



R. MCGHEE & ASSOCIATES

In association with

hord | coplan | macht

January 9, 2017

Tracking Number: 184806

Status: Resubmitted

Source Permit Number: N/A

Assigned Technician: Catrina Felder

Work Location: 4810 36TH STREET NW

Work Description: Site Public Space approval

To: Ryan Westrom Policy, Planning, and Sustainability Administration	To: Sharon Dendy Urban Forestry Administration	To: Mary Abe IPMA/ Stormwater	To: Malachy Nugent ANC3F Commissioner
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All,

Please find the following detail scope of work that occur in public space. Accordingly, we have uploaded Key plans as well as construction document drawings for detail explanation of Public Space items listed below.

We look for the opportunity to interact with you and respond to all the questions.

Detail Scope of work:

- Paving: Curb & Gutter(s), Paving: Driveway(s) New- Commercial, Mill and Overlay, Paving: Sidewalk(s), Paving/Street repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5, Sheet 5 of 5
 - o Documentation: L200A, L300, L400, L560, L570
- Fixture: Bike Share Station, Wall/Fence Combo (Exception over 42"), Retaining Wall – Description, Specification and elevations
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570
- Civil / Landscape: Stairs and Stair repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570, D101, D201, D203, A101, A203 A401, A105, A211, A213, A215, A301, A302, A310, A383, A391, CIV510,
- Landscaping: Stormwater Mgmt. (serve public),
 - o Response: Reference: Key plan Sheet 2 of 5
 - o Documentation: CIV001, CIV101, CIV201, CIV301, CIV 501, CIV502. CIV503, CIV504, CIV505, CIV506, CIV507, CIV508, CIV 509, dCIV510, CIV511, CIV512, CIV513, CIV514
- Landscape: Tree Removal and installation coordination, Tree Transplant, Tree Protection plan
 - o Response: Reference: Key plan Sheet 5 of 5
 - o Documentation: L400, L401, L410, L420, L430, L440, L450, L500, L560, L570, CIV 702, CIV 706
- Civil: Swales and SWM activities on Public Space
 - o Response: Reference: Key plan Sheet 3 of 5



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Work Description: Site Public Space approval

- o Documentation: L200A, L300, L400, L570, CIV 101, CIV201, CIV301, CIV507,
- Excavation: Gas Connection (Trench), Sewer Lateral Connection to 4" (Trench), Storm Main Line (trench), Telecom Connection (Trench), Water Lateral Conn over 2" Pipe (Trench), Over Head Work: Pole Installation (each add'l), Over Head Work: Pole Removal (each add'l)
 - o Response: Reference: Key plan Sheet 4 of 5
 - o Documentation: CIV901
- Stairs and stair repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570, D101, D201, D203, A101, A203 A401, A105, A211, A213, A215, A301, A302, A310, A383, A391, CIV510, S002, S302, S303
- Addition of a new curb cut/driveway on Reno Road, NW to access parking garage and provide access for the truck delivery and trash pickup Relocating utility pole • Providing access for the delivery/trash truck APPROVED Under Tracking Number 124989
- Traffic Control Plan – Approved Under 184806
- Removal of existing Apron on Davenport Street, NW – CIV201

Thank you

Sincerely,

Ronnie McGhee

SANITARY SEWER DATA:

- (A) MANHOLE
TOP=333.35
INV OUT=322.51
- (B) MANHOLE
TOP=330.23
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INV IN(B)=319.14
INV OUT=319.09
- (C) MANHOLE
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- (D) MANHOLE
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- (E) MANHOLE
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(SEALED)
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- (H) MANHOLE
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- (5) DROP INLET
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- (6) MANHOLE
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INV IN=331.23
- (7) DROP INLET
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- (8) MANHOLE
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- (16) MANHOLE
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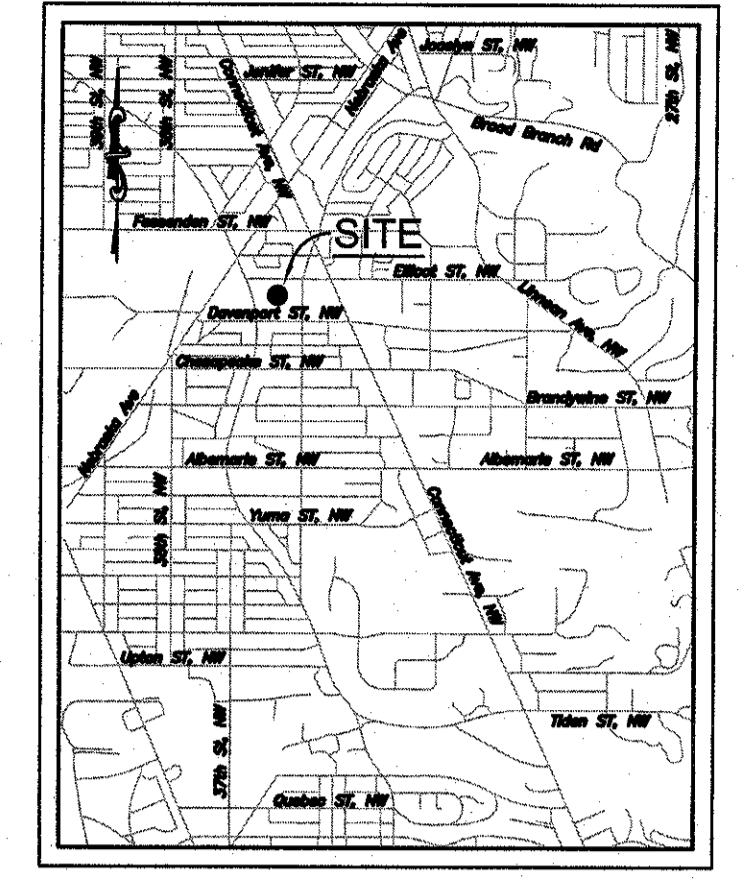
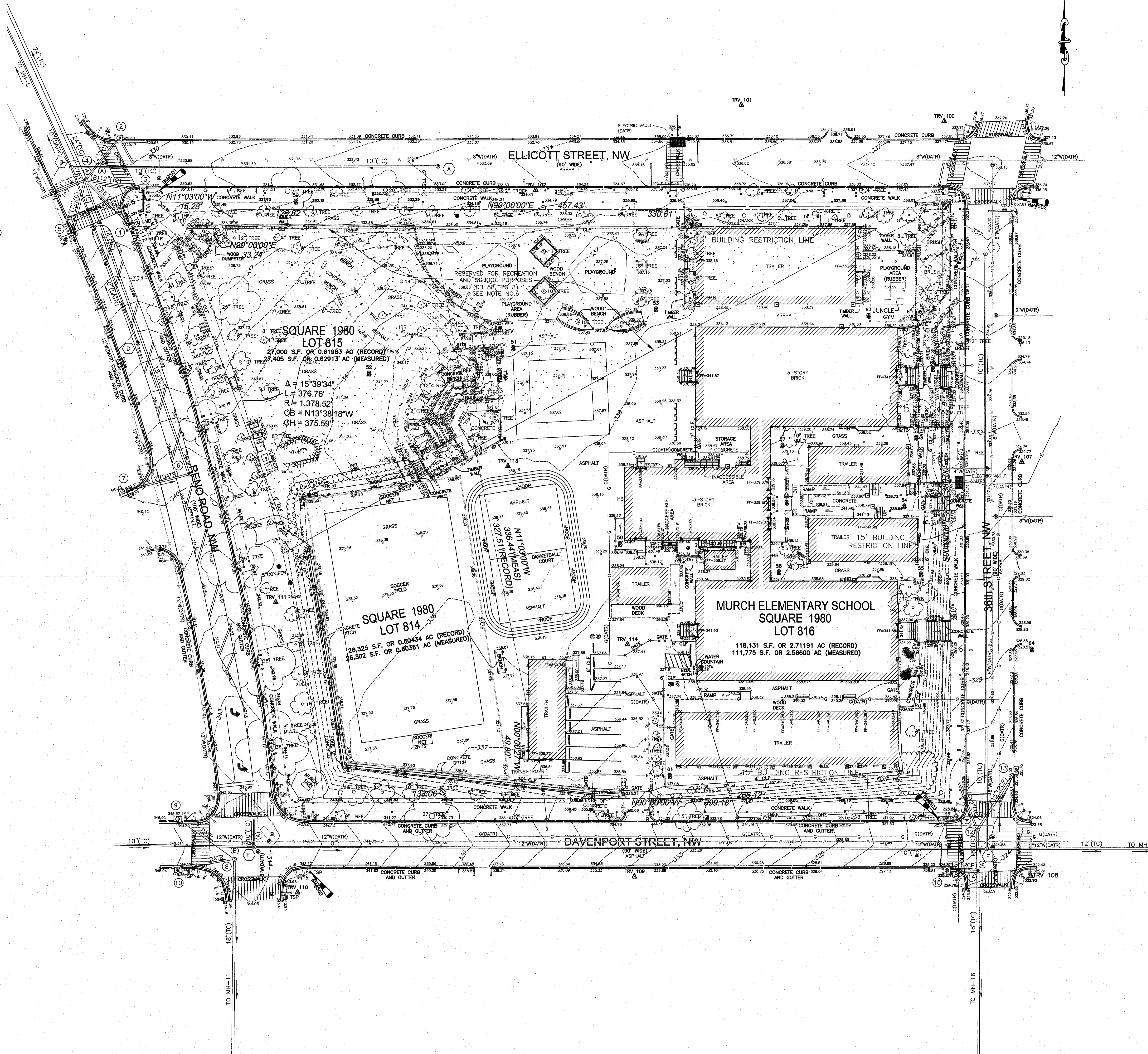
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108	4512.6252	10055.7088	322.97	MAG-NAIL
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111	4889.1745	9569.6481	342.48	REBAR & CAP
112	4930.9122	9486.5700	332.06	REBAR & CAP
113	4777.1892	9719.6589	338.15	CROSS-CUT
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502	339.68	SQUARE CUT ON TOP OF TRAFFIC SIGNAL POLE
503	328.80	TOP OF BOLT AT THE FIRE HYDRANT

