

ANC 6A Transportation & Public Space Committee Meeting Minutes
Capitol Hill Towers (900 G Street NE)
December 14, 2009

- I. Call meeting to order at 7:02 pm.
- II. Introductions
 - A. Committee members present: Omar Mahmud (Chair).
 - B. Committee members absent: Shane Artim, Lance Brown, DeLania Hardy, Diane Hoover, Sean Lovitt and Marlon Smoker.
 - C. Others in attendance: ANC 6A resident Randy Brandt; Jamie Henson with DDOT; Chip Glasgow, Sarah Alexander and Erwin Andres with the H Street Connection development team; and Drew Ronneberg, Chair of the ANC 6A Economic Development & Zoning Committee.
- III. Community Comment
 - A. Mr. Ronneberg asked to have a public space enforcement person at a committee meeting. Mr. Mahmud pointed out that the committee has attempted to do so in the past. The committee received a commitment from a DDOT public space enforcement officer to attend a meeting last summer, but the person did not show. Mr. Henson promised to get an enforcement contact for the committee so the Chair can invite him/her to the meeting.
 - B. Mr. Ronneberg also brought up a concern about a new structure built at the corner of 10th and G since part of it appears to have been built on public space and the curb cut appears to be illegal. ANC 6A has informed DDOT about this building several times in the past. Mr. Mahmud recalled that DDOT may have cited the building for the curb cut violation, but there doesn't seem to have been any follow up enforcement with respect to this violation. Mr. Henson indicated DDOT is short of enforcement staff, which makes the enforcement aspect difficult.
- IV. Old Business
 - A. Consideration of H Street Connection Redevelopment Transportation Elements.
 - i. Mr. Mahmud explained that a December 7 conference call between DDOT, the development team and ANC 6A representatives took place to discuss preliminary ideas on how to improve transportation aspects of the project. DDOT and the development team created memos (attached) to capture points of discussion from the call.
 - ii. Mr. Glasgow reviewed the following topics which were covered in the memo created by the development team:
 1. 100 additional parking spaces requested by the city: Mr. Glasgow indicated the development team can do with or without the additional 100 parking spaces in its garage requested by city officials. The developers are waiting for input from the community, the Deputy Mayor's Office for Economic Development (DMED), DDOT, etc. The project can still move forward if the ANC decides the extra parking spaces are not needed. The 61 parking spaces currently designated for retail are enough for the developers' planned use of the building.
 - a. Mr. Mahmud informed the committee he has received an email from H Street Main Street Director, Anwar Saleem, expressing support for the additional 100 parking spots as they are needed to support nearby H Street merchants.
 2. Adjustment of timing signalization at 8th and H: The developers recognize there may need to be some adjustment to signal timing to relieve traffic congestion caused by the proposed property entrance on 8th Street, but don't know what it will be at this time.
 3. Moving 8th Street bus stop adjacent to the site to the other side of 8th Street adjacent to the PNC bank building: Mr. Henson is not sure what level of analysis is

required for this proposal at the time. He also made the point that DDOT is not promoting any ideas at this time. DDOT is just at the meeting to fill an advisor role for the ANC. Mr. Henson indicated a comprehensive traffic flow analysis needs to be completed before determining if moving the bus stops is necessary.

