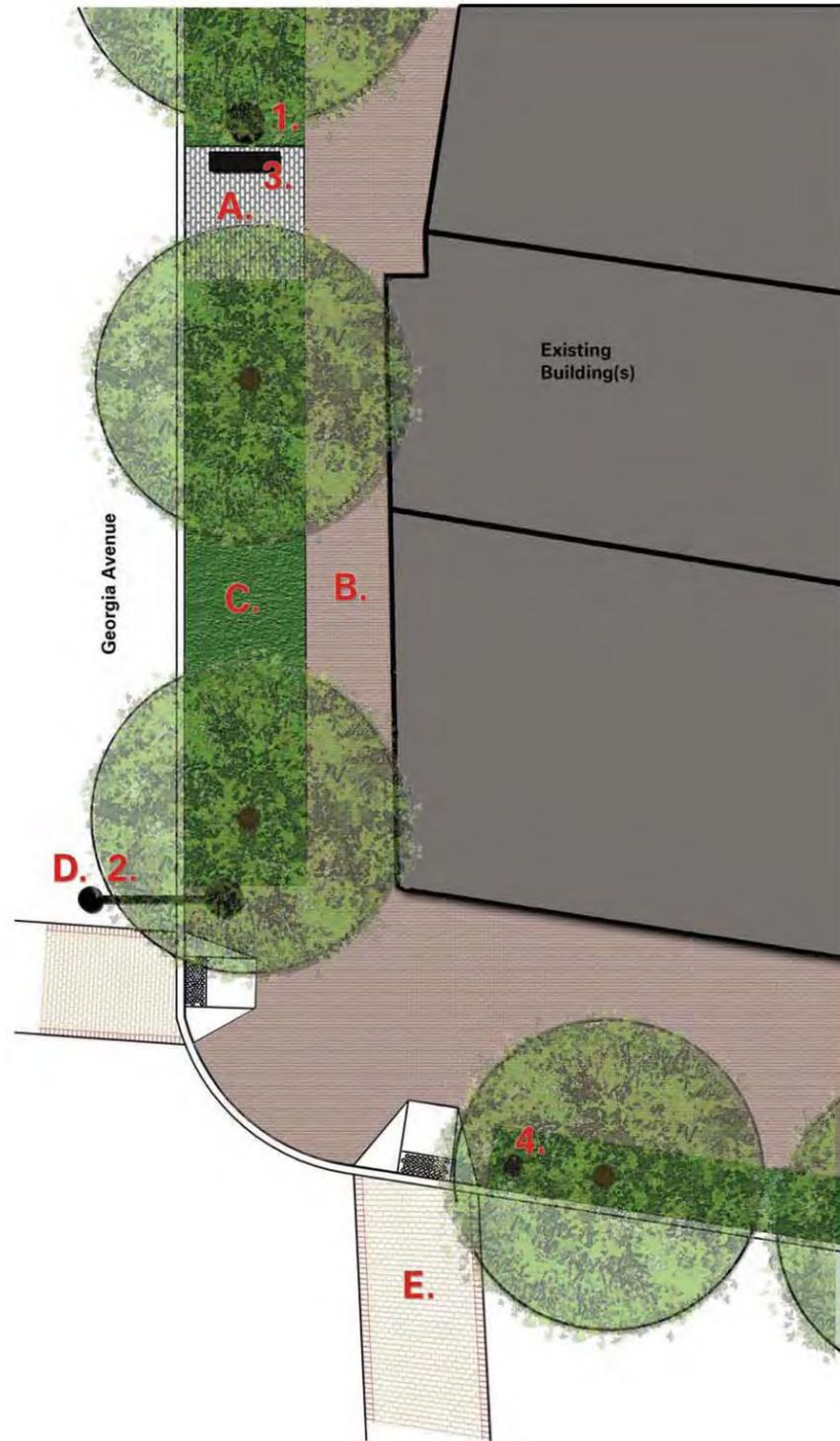


Paving - Permeable EcoLoc or Eco-Stone + coordinating concrete pavers



Streetscape Furnishings
1. Twin-20 light
2. Teardrop light
3. Multi-space, solar parking meter
4. Inverted U bike rack
5. Trash receptacle