UTILITY INFORMATION:

UTILITY COMPANY	STATUS
VERIZON 13101 COLUMBIA PIKE FDC-1 SILVER SPRING, MD 20904	MAP NW-424
PERCO 701 9th STREET, N.W. WASHINGTON, DC 20068	COMPOSITE OF PERCO PLANS
WASHINGTON GAS 6801 INDUSTRIAL ROAD SPRINGFIELD, VA 22151	MAP WC-84367
DC WATER 5000 OVERLOOK AVENUE, S.W. WASHINGTON, DC 20032	COMPOSITE OF DC - DPW PLANS LM-21-22-NW & NO-21-22-NW (SEWER) LM-21-22-NW, N-21-NW & N-22-NW (WATER)



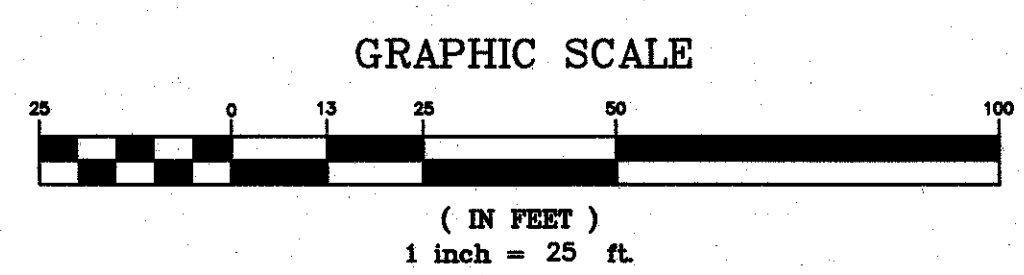
VICINITY MAP
SCALE 1"=2000'

NOTES:

- HORIZONTAL DATUM: DISTRICT OF COLUMBIA SURVEYOR'S OFFICE MERIDIAN
- VERTICAL DATUM: DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS
- PROPERTY IS ZONED: LOT 816 R-1-B
- BOUNDARY INFORMATION SHOWN HEREON WAS OBTAINED FROM RECORDS AND VERIFIED IN THE FIELD INsofar as POSSIBLE. PROPERTY LINE DIMENSIONS FROM OFFICIAL CITY RECORDS MAY NOT NECESSARILY AGREE WITH ACTUAL MEASURED DIMENSIONS. ALL PROPERTY LINES IN THE DISTRICT OF COLUMBIA ARE SUBJECT TO CHANGE BY THE OFFICE OF THE SURVEYOR, D.C.
- THE UNDERGROUND UTILITIES INDICATED HEREON ARE DERIVED FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES. THE LOCATION OF THESE UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND OTHER UTILITIES MAY EXIST WHICH HAVE NO RECORD DATA OR ARE UNDETECTABLE WITH CONVENTIONAL METHODS. NO GUARANTEE OR WARRANTY IS EXPRESSED OR IMPLIED REGARDING THE ACCURACY OR COMPLETENESS OF UTILITY INFORMATION PROVIDED HEREON. UTILITIES LABELED (DATR) ARE SHOWN BASED UPON "DATA ACCORDING TO RECORDS".
- PER TRANSFER OF JURISDICTION U.S. RESERVATION 515, THE FOLLOWING NOTES APPLIED SHALL BE RESERVED FOR RECREATIONAL PURPOSES AND OPEN SPACE FOR THE NATION'S CAPITAL. NO BUILDINGS OF ANY KIND OR PARKING ARE PERMITTED WITHIN THE LIMITS OF THIS AREA. TO BE USED FOR SCHOOL PURPOSES. THE EXISTING TEMPORARY ADDITION CONSTRUCTED WITHIN AREA IN 1988 MAY NOT BE REPLACED WHEN ITS USEFUL LIFE ENDS, AND NO OTHER STRUCTURE MAY BE BUILT WITHIN THE LIMITS.

LEGEND:

- STAMP
- TREE
- PINE
- BUSH
- GRATE INLET
- GRATE ALLET ROUND
- STORM MANHOLE
- DRAIN
- ROOF DRAIN
- SHADE POST SIGN
- TRASH CAN
- WHEEL STOPS
- HANDICAP SYMBOL
- POWER POLE
- LIGHT POLE
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC ALIET
- ELECTRIC MANHOLE
- A/C
- LAMP
- TRAFFIC SIGNAL POST
- GROUND SHOT
- GAS VALVE
- GAS METER
- UNKNOWN UTILITY MANHOLE
- SANITARY SEWER MANHOLE
- CLEAN OUT
- WATER VALVE
- FIRE HYDRANT
- IRRIGATION VALVE
- HOSE BIBB
- WATER MANHOLE
- METER
- TRaverse
- FLY
- BENCHMARK
- CLUB AND GUTTER
- OVERHEAD ELECTRIC LINE
- UNDERGROUND WATERLINE PAINT
- GAS LINE PAINT MARK
- STEEL FENCE
- CHAIN LINK FENCE
- (DATR) DATA ACCORDING TO RECORDS
- (ROF) REINFORCED CONCRETE PIPE
- (TC) TERRA COTTA PIPE
- RE ROOF ELEVATION
- FF FINISH FLOOR ELEVATION
- BD BOTH DOOR
- BUILDING
- WALL
- PERCO UNDERGROUND VAULT



RES.	JG	DATE
SURV.	JO	
COMP.	JT	
DES.		
DRN.	JO	
CHK.	BG	

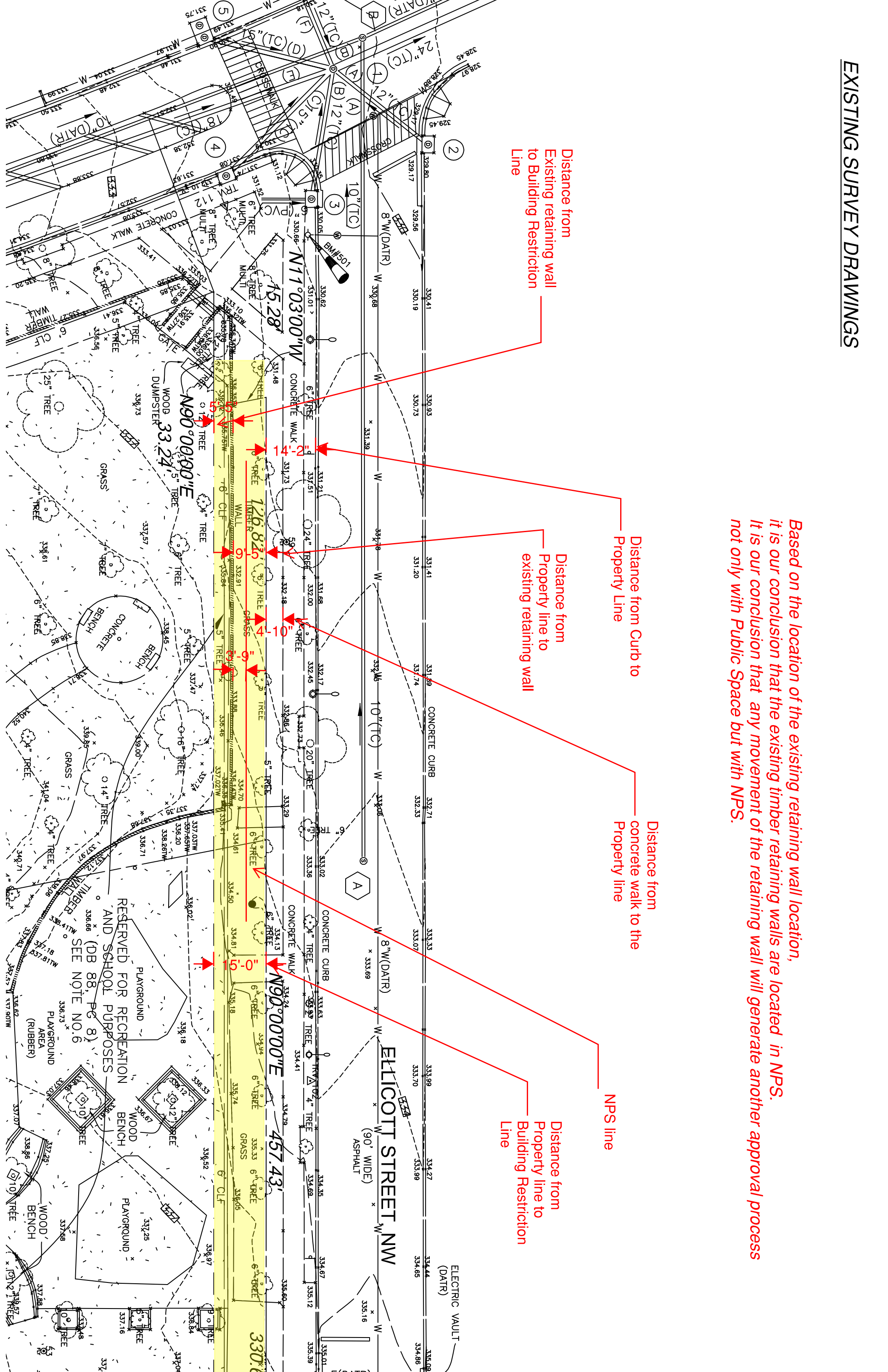
TOPOGRAPHIC SURVEY		SCALE	CONTOUR INTERVAL	A.M.T. FILE No.
MURCH ELEMENTARY FEASIBILITY STUDY		1"=25'	1 FOOT	114-513.001
4810 96th St, NW		DATE	BAST ATLAS	SHEET
LOT 816 SQUARE 1980		SEPTEMBER 2014	VOL. 3 PLATE 32	1

