



**District of Columbia Government
Advisory Neighborhood Commission 6A
Agenda for October 14, 2021**



Second (2nd) Thursday) at 7:00 pm

Virtual Meeting via Zoom

Call-in Number: 1 301 715 8592

Webinar ID (access code): 896 8967 3808

For those attending via Zoom: use this link: <https://us06web.zoom.us/j/89689673808>

One tap mobile: +13017158592,,89689673808#

Public Meeting - All are welcome.

- 7:00 pm **Call to order**
- 7:02 pm **Approve Previous Meeting's Minutes, Adopt Agenda**
- 7:05 pm **Community Presentations**
Everett Lott, Acting Director, District Department of Transportation
DC Redistricting Process - Samuel Rosen-Amy, Chief of Staff, Councilmember-at-Large
Elissa Silverman
- 7:45 pm **Officer Reports** **pg. 33**
1. Accept Treasurer's Report
2. Approve FY21 4th Quarter Report
3. Approve FY21-22 Budget Plan
- 8:00 pm **Community Outreach (COC)** **pg. 37**
1. Accept September 2021 committee report.
2. **Recommendation:** ANC6A send a letter to Mayor Bowser supporting the DC Universal Basic Income (UBI) Coalition's request that the Mayor to join Mayors for a Guaranteed Income (MGI), as one demonstration of support for a guaranteed income for the residents of the District of Columbia.
3. Next meeting - 7:00 pm, October 25, 2021 (4th Monday)
- 8:10 pm **Alcoholic Beverage Licensing (ABL)** **pg. 40**
1. Accept September 2021 committee report.
2. **Recommendation:** ANC 6A protest the application of Daruwalla, LLC, t/a Daru at 1451 Maryland Ave. NE (ABRA #113870) for renewal of its Class C Tavern License unless a Settlement Agreement is finalized prior to the protest deadline and that Mona Hatoum, the Chair and Vice-Chair of the ANC, and Commissioner Dooling be authorized to represent the ANC in this matter.
3. **Recommendation:** ANC 6A protest the application of Lydia on H, LLC, t/a Lydia Restaurant & Lounge at 1427 H Street NE (ABRA #119312) for a Class C Restaurant License unless a Settlement Agreement is finalized prior to the protest deadline and that Mona Hatoum, the Chair and Vice-Chair of the ANC, and Commissioner Dooling be authorized to represent the ANC in this matter.
4. **Suggested Motion:** ANC 6A approve the appointment of Mike Velasquez to the Alcoholic Beverage Licensing Committee. (Toomajian)
4. Next meeting - 7:00 pm, October 26, 2021 (4th Tuesday)



**District of Columbia Government
Advisory Neighborhood Commission 6A
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- 8:20 pm **Transportation and Public Space (TPS)** **pg. 42**
1. Accept July, August and September 2021 committee reports.
 2. **Recommendation:**. ANC6A send a letter to DDOT stating that the ANC preferred rank ordered options of the DDOT bike lane designs for the 1300 block of North Carolina Ave NE are Alternatives B, E and then C. Concept 1 for the intersection at 14th St NE is the preferred initial design option.
 3. **Recommendation:**. ANC6A send a letter of support to DDOT for TSA #21-00452815 requesting all-way stop signs at 16th Street NE and Constitution Avenue NE, including the consideration of raised crosswalks if the all-way stop request is denied.
 4. **Recommendation:**. ANC6A send a letter of support to DDOT for the 2021 Rock 'n Roll Marathon street closures for the race taking place on November 13, 2021.
 5. Next meeting - 7:00 pm, October 18, 2021 (3rd Monday)
- 8:35 pm **Economic Development and Zoning (EDZ)** **pg. 120**
1. Accept September 2021 committee report.
 2. **Recommendation:** ANC 6A send a letter of support to BZA for a special exception, pursuant to Subtitle E § 5201 and Subtitle X § 901.2 from the rear yard requirements of Subtitle E § 306.1, to construct a two-story rear addition to an existing, attached, principal dwelling unit at 248 10th Street, NE. (BZA Case #20530). Scheduled hearing date: 10/20/2021.
 3. Next meeting - 7:00 pm, October 20, 2021 (3rd Wednesday)
- 8:40 pm **Ad Hoc By Laws Committee (BLC)** **pg. 127**
1. Accept September 2021 committee report.
- 8:45 pm **New Business** **pg. 128**
1. **Suggested Motion:** ANC 6A send a letter to DDOT requesting a postponement for receipt of ANC comments on Public Space Construction Permit application #378346 (201 8TH STREET NE) until after the November, 10 2021 ANC 6A meeting.as the Commission was not provided sufficient time to review.
- 8:46 pm **Single Member District reports (1 minute each)**
- 8:55 pm **Community Comments (2 minutes each)**
- 9:00 pm **Adjourn**



Advisory Neighborhood Commission 6A Meeting Minutes of September 9, 2021



Advisory Neighborhood Commission (ANC) 6A Minutes Zoom Meeting September 9, 2021

Present: Commissioners Amber Gove (Chair), Brian Alcorn, Robb Dooling, Keya Chatterjee, Sondra Philips-Gilbert, Laura Gentile, Phil Toomajian, and Mike Soderman.

The meeting convened virtually via Zoom at 7:00 pm.

Commissioner Amber Gove called the meeting to order and announced the presence of a quorum. The minutes for the ANC July 2021 meeting were accepted, and the agenda for the September 2021 meeting was accepted by unanimous consent.

Community Presentations:

**AUSA Magdalena Acevedo, Community Prosecutor for 5D
and Christopher Wade, Community Outreach Specialist for 1D**

Community Outreach Specialist for 1D, and temporarily 5D, from the U.S. Attorney's Office for the District of Columbia Christopher Wade spoke about the role of the Attorney's Office in fostering a relationship between communities and the justice system. The Office offers several programs to prevent community members from becoming victims of crime and to decrease repeat crime and recidivism. In response to several questions about the recent murder of Antwan Gilmore by police, Mr. Wade will be following up with other members of USAO and noted that information is limited as this is an ongoing investigation. Mr. Wade did mention police reform measures and programming encouraging camaraderie between police and the communities they serve. For further questions Mr. Wade can be reached at: [Christopher.wade2\[at\]usdoj.gov](mailto:Christopher.wade2[at]usdoj.gov), or (202) 660-2150; his colleague AUSA Magdalena Acevedo, Community Prosecutor for 5D can be reached at [Magdalena.acevedo\[at\]usdoj.gov](mailto:Magdalena.acevedo[at]usdoj.gov) or (202) 834-5146. For updates on the Capitol Breach Investigation, community members can visit: [Capitol Breach Investigation Resource Page | USAO-DC | Department of Justice](#)

