

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF GENERAL SERVICES



**DCAM-20-CS-RFP-0005**

DESIGN BUILD SERVICES  
REDEVELOPMENT ST. ELIZABETHS EAST CAMPUS  
PARCEL 6 PARKING GARAGE

**AMENDMENT NO. 9**

Amendment Number 9 is hereby issued and posted on the Department's web site at [dgs.dc.gov](http://dgs.dc.gov) January 14, 2020. Except as otherwise noted, all other terms and conditions of the Request for Proposal remain unchanged.

**1. Number of Parking Spaces, throughout the RFP**

Delete: All references to 800 and 776

Insert: 750

**2. Section 2.2.1,**

Insert:

**2.2.1.3 Additional Design and Construction Requirements**

**2.2.1.3.1 Concept Plans**

The conceptual civil site plans (Attachment A2), architectural renderings (Attachment A1), geotechnical data report (Attachment A3), and phase I Environmental Site Assessment (ESA) reports (Attachment A8) are provided as attachments to the RFP and reference information documents (RID) only. Outline specifications (Attachment A4) are also included in the RFP Project Specific attachments. The conceptual civil plans and renderings are included to show the intent and major components of the project, but the Design Builder shall be responsible for all designs, permitting, agency approvals, and code compliance.

The Design-Builder shall perform their own due diligence and necessary investigations and designs. The concepts Project Specific Attachments are provided merely to illustrate concepts and to convey available data for consideration of the Design-Builder. Design-Builder shall provide their own geotechnical and structural designs for the parking structure foundations and the actual structure. The final location of the structure, foundation systems and site designs may vary from the conceptual documents provided, subject to

DGS approval and conformance with the program specifications and concept and the issuance of a building permit by DCRA.

Conceptual vehicular and pedestrian access ways are shown in the civil plans and architectural renderings. Other concepts may be considered. The pedestrian interaction with vehicles must be minimized for pedestrian safety. All pedestrian access to ESA will be channeled along Cypress St, Poplar Street and Oak Street to the Oak Street entrance to the ESA facility. Absolutely no pedestrian access can be along 13<sup>th</sup> Street as this area is undeveloped and will be under construction for several years while the garage is operational.

Garage construction may be pre cast or poured in place concrete as long as the RFP requirements for the major components and systems are met by the facility design and construction.

Utility services concepts have not been reviewed and approved in detail by DC Water or Pepco but have been reviewed in concept with both entities. Value engineering options shall be explored with Pepco and alternate routes and sizing of wet utility services with DC Water. A four hour emergency power generator for life safety systems and revenue control facilities is required for the project. Locations for and power supply, including meter room and site transformer are required for future 120 Electrical Vehicle (EV) charging stations. 10% of the EV charging stations shall be active with the garage opening, with the ability to add the remaining 90% as demand grows. The EV charging stations are anticipated to be supplied and maintained by a third party vendor with credit card activation for usage.

The final plans for the underground power to the parking structure must be approved by Pepco. A Pepco approved contractor must be used for the construction of the power facilities. All materials for the Pepco underground power service are available for purchase from Pepco. The contract may deliver a list of quantities to Pepco and obtain the materials from the Pepco yard or obtain them from an approved supplier.

The Design-Builder shall coordinate the project design and construction with WMATA. The concepts for the siting of the garage were accomplished to remove the need for a real estate permit for the construction of the building over the green line tunnel or within the Zone of Influence (ZOI) of the green line. However, the routing of the proposed temporary stormwater line will be an impact within the ZOI and require a JDAC Real Estate Permit. Any deviation of siting of the garage that impacts the ZOI will result in the need for a WMATA Real Estate Permit for the structure and analysis for the foundations and will be the sole cost and schedule responsibility of the D/B team.