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THAT THIS SURVEY IS CORRECT; THAT THIS SURVEY WAS ESTABLISHED BY A TOTAL STATION FIELD SURVEY MADE ON THE GROUND; THAT THE SURVEY CORRECTLY SHOWS THE HORIZONTAL AND VERTICAL LOCATION OF VISIBLE, ABOVE-GROUND IMPROVEMENTS SHOWN HEREON; AND THAT UNLESS OTHERWISE SHOWN, PROPERTY MARKERS HAVE NOT BEEN SET WITH THIS SURVEY.

WILLIAM L. GILBERT
LICENSED SURVEYOR
DISTRICT OF COLUMBIA LICENSE NO. LS 905059
FOR AMT, LLC

EXISTING SURVEY DRAWINGS

Based on the location of the existing retaining wall location, it is our conclusion that the existing timber retaining walls are located in NPS. It is our conclusion that any movement of the retaining wall will generate another approval process not only with Public Space but with NPS.



Distance from Existing retaining wall to Building Restriction Line

Distance from Property line to existing retaining wall

Distance from Curb to Property Line

Distance from concrete walk to the Property line

NPS line

Distance from Property line to Building Restriction Line

TECHNICAL MEMORANDUM

To: Ronnie McGhee
 Raqueeb Albaari
 From: Jim Watson, PTP
 Erwin Andres, P.E.

R. McGhee & Associates
 R. McGhee & Associates

Date: September 13, 2015

Subject: Murch Elementary School Transportation Management Plan (TMP)

INTRODUCTION

This memorandum presents the framework for the development and implementation of a Transportation Management Plan (TMP) for Murch Elementary School that would be geared to better manage the traffic and parking demand for the school. This plan would identify the various measures that the school can employ to incentivize faculty, staff and students from arriving at the site in a single-occupant vehicle (SOV). Ultimately, the implementation of these measures will likely require a shift in the culture of the entire school population.

It is important to note that the District Department of Transportation (DDOT) and the DC Office of Planning support measures to reduce parking demand for public facilities throughout the District. As part of the new Zoning Rewrite Draft, which identifies changes to the existing zoning regulations, the following parking requirement for public education facilities has been proposed, which results in a significantly reduced parking requirement for the Murch School project:

Use Category	Minimum number of vehicle parking spaces
Agriculture, Residential	None
Animal Sales, Care and Boarding	1 per 1,000 sq. ft., in excess of 3,000 sq. ft.
Antennas	None
Arts Design and Creation	1 per 1,000 sq. ft., in excess of 3,000 sq. ft.
Basic Utilities	0.33 per 1,000 sq. ft., in excess of 3,000 sq. ft.
Chancery	0.5 per 1,000 sq. ft., in excess of 3,000 sq. ft.
Community-Based Institutional Facility	1 per 1,000 sq. ft.
Daytime Care	0.25 per 1,000 sq. ft.
Eating and Drinking Establishments	1.33 per 1,000 sq. ft., in excess of 3,000 sq. ft.
Education, College/University	as per approved campus plan
Education, Private	1.25 per 1,000 sq. ft.
Education, Public	0.25 per 1,000 sq. ft.

Using the proposed development plan of approximately 100,000 s.f. , the parking requirement under the Zoning Rewrite would consist of a minimum of 25 parking spaces for the entire site, which is less than the currently proposed parking supply of 55 - 75 parking spaces on site. In developing these proposed regulations, DDOT envisions that the District would continue to be a more environmentally sustainable city that would promote measures to reduce traffic and parking demand throughout the District by taking advantage of the existing and proposed pedestrian, bicycle, and transit networks.

MURCH ELEMENTARY SCHOOL DEVELOPMENT

Murch Elementary School is located in Ward 3 of northwest Washington, DC. Figure 1 shows the site location and the local roadway network serving the school. The school is located between Reno Road to the West, 36th Street to the East, Ellicott Street to the north and Davenport Street to the south. The project will add 60,300 square feet of space consisting of several new facilities with the expansion of and renovation of existing infrastructure. The site plan for the project is shown in Figure 2.

The existing Murch School provides 15 surface parking spaces, located on the southern portion of the property near Davenport Street. The Murch School restoration and addition will provide a below-grade parking garage on-site, accessed from Reno Road. As shown in Figure 3, existing pick-up/drop-off areas along Ellicott Street and Davenport Street will be used to access the expanded and renovated school. Two pedestrian access points are located with pick up/drop-off areas along with a third access mid-block along 36th Street.

EXISTING TRANSIT NETWORK

The nearest Metrorail stations are along the Red Line with the AU/Tenleytown Metrorail station at the intersection of Wisconsin Avenue and Albemarle Street and the VanNess/UDC Metrorail station at the intersection of Connecticut Avenue and Veazey Terrace, which are 0.59 miles (12-minute walk) and 0.67 miles from the school (14-minute walk), respectively.

Although these walking distances are relatively short, there are three bus routes that have the nearest Metrobus stops that are only a few blocks away. The nearest L1, L2 bus stops are located only one block east of the school site at the intersection of Connecticut Avenue and Ellicott Street for the southbound bus and at the intersection of Connecticut Avenue and Davenport Street for the northbound bus. The nearest M4 bus stops for both the northbound and southbound directions are at the intersection of Nebraska Avenue and Reno Road, which is one block to the northwest of the school site.

Additionally, there are the H2, H3, H4, N2, 30N, 30S, 31, 33, 37 MetroExtra and 96 bus routes that have bus stops that are near the AU/Tenleytown Metrorail Station. The H2, H3 and H4 bus stop located at the intersection of 40th Street and Albemarle Street and the 30N, 30S, 31, 33, 37 MetroExtra and 96 bus stops located at the intersection of Wisconsin Avenue and Albemarle Street. These bus stops are located approximately 0.67 miles away (14-minute walk).

Table 1 shows a summary of the bus route information for the lines that serve the site vicinity, including service hours and the headways. Figure 3 shows the existing transit network in the vicinity of the site.