Principal Sah Brown, Eastern High School

Principal Sah Brown shared updates on the opening of school as Eastern High School is back to in-person learning with roughly 630 students enrolled for a full school day with after-school programming beginning the week of September 13, 2021. The focus this year is on four components: social emotional learning, literacy, engagement, and acceleration. Principal Brown highlighted the International Baccalaureate (IB) program which Eastern is hoping to expand as the school works towards authorization for the Middle Years program supporting students in grades 9 and 10. Eastern is focused on making sure all students have access to quality programming and challenging more students with rigorous college-ready programs to help them grow. All courses, including Advanced Placement (AP), IB, and National Academy Foundation (NAF) Academy, can be found on DCPS and Eastern High School websites. Principal Brown recognized the concern over dumpsters located on 19th Street and noted that District of Columbia Public Schools (DCPS) is working on securing dumpsters with closing lids to keep rodents out and prevent illegal dumping. Finally, Principal Brown stated that a communication had just gone out earlier in the day to alert the school community of their first positive COVID-19 case. If any individual comes into the building and tests positive for COVID-19, the school inputs this into an internal reporting system which notifies DC Health who begin the contact tracing process. Any student identified as having close contact (determined through seating charts) with the individual who tested positive is asked to quarantine and a school-wide notification goes out. At this time, 12 close contacts were identified and asked to quarantine; if the contacts are vaccinated and asymptomatic, these students do not need to quarantine.



Advisory Neighborhood Commission 6A Meeting Minutes of September 9, 2021



If ANC 6A residents are looking to support Eastern and specifically the senior class, donations are welcome to the class of 2022 student activities fund or to the PTO; these donations would go towards senior dues including graduation caps and gowns, invitations, and other activities.

Officer Reports:

1. The September 2021 Treasurer's report by Commissioner Brian Alcorn reviewed the 8 expenditures accrued in July and August: \$200.00 for July meeting minutes, \$765.89 and \$465.89 for July and August webmaster services, \$58.29 for Zoom Pro/Webinar for each month, \$178 for an annual PO box fee/key deposit, and \$30.00 each for two check stop-payment fees (checks #1980 - #1985 and n/a, n/a, respectively). 9 checks were cashed (checks #1973-1981) totaling \$3,806. There was one credit on account for the District Allotment received on August 31, 2021 in the amount of \$5,445.56. The opening uncommitted funds available were \$28,943.83 and after these disbursements totaling \$1,786, the credit and the cashed checks, the closing uncommitted funds are \$28,796.38. The savings account opened at \$100.05, gained no interest, and closed at \$100.05. The Treasurer's report was approved by unanimous consent without objection. Commissioner Alcorn noted that FY2022 begins on October 1, 2021 and the FY2022 OANC allotment will be \$21,782.24, unchanged from last year.

Standing Committee Reports:

Community Outreach (COC)

1. No report. COC did not meet in July and August 2021.
2. Next meeting - 7:00 pm, September 27, 2021 (4th Monday)

Alcohol Beverage Licensing (ABL)

1. The August 2021 committee report was accepted by unanimous consent noting that the report will be amended to include the attendance of prospective ABL members Erin Sullivan, Joe Krisch and Kara Hughley.
2. The Committee recommended and Commissioner Keya Chatterjee seconded the motion that ANC 6A protest the application of H Street Spirits, LLC, t/a H Street Spirits at 1368 H Street NE (ABRA #118781) for a Class A Retail License unless a Settlement Agreement is finalized prior to the protest deadline and that Mona Hatoum and the Chair and Vice-Chair of the ANC be authorized to represent the ANC in this matter. Ms. Hatoum noted that the ABL is finalizing a settlement agreement. The motion passed 8-0.
3. The Committee recommended and Commissioner Laura Gentile seconded the motion that ANC6A protest the application of The Capitol Trading, LLC, t/a Z Korner Store at 234 15th Street NE (ABRA #118839) for a Class B Retail License unless a Settlement Agreement is finalized prior to the protest deadline and that the Mona Hatoum, the Chair and Vice-Chair of the ANC and Commissioners Laura Gentile and Brian Alcorn be authorized to represent the ANC in this matter. Ms. Hatoum noted that the ABL is currently drafting a settlement agreement but it has not yet been sent to the applicants. The motion passed 8-0.
4. The Committee recommended and Commissioner Mike Soderman seconded the motion that ANC 6A approve the most current membership list for the Alcoholic Beverage Licensing Committee as Mona Hatoum, Interim Chair, and Ian Stanford and remove Kate Robinson for lack of attendance at ABL meetings. The motion passed 8-0.
5. Commissioner Phil Toomajian moved and Commissioner Soderman seconded the motion that ANC 6A accept the resignations of Nick Alberti and Mark Samburg from the Alcoholic Beverage Licensing Committee and approve the appointment of Erin Sullivan (6A01), Joe Krisch (6A06) and Kara Hughley (6A04) to the Alcoholic Beverage Licensing Committee. The motion passed 8-0.

The Commission recognized and offered gratitude to Nick Alberti and Mark Samburg for their years of volunteer service and showed appreciation for the new Chair and members.



Advisory Neighborhood Commission 6A Meeting Minutes of September 9, 2021



6. Next meeting - 7:00 pm, September 28, 2021 (4th Tuesday)

Transportation and Public Space (TPS)

1. The July and August 2021 committee reports will be reviewed and accepted at a later date due to a community member's input to the report.

Old Business

1. Commissioner Toomajian moved and Commissioner Robb Dooling seconded the motion that ANC 6A send a letter to DDOT regarding failure to fulfill longstanding promise to install curb extensions at 8th & F and 8th & G Streets NE as promised in response to ANC 6A 2019 priority list request. These requests have repeatedly been ignored by DDOT and these intersections affect schoolchildren, families, seniors, and other at-risk community members. The motion passed 8-0.

New Business

1. The Committee recommended and Commissioner Soderman seconded that ANC6A send a letter of support to DDOT for consideration of speed humps and/or raised crosswalks in the 1600 block of Isherwood Street NE, amending the ANC's July 10, 2021 resolution supporting TSA#21-00168899. The motion passed 8-0.
2. The Committee recommended and Commissioner Sondra Philips-Gilbert seconded that ANC6A send a letter of support to DDOT for consideration of traffic calming measures, including speed humps and/or raised crosswalks, on F Street NE between 17th and 18th Streets NE and the Intersection of 18th NE and E Streets NE. (TSA # 21-00347340) and 18th Street NE from D to E Streets. NE and E Street NE from 18th to 19th Streets NE (TSA # 21-00347377). The motion passed 8-0.
3. The Committee recommended and Commissioner Chatterjee seconded that ANC6A send a letter of support to DDOT for consideration of traffic calming measures on the 700-1300 blocks of I Street NE (TSA# 21-00026760), including consideration of speed humps and/or raised crosswalks. The motion passed 8-0.
4. The Committee recommended and Commissioner Gove seconded that ANC6A send a letter of support to DDOT for consideration of traffic calming measures on the 1300, 1400 and 1500 blocks of East Capitol Street NE (TSA #21-00335540, including consideration of speed humps and/or raised crosswalks. The motion passed 8-0.
5. The Committee recommended and Commissioner Alcorn seconded that ANC6A send a letter of support to DDOT for consideration of traffic calming measures on the 300 block of 19th Street NE (TSA # 19-00951831) including consideration of speed humps and/or raised crosswalks. The motion passed 8-0.
6. The Committee recommended and Commissioner Gove seconded that ANC6A send a letter of support to DDOT for consideration of raised crosswalks and other traffic calming measures at the intersections of 14th and A Streets NE, 15th and A Streets NE, and 15th Street and Constitution Avenue NE (TSA #21-00340369, 21-00340397, 21-00340385). The motion passed 8-0.
7. Next meeting - 7:00 pm, September 20, 2021 (3rd Monday)