All stormwater facilities shown outside of the future 13<sup>th</sup> Street ROW, and those proposed for the parking structure and access roadways are private and will be privately maintained by the District until the Stage 2 new stormwater outfall lines in the ravine are completed and turned over to DC Water. At that time, it is anticipated, the private stormwater piping south and east of the garage will be replaced with reinforced concrete pipe (RCP) and

manholes/inlets meeting DC Water standards and located within a 20 foot wide easement east of the parking structure.

#### **2.2.1.3.2 Vehicular Access**

A minimum of two vehicular access roadways will be required for garage ingress and egress. D/B team is to prepare a queuing study in coordination with Events DC planned usage for major events at the ESA facility to insure the conceptual 3 lane wide (double access & 1 exit) roadway lanes as well as the exit only combined lanes are sufficient for peak events to allow the garage to function without excessive wait times.

Garage access roadways must be at an intersection or at least 60 ft. away from any intersections of public streets. There are no alleyways on East Campus for garage loading and service support, so all access will be from 13<sup>th</sup> Street SE.

The concept plans show a single three (3) lane access roadway (roadway # 1) off the future 13<sup>th</sup> street SE roadway at the SE corner of the garage. This access roadway 1 will serve as continuous entry and exit with a reversible center lane. Access roadway 2 on the North side of the garage is planned to normally be closed with removable solar lighted bollards. These bollards would be removed to allow exit only usage of access roadway 2 for large events at the ESA facility. This access roadway 2 would be located in the future Cypress Rd Plaza area.

Handicap parking and van accessible parking spaces shall be located on the level of the garage even with 13<sup>th</sup> Street and Cypress Street elevations. Cypress Street SE will need to be re-striped to eliminate present stripes. Make east bound right lane right turn only into loading dock and ESA parking lot. Make left of the two east bound lanes a direct route to garage access roadways 1 and 2 via 13<sup>th</sup> street and cul-de-sac on Cypress ST SE.

#### **2.2.1.3.3 Revenue Control**

A full revenue control system will be implemented for the garage (less cash). Revenue Control system is to be able to utilize bar codes on hang tags and tickets for event ticket holders and staff. Garage will operate for daily usage at nonevent times in a credit card only revenue control manner. Revenue Control system equipment including computer monitors and server are to be located in the security office within the garage. For garage entrances Events DC wants to explore using lighted red X's and arrows (green) over the vehicular lanes to allow "all in for events and all out at the end of events" for vehicles.

#### **2.2.1.3.4 Pedestrian Access**

The primary function of the garage is to provide parking for events at the ESA facility. Pedestrian access from vehicles to outside the garage will be by stairs and elevators located on the west (13<sup>th</sup> Street) side of the new garage and stairs with a plaza level exit at the NE corner of the garage.

#### **2.2.1.3.5 Security**

The garage will have a full security system including cameras that will feed to monitors at a security and revenue control office within the garage. There will need to be a security office in the garage with booth for an attendant, equipment room for cones, signs, and other equipment, and a room for the computer and electronics for the revenue control system. No revenue control equipment will be housed in the ESA facility.

Garage operator will have an attendant/rover on a golf cart type vehicle able to patrol inside the garage. A charging station and parking for the cart is to be incorporated into garage layout.

Fencing on the site will be required to restrict pedestrian and vehicular access to planned routes as shown on the concept plans. DC Water will use the gravel roadway along 13<sup>th</sup> street for access and maintenance of the storm and sanitary sewer outfall lines established in the Stage 1 Infrastructure contract with the District. Any fencing that crosses 13<sup>th</sup> Street SE or the DC Water gravel access roadway will need to include locking gates and a plan for DC Water to obtain access for staff and vehicles performing routine maintenance of their utility lines.

#### **2.2.1.3.6 Garage Circulation & Operations**

The primary function of the garage will be to provide parking for major events at the ESA facility. This will act to replace the temporary “Red Lot” located on the north side of East Campus at the former Dorothea Dix Administration building location. Events DC is presently programmed to be the entity that will operate this facility.

Garage Security/Operations office will need full plumbing for restrooms and wash area as shown on the concept civil plans. Security office is to be located at the street level of the garage or upper floors to accommodate plumbing needs.