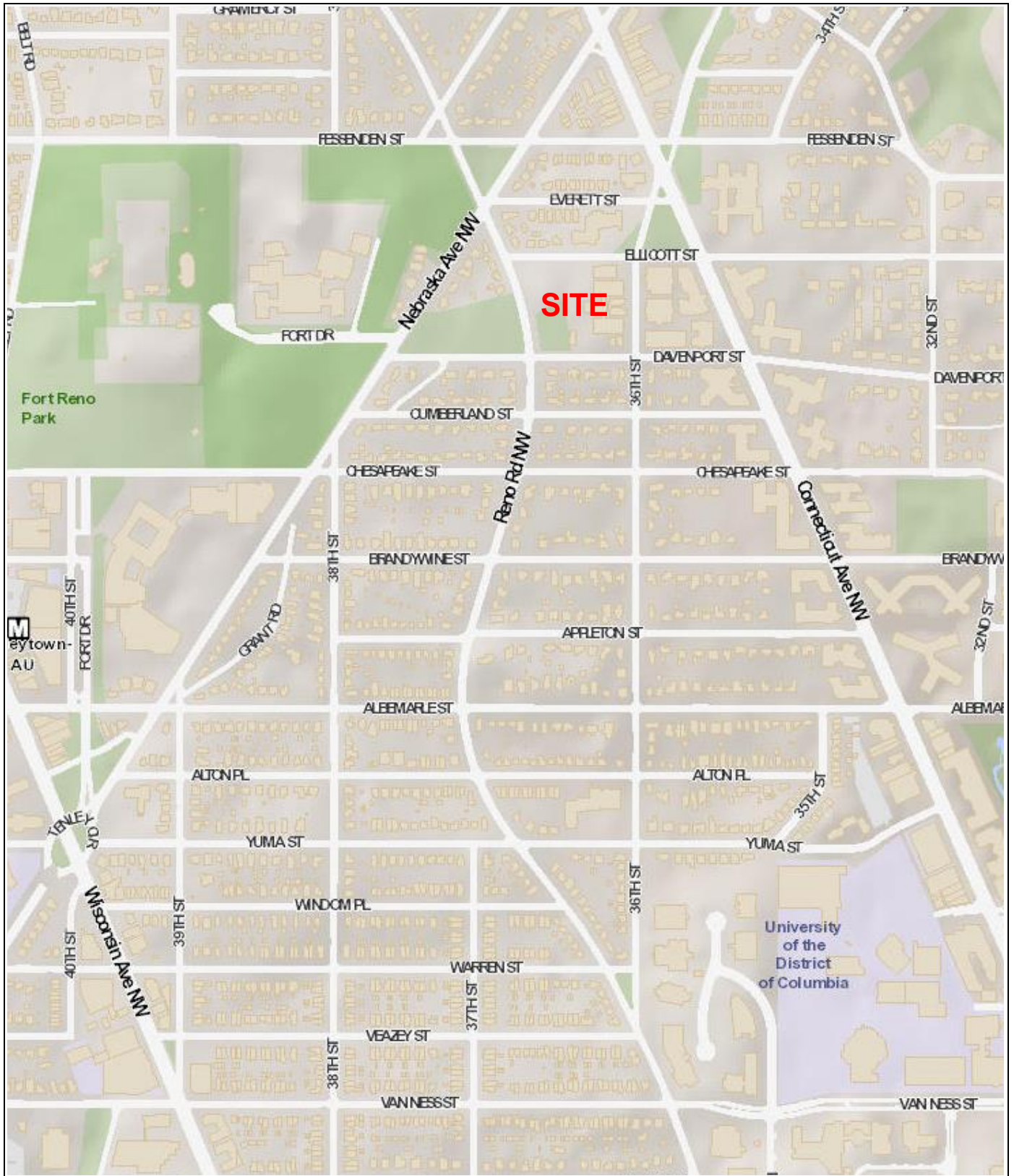


Figure 1: Site Location & Local Roadway Network

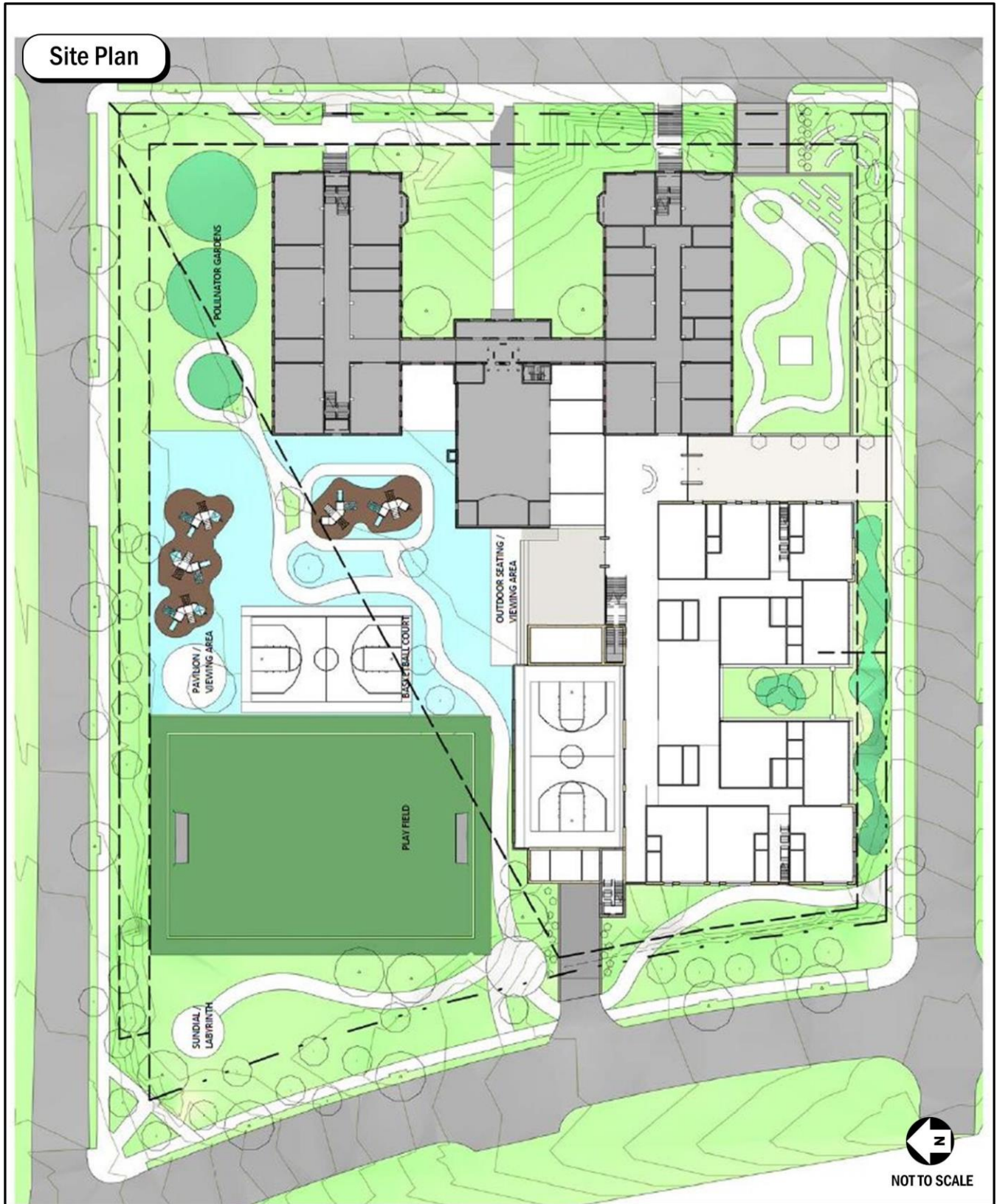


Figure 2: Proposed Site Plan



Figure 3: Existing Transit Network

Table 1: Bus Route Information

Route Number	Route Name	Weekday Service Hours	Peak Period Headway
L1, L2	Connecticut Avenue Line	5:05 a.m. – 1:30 a.m.	12-20 minutes
M4	Nebraska Avenue Line	5:56 a.m. - 9:33 p.m.	5-13 minutes
H2, H3, H4	Crosstown Line	4:40 a.m. – 1:59 a.m.	30-37 minutes (H2) 13-34 minutes (H3) 6-25 minutes (H4)
30N, 30S	Friendship Heights-Southeast Line	4:02 a.m. – 2:46 a.m.	54-75 minutes
31, 33	Wisconsin Avenue Line	5:07 a.m. – 11:22 p.m.	10-20 minutes
37 MetroExtra	Wisconsin Avenue Limited Line	6:45 a.m. – 10:03 a.m. 4:00 p.m. – 7:47 p.m.	15-18 minutes
96	East Capitol Street-Cardozo Line	4:46 a.m. – 3:47 a.m.	20-27 minutes

With the school day starting at 8:45 a.m. at Murch Elementary School, the arrivals for faculty/staff and students would occur primarily between 7:30 a.m. to 8:45 a.m. Using the frequencies of bus arrivals at the nearby bus stops for the bus routes identified above between the 7:30 a.m. to 8:45 a.m. timeframe, the number of bus arrivals during that time period for the various bus routes consists of 88 bus arrivals that are broken down by the following bus routes and corresponding trips between 7:30 a.m. – 8:45 a.m.:

- Routes L1/L2: 18
- Route M4: 19
- Routes H2, H3 & H4: 16
- Routes 30N & 30S: 6
- Routes 31 & 33: 17
- Route 37 MetroExtra: 5
- Route 96: 7

Similarly, the Red Line Metrorail station at AU/Tenleytown serves trips in each direction with train headways between 3-6 minutes during the morning and afternoon peak commuter periods. Using every 6 minutes as a basis for estimation, there would be approximately 12 Metrorail trips in each direction for a total of 24 Metrorail trips that would occur between 7:30 a.m. and 8:45 a.m. Therefore, during the peak arrival period of 7:30 a.m. to 8:45 a.m., there is a total of 88 Metrobus trips and 24 Metrorail trips that are available to serve the Murch School population of faculty, staff and students.

EXISTING PEDESTRIAN NETWORK

There are satisfactory pedestrian facilities and connectivity throughout the neighborhood surrounding the Murch School. The sidewalks along all four sides of the school property bordering the school are in relatively good condition. There are also adequate crosswalks provided at each intersection in all four directions from Connecticut Avenue to Nebraska Avenue east to west and from Chesapeake Street to Everett Street south to north. The pedestrian network that extends into the residential neighborhoods surrounding the school provides opportunities for promoting improved walking volumes to the school.

The direct pedestrian paths to the bus stops are accommodated from the school via Davenport Street and Ellicott Street to the nearest bus stops on Nebraska Avenue and on Connecticut Avenue. These sidewalks are in good condition and provide a pleasant walking experience with large sections of the sidewalks shaded with street trees. The bus stops along Reno Road do not provide any bus shelters. The bus stops on Connecticut Avenue provide comfortable bus shelters.

EXISTING BICYCLE NETWORK

According to DDOT's most current Bicycle Map as shown on Figure 4, the arterials surrounding the site that include Reno Road and Nebraska Avenue to the west and Connecticut Avenue to the east have no designated bike lanes or shared bicycle travel lanes. Consequently, DDOT has classified those roads to have poor bicycling conditions. The only bus facility in the vicinity of the site consists of a signed bike route that extends north to south along 36th Street just east of the school.

The nearest Capital Bikeshare (CaBi) stations are located at the intersections of Connecticut Avenue and Nebraska Avenue, which is approximately 0.2 miles (4-minute walk) from the school site. There are also Capital Bikeshare stations at the AU/Tenleytown Metrorail station and the VanNess/UDC Metrorail station. These Capital Bikeshare stations provide the connections from the two nearest Metrorail stations to a location that is relatively close to the school site.