Economic Development and Zoning (EDZ)

1. The July 2021 committee report was accepted by unanimous consent.
2. The Committee recommended and Commissioner Dooling seconded the motion that ANC 6A send a letter of support to BZA for a Modification of Consequence pursuant to Y § 703, to previously approved plans (BZA Case #20436) to add a penthouse enclosure, including a staircase, and roof deck at 1300 I Street, NE (BZA Case #20436A), with the caveat that the developer make best efforts to get letters of support from the neighbors on I Street and Florida Avenue, and that the developer change the treatment on the penthouse structure to match and flow with the rest of the building. Hearing scheduled for 10/06/2021.
The applicants have contacted the required neighbors and are in the process of obtaining approval. The developers are looking for materials other than brick for the penthouse that will still match the



Advisory Neighborhood Commission 6A Meeting Minutes of September 9, 2021



rest of the building. The developers are trying to restrict access to minimize dumping and plan to remove garbage every two weeks. The motion passed 8-0.

3. The Committee recommended and Commissioner Soderman seconded the motion that ANC 6A send a letter of support to HPA regarding a historic review of a project for the renovation and a 10 foot addition, add third story to two-story building, and reconfigure façade's windows and door openings to an existing two-unit row house with conversion to a single family row house at 810 C Street, NE (HPA 21-416) in the Historic District. with the caveat that the developer make best efforts to get letters of support from the owners or occupants of adjacent properties at 812 C Street NE and 805 C Street NE. Several neighbors voiced concerns over drainage, underpinning, rodents, and the effects on their homes built 100+ years ago, noting that views from their bedrooms will also be affected and suggested a shadow study. Availability of parking was also a concern. The motion passed 7-0-1; Commissioner Dooling abstained.
4. Commissioner Toomajian moved and Commissioner Soderman seconded the motion that ANC6A approve the appointment of Roberta Shapiro as a member of the Economic Development and Zoning committee. The motion passed 8-0.
5. Next meeting - 7:00 pm, September 15th, 2021 (3rd Wednesday)

Ad Hoc By Laws Committee (BLC)

1. No report. BLC did not meet in July and August 2021.
2. Next meeting - 7:00 pm, Wednesday, September 22, 2021

New Business

1. Commissioner Dooling moved and Commissioner Gove seconded the motion that ANC 6A send a letter of support to DDOT for NOI #21-210-TOA for the establishment of a reserved disabled parking space at 437 15th Street NE. The initial letter from DDOT indicated that this resident has a garage, which was an error. The motion passed 7-0-1; Commissioner Toomajian abstained.

Single Member District reports

Commissioner Alcorn (6A08) reported that the vacant alley lot between C and D Streets and 15th and 16th Streets NE has sold and the new owners have promised to keep it orderly. Capital Square Bar and Grille negotiations concluded and resulted in a settlement agreement for an outdoor sidewalk café and a liquor license. He participated in the July 2021 DDOT public space meeting. Negotiations with Master Liquors are paused while the applicant installs security enhancements and a fence in the parking lot across the street; the protest date is in November 2021 and the Commissioner is hoping to resolve the settlement agreement before then. Finally, neighbors to the pocket park at North Carolina Avenue and 16th Street continue to report loitering and trash and the Commissioner is continuing to seek help from DC agencies to keep the area clean and safe.

Commissioner Philips-Gilbert (6A07) noted an uptick in crime in her SMD and referenced a hostage standoff that ended peacefully though a SWAT team was brought in. A member of the Commissioner's community was attacked at the laundromat and passed away from his injuries. She has been working with MOCRS on the Benning Road situation and is finally getting an elevator in the medical building. Community member Gladys Mack was featured on Channel 4 News to speak about the upcoming nationalist protest and the need to re-install the Capitol fence to protect Congresspeople and the community. The Commissioner is looking forward to doing a food giveaway over the holidays and encourages of her colleagues to participate as well.

Commissioner Dooling (6A06) thanks new MPD Captain Savoy who has been very responsive to neighbors even with issues that are not MPD-related. He recognized new Indian restaurant in 6A06, Daru, which has



Advisory Neighborhood Commission 6A Meeting Minutes of September 9, 2021



been a great neighbor. As nightlife on H Street ramps back up, neighbors can call ABRA at (202) 329-6347 from 7:00 pm-3:00 am to report noise complaints.

Commissioner Gentile (6A05) had a thorny illegal dumping issue at the Duncan Place and D Street alley, several neighbors reported the dumping to 311 and a camera caught someone driving into the alley to dump garbage. ANC 6A had passed a resolution for speed bumps on Duncan Place; DDOT installed “no parking” signs but did not install the speed bumps. The Commissioner is following up with Andrew DeFrank.

Commissioner Gove (6A04) noted that her constituents also moved their vehicles for speed bump installation and DDOT did not follow through on their installation. Andrew DeFrank assured the Commissioner that it would still happen. The Commissioner reported on a kidnapping in which two arrests have been made and on break-ins on the 200 block of 13th Street and on Tennessee Avenue. Both Eliot-Hine Middle School and Maury Elementary School are back in session and both schools are working on staff parking. The Maury playground was expanded and should be completed shortly. Eliot-Hine had a ribbon cutting ceremony. The Commissioner called attention to an op-ed in the Hill Rag on the 1300 block of North Carolina Avenue bike lane.

Commissioner Soderman (6A03) reported that after 3.5 years of advocating for traffic calming on 100, 200, 300 blocks of 10th Street, DDOT has approved these. There is an unfortunate uptick in violent crime across DC and in his SMD, and urges community members to make sure windows and doors are locked and no valuables are left in vehicles. He noted that a significant number of neighbors are experiencing homelessness and would like to take a thoughtful approach in responding to the problem. The Department of Behavioral Health is open 24/7 and can be reached at (202) 673-9319.

Commissioner Toomajian (6A02) noted that the Maryland Avenue construction is coming to fruition and encourages neighbors to visit. Construction is continuing at F Street and as school is back in session and buses are picking students up, there is a new cluster of traffic which is particularly problematic when neighbors park in the bus pick-up/drop-off zones, which the Commissioner urges community members not to do. The Sasha Bruce House may appear in front of the EDZ and needs ANC 6A support. Rosedale Community Center is now the closest and most convenient site in ANC 6A to receive a take-home COVID-19 test.