4. Eliminate RPP parking rights for building residents: Mr. Glasgow indicated the development team would agree to this. Mr. Henson indicated the developers would have to agree rule the project ineligible to receive RPP. Mr. Glasgow thinks the building may need to remain eligible in order to join the process for changing RPP designation. He suggested the ANC find the best way to get RPP removal for the building accomplished and that the developers would cooperate.
5. Ticketing kiosks: Mr. Glasgow indicated kiosks will be located at the bottom of the entrance ramp. Mr. Mahmud asked about having two ticketing kiosks for motorists entering the garage, which is what he has typically seen at other parking garage entrances around the city. The developers confirmed that the middle of the three lanes at the bottom of the entrance ramp can be used for a second entrance lane on an as needed basis. Mr. Mahmud asked whether the middle lane would also have a ticketing kiosk or would a motorist have to retrieve a ticket from the kiosk located in the third lane. Mr. Glasgow indicated there were no plans to include a ticketing kiosk in the middle lane as well, but that he would look into this. Mr. Mahmud insisted that a second ticketing kiosk be located at the middle lane to accommodate motorists entering through that lane, otherwise it would be useless.
6. Parking validation for retail: Mr. Glasgow indicated Mr. Rappaport would like to determine how the garage is being utilized before committing to this. Mr. Mahmud reiterated the need to have a proposal for how this could be done, as has been requested several times in the past. Mr. Mahmud wants to ensure visitors driving to the building are encouraged to park in the building and not on surrounding side streets. The developer needs to show the ANC how it hopes to accomplish this goal. Mr. Glasgow insisted that the development team take a wait and see approach on this matter.
7. Guest parking: The developers are not planning on providing guest parking, but may get back to the ANC on how to do this based on a pay structure. Mr. Glasgow indicated current projects in the city do not include guest parking in their parking structures.
8. Car share parking: The developers are currently proposing one spot for car sharing. Mr. Glasgow indicated that ZipCar, for example, requires 24 hour access to the garage and the parking spot for its members. Mr. Glasgow indicated He cannot promise something like that due to safety concerns. Mr. Mahmud encouraged the developers to come up with a creative solution that will allow car sharing spaces in the garage since car sharing is such a vital part of reducing the number of new cars coming to the neighborhood as a result of this project.
 - a. Mr. Glasgow suggested he would work with DDOT to identify car sharing parking spots in public space adjacent to the building site.
9. Bicycle parking: There are 25 bicycle parking spaces proposed for level G1 for retail visitors. There are an additional 50 bike parking spaces for residents. The developers indicated these numbers are well above what is required by the city for a project such as this. Bicyclists will have access to the garage through the front entrance on H Street and via the garage entrance driveway. There will be a short parking entrance gate arm to allow for bicycle traffic to pass. There will also be outside bicycle parking spaces along 10th Street and possibly 8th Street.
10. Bike sharing station: The developers are willing to consider inclusion of a bike sharing station on or adjacent to the site in public space depending on the price. DDOT promised to get cost information to the developers during the December 7 call, but it hasn't been provided yet. Mr. Henson indicated Jim Sebastian of DDOT has the correct cost information and that he will follow up with Mr. Sebastian.

11. DC Streetcar stop in front of the development on H Street: The developers would support this proposal, but recognize that the decision is up to DDOT.
 12. Installation of “Do Not Block Driveway” signs and associated pavement markings (e.g. “Don’t block the box”) at both the 8th and 10th Street garage entrances: The developers agreed to this.
- iii. Attendees next went over the following topics covered in the December 10, 2009 DDOT memo on “best practices” appropriate for the development:
1. Parking spots per unit ratio: The developers propose not going above .9, but do not want to go down to .7. DDOT and Mr. Mahmud believe the parking ratio, currently at about .9, is too high since streetcars have been shown to lower demand for parking in other cities with a transportation infrastructure similar to that of the District. DDOT and Mr. Mahmud recommend reducing the number of parking spots to accomplish a ratio of no more than .7. With new transportation improvements going forward, bike and car sharing and other initiatives there will be less need for parking. DDOT would also like to promote private car ownership alternatives, which will be harder to accomplish if excess parking is available.
 - a. Mr. Mahmud asked that the developer reduce the number of parking spots designated for residents and its retail visitors in favor of spots designated for the city’s use. This would be a compromise on the proposal that 100 parking spaces be designated for use by the city to support surrounding H Street merchants. The developers are not in favor of lowering the number of residential or retail parking spots in the garage.
 2. Mr. Brandt asked a question about including an entrance to the property at 9th and H Streets where, as he pointed out, there is existing infrastructure for an entrance (traffic signals, curb cuts, etc.). Mr. Brandt pointed out that it would make traffic on 8th and 10th Streets better to have motorists enter at this point. Mr. Henson explained that DDOT has not responded to this proposal since it has not been put forward by the developers. The developers have indicated the project will not include a 9th and H Street entrance. However, according to DDOT, the developers have not yet proven that the current configuration, which only includes entrances at 8th and 10th Streets, will be adequate to accommodate traffic demands caused by the development. DDOT still awaits a more robust traffic study from the developer. Mr. Mahmud indicated that he will make the committee recommendation contingent on DDOT’s satisfactory review of the developer’s proposal.
 3. Car sharing and visitor parking spaces: Covered in developers’ memo discussion earlier.
 4. Unbundle parking spaces: This means parking will be sold separately to purchasers/renters of residential units. The developers have agreed to this proposal.
 5. Parking validation: Covered in developers’ memo discussion earlier.
 6. Fund the capital investment of a bike sharing station: As discussed earlier, the developers have agreed to this proposal contingent on the cost of the project.
 7. Bicycle parking: Covered in developers’ memo discussion earlier.
 8. Showers in the retail area for retail workers who walk or bike to work: The developers have agreed to this proposal.
 9. Shared car membership. The developer has agreed to provide a one year car share membership for the initial occupant of each unit only. DDOT would like the developer to provide memberships to each residential unit every year.
 10. Metro SmartTrip cards: The developer has agreed to provide cards to the initial occupant of each residential unit, but not for initial retail tenants. DDOT proposed one time cards for each initial residential and retail tenant.

