



Meeting Notes

To: John Stokes, DDOT Surface Permitting Manager
From: Brian E. McLaughlin, WC Smith Land Development Manager
CC: WC Smith, Rappaport, VIKA Capitol, Torti Gallas, Gorove Slade, Studio39
Date: 4/4/15
Re: PDRM

A. INTRODUCTION (Brian)

1. Developer and design team members representative introduction
2. Project narrative, scope, and schedule
 - Brian distributed a project narrative, discussed scope and schedule.
3. Key parts of the proposed scope of work that the development team would like DDOT feedback on at this PDRM. Please hold your questions until the question and answer segment of this agenda.

B. KEY PARTS OF THE PROPOSED SCOPE OR WORK (Brian)

1. Northwest corner feature (Loren)
 - Loren read section of PUD order which spoke to the required landscape feature at 8th and H and described the scope of work. He also highlighted the fact that Developer does not propose to eliminate or move any of the DDOT overhead or underground street lights or trolley electrical infrastructure.
2. 8th St. temporary and or permanent WMATA bus stop relocation (Loren)
 - Loren spoke to Developer's desire to either temporarily or permanently move the existing bus shelter on 8th Street at H St.
3. Northwest corner retail tenant valet zone (Emily)

-Emily described Developer's intent to utilize 2 parking spaces for a valet zone in the Northwest corner of the H St. parking lane between 8th and 10th Streets.

4. Traffic signal redesign in the 9th St. at H St. intersection (Erwin)

-Erwin described the proposed scope of eliminating the south leg of the existing four way intersection of 9th St. at H St. and asked if DDOT will be obligated to move the existing signal gear that DDOT placed in private space without the permission of Rappaport.

5. Apartment building residential lobby drop off zone (Sarah)

-Sarah described the scope of a 15 minute drop-off zone at located in front of the building residential lobby entrance where 9th St. intersects H St.

6. Modifications to existing curb cuts on 8th and 10th streets (Soneil)

-Soneil identified the two existing curb cuts on 10th St. that Developer intends to eliminate and give back to DDOT. There is a possibility that DDOT can create new metered parking spaces in the location of the eliminated curb cuts. Soneil also identified the existing curb cuts on 8th St. and 10th St. that Developer is proposing to shift and widen approximately 3' to satisfy the PUD order and help with onsite loading requirements. The proposed private rear alley will provide loading access for the building and the truck turn movements into the alley necessitate slightly wider curb cuts and mountable curbs.

7. Construction phase temporary closures of public space (Brian)

-Brian described Developer's intent to place the construction phase limit of disturbance / construction fence over the adjacent parking lane on 8th and 10th Streets and over the entire sidewalk on H St. between 8th St. and 10th St. Developer intends to seek DDOT approval of a multi-phase traffic control plan in order to achieve the above temporary closures of public space.

8. Street car coordination (Brian)

-Developer is not proposing construction or temporary closures of public space that will connect/touch/disrupt any part of the existing street car infrastructure.

C. DDOT QUESTIONS AND ANSWERS SEGMENT OF THIS AGENDA

1. Northwest corner feature:

- DDOT recommended that Developer submit their plans as drawn to the Public Space Committee for approval.
- The corner of the proposed building was pulled back away from the property line in order to provide café seating as requested by the ANC. It was agreed that a future tenant will have to apply for their own DDOT café seating permit, and that the seating shown on the submitted drawings simply illustrate the intent of the space.
- DDOT agreed to review PUD in order to get a better understanding of the required special paving.
- DDOT noted that a maintenance agreement will be required for special paving in public space.
- DDOT noted that the developer will need to coordinate sidewalk paving design and construction with DDOT ADA compliance officials.

2. 8th St. temporary and or permanent WMATA bus stop relocation:

- DDOT is OK with the permanent relocation of the 8th Street bus shelter to the north side of the intersection of 8th St. at H St. DDOT noted that the developer will need to coordinate with WMATA.
- Keeping the bus shelter on the south side of the intersection of 8th St. at H St.: DDOT noted that if Developer asks WMATA to simply shift the existing bus shelter toward 8th street should then DDOT is ok with that as long as ADA requirements like wheel chair bus loading are met.
- DDOT noted that coordination with moving shelters will have to be with Clearchannel, who maintains shelters for WMATA. DDOT to provide contact information for Clearchannel.

3. Northwest corner retail tenant valet zone:

- DDOT noted that they are OK with having a retail valet zone on H Street and recommended that Developer submit their plans as drawn for approval/comment by the Public Space Committee.

- DDOT noted that Developer should study the vehicular turn movements in and out of the valet zone in order to ensure that the parked vehicles do not obstruct passage of the streetcars and WMATA busses.
- DDOT noted that Developer must provide MUTC traffic control signage and marking.
- DDOT noted that the developer should research precedent DDOT public space permits for valet zones in the H St. right of way or other similar rights of ways.