Commissioner Chatterjee (6A01) reported a few shootings, one at 12th and H Streets. MPD was onsite as the shooting happened and arrested the person that was shot but not the shooter. As there is no speed camera going east on H Street NE, the ability to speed away makes it easier for drive by shootings to happen. ANC 6A has requested several times traffic calming and speed cameras in this area and the Commissioner urges ANC 6A to continue this effort. The other shootings have almost all been related to 1219 K Street NE, a privately owned building in which all residents are receiving rapid rehousing vouchers. The residents do not feel safe as nonresidents can access the building and there are rats and garbage surrounding and inside the building. There is an illegal construction site at this address and the Commissioner is asking for assistance and support.

Community Comments

Jennifer DeMayo of Councilmember Charles Allen’s office referenced an email sent out on September 9, 2021 with information on COVID-19, schooling, and the September 18th protest. Ms. DeMayo noted the new Eastern Market concert series on Fridays and Saturdays and that redistricting is upcoming. There will be an initial hearing on September 29, 2021 and once new Ward boundaries are drawn by December 2021, ANC boundaries will be redrawn. Ward 6 is the largest ward and she cautioned that community members should expect that their ANC and Ward boundaries will be affected.



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COC Chair Hollmon asked if the new corner store on 15th and C Street will be a real corner store or a boutique; Commissioners Alcorn and Gentile will get insight.

A community member posed a question about a liquor store going in at 8th Street and Maryland Avenue, noting that there are 7-8 schools or daycares within a 400 ft. radius of the liquor store location. The Commissioners directed the community member to a zoning administrator at DCRA.

The meeting adjourned at 9:41 pm.



Advisory Neighborhood Commission 6A Community Presentations





Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 11, 2021

Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC6A urgent request to install long promised curb extensions at 8th & F St NE and 8th & G St NE

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to request an urgent response to the following long overdue curb extensions, which are beyond their expected service resolution date and which represent an immediate safety hazards to children walking and biking to two nearby elementary schools.

In February 2019, our Commission requested DDOT install curb extensions at these locations. That request was one of several that we included on a list of our "Priority Requests" for DDOT for 2019. DDOT has since worked through and addressed many of the items on that list. DDOT timely agreed to install curb extensions at both of these locations and has created work orders to do so. Yet, no installations have occurred despite the passage of now more than two and a half years since our Commission requested these traffic safety measures. One is left to wonder how we are going to achieve Vision Zero if DDOT cannot resolve community priority requests for modest safety measures near elementary schools in communities like ours. In 2020, DDOT committed to completing these installations during 2021. In 2021, DDOT has yet to take steps to implement these installations and has refused to provide additional information regarding when these installations will occur. Enough is enough. We ask you to install these curb extensions without any further delay.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com or the Commissioner Phil Toomajian at PhilANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 11, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessment on the 1300, 1400 and 1500 blocks of East Capitol Street (TSA # 21-00335540)

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of a traffic safety assessment on the 1300, 1400 and 1500 blocks of East Capitol Street NE (TSA # 21-00335540). Should the assessment determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 11, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Calming Measures on the 1600 block of Isherwood Street NE

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of traffic calming measures on the 1600 block of Isherwood Street NE, including the installation of raised crosswalks and/or speed humps. This clarifies and amends our July 10, 2021 resolution supporting TSA #21-00168899 requesting traffic-calming measures on contiguous blocks.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 11, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessments TSA # 21-00347340 and TSA # 21-00347377

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of TSA # 21-00347340 (F Street NE between 17th and 18th Streets NE and the Intersection of 18th NE and E Streets NE) and TSA # 21-00347377 (18th Street NE from D to E Streets. NE and E Street NE from 18th to 19th Streets NE). Should the assessments determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 12, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessments TSA # 21-00026760

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of the traffic safety assessment for the 700 – 1300 blocks of I St NE (TSA# 21-00026760). Should the assessment determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation, particularly at the intersection of 13th and I Street NE where prior ANC requests for an all-way stop were denied by your agency.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 12, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessment 300 block of 19th St NE TSA # 19-00951831

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of a traffic safety assessment for the 300 block of 19th Street NE (TSA # 19-00951831). Should the assessment determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation. As this block is shared with ANC7D we would of course anticipate that any proposed changes would be discussed and reviewed by their Commission as well.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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September 12, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessments TSA # 21-00340369, 21-00340397, 21-00340385

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of traffic safety assessments for the intersections of 14th and A Streets NE, 15th and A Streets NE, and 15th Street and Constitution Avenue NE (TSA # 21-00340369, 21-00340397, 21-00340385). Should the assessments determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation.

DDOT rejected ANC6A's previous requests that DDOT install all-way stop signs at these intersections. These intersections remain dangerous without additional traffic controls. Accordingly, should the agency again determine that all-way stops are not warranted, the ANC respectfully requests the installation of raised crosswalks.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 12, 2021

Ms. Haley Peckett
Interim Deputy Associate Director
Parking and Ground Transportation Division
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Installation of Reserved Residential Parking Space for Disabled Resident
(NOI#21-210-TOA)

Dear Interim Deputy Associate Director Peckett,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 7-0-1 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of the above referenced resident request for a reserved residential parking space at 437 15th St NE.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

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Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 12, 2021

Ms. Marnique Heath, AIA
Chair Historic Preservation Review Board
Office of Planning
1100 Fourth Street, SW, Suite E650
Washington, DC 20024

Re: HPA 21-416 (810 C Street, NE)

Dear Ms. Heath,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 7-0-1 (with 5 Commissioners required for a quorum) to support the renovation and a 10 foot addition, add third story to two-story building, and reconfigure façade's windows and door openings to an existing two-unit row house with conversion to a single family row house in the Historic District. The design has taken measures to ensure that the addition is not visible from the street, and it will not disrupt the historic character of the neighborhood.

Please be advised that Brad Greenfield and I are authorized to act on behalf of ANC 6A for the purposes of this case. I can be contacted at amberanc6a@gmail.com and Mr. Greenfield can be contacted at brad.greenfield@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on, [anc- 6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Commission Letters of September 9, 2021 Meeting



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



September 12, 2021

Mr. Clifford Moy
Secretary of the Board of Zoning Adjustment
Board of Zoning Adjustment
441 4th St. NW, Suite 210
Washington, DC 20001

Re: BZA Case No. 20436A (1300 I Street, NE)

Dear Secretary Moy,

At a regularly scheduled and properly noticed meeting¹ on September 9, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to support the request for the owners of 1300 I Street, NE. Specifically, the applicant seeks a modification of consequence pursuant to Y § 703, to previously approved plans (BZA Case #20436) to add a penthouse enclosure, including a staircase, and roof deck.

