

Brookland Transportation and Streetscape Study

Meeting Minutes
December 2, 2004 (7:00-8:30 PM)
Brookland Visitor Center
10th Street, NW
Washington DC

■ Study Team and Brookland CDC (Design Committee) Meeting #1

Location: Brookland Visitor Center
10th Street, NW
Washington DC

■ Attendees

Sharlene Reed	DDOT
William Carlson	Volkert
Hermilio Iriarte	Volkert
Kiran Mathema	Baker
Henry Asri	Baker
Lavinia Wohlfarth	Brookland CDC
Lisa Farrell	Brookland CDC
Jeff Wiken	
Phil Raidt	
Roxanne Carter	
Nina Hang	
Tara Tappert	
Tom Litke	
Angela Sanders	
Larry Sanders	
Darnel Wolkoff	
John Feeley	

■ Meeting Agenda

1. **Introductions** All
2. **Interactive Work Session with Brookland CDC Members** Kiran
 - Show existing conditions and identify major streetscape concerns and issues
 - Identify proposed development, initiatives and opportunities that will be relevant to the study

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■ Comments from the Brookland CDC Member

Ws. No.	Item	Action by	Date
1.	Introduction <ul style="list-style-type: none">• The goals of the meeting: to show existing conditions and opportunities in streetscape elements, then to pick that which the Brookland CDC likes most or least about a particular streetscape element detail• Focus of the streetscape improvements is 12th Street NE (where to where?? Michigan to Rhode Island? Or Monroe to Otis??)• Newton is included in the study boundary. It has a pedestrian access problem (consider the connectivity improvements)• Sidewalk, street lighting, trees, other streetscape elements improvements are interrelated with other agencies like DDOT, PEPCO, etc.• Sharlene to say to find ways to bury utility lines and coordinate with someone (she mentioned a name) from Pepco? We have a 2-year window to work with. Georgia Avenue example had some prices that can be checked: perhaps around \$1.5 million/mile—not sure of that figure.		
2.	Sidewalk <ul style="list-style-type: none">• Sidewalk width varies throughout the 12th Street corridor. We make no adjustment in terms of sidewalk width.• DDOT to maintain and take care of sidewalk in general• 12th Street is not a long corridor. A little expensive material may be reasonable because it will not get lost too much in construction.• Color of concrete at the Franciscan Monastery doesn't need to be pulled to 12th Street• Concrete could be an option for Brookland• Sidewalk treatment improvement does not happen to 12th Street Business area only• Cost wise, concrete is cheaper than brick for sidewalk materials• Construction wise: brick layer can be applied on top of concrete base. Downside: the budget will be higher due to labor cost. The upside: The bricks can stay much longer that way. If they need repair, just pick the damaged brick and replaced them with new ones. The color can be the same and they can be level with the rest.• Colored concrete can be good initially. It is difficult to repair due to framework, time, and labor cost. The color will be different from the original.• Bricks on top of sands base is not a good option because uneven pavement will occur after some time• Some opinions note that concrete gives more commercial feel to the area; want home town feel.		

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- Brick can be used in certain areas, not along the entire corridor
- From Monroe to Otis along 12th Street gets the usual focus of Brookland Day; outside perimeter businesses can feel slighted if not included in these improvements.
- Brick gives the feeling of historic area and usually used along sidewalk in downtown area.
- Brick or new sidewalk can go into the cross street: next alleyway or into the midblock area.
- Bricks can have a variety of color, scale, degree of warmth, adjustment to a special corridor as a value added.
- Other materials like exposed aggregate concrete found in Franciscan Monastery can be applied as well. The drawback is to keep the consistency of the yellow tint on it.
- Based on community preferences, from the highest to lowest: bricks, exposed concrete, combination of bricks and concrete, especially at intersections
- 2 different sidewalk materials look patchy, no unification. It's better off with 1 material, unless different materials are nicely composed.
- DDOT pushes for stamped concrete materials due to some reasons. First, cost. Second, easily work well with ADA ramps (i.e. canes can get caught). Third, it looks like brick
- What about DDOT maintenance? DDOT doesn't have a standard for brick and hence won't maintain a brick sidewalk option. The merchants/community would have to maintain the brick sidewalk.
- An example of having stamped concrete on sidewalk is in Wildwood, New Jersey. It starts from downtown area with curved blue colored concrete and closer to the sea the color becomes sand color. Also stamped concrete example at CUA & Turkey Thicket.
- If brick will be used in Brookland "historic" main street, it should be authentic, not synthetic.
- During/after snow, brick surfaces will melt the snow quicker than concrete surfaces.