TYPICAL STREETScape: 'COMMERCIAL' AREA



Park + Residential Area

- A. Bus Stop Zone:**
Where bus stops are located, park & residential areas should provide a connection from the sidewalk to the curb/bus stop.
Material: permeable pavers (same as used in the commercial area tree/furnishings zone). If space allows (and there is no shelter) a bench should be provided.
- B. Sidewalk:**
Brick pavers, color will coordinate with permeable pavers
- C. Tree Pits:**
Continuous with low maintenance groundcover
Widths vary with width of sidewalk
If width from curb to face of building is:
9' or greater, tree pit is 5' wide
8'-9', tree pit is 4' wide
7'-8', tree pit is 3.5' wide
All furnishings (lights, parking meters, signage) will go in the tree pits and should be consolidated as much as possible
Underground, below the tree pit & sidewalk: A variety of measures (soil trench, root paths, soil cell) to ensure maximum growing room for tree. Must be determined on a case-by-case basis, especially important for newly planted trees
- D. Lighting:**
Fixtures at corners (where traffic signals are needed) are DC standard teardrop light. Other fixtures are the DC standard single globe light
- E. Crosswalks:**
Colored DuraTherm pattern



Special Crosswalks - DuraTherm



Streetscape Furnishings
1. Single globe light
2. Teardrop light
3. Bench
4. Trash receptacle

TYPICAL STREETScape: PARK + RESIDENTIAL AREA



EXISTING CONDITIONS



PREFERRED ALTERNATIVE

METRO NODE VISUALIZATION



EXISTING CONDITIONS



PREFERRED ALTERNATIVE

PARK NODE VISUALIZATION

Survey Questions

1. Overall, how do you feel about the Streetscape Plan for Middle Georgia Avenue?

2. What aspects of the Plan do you most like?

3. Were there any aspects of the Plan about which you have concerns? If so, what are these?

4. Do you feel that there are any other concepts or ideas that should be considered in the streetscape plan for Middle Georgia Avenue?

SURVEY RESULTS FROM FINAL MEETING

Question 1:

Looking forward to the project in 2008 and hope that it will be done
It is a good plan. Having alternatives is important.
Community input has been great
Alternative B is a great plan
Hope that the businesses can support the project after the city put in the initial investment
You've done a remarkable job so far. All the ideas and proposals seem positive and on the mark. It's very exciting, keep going!
Good. I would like to see a scale model.
Fantastic! Looks almost too good to be true—it is? Does the jazzed up plan really match budget available? The construction schedule (2008-2009) looks very aggressive technically, and, again, maybe also budget wise.
Not comfortable with median strips on New Hampshire Ave.
Looks good
Looking forward to having the project
Hope that the \$2 million is available for maintenance

Question 2:

Hope to bring in new business to the area
Georgia Avenue becoming pedestrian friendly
Angled parking for specific areas
Teardrop lights at designated intersections
Space for farmer's market
Developing the streets with new designs
Everything – overall aesthetics, kiosk/plaza at Metro, extending improvements on Upshur...
Parks
Bulb-outs at parking
The overall vision and focus on two key focal areas
Community input
Ease of crossing Georgia Avenue (bulb-outs, extension of corner between New Hampshire and Rock Creek Church Road, median in New Hampshire Avenue)
Attention to tree health (planter box, permeable pavement)
Multi-site parking meters
Bringing in businesses suitable for the neighborhood

Question 3:

Keeping the avenue clean and maintained after completion of streetscapes
Maintaining the project after the first year
No problems
Closing 9th St. south of Taylor St.
Eliminating (through zoning) services such as gas stations. Signage standards will resolve most problems
No building murals—it encourages graffiti. Revolving exhibition space instead
Maintenance
Timeline – Will it hold?
Budget – is it there, is it sufficient?
Maintenance. Will community all of a sudden respect public property? I doubt it.
Clean up?
It seems you have added a lot of nice things to the plan—was all this matched with the budget available?
Median strips with vegetation on New Hampshire Avenue
Need plenty of bike parking at key locations. Multi-site parking meters are great, but take away most of existing bike lock locations (especially in the Metro area, Upshur Street)
Permeable paving is great. It will not get general maintenance – how to keep it from getting full of weeds?
Metro area is now full of newspaper boxes – no matter what you do, they will be back. How to keep these tidy?
Who owns triangle parks – are they supportive of proposals?
Security, trees hiding views

Question 4:

Hoping to have some outside tables and chairs to sit on
Ensure good bike access/parking at Metro and park nodes.
Bike lanes on New Hampshire from Park Road to Grant Circle
Keep 9th Street open to two-way traffic
Seek additional parking opportunities
Bike lane continuity
How does the plan tie to biking routes?
By the way, is the magical “Ecoloc” a product sold by the consultants?
Paver or cobblestone
New Hampshire Avenue's median with vegetation—less maintenance
Add 'next bus' technology to Georgia Avenue buses and put display with next metro train times outside metro stop
Possibly having chess tables or checker tables in parks

CONCLUSION

The schedule for the schematic design phase for middle Georgia Avenue was demanding, yet the carefully orchestrated process yielded strong results. Within a period of four months, the consultants had the privilege of immersing their staff on a project formed to produce real and rapid results to aid in uplifting an economically-depressed area of DC. The ultimate plan incorporated the opinions and concerns of more than fifty community members and local businesses owners that attended the three public meetings. The next phase of work will be to develop the design into construction documents that will allow the exciting plan to be implemented.

WHAT'S NEXT?

DESIGN & ENGINEERING

Summer 2007 - Spring 2008

CONSTRUCTION

Fall 2008 - Summer 2009

(to be coordinated with Lower Georgia Avenue improvements)



Appendix

ADDITIONAL INFORMATION ABOUT DESIGN INTENT AND STREETScape MATERIALS

STREET TREES

Currently, the existing trees are spaced between 30' to 55' and the species are:

- Quercus palustris*, Pin Oak
- Acer platanoides*, Norway Maple
- Quercus phellos*, Willow Oak
- Zelkova serrata*, Japanese Zelkova
- Quercus rubra*, Red Oak
- Quercus coccinea*, Scarlet Oak
- Platanus acerifolia*, London Planetree
- Platanus occidentalis*, Sycamore
- Tilia americana*, American Linden
- Ulmus americana*, American Elm

New trees should be spaced between 30' to 45'. Since the majority of the study area already has many existing street trees, most new trees will be infill trees. In areas where many new trees can be planted in a row (e.g. where trees are in fair or poor condition, where new development or sidewalk configuration has removed all street trees) the spacing should be approximately 30' on center.

Regarding the proposed tree species, a variety should be used (diversity is ecologically healthier, it responds to the existing tree planting, and is more dynamic). Species from which to choose are:

- Quercus phellos*, Willow Oak
- Acer Rubrum 'October Glory'*, October Glory Red Maple
- Platanus acerifolia*, London Planetree
- Tilia americana*, American Linden
- Ulmus Americana 'Princeton'*, Princeton American Elm

TREE BOXES/PLANTING ZONE

In the Middle Georgia Avenue study area, there are two different types of planting areas for street trees: one with a continuous, open tree strip and the other with individual tree boxes. As there are many factors that can contribute to stress of urban street trees, special care should be taken to insure that each tree has the maximum amount of fertile soil in which to grow. Attention to and protection of existing street trees is paramount, and each tree must be evaluated on a case-by-case basis, making one standard treatment application impractical.

Continuous Tree Strip

In a continuous tree strip, a tree's roots have a long area in which to spread roots and find water and nutrients. In some cases, root paths (tubes or trenches filled with growing medium) tunneling under the sidewalk to the adjacent lawn or garden area

may allow roots to reach even more soil. Another option is the installation of structural cells (www.deeproot.com) which prevent soil compaction, support paving, and create an environment suitable for healthy root development. On the continuous planting strips, sod could be used as a low maintenance groundcover.

Individual Tree Boxes

The individual tree boxes often pose a greater challenge as there is not always adequate room for both pedestrian circulation and street trees. In many cases, existing trees exhibit signs of stress as they are forced to grow in confining tree boxes that allow very little infiltration of water to their roots. The proposed design calls for permeable pavers to be installed in the furnishing zone between the sidewalk and the curb. Installed correctly, these special pavers allow water to percolate into the soil, watering trees and recharging the groundwater. These pavers also allow pedestrians to walk across the furnishing zone without compacting the soil around the existing tree roots.

For **existing trees** that are in excellent or good condition, these pavers should be placed in the same location as where the existing sidewalk was located. Extreme care should be used in removing the concrete or brick so as not to damage the tree's roots. If possible, without causing serious damage to the tree roots (excavation can't be too close to a tree's trunk), the soil between two existing trees should also be improved.

When **new trees** are being installed, the pavers should be installed 15"-18" from the trunk, to protect the tree's roots from compaction. In addition, it is vital for the new trees to have additional growing room. A continuous planting area under the new permeable pavers would be ideal in a situation where many street trees can be planted in a row. Also, the technology of structural cells should provide the tree with additional growing room as the adjacent sidewalk can be supported, allowing room for tree roots to spread (see Deeproot's Silva cell: www.deeproot.com).