The design has taken measures to ensure that the modification does not negatively impact the privacy of neighbors, or their light and air. The owner has proven that the special exception criteria have been met through submission of architectural elevations and letters of support from neighbors. The ANC believes that this development will not substantially visually intrude upon the character, scale, and pattern of houses in the neighborhood. Our support is conditional upon the developer changing the treatment on the penthouse structure to match and flow with the rest of the building.

Please be advised that Brad Greenfield and I are authorized to act on behalf of ANC 6A for the purposes of this case. I can be contacted at amberanc6a@gmail.com and Mr. Greenfield can be contacted at brad.greenfield@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Commission Letters of September 9, 2021 Meeting



Made this 10th day of August 2021

by and between

Capitol Square Bar and Grill Limited Liability Company

t/a DC Capitol Square Bar and Grill

1500 East Capitol Street, NE

Washington, DC 20003

and

Advisory Neighborhood Commission 6A (ANC 6A)

Preamble

Through this Agreement, both parties aim to create an environment whereby Capitol Square Bar and Grill Limited Liability Company ("Applicant") may operate as a viable contributing business in the ANC 6A community, while concurrently curtailing any adverse effects a business such as Applicant's could have on the surrounding neighborhood. Applicant is encouraged to work regularly with ANC 6A, neighborhood associations, and residents to ensure the business operations do not adversely affect the surrounding neighborhood. All parties believe the statements and provisions contained in this Agreement are reasonable and must become wholly integrated into the day-to-day operation of the establishment.

Witnesseth

Whereas, Applicant's premises is within the boundaries of ANC 6A; and,

Whereas, the parties desire to enter into an agreement governing certain requirements and understandings regarding the issuance of a Retailer's Class "C" Restaurant Liquor License at the subject premises; and,

Whereas, the parties wish to state their mutual intention and commitment to promote the success, peace, order, quiet, and equity of the community. Both parties recognize the importance of commercial districts (and limited commercial operations within residential districts) and their adjacent neighborhoods that are safe, clean, and "pedestrian friendly."

The Parties Agree As Follows:

1. **Public Space Cleanliness and Maintenance.** Applicant will maintain the public space (minimally the front sidewalk up to and including the gutter in front of the subject premises, and the alleyway abutting applicant's

Settlement Agreement between Capitol Square Bar and Grill Limited Liability Company and ANC6A

Page 1 of 6



Commission Letters of September 9, 2021 Meeting



exterior trash and recycling storage areas behind 1508 East Capitol Street, NE) adjacent to or in use by the establishment in a clean and litter-free condition by:

- a. Picking up trash, garbage and recycling, including beverage bottles and cans, and all other trash on the public space immediately adjacent to the premises, including the Capitol Bikeshare station, a minimum of twice daily (once immediately before business hours and again between 5:00 p.m. and 8:00 p.m.).
- b. Maintaining contracted regular trash, garbage, and recycling removal service to be provided by a DC-licensed commercial haulers; regularly removing trash, garbage and recycling from the trash and dumpster area; and seeing that the trash and dumpster area remain clean. Applicant's employees shall not dispose of bottles or glass into trash or recycling containers or dumpsters outside of the establishment in a manner which creates noise audible to residential neighbors after 9:00 pm.
- c. Depositing trash, garbage, and recycling only in rodent-proof dumpsters, and seeing that dumpster covers fit properly and remain fully closed except when trash, garbage or recycling is being added or removed. Applicant shall require its trash, garbage and recycling contracts to pick up trash, garbage and recyclables no earlier than 8:00 am and not later than 8:00 pm on weekdays and no earlier than 10:00 am and not later than 8:00 pm on weekends.
- d. Exercising due diligence to prevent and/or rid vermin infestation in and around the establishment, including following, minimally, the recommendations and guidelines of the Vector Control Division of the Department of Health as posted on its website.
- e. Assisting in maintenance of the curbs in front of the establishment to keep them free of trash and recycling, removing snow and ice from the sidewalk, and complying with all applicable D.C. laws and regulation in these respects.
- f. Storing used cooking oils and grease utilized in or resultant from the preparation of food within the interior of the Establishment until such oils or grease are removed by a disposal contractor.
- g. Promptly removing or painting over any graffiti written on the exterior walls of the property. "Promptly" is defined as within two (2) weeks of the graffiti's appearance.
- h. Requiring the owner, employees and contractors not to park private or commercial vehicles on public space between the establishment and the curb.
- i. Not locating trash bins, chairs, tables, or other equipment on public space without a valid public space permit.
 - i. Establishment has stated its intention to maintain trash, garbage, and recycling storage with abutting alley on private space owned by 1508 East Capitol Street, NE due to limited trash storage availability within the interior of the Establishment premises. Applicant shall promptly notify the ANC of any changes to this storage arrangement.
- j. Applicant shall receive all deliveries of food, beverages, and supplies during hours between 7:00 am and 7:00 pm. Applicant shall not accept deliveries from vehicles parked or idling in the bike lane or in the bus lane/in front of the bus shelter on the unit block of 15th Street, NE.

2. Business Operations and Practices.

- a. Applicant's Hours of Operations and Hours of Sales, Service, and Consumption of Alcoholic Beverages:
 - i. Interior Hours of Operations:
 - Interior hours of operation are those listed within Applicant's Alcoholic Beverage License Application and any subsequent amendments approved by the DC Alcoholic Beverage Control Board ("Board"), if required by law or regulation.
 - ii. Interior Hours of Sales, Service, and Consumption of Alcoholic Beverages:
 - Interior hours of sales, service and consumption are those listed within Applicant's Alcoholic Beverage License Application and any subsequent amendments approved by Settlement Agreement between Capitol Square Bar and Grill Limited Liability Company and ANC6A

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Commission Letters of September 9, 2021 Meeting



the Board, if required by law or regulation, subject to the following exceptions and considerations:

Applicant shall stop seating new patrons for interior on-premises dining and/or consumption of alcoholic beverages at 12:00 am daily. However, Applicant may continue to sell and serve food and alcoholic beverages to patrons for interior on-premises dining and/or consumption who arrived at or before 12:00 am until the end of operations daily. Nothing about the forgoing shall prohibit Applicant from selling and serving food and alcoholic beverages for carryout or delivery to patrons after 12:00 am until the end of daily operations as stated in (2)(a)(i) and (2)(a)(ii) or as permitted by DC law and regulations, whichever is earlier.