#### **2.2.1.3.7 Wayfinding**

East Campus presently has a color coded wayfinding sign package in place that will be continued with the wayfinding for the parcel 6 garage. All of the pedestrian traffic from the garage must access the ESA facility via Cypress Street, Poplar Street and Oak Drive existing walkways. The conceptual plans include a suggested wayfinding signage package that the D/B team is to confirm with Events DC and DMPED during the completion of the site and garage design efforts. All new sidewalks from the garage to existing Cypress St SE are to be a minimum of 8 foot in width. Street lighting is to be provided for safe pedestrian usage of the garage after dark.

#### **2.2.1.3.8 Commission of Fine Arts and Historic Preservation Review Board coordination**

On March 15, 2019 the DGS/DMPED team gave an update to CFA on all of East Campus, including the proposed parcel 6 garage. Feedback from the CFA is included as part of the

RID's for the RFP. On July 30, 2019 DMPED gave the CFA an updated presentation on the proposed parcel 6 garage siting and alignment relative to 13th Street SE and the East Campus master plan.

On June 18, 2019 DMPED staff coordinated with Office of Planning/Historic Preservation Office staff (staff support for HPRB) regarding the new site layout and received positive feedback regarding the alignment relative to 13<sup>th</sup> Street SE and the East Campus master plan.

A full conceptual and final submission to CFA will be required of the D/B team for the parking structure. A building permit cannot be issued by the DCRA without signoff by HPRB and CFA.

#### **2.2.1.3.9 Zoning and Land Use Considerations**

The garage is to be located on parcel 6 which is master planned as a mixed use primarily residential parcel. Specific details of the East Campus Zoning are included in the RIDs via an October 5, 2012 memorandum ZC-12-08, Final Report for Text and Map Amendment for the East Campus of St Elizabeths from the Office of Planning (OP). Maximum FAR is 3.2 while the minimum allowed FAR is 1.6.

DOEE will require GAR for the structure. The parcel is designated for residential and mixed use and a parking garage has been planned for the site as part of the long term parking solutions contained in the June 2017 St Elizabeths East Campus Parking Master Plan Study completed by DMPED. Retail is not required, but is a preferred use for the frontage along 13<sup>th</sup> Street SE. There is no "built to" line or established set back on 13<sup>th</sup> Street SE. The potential for 2 stories of housing on the top of the structure should be accommodated with the structural design of the garage foundations and columns.

The garage siting will require the relocation of the present lot line between parcels 6 & 13 (A & T lots 817 & 818) which will be done by DMPED independent of the Design Build procurement and construction.

#### **2.2.1.3.10 Tree Removal**

A complete tree survey of the limits of disturbance will be required to be performed by the D/B team. A tree removal permit from the DDOT Urban Forestry Division will be necessary prior to clearing activities on the site.

#### **2.2.1.3.11 WMATA Coordination, Review, and Access Easement**

There is an existing surface access easement for WMATA vehicular access to the Green Line vents and emergency access shafts. The north access roadway is not to be impacted by the structure and can remain in operation and the easement not modified. The south access roadway and easement are located within the footprint of the garage and will need

to be relocated to a mutually agreeable location and a new easement granted to WMATA by DMPED.

An initial discussion on this relocation was held with WMATA JDAC staff on July 2, 2019. The meeting minutes are provided as Attachment A 11.

#### **2.2.1.3.12 Wetland delineation and Mitigation of Impacts**

The siting of the garage will impact an isolated wetland area on the south side of the limits of disturbance. This wetland was delineated and permitted as not impacted by the previous Stage 1 Phase 1 Infrastructure contract. It will, however be impacted by the footprint of the proposed parking structure and will require a permit to mitigate impacts.