Given these opportunities that include transit, pedestrian and bicycle facilities, it would be possible to promote these alternative commuting methods by establishing various programs that would need to be coordinated with the entire school population.



Figure 4: Existing Bicycle Network

TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

This section contains a proposed set of Transportation Demand Management (TDM) strategies for Murch School. The goal of TDM strategies are to minimize the impact of site traffic on the transportation network and promote the efficient use of transportation resources. TDM strategies are specifically tailored to promote travel modes that have the least impact on the transportation network and other resources, such as the environment, and discourage those that have the greatest impact. Private vehicle congestion, parking demand, and service and loading activities are the primary transportation issues in the District, along the Wisconsin Avenue, Nebraska Avenue, Reno Road and Connecticut Avenue NW corridors and within the neighborhood surrounding the site. To address these issues, this report recommends TDM strategies that promote walking, cycling, and transit use as well as strategies that manage and minimize the impact of site generated vehicle traffic.

Potential TDM Strategies

An aggressive TDM program has been proven to reduce the impact of the school on the surrounding road network. Various private schools throughout the District have employed many of the following measures, but have committed significant cost and personnel resources to ensure the program is well coordinated. It is important to identify potential goals to reduce drivers to the school, especially since there is an opportunity to reduce the potential construction of on-site parking spaces. With a staff population of approximately 80, achieving a non-drive mode share of 40 - 50% can reduce the need to build up 32 - 40 parking spaces.

Several TDM measures that can be considered to specifically address reducing the need to provide parking on-site include the following:

- ***TDM Coordinator***

A staff member can be designated as the TDM coordinator who would administer and monitor the implementation of the TDM measures identified in this section. This coordinator would not need to be a full-time position but could be an additional responsibility that an administrator could take on.

- ***TDM Promotion***

Using the school's website, a commitment to sustainability can be emphasized with the introduction of the TDM coordinator as well as a forum to introduce the TDM measures that area available for both faculty and staff. This website can also list helpful smartphone apps and website links that introduce technology to facilitate using transit and cycling options. This can also be accomplished with the installation of a TransitScreen at the school that could alert the school population of the next bus and train arrivals and available bikes at nearby bikeshare stations.

- ***New Bicycle Spaces***

Additional convenient bicycle spaces can be installed adjacent to existing spaces at the school. The opportunity to take advantage of the signed bicycle route on 36th Street can be emphasized with this measure.

- *Carpooling*
Carpooling to and from the school can greatly impact traffic within a neighborhood. A directory of families can be distributed to allow families to promote carpooling or revolving carpool duties. This can be implemented by modifying the school's website that would integrate Google Maps with the school's directory. The TDM coordinator could also consider implementing SchoolPool, which is a program established by MWCOG to promote trip-sharing.
- *Priority On-site Parking*
If the parking on-site were to be minimized, a minimum requirement would be that any staff member parking on-site would need to bring another staff member with him or her. This can be facilitated by distributing a staff directory to identify opportunities for staff members to carpool.
- *Pre-tax Transit Benefits*
The school can subsidize public transit for employees by implementing SmartBenefits as a pre-tax transit incentive for employees, which can be used to ride Metrorail or Metrobus. As identified earlier in the discussion of available transit serving the site, there are a total of 88 Metrobus trips and 24 Metrorail trips during the morning peak period that can serve the Murch School population.
- *Additional Transit Benefits*
The school can subsidize public transit for employees by providing them with a monthly stipend to use for transit, bikeshare and carshare. This stipend is additional compensation and not included as part of their salary.
- *Walking Groups*
The TDM coordinator can organize walking groups to facilitate a safe walking experience to nearby bus stops and Metrorail stations, especially in the Fall and Winter months when daylight hours are limited.
- *Guaranteed Ride Home*
The TDM coordinator can participate in the Guaranteed Ride Home (GRH) program established by MWCOG Commuter Connections that would provide commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home when one of life's unexpected emergencies arise. Commuters may take advantage of GRH up to four times per year to get home for unexpected emergencies such as a personal illness or a sick child.
- *Safe Routes to School*
The TDM coordinator can coordinate with DDOT's Safe Routes to School coordinator who would provide guidance on promoting safe walking routes to the school.
- *Incorporate semi-regular walk/bike to school days*
The TDM coordinator can promote semi-regular walk/bike to school days, especially when the weather is conducive to such events in the Spring and Fall.

- *Monitor the mode choice resulting from the implementation of the various TDM elements*

The TDM coordinator should take periodic surveys of the faculty/staff and student population on how they chose to get to school. This survey should be established before the TDM coordinator is designated and at the end of each subsequent school year to determine if the traffic and parking demand has been affected by the various TDM measures.

MODE CHOICE SURVEY

In order to identify the level of effectiveness of the TDM measures, it is important to get an understanding of how the different segments of the school population (faculty/staff/parents/students) get to school. This survey is relatively easy to conduct and can be conducted by handing out sheets to the staff and to the students. It is not necessary to track the actual person, especially since the anonymity could promote fair reporting. The survey should include the following questions:

FACULTY AND STAFF

- 1) What is your zip code? _____
- 2) What time do you typically arrive at school?
- 3) How did you get to school today? ***Please circle one letter and fill in any corresponding blanks.***
 - a. Drove myself: Did you park on-site or on-street? _____
 - b. Drove myself and a staff member: How many staff members (including yourself) were in your car? _____ Did you park on-site or on-street? _____
 - c. Rode with a staff member that drove
 - d. Metrobus: Identify Bus Route: _____
 - e. Metrorail: Identify Metrorail Station: _____
 - f. Used own bike to school
 - g. Used Capital Bikeshare and walked
 - h. Walked from home
 - i. Taxi/Uber
 - j. Dropped off at school

PARENTS

- 1) What is your zip code? _____
- 2) How many of your children currently attend Murch?
- 3) How did your children get to school today? ***Please circle one letter and fill in any corresponding blanks.***
 - a. I drove and dropped off my own children. How many children were in your car that you dropped off at Murch? _____
 - b. I drove and dropped off my own children and other children who carpooled with me. How many children were in your car (including your own) that you dropped off at Murch? _____
 - c. My children rode in a carpool driven by another parent
 - d. Metrobus: Identify Bus Route: _____
 - e. Metrorail: Identify Metrorail Station: _____
 - f. Used own bike to school
 - g. Used Capital Bikeshare and walked
 - h. Walked from home
 - i. Taxi/Uber
- 4) What time do your children typically arrive at school?

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3F
Van Ness • North Cleveland Park • Wakefield • Forest Hills

3F01 – David Dickinson
3F02 – Shirley Adelstein, Treasurer
3F03 – Mary Beth Ray
3F04 – Sally Gresham
3F05 – Andrea Molod, Secretary
3F06 – Malachy Nugent, Chair
3F07 – Patrick Jakopcsek, Vice Chair



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December 11, 2016

MEMORANDUM

To: DDOT PSRA

From: ANC 3F

Re: Review of Drawings for Murch Elementary School

We have reviewed the drawings provided of the Public Space for the renovations and expansion of the Ben W. Murch School. As Advisory Neighborhood Commissioners, many of our constituents are integral parts of the Murch community and have asked about aspects of the design beyond the Public Space. Some of our questions addressed those areas.

There are many differences between the drawings that were provided to the ANC for review and those that are in TOPS. In many cases this is because the design and construction team strived to provide the most recent drawings to the ANC. We appreciate that consideration. However, in order for the approvals to be consistent among the reviewing agencies, we believe that it is imperative that all of the agencies be provided with the most current sets of documents. Hence, many of our comments mention having the appropriate drawings uploaded into TOPS. Our final review and approval will be based on the drawings that are available through TOPS. The differences are particularly apparent in the following instances:

1. The traffic memos prepared by Gorove/Slade predate major revisions to the design and overstate the number of onsite parking spaces. SEE [UPDATED TRAFFIC STUDY DATED_09-13-2015](#)
2. The Traffic Control Plans reviewed by the ANC (CIV 1101 - 1103) are not on TOPS. **UPDATED TRAFFIC STUDY HAS BEEN DOWNLOADED TO TOPS**
3. The landscape plans reviewed by the ANC: L100, L400, L401, L500 and L560 are not on TOPS. **UPDATED PLANS HAVE BEEN UPLOADED TO TOPS**

In addition to the differences between drawings supplied to the ANC and filed in TOPS, the design and construction team has provided undated and untitled drawings for review. Again, this is because the design and construction team provided the most recent drawings to the ANC, which we appreciate. Prior to completing the review process, we will appreciate a master list of all drawings included as part of the final set for review and approval. **TOPS NOW INCLUDES ALL UPDATED PLANS**

References to drawing numbers refer to the drawings prepared by CDDI titled “Murch Elementary School Addition and Modernization” dated 9/30/2016 with no revisions noted.