Provided that: (a) on days designated by the Board as “Holiday Extension of Hours,” Applicant may avail itself of extended hours and the ANC will not object to Applicant applying for the extended hours so provided; (b) in the event the Council of the District of Columbia or Board grants licensees in general extended operating hours for particular events (such as for a Presidential inauguration); and (c) on January 1 of each calendar year, Applicant may operate until 4:00 am. On days outlined in (a) and (b) of the preceding sentence, Applicant may continue to accept new patrons for interior on-premises dining and consumption of alcoholic beverages until 1:00 am. On January 1 of each calendar year, Applicant may continue to accept new patrons for interior on-premises dining and consumption of alcoholic beverages until 2:00 am.

iii. Sidewalk Cafe Hours of Operations and Hours of Sales, Service, and Consumption of Alcoholic Beverages:

- Sunday through Thursday, 8:00 am to 10:00 pm; and
- Friday & Saturday, 8:00 am to 11:00 pm.

iv. Sidewalk Cafe Seating and Guest Capacity

- The sidewalk cafe shall contain no more than 46 chairs for guest seating, or an amount of chairs approved by the DC Department of Transportation (DDOT) through its Public Space Regulation Division (PSRD) and Public Space Committee (PSC), whichever is less.
- The sidewalk cafe shall accommodate a maximum capacity of no more than 46 guests total, (the total determined by adding guests seated and standing in the sidewalk cafe)

At the end of the sidewalk cafe hours of operations each night:

- The sidewalk cafe premises must be cleared of guests; and
- All chairs located within the sidewalk cafe must be secured in manner and in a location that prevents their use by any persons.

- b. Applicant will not, knowingly, directly or indirectly, sell or deliver alcohol to any intoxicated person or to any person who appears to be intoxicated.
- c. Applicant agrees to take all necessary and reasonable steps to prevent patron rowdiness, including refusing admission/service to rowdy and/or unruly persons.
- d. Except as otherwise permitted by DC law and regulations, Applicant agrees to ensure that no patron shall bring an open container of an alcoholic beverage into the establishment from outside sources and that no patron shall be permitted to exit the establishment or sidewalk café with an open container of an alcoholic beverage.
- e. Applicant will not provide or sell alcoholic beverages “to go” except as authorized by DC law or regulations.
- f. Applicant agrees not to promote or participate in bar or pub “crawls” or any other event of this nature unless the event has been reviewed and approved by the Board.
- g. The licensed establishment will be managed in person by Applicant or a Board-licensed manager.

Settlement Agreement between Capitol Square Bar and Grill Limited Liability Company and ANC6A

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Commission Letters of September 9, 2021 Meeting



- h. Applicant and all employees that are designated to serve alcoholic beverages shall attend and complete an alcoholic beverage server training course/seminar within 60 days of the start of operations, and, after that period, new hires designated to serve alcoholic beverages shall complete training within 30 days of their commencement of employment.
- i. Applicant shall post a notice kept in good repair and visible from point of entry a sign that states:
 - i. Proper ID is required to be served and that the establishment will check IDs at all times prior to serving alcoholic beverages to patrons;
 - ii. It is illegal to sell alcohol to anyone under age 21;
 - iii. Patrons are requested not to litter, loiter, or make excessive noise in the neighborhood as they arrive or depart;
 - iv. Warning: Drinking alcoholic beverages during pregnancy can cause birth defects; and
 - v. The establishment requests that customers do not contribute to panhandlers.
- j. Applicant shall take reasonable and necessary efforts to prohibit and prevent criminal activity on or in front of the establishment premises, to include:
 - i. Calling appropriate emergency services if illegal activity is observed;
 - ii. Keeping a written record of dates and times (a "call log") when emergency services are called for assistance; and
 - iii. Applicant will maintain a detailed incident log of when emergency services are called to the establishment for assistance. Each log entry will contain the date, time, and location of each incident with a concise summary. To the extent they are known, guests and staff involved in or who were witnesses to the incident will be identified and listed.
 - iv. Applicant will provide and maintain in operating condition at all hours video surveillance cameras and recording equipment covering at minimum the exterior of the establishment to include building entrances and exits and public space controlled by the applicant under any occupancy permit. Applicant agrees to share recorded surveillance files proactively or promptly and at no cost in response to upon requests from the Metropolitan Police Department (MPD) or other recognized law enforcement or governmental public safety organizations.
 - v. Video surveillance cameras and recording equipment shall be inspected by applicant or establishment weekly and any inoperable equipment shall be repaired or replaced by Applicant or establishment within 15 days of inspection, or, in the case of repairs or replacements that require more than 15 days, Applicant or Establishment shall make reasonable efforts towards compliance and pursue those efforts until the repairs or replacements are completed.
- k. Upon request of the Board, Applicant's and incident log shall be provided to the Board during meetings or hearings involving future renewals or contested proceedings involving Applicant's license.
- l. It is a concern of the ANC that Applicant's Establishment does not create or exacerbate residential parking issues within the ANC. To address the concern, Applicant shall:
 - i. Notify establishment employees that there is limited parking in the vicinity and provide off-street parking options for those employees as may be required.
 - ii. Notify guests (through website or other means) that there is limited parking in the vicinity, provide information about public transportation and direct patrons arriving by personal vehicle to park at a nearby off-street parking lot.
 - iii. Provide the ANC with current and updated information about the location, hours and days and amount of off-street parking being made available to Establishment guests.
 - iv. If offering valet parking service, provide valet parking services only with valet parking companies as defined, licensed, and in compliance with D.C. Municipal Regulations Title 24 Chapter 16 (and any subsequent updates). Applicant will not engage with valet parking services that result in vehicles parked along public streets or alleys that are zoned/signed for residential parking, unless the vehicle being parked bears a valid District Zone permit for such parking.



Commission Letters of September 9, 2021 Meeting



3. Music / Dancing / Entertainment.

- a. No sound, noise, music, or voices emanating from the licensed establishment shall be of such intensity that it may be heard in any premises other than the licensed establishment. This restriction does not apply to: (1) sound, noise, music, or voices heard in any premises which are located **within** a C-1, C-2, C-3, C-4, C-M, or M zone, as defined in the zoning regulations for the District, and (2) sound, noise, music, or voices occasioned by the normal opening of entrance and exit doors for the purpose of ingress and egress.
- b. In order to mitigate noise on the sidewalk cafe and abutting public space the following steps will be taken:
 - i. Applicant shall not offer any type of Entertainment or pre-recorded music on the sidewalk cafe.
 - ii. Applicant shall not place, install and or operate loudspeakers (including but not limited to any television, jukebox or radio loudspeaker) on the sidewalk cafe nor use loudspeakers to project sound or voices onto the sidewalk cafe.
 - iii. A moveable fence or other barrier will enclose the entire perimeter of the sidewalk café.
 - iv. No fewer than two signs will be clearly posted by the establishment to remind guests to keep their voices at normal speaking volume.
 - v. Staff will monitor the outdoor cafe area to make sure guests do not raise their voices above normal speaking tones, and
 - vi. Moveable potted plants, trees, fountains, or other types of noise mitigation techniques may be incorporated into the décor of the sidewalk cafe as public space regulations may allow.
- c. Applicant may offer interior facilities for dancing for patrons only with an Entertainment Endorsement and may have recorded and background music in the interior facilities without an Entertainment Endorsement. "Entertainment" means live music or any other live performance by an actual person, including live bands, karaoke, comedy shows, poetry readings, and disc jockeys. The term "Entertainment" shall not include the operation of a jukebox, a television, a radio, or other prerecorded music in the interior of the establishment.
- d. Applicant may have an Entertainment Endorsement for the interior of the establishment's premises. Any Entertainment provided by a live musician(s) shall be unamplified (acoustic). Entertainment shall end no later than 12:00 am daily.
 - i. In the event Entertainment as defined in 3(c) is being offered within the interior of the establishment, Applicant agrees to keep all exterior doors, windows, and any other operable features of the building envelope closed to limit and deaden noise from such Entertainment penetrating to the exterior of the establishment except for the normal opening and closing of entrance and exit doors for the purposes of ingress and egress.
- e. The Establishment's kitchen shall remain open and operational until at least one hour prior to closing.