4. Traffic signal redesign at the 9th @ H St. intersection:

- Developer noted that the proposed elimination of the south leg of the 9th St. at H St. traffic signal will not affect any of the existing DDOT street lights in the H St. right of way. All of the traffic signal gear that needs to be relocated does not have any street light attached to them.
- DDOT noted that Developer will have to coordinate and seek out approval of all traffic signal work with Bill McGuirk of DDOT.

5. Apartment building residential lobby drop off zone:

- DDOT noted that the residential lobby drop off zone was a good idea in order to control illegal double parking. DDOT noted that Developer should study the vehicular turn movements in and out of the residential lobby drop off zone in order to ensure that the parked vehicles do not obstruct passage of the streetcars and WMATA busses.
- DDOT noted that Developer must provide MUTC traffic control signage and marking.

6. Modifications to existing curb cuts on 8th and 10th streets:

- Developer noted that the two curb cuts shifting and widening is intended to comply with the approved PUD requirement for setback from the existing neighbor to the south and asked that DDOT read the PUD.
- DDOT noted that the turn study provided by Developer was outdated and needed to be updated in order to better represent existing conditions.
- DDOT noted that Developer must draw the two modified curb cuts in DDOT template form.

-DDOT noted that they must see a ground or loading level floor loading management plan even though Developer is proposing all loading from the private alley.

7. Construction phase temporary closures of public space:

-Sidewalk closing – DDOT noted that they will require that Developer submit a phased TCP. That phased TCP must clearly identify the length of time that any part of the ROW is proposed to be closed. DDOT noted that a phased closure of the H St. sidewalk by installing variable separation barriers (VSB) like water filled jersey barriers in front of the parking lane so pedestrians can safely walk in the parking lane during critical construction such as shoring, masonry, and facade construction is performed may be approvable in lieu of providing a covered walkway.

-DDOT noted that Developer's proposed closures of the right of way must comply with OSHA and NEC high voltage act 10' clear rule in regards to the trolley overhead wires.

-DDOT noted that the TCP must comply with the ADA.

-DDOT noted Developer will have to seek the approval of WMATA in order to relocate the 8th St. bus shelter.

-DDOT noted that DDOT standard tree protection must be shown on the TCP.

-DDOT noted that construction vehicles must not enter the H St. ROW and the must be shown on the TCP.

8. Street car coordination:

-Developer requested that DDOT give them a typical cross section view of the subsurface street car infrastructure for the developer tieback shoring coordination purpose. DDOT noted that they will give the typical cross section to the developer.

-DDOT noted that Developer will need to have pre-con meeting with WMATA and DDOT streetcar supervisors and operators prior to performing any work in the H St. ROW.

-DDOT noted that the Developer's contractor will be required to complete a Street Car safety training course prior to commencing work. The

training course is not required for work performed during streetcar off hours.

9. DDOT Q & A unrelated to the above eight key proposed scopes of work:

- Developer noted that they are not proposing to construction any Pepco transformer vaults in public space but instead will construct them in the private alley.
- Developer noted that they are not proposing any changes to the existing DDOT street lights in the 8th St. or 10th St. right of ways.
- DDOT noted that DDOT and Developer must verify that the exiting street lights in the 8th St. and 10th St. right of ways adequately lights public space directly adjacent to Developer's property line. DDOT recently upgraded/ improved/ constructed new street lights and traffic signal in the H St. and adjacent streets corners so DDOT must have performed their own photometric study of these areas. The developer requested a copy of the DDOT photometric study. DDOT noted that they will will the developer a copy of their photometric study.
- DDOT noted that the DDOT Bikeshare stations require 60 ft. by 6 ft. strip of public space in order to install a station. DDOT noted that they would like to install the station on the southern portion of the 8th St. sidewalk adjacent to this project. Setback requirements are neighborhood specific and DDOT noted that they will provide Developer with setback specifications for the station. Developer and design team will conduct more research, DDOT will provide design parameters.
- DDOT provided parameters for public bike parking requirements based on proposed legislation.

D. SUMMARY OF PDRM ACTION ITEMS:

1. Developer:

- Developer to verify if PUD speaks to removing any trees along 8th Street. The arborist will physically verify tree inventory. Simoun Banua and Steve McKinley Ward will conduct the tree inventory on behalf of DDOT.
- Developer will coordinate Streetcar safety training with DDOT.

- Developer to coordinate removal of existing traffic signal gear with Bill McGurik
- Developer to provide truck turning study drawing in DDOT required template.
- Developer to provide DDOT with loading management plan.
- Developer to provide first floor plan to illustrate loading capabilities for future retailers.

2. DDOT

- DDOT to provide contact information for Clearchannel personnel responsible for bus shelter maintenance.
- DDOT to provide Developer with existing street light photometric studies on both 8th and 10th Streets.
- DDOT to consult with WMATA on relocation of 8th Street bus shelter. Will propose to relocate to the North side of H Street, temporary and permanent.
- DDOT to provide cross section of typical Streetcar track detail.
- DDOT to provide Bikeshare station design parameters, Developer to study feasibility of locating on site.
- DDOT to confirm the standard H Street sidewalk treatment of 4' width of granite cobbles is acceptable at bus shelters.