CIV201 Site Demolition Layout Plan

1. Demolition Keynote 1 states “Existing Timber/Concrete Wall to Remain.” We were told by Mr. McGhee during his presentation to the ANC at our November 15 meeting that the wood retaining

walls on Reno Road and 36th Street, NW would be replaced. We believe that all of the timber retaining walls should be replaced. They are 25 years old, which is close to the useful life of the timbers. In some locations, it should be possible to grade down to reduce the need for the walls. See below at CIV301. We have since been assured that the retaining walls along all sides of the school will be replaced, that the drawings will be updated to include additional structural information for construction and that DCPS will instruct the project team to replace retaining walls along all sides of the property. ***We await those revisions being made and uploaded to TOPS for our review. SEE UPDATED TOPS PLANS 01-2017***

Please refer to sheets L200A, L300, CIV 101, CIV 201, CIV 301 for plans elevations and details of the retaining wall replacement with proposed Fence design

2. All of the stairs and cheek walls along 36th Street are in poor condition and should be removed and replaced. We have since been assured that the stairs along all sides of the school will be replaced and that the drawings will be updated to include additional information for construction and that DCPS will instruct the project team to replace all exterior stairs on the property. ***We await those revisions being made and uploaded to TOPS for our review.***

Please refer to Sheets CIVIL, LANDSCAPE AND STRUCTURAL PLANS ALONG WITH ACCEPTAABLE DDOT STANDARD DETAILS for type and description of the stairs to be replaced along 36th street. SEE UPDATED TOPS PLANS 01-2017

3. We note that 20 trees in Public Space are scheduled to be transplanted. We applaud the reuse of trees when appropriate. The plans do not note where the trees are to be held until they can be planted in their final location. The standard tree protection details are included in the package, but there are no instructions for the protection of trees in the temporary locations. We asked if this will be onsite, or if offsite, where? We have since been assured that this will be part of the landscape subcontractor's contract and a plan will be provided for approval by the Landscape Architect before implementing. ***We await those revisions being made and uploaded to TOPS for our review.***

SEE UPDATED TOPS PLANS 01-2017; MCN HAS NOT DESIGNATED THE LOCATION OF THE TREE STORAGE. TREE PROTECTION WILL BE OVERSEEN BY ARBORIST AND LANDSCAPE ARCHITECT.

4. A 25" oak tree near the northwest corner is being maintained. Twenty five years ago, the tree was considered marginal. The northern half of the tree is dead or dying. We suggest that it can be removed, making grading in the area easier to accomplish. We have been told that on December 1, 2016 the Project Landscape Architect walked the project with UFA Arborist, Evan Anderson and it was determined by the UFA that the tree needs some pruning, but it should remain. A written confirmation from UFA will be sent to the ANC upon receipt. ***We look forward to receiving and reading the report when it is uploaded to TOPS for our review.***

Please refer to Appendix No 1 – Response letter from UFA proposing to keep the Oak tree. TREE IS TO REMAIN - SEE UPDATED TOPS PLANS 01-2017

CIV301 Site Grading Plan

5. The grading at the NW corner of the site is unclear. The line of the existing timber wall is shown dashed, but the Limits of Disturbance line encompasses the existing stair. From a cursory study of the area, it appears that the grade could be lowered to match the adjacent Sidewalk Area and Public

December 11, 2016

DDOT PSRA

MEMORANDUM

Parking. This would be a more desirable solution as it will visually open the playground to pedestrians and motorists along Reno Road and Ellicott Street. It will also provide the teachers far superior visual access of students on the playground during recess. As discussed at 11/28 meeting, the grading was done to ensure the 25" tree would remain. As noted in comment #4, the UFA arborist determined that the tree needs pruning, but it is healthy enough to remain. We have requested a narrative from Mr. Anderson and will forward when received. ***We look forward to receiving and reading the report when it is uploaded to TOPS for our review.***

TREE IS TO REMAIN; EXISTING GRADES RECOMMENDED BY PS TO REMAIN; SEE UPDATED TOPS PLANS 01-2017.

6. It is not clear if there will be fences surrounding the playground area. This will be highly desirable to prevent students from running into the streets and to contain balls on the playground. We have been assured that a 12' fence will be provided along Reno Road and the portion of Ellicott Street that is adjacent to the play field. A 4' fence will be provided along the remaining areas of Ellicott Street and will turn the corner of 36th Street. It will be discussed with the Public Space Committee if the fence can be designed on top of the retaining walls within public space or if the fence must remain within the private space. A revised fencing plan will be shared by 12/5/16. ***We look forward to reviewing the drawings when they are available and uploaded to TOPS for our review.***

Please refer to sheets L200A, L300, CIV 101, CIV 201, CIV 301 for plans elevations and details of the retaining wall replacement with proposed Fence design. SEE UPDATED TOPS PLANS 01-2017

7. There are bike racks shown adjacent to the sidewalk in several locations around the site. Locations at the sidewalks are ideal for short term bike parking. Long term bike parking is better in a more central and protected area. We have been told that Long-term bike parking will be discussed with the SIT at the 12/6 meeting. Please let us know the results of that meeting.

Please refer to L200A for the current bike rack locations approved by SIT team and the principal of Murch ES. BIKE RACKS ARE RELOCATED SEE UPDATED TOPS PLANS 01-2017

8. There are more bike racks at the new main entrance than at any other location. The school has indicated that they do not want students parking their bikes in the front then walking through the building to enter the playground. It is suggested that half of the storage in this area be moved to the Ellicott Street entrance to the playground. We have been assured that DCPS and the design team will review this with the SIT and principal to ensure this works operationally and revise the drawings accordingly. ***We look forward to reviewing the drawings when they are available and uploaded to TOPS for our review.***

Please refer to L200A for the current bike rack locations approved by SIT team and the principal of Murch ES. SEE ABOVE NOTE

9. There is a fence (6) to the north of the ramp to the loading dock. We presume it is to prevent people from falling into the ramp, but it is located so far from the ramp as to allow people to easily walk behind it and still fall in, even with the indicated plant materials. We were assured that there is no longer a fence on the north side of the loading dock. The civil plan is incorrect – please reference landscape plans. ***We look forward to reviewing the revised drawings when they are***

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available and uploaded to TOPS for our review.

The fences in this location is part of the bio retention facility overlook and retaining wall.

SEE UPDATED TOPS PLANS 01-2017

10. At the southwest corner of the site, there is apparently nothing to prevent someone from falling into the bio-retention swale. The slopes of the swale are approximately 40%, which could easily cause anyone who ventures onto the slope to slide into the swale and find it difficult to get out. Drawing a couple of site sections with the existing and proposed grades shown in overlay will show the relative slopes clearly and clarify the need and extent of the fence. A section will be provided to allow the ANC to review this condition and we will forward the section as soon as we receive it from the design team. The section will be emailed to the ANC on 12/5. The informal sketches shared with us show additional fencing. ***We look forward to their being incorporated into the submission set and uploaded to TOPS for formal review.***

The railings/fences in this location is part of the bio retention facility overlook and retaining wall.

Please refer to these SEE UPDATED TOPS PLANS 01-2017

11. There is insufficient detail at the 36th Street courtyard (old front door) for us to review. Please provide clarification. DCPS has indicated that this is not part of the public space review as it is all within the building restriction line. The courtyard layout has been reviewed with the school and SIT and can be reviewed again at future meetings. As the ANC mentioned during our meeting with DCPS and the design team, we have been asked about by our constituents about design issues beyond the public space. ***We will appreciate receiving these drawings for our review.***

THIS AREA NOT PART OF PS REVIEW AND IS NOT INSTALLED IN TOPS; SEPARATE LANDSCAPE DESIGN DRAWINGS OF MTHIS AREA CAN BE OR HAVE BEEN SENT OT THE ANC

CIV501 Storm Drain and Stormwater Management Plan

12. The current drawings show a turf soccer field. Our experience is turf will not stand up to the use of this many students in this little space. We suggest a high-quality porous synthetic turf is a more appropriate material. We have been assured that artificial turf will be installed. ***We look forward to their being incorporated into the submission set and uploaded to TOPS for formal review.***

SEE UPDATED TOPS PLANS 01-2017 – TURF FIELD INSTALLED

13. The stormwater management plan relies heavily on the sub-grade rain tanks. It also appears that water diverted to the rain tanks is planned to percolate into the soil. Did the geotechnical engineer review the quantity of water that would be expected to percolate in this soil? We ask this because the water will be very concentrated and in this area, there is typically a solid rock stratum that underlays the soils, which will limit the absolute amount of water that can infiltrate. The speed of percolation is also important to understand. DCPS and the design team responded: We have been assured that the geotech report and additional borings showed that the soil of this site can percolate and that the r-tanks were designed utilizing the reports, but we will share this with the geotechnical engineer. **SECONDARY INFILTRATION TESTING HAS BEEN PREFORMED FOR THE R TANKS**

SEE UPDATED TOPS PLANS 01-2017

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CIV1101 - CIV1103 Conceptual Traffic Control Plan Phase 1 - 3

14. The Traffic Control Plans call for closing sidewalks. Has this been reviewed with DDOT? Our experience is that DDOT approves closing sidewalks only in very special circumstances. Our strong preference is that all sidewalks remain open for the duration of construction. There is sufficient site area for construction activities to be confined within the site. We have been assured that the construction team will make it a priority to avoid closing sidewalks; however, utility work will require sidewalk closures for limited periods of time during construction. The closures will be minimized as much as possible. Notification of closures will be shared with the community in advance of any sidewalk closures. We recognize that there will be limited periods where sidewalks will need to be crossed by utilities. It has been our experience that providing a walkway in the parking lane to pass around the excavation between the curb and the property line is a successful solution. Then the sidewalk can be reopened and the parking lane traversed with the utility excavation. ***If the construction team can work with these constraints, the ANC will find the process acceptable.***