4. Cooperation with ANC 6A. Applicant is encouraged to work with ANC 6A, the Single Member District (SMD) ANC Commissioner within whose boundaries the establishment is located, the Chair (or co-chairs) of the ABL Committee, and other Commissioners whose SMDs are adjacent to the location of the establishment to address concerns arising from violations of this Agreement.

5. Modifications. This Agreement may be modified and such modification implemented by Applicant only by mutual agreement of the parties in writing and the subsequent approval of the modification by the ABC Board pursuant to DC Official Code § 25-446 or as required by District law.

6. Miscellaneous.

- a. Applicant shall retain a copy of this Settlement Agreement in the establishment and have it available for review upon request.
- b. Applicant will operate in compliance with all applicable DC laws and regulations. Any reference to specific laws and regulations in this Settlement Agreement is meant for informational purposes only. ANC 6A does not intend for a violation of any DC law or regulation to also be considered a violation of this Settlement Agreement.

Settlement Agreement between Capitol Square Bar and Grill Limited Liability Company and ANC6A

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Commission Letters of September 9, 2021 Meeting



- c. Applicant is encouraged to participate in a Business Improvement District if one exists.
- d. If any provision of this Agreement, or any portion thereof, is held to be invalid or unenforceable, the remainder of the Agreement shall nevertheless remain in full force and effect.

7. Enforcement.

- a. If any party hereto believes in good faith that Applicant is in violation of this Agreement, written notice specifying the alleged violation ("Notice to Cure") shall be delivered to Applicant. Applicant shall have ten (10) days after receipt of such written notice to come into compliance with this Agreement or respond to said alleged notice of default. In cases where the defaulting Party reasonably requires more than ten (10) days to come into compliance, the defaulting Party shall, within ten (10) days, make reasonable efforts toward compliance and pursue those efforts until the default is corrected.
- b. Applicant and the ANC 6A Commission agree to enter into this Agreement. If Applicant should breach the conditions of this Agreement and fail to come into compliance or make substantial efforts toward compliance as provided by Section 7(a) of this Agreement, it is understood by all parties that the ANC 6A and/or its committees, or others may immediately petition the Alcohol Beverage Regulatory Administration ("ABRA") to investigate violations of this Agreement and take appropriate actions per 23 D.C.M.R.
- c. This Settlement Agreement is binding on Applicant and its successors and will continue in force for any and all subsequent transferees of this license at this location.
- d. Upon execution of this Agreement by the Parties and its approval by the ABC Board, and in reliance thereupon, the ANC 6A shall refrain from filing a protest against Applicant's License application.

In Witness Whereof

The parties have affixed hereto their hands and seals.

Applicant: Capitol Square Bar and Grill Limited Liability Company

By: Emmanuel Irono, Sole Member

Date: 8/10/2021

Signature: _____

Advisory Neighborhood Commission 6A Representative:

By: Brian Alcorn, ANC Commissioner, 6A08

Date: 8/11/21

Signature: _____



Commission Letters of September 9, 2021 Meeting



Made this 10th day of September, 20 21

by and between

H Street Spirits, LLC t/a H Street Spirits (ABRA-118781)
1368 H Street, NE, Washington DC 20002

and

Advisory Neighborhood Commission 6A

Preamble

Through this Settlement Agreement ("Agreement"), both parties aim to create an environment whereby the H Street Spirits, LLC ("Applicant") may operate as a viable contributing business to the ANC 6A community, while concurrently curtailing any adverse effects a business such as the Applicant's could have on the surrounding neighborhood.

The Applicant is encouraged to work regularly with the ANC 6A, neighborhood associations, and residents to ensure the business operations do not adversely affect the surrounding neighborhood. All parties believe the statements and provisions contained in this Agreement are reasonable and must become wholly integrated into the day-to-day operations of the establishment.

Witnessed

Whereas, Applicant's premises is within the boundaries of ANC 6A; and,

Whereas, the parties desire to enter into an Agreement governing certain requirements and understandings regarding the issuance of a Retailer's Class "A" Liquor License at the subject premises; and,

Whereas, the parties wish to state their mutual intention and commitment to promote the success, peace, order, quiet, and equity of the community. Both parties recognize the importance of commercial districts (and limited commercial operations within residential districts) and their adjacent neighborhoods that are safe, clean, and "pedestrian friendly."

The Parties Agree As Follows:

1. Requirements for sale/provision of single containers of alcohol beverages:
Applicant shall abide by the Ward 6 restrictions on the sale of single containers of alcoholic beverages set forth in DC Code §25-346 ("Ward 6 restrictions for off-premises retailer's license").
2. Clear bags must be used for all purchases of single sales of beer, malt liquor, ale, wine or fortified wine in containers of 70 ounces or less.
3. Ban on Sale/Provision of Other Items:
 - A. "Go-cups":
 - 1) Applicant shall not sell, give, offer, expose for sale, or deliver "go-cups" or servings of plain ice in a cup.
 - 2) Per the Alcoholic Beverage regulations, a "go-cup" is defined as: "a drinking utensil provided at no

Settlement Agreement between H Street Spirits, LLC and ANC6A

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Commission Letters of September 9, 2021 Meeting



charge or a nominal charge to a customer for the purpose of consuming alcoholic beverages off the premises of an establishment.”