#### **2.2.1.3.13 Construction Access and Maintenance of Traffic Plan**

Cypress Street is the major loading dock entrance to the ESA facility for load in for events and as such is often busy with large trucks prior to events. This street is also the primary entrance to the player's parking lot. As such it has frequent usage and is not to be used by the D/B team for construction equipment staging or access during the construction of the P-6 parking structure. All construction access must be along 13<sup>th</sup> Street SE from the north or the south and not via Cypress Street SE.

As construction staging area is available between the structure and the access roadway 1 that is being constructed in the future 13<sup>th</sup> Street ROW and between the two access roads going into the garage itself. In addition the area to the north of the structure where there is presently a stockpile of material from the Stage 1 Phase 1 infrastructure work can be used for staging. This material was placed by the Stage 2 Phase 1 contractor in this location because the material was too wet to obtain trench compaction requirements of DC Water. There is no evidence that the material is contaminated and should be usable for any fill needs for the parking structure or access roadways, but the D/B team should test the materials to verify their level of contamination (if any) and moisture content.

#### **2.2.1.3.14 Submittals**

- a) Queuing Study and Access Diagrams for Pedestrian and Vehicular access options.
- b) 30% level plans for site civil, garage structural, garage floor plans, elevations, & mechanical and architectural features
- c) Conceptual and Final Approval from Commission of Fine Arts (CFA) for the garage structure
- d) 65% level plans and specifications for the facility
- e) Final Permit plan sets
- f) As Built certified plans after completion of the work in AutoCAD or MicroStation format.

**3. Section 2.2.2.1 b)**

**Delete:** In its entirety

**Insert:**

b) Obtain, as required, review and approval from agencies with jurisdiction over the project including but not limited to the following:

1. Historic Preservation Review Board
2. National Capital Planning Commission
3. Advisory Council Historic Preservation
4. US Commission Fine Arts
5. Advisory Neighborhood Commission
6. Department of Consumer and regulatory Affairs
7. District Department of Transportation
8. Washington Metropolitan Area Transit Authority
9. Pepco
10. DC Water
11. District Department of Energy

**4. Part 11 Attachments,**

Attachment B Offer Letter

**Delete:** In its entirety

**Insert:** Offer Letter (revised) provide as **Attachment 1** to Amendment 9

**5. Part 11 Attachments**

**Insert:**

**Attachment 2**

RFP DCAM-20-CS-RFP-0005 Attachment A10 – WMATA PCN251097 Agreement

**Attachment 3**

RFP DCAM-20-CS-RFP-0005 Attachment A11 – WMATA PCN251097 Meeting Minutes

**Attachment 4**

RFP DCAM-20-CS-RFP-0005 Attachment A12 – Project Milestones Schedule

**Attachment 5**

RFP DCAM-20-CS-RFP-0005 Attachment A13 – Project Milestones Schedule

**Attachment 6**

RFP DCAM-20-CS-RFP-0005 Attachment A14 – St. Elizabeths East CAD Files

**Attachment 7**

RFP DCAM-20-CS-RFP-0005 Attachment A15 – BIM Requirements

**Attachment 8**

RFP DCAM-20-CS-RFP-0005 Attachment L – Form of Contract

**Attachment 9**

RFP DCAM-20-CS-RFP-0005 Attachment M – Form of Notice to Proceed/Letter Contract

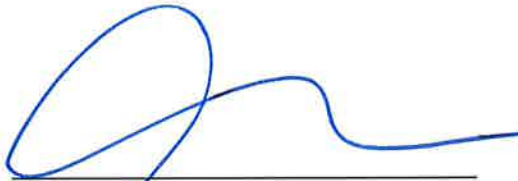
**6. Section 6.2, Explanation to Prospective Offerors**

Responses to remaining questions received about the solicitation are provided as **Attachment 10** to Amendment 9. Responses to Questions are hereby incorporated into the RFP.

**7. Cover Page and Section 5.3, Date and Time for Receiving Submissions**

**Delete:** January 17, 2020

**Insert:** January 21, 2020



George G. Lewis  
Chief Contracting Officer

1/14/2020

Date

End of Amendment No. 9