MCN HAS ACCEPTED THIS PROPOSAL, MORE TO FOLLOW

15. All streets will keep two traffic lanes open at all times. The ANC has been assured that the construction team does not anticipate that this project will require any lane closures. It will be a priority to keep all streets accessible to two traffic lanes at all times. If any lane closures are required, notification will be sent to the community 2 weeks prior to work starting. ***If the construction team can assure the ANC that these notifications will include a start date and duration and the time during the day when the closures will be necessary and that this will only be for utility work in the street, not for loading and unloading operations for building materials, the ANC will find the process acceptable.***

MCN HAS ACCEPTED THIS PROPOSAL, MORE TO FOLLOW

16. The construction team has provided the following timeline for each of the three phases of the TCP's

- Stage 1 is ongoing now and we anticipate this to be active until the end of the year.
- Stage 2 will be used from approximately January 2017 through the end of the project (June 2018).
- Stage 3 depends on utility company feedback and permitting, however we anticipate these date to be June 2017 – September 2017. The TCP during stage 2 will also be active during this time.
- ***If the construction team can maintain this schedule or advise the ANC and surrounding neighbors when it needs to be adjusted, the ANC will find the process acceptable.***

MCN HAS ACCEPTED THIS PROPOSAL, AND PS HAS REVIEWED THE PROPOSED TCP AND APPROVED THE PLAN. MORE TO FOLLOW

17. When project nears completion, mill and overlay all four surrounding streets from intersection to intersection inclusive of the intersection with appropriate crosswalk markings. We have been assured that the construction team will work with DDOT to follow their requirements. Typically this does not come from the school's project budget and is currently not within the scope. ***If the work described is incorporated in the project, then the ANC finds this acceptable.***

December 11, 2016

DDOT PSRA

MEMORANDUM

SEE UPDATED TOPS PLANS 01-2017- DDOT REQUIREMENTS WILL BE FOLLOWED

18. Please indicate where construction workers will park. We have been assured that construction workers will park on site and use public transportation to the fullest extent possible. If street parking is required, they will utilize the spots typically utilized by teachers on Davenport. Workers will be subject to tickets and towing if they violate parking signs. If there are certain streets that are of particular concern, please identify those. ***We suggest a liaison between MCN and the ANC for the purpose of monitoring and preventing problems such as this.***

MCN WILL ADDRESS PARKING FOR STAFF AT A LATER DATE

19. Prior to the commencement of each Phase, provide a notification to all adjacent parcels and ANC3F at least two weeks prior as to:
- The planned lane closure(s)
 - The dates and duration of the closure(s).
 - We have been assured that the construction team will share updates with the ANC and the community.
 - We suggest a liaison between MCN and the ANC for the purpose of monitoring and preventing problems such as this.***

MCN HAS ACCEPTED THIS PROPOSAL, MORE TO FOLLOW

20. Please update the Curbside Management Plans and signage to minimize the drop-off area on Davenport and maximize the drop-off area on Ellicott. Also provide additional parking spaces on the north side of Davenport Street to the west of Reno (3700 block) to accommodate teacher parking. We have been assured that the design team will update the plan to include additional drop off on Ellicott Street, and that the additional teacher parking along Davenport north of the site will be discussed with DDOT, but that they do not anticipate their approval. ***We look forward to the revisions being incorporated into the submission set and uploaded to TOPS for formal review. We encourage DDOT to recognize need for additional teacher parking along the 3700 block of Davenport.***

THIS PROPOSAL HAS BEEN DELETED FROM THIS PS PERMIT REQUEST; MURCH TEAM WILL REQUEST THIS CHANGE AT LATER DATE AFTER AGENCY NEGOTIATIONS ARE COMPLETE

L100 & I400

21. As tree canopy and replacement is a major community concern, please provide counts of tree removals including canopy size, new tree plantings and transplanting with canopy size to facilitate a more detailed review with the landscape architect and arborist. Please have the arborist verify that those trees noted as saved are worth saving. We have been assured that the design calls for removal of 50 trees and adding back 37 trees. This is approximately 25% of the existing trees on site. The new building/hardscape square footage reduces the amount of open space by 28% so the tree cover is approximately the same. This calculation was done only considering 3" caliper trees and above. ***The ANC finds this acceptable.***

SEE UPDATED TOPS PLANS 01-2017

ANC Meeting Presentation Package

22. On page 35, there is a garden wall shown instead of the fence referenced in comment 13. The solid

December 11, 2016

DDOT PSRA

MEMORANDUM

wall is preferable for safety reasons and because it provides a better visual screen to the garage/loading dock entry. We have been assured that this has been noted by the design team. ***The ANC suggests that it should be incorporated into the drawings and uploaded into TOPS for our review and approval.***

SEE UPDATED TOPS PLANS 01-2017

- 23.** Pages 36 and 37 show very little detail at the western courtyard on Davenport Street, so it is hard to offer an opinion about the design. The perspectives show some form of screen wall that doesn't fit with the rest of the materials. We need to see more information before we can approve. We have been told that the fence is metal and powder coated. The etched design isn't finalized and further discussion will be had during future SIT meetings. ***We will look forward to receiving and reviewing the drawings when they are available.***

MURCH TEAM WILL WORK WITH THE SIT AND LOCAL STAKHOLDERS TO CONFIGURE THE FENCE DESIGN; DESIGN IS NOT PART OF THE PS AREA PERMIT REQUEST

Sehine Gizaw

From: Anderson, Evan A. (DDOT) <evan.anderson@dc.gov>
Sent: Wednesday, December 7, 2016 11:44 AM
To: Davis, Patrick (DCPS); Sarah Pearlstein; Sehine Gizaw
Cc: Joan Honeyman; Nikkia Martin; Dendy, Sharon (DDOT)
Subject: RE: Special Tree Application Tracking# 39225

Good morning, please see my notes below:

- 1.) All special trees (44 inch circumference or greater) located within school grounds will require a permit for removal.
- 2.) The 25 inch oak located in the NW corner of the property will be retained and pruned for any deadwood. Plans should show how much of the critical root zone will be affected during construction and proper tree protection measures should be implemented.
- 3.) Only one tree removal on Ellicott and this tree will require compensation fee (\$200/inch circumference) and a new tree planted.

Regards,

Evan Anderson
Urban Forester
Urban Forestry Administration
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
o. 202.671.5133
m.202.497.3022
f. 202.671.5103
e. evan.anderson@dc.gov
w. ddot.dc.gov

-----Original Message-----

From: Davis, Patrick (DCPS)
Sent: Wednesday, December 07, 2016 10:54 AM
To: Sarah Pearlstein; Sehine Gizaw; Anderson, Evan A. (DDOT)
Cc: Joan Honeyman; Nikkia Martin
Subject: Re: Special Tree Application Tracking# 39225

Thanks, Sarah.

Evan - thank you very much for walking with the project team last week on short notice. We really appreciate it. If we can get your notes and recommendations, it will really help us move this along.

Thanks again,
Patrick

Patrick Davis
Director, Facility Planning and Design
Office of the Chief Operating Officer

District of Columbia Public Schools
1200 First Street, NE
Washington, DC 20002
C 202-365-4746
E Patrick.Davis@dc.gov
W <http://dcps.dc.gov> <<http://dcps.dc.gov>>

On 12/7/16, 10:32 AM, "Sarah Pearlstein" <spearlstein@programmanagers.com> wrote:

>Hi Evan,
>
>I wanted to follow up. Can you please confirm the meeting minutes below?
>Or add additional information from the walk thru? We need to send your
>comments to the ANC as soon as possible.
>
>Thank you,
>Sarah
>
>Sarah Pearlstein, LEED Green Associate | PROJECT MANAGER
>
>BRAILSFORD & DUNLAVEY, Inc. | www.programmanagers.com
>1140 Connecticut Ave. NW, Suite 400, Washington, DC 20036
>Direct: 202.540.2415 Cell: 551.206.9017 Fax: 202.289.6461
>
>Named one of ENR's Top 50 Program Management Firms
>
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>
>
>
>-----Original Message-----
>From: Sehine Gizaw [<mailto:sgizaw@rmc-architects.com>]
>Sent: Friday, December 02, 2016 10:14 AM
>To: Anderson, Evan A. (DDOT) <evan.anderson@dc.gov>
>Cc: Sarah Pearlstein <spearlstein@programmanagers.com>; Joan Honeyman
><joan@jordanhoneyman.com>; Nikkia Martin <nmartin@programmanagers.com>
>Subject: RE: Special Tree Application Tracking# 39225
>
>Hi Evan,
>
>Thank you for doing the walk thru with us yesterday. We feel the
>meeting was productive and we have clear direction. I would like you
>to summarize the following so we can inform the ANC our direction.