11. Building manager responsible for tracking traffic demand management (TDM) obligations: The developers have agreed to this proposal.
 12. TDM monitoring plan: Mr. Glasgow indicated the developers would not agree to this proposal.
 13. Location of ticketing kiosks: Covered in developers' memo discussion earlier.
 14. Public access to retail section of garage and secure access to residential portion: The developers have agreed to this proposal.
 15. Consolidate loading and garage access points into a single curb cut. As the resident directly adjacent to this driveway entrance, Mr. Brandt expressed opposition to this proposal. The developers expressed a preference for keeping the configuration proposed in current plans which contains two curb cuts with a pedestrian aisle between the two.
 16. DDOT mentioned additional ideas in its memo, but could not take a position on them given the developers have yet to submit a comprehensive traffic impact analysis:
 - a. Signal timing adjustment at 8th and H.
 - b. Relocation of northbound bus stop along 8th Street at H Street across the intersection.
 - c. Installation of lay-by on south side of 8th Street at H Street.
 - d. Denial of RPP rights for building residents.
 - e. Consider "flipping" retail and residential garage entrances at 8th and 10th Streets.
- iv. Mr. Mahmud added the following recommendations he received from ANC 6A Commissioner Bill Schultheiss:
1. Open site lines at garage entrances to improve vehicular and pedestrian safety. This can be accomplished by curving the walls at entrances as opposed to using rigid right angles. Mr. Glasgow indicated the developers would not consider curving the walls at entrances, but would consider installing mirrors to provide site line coverage. Mr. Mahmud expressed a preference for curved walls at the entrances, as Mr. Schultheiss recommended.
 2. Widening 8th Street to forty feet from the alley adjacent to the property to H Street. This can be accomplished by removing two feet of sidewalk from each side of the street. This change would improve traffic flow and provide a feasible left turn lane in the middle of the street. Mr. Henson indicated DDOT may have to look at this closer since it would eliminate some much needed sidewalk space. Mr. Mahmud indicated that loss of two feet of sidewalk may be a good trade off if the change results in better traffic flow at the 8th Street entrance.
- v. Mr. Henson indicated there may be other TDM measures required by DDOT as the project is reviewed. Mr. Mahmud asked him to share those possible measures with the committee. Mr. Henson indicated the ones proposed so far are the most applicable, but that any others would be shared in the future.
- vi. Mr. Henson also reiterated that DDOT cannot give specific recommendations at this time because the developers have yet to submit a final comprehensive traffic impact analysis. Mr. Henson also pointed out that this can't be done until final aspects of the proposal are decided on (e.g. total number of parking spaces in the garage). In addition, DDOT still needs the developers to submit a traffic demand study with a more robust study area.
- vii. Mr. Mahmud informed those in attendance that making a recommendation would be difficult given there is no quorum and he is the only ANC representative in attendance who can vote on this matter. Mr. Mahmud indicated he would present his recommendations to the full ANC based on the discussion at this meeting and previous committee meetings attended by the developers (the developers agreed to other

commitments at previous committee meetings). All recommendations will be presented to the ANC at once, including the following:

1. Agree with the developers' proposal regarding number and location of bike spaces for retail and residential.
2. Agree with DDOT changing signal timing on 8th to accommodate traffic flow on 8th street.
3. Recommend moving the bus stop on the northbound side of 8th street across H Street to be adjacent to PNC bank.
 - a. Mr. Henson indicated there may be historic preservation concerns with putting bus stops in front of banks. Mr. Ronneberg indicated the banks have not been designated historic sites.
4. Recommend the developers are required to withdraw from consideration from RPP for building residents.
5. Agree with locating ticketing kiosks at base of garage ramp.
6. Recommend the developers are required to provide five designated paid guest parking spots in the garage.
7. Recommend the developers are required to install a bike sharing station, even if adjacent to property on public space.
8. Agree with developers' proposal to allow bicycle access through garage ramps with shortened gate control arms.
9. Recommend the developers are required to maintain a parking to residential ratio of no more than .7 and limit the retail parking spots to the planned 61 for planned retail square footage.
10. Recommend the developers are required to maintain at least four car sharing spots in the garage and work with DDOT to identify other car sharing spots on adjacent streets, provided such spots not eliminate existing RPP spots.
11. Recommend the developers are required to create a parking plan that encourages patrons to utilize the building's garage, whether that be through validation or low cost parking rates or other ideas, and present that plan to the ANC.
12. Recommend the developers are required to provide car sharing memberships for all residents while residing in the building in perpetuity, not just the first tenants to occupy the building.
13. Recommend the developers are required to provide a reversible middle retail entrance lane that can provide a second ticket kiosk entrance as needed.
14. Recommend the developers are required to provide a \$20 metro SmartTrip card to each new building resident and a one-time \$30 card for each employee at the retail businesses.
15. Extensive discussion regarding the building site's vehicular entrances/exits ensued, culminating in a recommendation that the ANC tentatively support the developers' current configuration with entrances along 8th Street and 10th Street provided DDOT ultimately concludes such a configuration will provide an "acceptable level of service" to the site and all other TDM proposals recommended by the ANC are adopted by the developer. If DDOT concludes the level of service is not acceptable, the ANC reserves the right to withhold its approval of the project pending an analysis and site plan provided by developer that includes a 9th and H Street entrance or any other measures proposed by DDOT which will achieve an acceptable level of service.
 - a. Mr. Henson indicated DDOT is not prepared to evaluate any site entrance/exit proposals until level of service calculations are complete. More specifically, DDOT awaits the following items from the development team:
 - i. Transportation evaluation of impacts of the project. DDOT has informed the developer that the size of the study area is not adequate to cover

existing and future conditions. DDOT is asking for an analysis of 27 intersections, which has been communicated to the developers. To date, the developers have only provided an analysis of seven intersections.

1. DDOT has also informed the developers it has an issue with the technical analysis done on the seven intersections.
 - ii. Multi-modal transportation evaluation. DDOT is asking the developers to provide this evaluation since there is a lot of activity at this part of H Street.
 - b. Mr. Henson indicated DDOT would then make a recommendation based on its analysis of the information provided. DDOT will either recommend approval of the project as is, recommend with conditions or not support the project. Mr. Henson also explained that he is in support of making access work, regardless of what configuration is required to accomplish this goal. An extensive discussion about an entrance at 9th and H Street reemerged, but Mr. Henson indicated it would not be appropriate to opine on that matter before getting the final analysis asked of the developers.
16. Mr. Mahmud indicated these recommendations would be supplemented at the full ANC meeting with additional recommendations agreed to by the developers at previous meetings (e.g. auguring in the construction process).

V. New Business

A. Consider Recommendation Regarding Decision to Terminate H Street (Atlas District) Shuttle.

- i. This item was tabled because there are no committee members present to discuss the matter.

VI. Additional Community Comment - None.

VII. Meeting adjourned at 9:15 pm.