LIGHTS

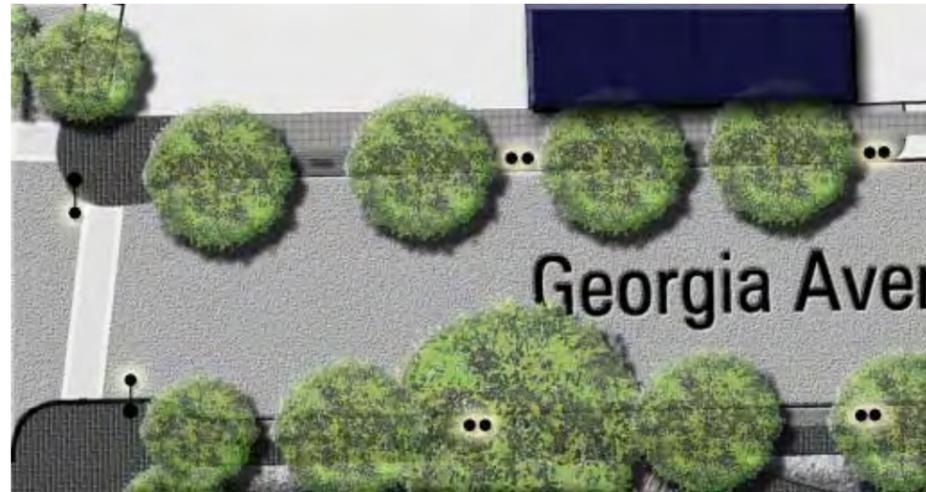
The lights currently along Georgia Avenue are standard cobra-head fixtures, with an occasional single globe light between Otis St. and Quebec St.

Responding to DC's Streetlight Policy and Design Guidelines, the proposed lighting for the Georgia Avenue corridor are the DC standard twin-20 fixtures in the commercial area, the single Washington globe lights in the residential and park areas and the decorative teardrop light at the intersections (see below for delineations of commercial and residential areas). All components are black.

The lights should be positioned roughly opposite on each side of the street. The ideal spacing is one light between every other tree, not to exceed 60' between the lights. While some conditions (existing tree locations, curb cuts) may dictate that a light is occasionally placed between each tree, the design does not call for a tree-light-tree-light-tree spacing pattern.

See DC's streetlight guidelines for additional information on each light fixture: <http://ddot.dc.gov/>





Lighting placement diagram

BENCHES

Benches are from Victor Stanley, Model CR-18, black powder-coated metal with formed vertical steel scrolls and a center armrest:

<http://www.victorstanley.com/products/?mode=prodDetail&id=5&catId=1>

LITTER RECEPTACLES

Litter receptacles are from Victor Stanley's Ironsites Series, Model no. SD-35, 36 gallon capacity, black powder-coated metal with a steel lid and hinged door: www.victorstanley.com

BIKE RACKS

Bike racks are inverted 'U' racks from Creative Pipe, model no. SU 20-E-P, powder-coated black: www.creativepipe.com

PARKING METERS

Proposed parking meters are the consolidated 'pay and display' multi-space parking meters like the ones currently used in Georgetown (more information about the Georgetown installation is located here:

<http://newsroom.dc.gov/show.aspx/agency/ddot/section/2/release/9304/year/2005/month/6>)

TURNING RADII

Curb/turning radii at corners should be as tight as allowable.

SIDEWALK PAVING

In the commercial area (see below), the sidewalk is concrete with lamp-black added to match DC's standard color. The scoring is an orthogonal, 3'x3' pattern.

BRICK

Red, molded, clay brick is used in the residential and park areas.

UNIT PAVERS: SOLID AND PERMEABLE

In the commercial district of the study area, two different unit pavers are used. The solid paver, Hollandstone, is a standard 4"x8" paver and is used at the corners/bulbouts of the intersections. The other paver, Uni Eco-stone, is a permeable paver used in the furnishing zone along Georgia Avenue (where continuous tree strips are not installed). This paver must be set on a permeable setting bed. Color for both style of unit pavers is terra cotta. The pavers are made by Uni-group and should be installed per manufacturer's instructions. More information can be found at: www.uni-groupusa.org



Commercial Area



Residential Area



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