3. Street Tree

- Kiran go over the purpose of the street trees such as providing shade, defining pedestrian/vehicular edge that relates to the speed, the importance of LID – Low Impact Development (to increase the pervious area)
- Where should we have flowering trees? Gateway, residential areas, side streets, and to punctuate areas
- Flowering trees is good because of the scale, which is not huge relative to the building height. 1 story high buildings in Main St area
- If the bushes are going to be used, it should be low bushes
- Oak and elm can dwarf the building in scale
- Golden.... Like in Falls Church, VA is appropriate to plant on 12th Street

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3. Street Tree

- Problem with big tree is the branches sometimes were struck by trucks
- No heavy leafed trees in retail area. The leaves/branches should not hide the store signs. London Plane can be a good choice.
- Attendees seem to love lots of shade a tree can provide.
- Option: Different trees can be planted in different zones.
- More than one kind of tree is good, it won't show lack of unity when done appropriately. Diversity adds character and works against tree diseases.
- Brookland is like a self-service community. They do and maintain what they need to do.
- Merchants typically don't favor trees; had used big awnings in old photos.
- Hardware store cut the tree branches by themselves since the branches hide the store signs.
- Be careful of trees impeding pedestrian sidewalk and low tree branches harming cyclists on bike paths (such as Michigan Ave between 12th St and 10th Street)

4. Street Lighting

- Most attendees chose 14' high Washington Globe type lighting to illuminate the 12th Street because of the scale relative to the height of most of building along the corridor. To maintain it in relationship to the pedestrian scale is important too.
- The Washington Globe has prismatic reflector on the top of the glass to prevent glares lit the windows on the 2nd floor of the buildings.
- The Washington Globe can illuminate both sidewalk and roadway.
- All lighting opportunities showed in the presentation are with underground wires as opposed to the existing condition, which is overhead. We try to bury the utility lines. Worst-case scenario, the pendant light type can still be installed on the existing utility post with overhead wires.
- Perhaps just add more light posts to existing lighting.
- There is an illumination level standard (foot-candles) needed to light the roadway, intersection, etc.
- Combination lighting at Columbia Pike in Arlington can't be applied in 12th Street due to not part of DC Standards
- More and more buildings have big awnings due to high light position that can penetrate the windows; also sunlight can be heavy for one side of street
- Barracks Row is an example of what not to do...recently done; lighting too close together and hence too bright; for this situation high wattage bulbs can be replaced with lower wattage bulbs.

5. Street Furnishings

- DDOT does not pay for benches nor bike racks
- Street furnishings can be funded in different ways, such as joint partnership between government agencies, developer, business owner, etc.
- Consultant can develop guidelines where to have street furnishings so that once identified, community can get developers to incorporate into new projects
- Traditional seating, integrated seating and/or defined space seating can be done in some places
- Consolidated parking meter can cut mess of numerous parking meters along sidewalk and replace the broken parking meters.
- Black and dark brown are the color choices/standard for street furnishings at the moment
- No style options for bus shelter right now, but in February or March community can pick/choose the one they like
- Call boxes have different colors in Brookland such as dark red brown, dark blue, etc. Community want them in different colors because the community paint and maintain them
- It is nice to have a clock in 12th Street
- Trash receptacles are DPW items; black or dark brown are the colors that are options.

6. Public Art

- DDOT does not pay for banners
- It is nice to have flower box artfully done, not like the current tree box (black metal flower box).
- Even a little funky is okay
- An artwork must not be blank. The piece of artwork can function as the art itself and at the same time as a stand/base for festivities. The artwork has to be durable.
- Artwork is not located in the retail area only, but throughout the corridor to tie the whole picture together
- Installation art needs guidelines
- Artfully-designed banners are a good idea
- Place artwork in appropriate locations
- Make a broad Vision how the street furnishings integrate/work together with options, cost estimate, etc. What community can do and what community cannot do. How to get the funds?

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7. Gateway

- Something to define an area
- Where are the best locations for them?...Rhode Island Ave, Brentwood side
- To separate an area from another can be inappropriate, on the other hand signage can be useful to show where you are about
- There is no historic district boundary in Brookland area
- There is a gateway garden at 12th St/Michigan Ave and also 10th and Michigan
- Need a permanent/semi-permanent open space for folk festivals or other activities such as flea market, art sales.
- Need a more definition to mark a sense of place
- Shopping plaza can allocate a corner space for public open space (one potential spot could be across from CVS on Newton
- A heavy durable, safe, open space that can accommodate Community events, i.e. Santa Claus,...

8. Other

- A business owner of a shopping plaza on the northwest corner of 10th/Michigan Ave wants to know the guidelines/recommendations before her projects starts and she can implement it on her project. The recommendation can served as transition to what the 12th St will look like
- Sharlene explained the purpose of Ward 5 Transportation Summit on Dec. 11, 2004. She wants to show the transportation issues under her studies and what community can benefit from it. She also asks for the community to spend some of her/his time to identify issues/concerns they may have related to the transportation under Ward 5.
- Catalog of photos – Lavinia
- Next week 2 hour session with BCDC Design Committee (Design Recommendations)
- 2005 finishing arts focused building in Arlington, Virginia – Kenmore School
- Sharlene's counterpart in DCOP, Deborah Crain, is putting together the SASP (Small Area Strategic Plan) and needs feedback
- Chipped granite curbing between Otis and Monroe on 12th Street

DDOT

Dec 11,2004