>
>- All the trees that we had shown in our original plan in public space
>have now been replaced.
>- Response to the comments we received from ANC as stated below.
>
>6. Existing wooden benches/planters (Keynote 16) are being
>maintained. The trees are of marginal quality. We suggest that they
>can be removed and new planters and trees be installed.
>DGS/DCPS: As discussed at 11/28 meeting, a walk thru with the arborist
>will occur and we will determine if the trees are deemed saved. UFA
>will have to approve any additional removal of trees not identified to date.
>Meeting minutes from the arborist walk thru will be provided to the ANC.
>
>7. A 25" oak tree near the northwest corner is being maintained.
>Twenty five years ago, the tree was considered marginal. The northern
>half of the tree is dead or dying. We suggest that it can be removed,
>making grading in the area easier to accomplish.
>
>I am ready to update the tree application on files to the correct
>information. Do we have access now to update and upload?
>
>Thank you
>
>Sehine Gizaw, Assoc. AIA
>R. McGhee & Associates
>2031 Florida Avenue, NW - 3rd Floor | Washington, DC 20009
>Phone: 202 626 0690 |
>www.rmc-architects.com | SBA 8 (a) certified firm Help ensure a
>sustainable future...please consider keeping this message electronic
>
>
>-----Original Message-----
>From: Anderson, Evan A. (DDOT) [mailto:evan.anderson@dc.gov]
>Sent: Wednesday, November 30, 2016 2:04 PM
>To: Sehine Gizaw <sgizaw@rmc-architects.com>
>Cc: Sarah Pearlstein <spearlstein@programmanagers.com>; Joan Honeyman
><joan@jordanhoneyman.com>
>Subject: Re: Special Tree Application Tracking# 39225
>
>10:30 is fine. Could you please send me the address of where we'll be
>meeting please. Thank you.
>
>Evan
>
>Sent from my iPhone
>
>> On Nov 30, 2016, at 1:45 PM, Sehine Gizaw <sgizaw@rmc-architects.com>
>>wrote:
>>
>> Evan,
>> Our landscape architect could not meet until 10:30am. Could you meet
>> 10:30am - 11:30am. Thanks



R. MCGHEE & ASSOCIATES

In association with

hord | coplan | macht

January 9, 2017

Tracking Number: 184806

Status: Resubmitted

Source Permit Number: N/A

Assigned Technician: Catrina Felder

Work Location: 4810 36TH STREET NW

Work Description: Site Public Space approval

Appendix: 2

This is a detail scope of work uploaded into DTOPs as of 01092017

To: Ryan Westrom Policy, Planning, and Sustainability Administration	To: Sharon Dendy Urban Forestry Administration	To: Mary Abe IPMA/ Stormwater	To: Malachy Nugent ANC3F Commissioner
---	--	----------------------------------	--

All,

Please find the following detail scope of work that occur in public space. Accordingly, we have uploaded Key plans as well as construction document drawings for detail explanation of Public Space items listed below.

We look for the opportunity to interact with you and respond to all the questions.

Detail Scope of work:

- Paving: Curb & Gutter(s), Paving: Driveway(s) New- Commercial, Mill and Overlay, Paving: Sidewalk(s), Paving/Street repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5, Sheet 5 of 5
 - o Documentation: L200A, L300, L400, L560, L570
- Fixture: Bike Share Station, Wall/Fence Combo (Exception over 42"), Retaining Wall – Description, Specification and elevations
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570
- Civil / Landscape: Stairs and Stair repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570, D101, D201, D203, A101, A203 A401, A105, A211, A213, A215, A301, A302, A310, A383, A391, CIV510,
- Landscaping: Stormwater Mgmt. (serve public),
 - o Response: Reference: Key plan Sheet 2 of 5
 - o Documentation: CIV001, CIV101, CIV201, CIV301, CIV 501, CIV502. CIV503, CIV504, CIV505, CIV506, CIV507, CIV508, CIV 509, dCIV510, CIV511, CIV512, CIV513, CIV514
- Landscape: Tree Removal and installation coordination, Tree Transplant, Tree Protection plan
 - o Response: Reference: Key plan Sheet 5 of 5
 - o Documentation: L400, L401, L410, L420, L430, L440, L450, L500, L560, L570, CIV 702, CIV 706
- Civil: Swales and SWM activities on Public Space
 - o Response: Reference: Key plan Sheet 3 of 5



R. MCGHEE & ASSOCIATES

In association with

hord | coplan | macht

January 9, 2017

Tracking Number: 184806

Status: Resubmitted

Source Permit Number: N/A

Assigned Technician: Catrina Felder

Work Location: 4810 36TH STREET NW

Work Description: Site Public Space approval

- o Documentation: L200A, L300, L400, L570, CIV 101, CIV201, CIV301, CIV507,
- Excavation: Gas Connection (Trench), Sewer Lateral Connection to 4" (Trench), Storm Main Line (trench), Telecom Connection (Trench), Water Lateral Conn over 2" Pipe (Trench), Over Head Work: Pole Installation (each add'l), Over Head Work: Pole Removal (each add'l)
 - o Response: Reference: Key plan Sheet 4 of 5
 - o Documentation: CIV901
- Stairs and stair repairs in Public Space
 - o Response: Reference: Key plan Sheet 3 of 5
 - o Documentation: L200A, L300, L400, L560, L570, D101, D201, D203, A101, A203 A401, A105, A211, A213, A215, A301, A302, A310, A383, A391, CIV510, S002, S302, S303
- Addition of a new curb cut/driveway on Reno Road, NW to access parking garage and provide access for the truck delivery and trash pickup Relocating utility pole • Providing access for the delivery/trash truck APPROVED Under Tracking Number 124989
- Traffic Control Plan – Approved Under 184806
- Removal of existing Apron on Davenport Street, NW – CIV201

Thank you

Sincerely,

Ronnie McGhee



R. MEGHEE & ASSOCIATES

In association with

hord | coplan | macht

Tracking Number: 184806
Status: Resubmitted
Source Permit Number: N/A
Assigned Technician: Catrina Felder
Work Location: 4810 36TH STREET NW
Work Description: Site Public Space approval

ARCHITECTURE ■ INTERIOR DESIGN ■ HISTORIC PRESERVATION

IPMA/ Storm water	REVISION NEEDED	Mary Abe	11/18/2016 2:23:51 pm : Project is early in the review process by DOEE(first SWM notes with required revisions from DOEE were posted 11/14/16) , anticipated impact within PROW which informs the MEP process cannot be evaluated. Please provide SMW calculations and worksheets which illustrate project's proposed impact on the PROW.
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Response:

To: [Mary Abe](#)

Per our email communication, we are providing the entire SWM documentation for review.

Thank you



R. MCGHEE & ASSOCIATES

In association with

hord | coplan | macht

Tracking Number: 184806

Status: Resubmitted

Source Permit Number: N/A

Assigned Technician: Catrina Felder

Work Location: 4810 36TH STREET NW

Work Description: Site Public Space approval

ARCHITECTURE ■ INTERIOR DESIGN ■ HISTORIC PRESERVATION

UFA	REVISION NEEDED	Sharon Dendy	<p>Nov 29 2016 1:38PM sdendy wrote –</p> <ol style="list-style-type: none"> 1. Update the street tree inventory using the following link. Several new street trees have been planted in the past year which are not captured on site plans - http://www.arcgis.com/home/webmap/viewer.html?webmap=fea6079cf9bc4310a8b6c94f8c2bf1da&extent=-77.0109,38.9148,-77.0049,38.9177 2. Sheet CIV201 shows 2 street tree removals on Ellicott Street. Please clarify why these street trees require removal. It is not evident from the other plan sheets uploaded for review. Dead tree on Ellicott Street was replaced in Spring 2016. 3. Add Landscape: Tree Planting to the Construction Type Description. Landscape: Tree Replacement does not apply since the tree removals are non-hazardous. 4. Upload a Landscape Plan that shows location of new street trees to be planted. All new street trees must be planted as per the current DDOT Green Infrastructure Standards. Please include soil volume layout, soil volume calculations and select a tree species that matches recently planted trees by the DDOT Ward 3 Arborist. 5. Include the uploaded Tree/Root Protection details (DDOT Standard Drawings 608.10, 608.11, and 608.12) and Tree Planting details (Standard Drawings 608.02, 608.03, 608.08 and 608.09) 6. Add the following Tree Planting Notes to the plan <ul style="list-style-type: none"> * Tree planting and staking shall comply with the current version of the District Department of Transportation Standard Specifications for Highways and Structures, Section 608.02 and per Standard Drawings No. 608.02 and 608.03. * Deciduous trees shall only be planted between October 15 and May 1 as per the Spring and Fall Planting Season dates (Standard Drawing No. 608.08 and 608.09). * Peat moss is not allowed for use as a soil amendment. * Companion plants (i.e. perennials, grasses, bulbs, shrubs, etc.) to be installed in a tree space must conform to the current version of the DDOT Design and Engineering Manual Chapter 47 - Landscape Design and DCMR Title 24 Section 109 - Beautification of Tree Spaces. * Companion plants shall not exceed 3 feet in height, have a shallow root system and be planted at minimum 2 feet from the root flare (crown) of the street tree.
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			<p>* Grass/sod in continuous planting strips shall not be planted within 4 feet of the root flare of the tree.</p> <p>* Finish off unplanted areas in a tree space with a 2-3" layer of double shredded hardwood mulch, but do not place up against or mound around the root flare.</p> <p>* Contractor shall contact Evan Anderson, Ward_3_Arborist at evan.anderson@dc.gov when the street trees are ready to be planted, providing at least 48 hours' notice.</p>
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Response:

To: Sharon Dendy/ Public Space Committee

Attachments

- L100 – Existing Condition & Tree Plan
- L200 – Site / Landscape Material Plan
- L400 – Street Tree Planting Plan
- L401 – Soil Volume & Calculations
- L500 – Planting Details
- L560 – Tree Space soil volume Details & Notes
- CIV101-Existing Conditions Plan
- CIV201 – Site Demo Layout Plan
- CIV301- Site Grading Plan
- CIV702 – Erosion and Sediment Control Plan
- CIV706 – Erosion and Sediment Control details

Thank you