- B. Products associated with illegal drug activity:
- 1) Applicant agrees to not sell, give, offer, expose for sale, or deliver products associated with illegal drug activity.
4. Public Space Cleanliness and Maintenance:
- A. Applicant will maintain the public space (minimally the front sidewalk up to and including the gutter in front of the subject premises, and the alleyway behind the subject premises) adjacent to the establishment in a clean and litter-free condition by:
- 1) Picking up trash and recycling, including beverage bottles and cans, and all other trash a minimum of twice daily (once immediately before business hours and again between 5:00 p.m. and 8:00 p.m.).
 - 2) Maintaining regular trash, garbage, and recycling removal service, regularly removing trash and recycling from the trash and dumpster area, and seeing that the trash and dumpster area remain clean.
 - 3) Depositing trash, garbage, and recycling only in rodent-proof dumpsters, and seeing that dumpster covers fit properly and remain fully closed except when trash, recycling, or garbage is being added or removed.
 - 4) Exercising due diligence to prevent and/or rid vermin infestation in and around the establishment, including following, minimally, the recommendations and guidelines of the Vector Control Division of the Department of Public Works.
 - 5) Assisting in maintenance of the curbs in front of the establishment to keep them free of trash and recycling, removing snow and ice from the sidewalk, and complying with all applicable D.C. laws and regulation in these respects.
 - 6) Generally tending to tree boxes directly in front of the subject premises, if any.
 - 7) Promptly removing or painting over any graffiti written on the exterior walls of the property. “Promptly” is defined as within two weeks of the graffiti’s appearance.
 - 8) Requiring the owner and employees not to park on public space between the building and the curb.
 - 9) Not locating trash bins, chairs, tables, or other equipment on public space without a valid space permit.
 - 10) Posting a notice kept in good repair and visible from point of entry asking customers not to litter in the neighborhood of the establishment.
5. Signage/Illegal Activity:
- A. Applicant will not directly or indirectly, sell or deliver alcohol to any intoxicated person.
- B. Applicant shall post a notice kept in good repair and visible from point of entry a sign, which states:
- 1) The minimum age requirement for purchase of alcohol.
 - 2) The obligation of the patron to produce a valid identification document in order to purchase alcohol.
- C. Applicant shall make reasonable efforts to prohibit and prevent criminal activity on or in front of the establishment premises, to include:
- 1) Posting a sign kept in good repair requesting customers to not contribute to panhandlers,
 - 2) Calling appropriate emergency services if illegal activity is observed,
 - 3) Keeping a written record of dates and times (i.e. log) when emergency services were called for assistance. Applicant’s log shall be provided to the ABC Board and, for good cause shown to the Board, to any valid protestant during hearings involving future renewals or contested proceedings involving the Applicant’s license.
- D. Applicant agrees to post signs kept in good repair in highly visible locations that announce the following:
- 1) Prohibition against selling to minors.
 - 2) No panhandling.
- E. Applicant agrees that total signage for alcohol and tobacco products in the front window shall be limited to 25% of the total window space available.
- F. To the extent such lighting is not present on the exterior of the establishment, Applicant will install and maintain high-intensity flood-lights on the exterior of its premises so as to fully light any abutting alleyway from dusk until dawn consistent with District of Columbia light pollution regulations, 12-K DCMR § 409.
6. Regulations:
- In addition to the requirements of this Agreement, Applicant will operate in compliance with all Settlement Agreement between H Street Spirits, LLC and ANC6A



Commission Letters of September 9, 2021 Meeting



- applicable laws and regulations.
7. Modifications:
8. This Agreement may be modified only in writing, subject to approval of the modification by the ABC Board or as otherwise permitted in accordance with District of Columbia laws and regulations. Miscellaneous
- A. Applicant, and all employees of the Applicant involved in the sale of alcoholic beverages, shall attend and complete an alcoholic beverage server training course/seminar.
- B. The licensed establishment will be managed in person by Applicant or a board-licensed manager.
- C. Applicant certified that it does not owe more than \$100 to the District of Columbia government as a result of any fine, penalty, or past due tax for more than six months.
- D. Applicant shall retain a copy of this Settlement Agreement in the establishment and have it available for review upon request.
- E. Applicant is encouraged to participate in a Business Improvement District program if one exists.
- F. Applicant is encouraged to work with ANC 6A, the Single Member District (SMD) ANC Commissioner within whose boundaries the establishment is located, the Chair of the ABL Committee, and other Commissioners whose SMDs are adjacent to the location of the establishment to address concerns arising from violations of this Agreement.
- G. If any provision of this Agreement, or any portion thereof, is held to be invalid or unenforceable, the remainder of the Agreement shall nevertheless remain in full force and effect.
9. Enforcement:
- A. If any party hereto believes in good faith that the Applicant is in violation of this Agreement, written notice specifying the alleged violation shall be delivered to the Applicant. The Applicant shall have ten (10) days after receipt of such written notice to come into compliance with this Agreement or respond to said alleged notice of default. In cases where the defaulting Party reasonably requires more than ten (10) days to come into compliance, the defaulting Party shall, within ten (10) days, make substantial efforts toward compliance and pursue those efforts until the default is corrected. Any notice which may be given hereunder shall be deemed to have been given if sent by mail or e-mail to the following:
- If to Applicant: H Street Spirits, LLC
2812 36th Place, NW
Washington, DC 20007
jayasaxena@gmail.com
- If to ANC 6A: ANC 6A
P.O. Box 75115
Washington, DC 20013
ANC6A@yahoo.com
- B. Applicant and the ANC 6A Commission agree to enter into this Agreement. If the Applicant should breach the conditions of this Agreement and fail to come into compliance or make substantial efforts toward compliance as provided by Section 9(A) of this Agreement, it is understood by all parties that the ANC 6A, and/or its committees, or others may immediately petition the Alcohol Beverage Regulatory Administration (ABRA) to investigate violations of this Agreement and take appropriate actions per 23 D.C.M.R.
- C. This Settlement Agreement is binding on the Applicant and its successors and will continue in force for any and all subsequent license holders at this location.



Commission Letters of September 9, 2021 Meeting



In Witness Whereof

The parties have affixed hereto their hands and seals.

Applicant:

H Street Spirits, LLC

By: Jaya Saxena Date: 09/08/21
Jaya Saxena Sundaram, Sole Member

Advisory Neighborhood Commission 6A Representative:

By: Mona Hatoun (ABL) Date: 9/10/21

Signature: Mona Hatoun



Commission Letters of September 9, 2021 Meeting



Made this 26th day of September, 2021

by and between

The Capitol Trading LLC t/a Z Korner Store
234 15th Street, NE
Washington DC 20002

and

Advisory Neighborhood Commission 6A

Preamble

Through this settlement agreement, both parties aim to create an environment whereby the applicant may operate as a viable contributing business to the ANC 6A community, while concurrently curtailing any adverse effects a business such as the applicant's could have on the surrounding neighborhood.

The applicant is encouraged to work regularly with the ANC 6A, neighborhood associations, and residents to ensure the business operations do not adversely affect the surrounding neighborhood. All parties believe the statements and provisions contained in this agreement are reasonable and must become wholly integrated into the day-to-day operations of the establishment.

Witnessed

Whereas, Applicant's premises is within the boundaries of ANC 6A; and,

Whereas, the parties desire to enter into an agreement governing certain requirements and understandings regarding the issuance of a Retailer's Class "B" Liquor License at the subject premises; and,

Whereas, the parties wish to state their mutual intention and commitment to promote the success, peace, order, quiet, and equity of the community. Both parties recognize the importance of commercial districts (and limited commercial operations within residential districts) and their adjacent neighborhoods that are safe, clean, and "pedestrian friendly."

The Parties Agree As Follows:

1. Requirements for sale/provision of single containers of alcohol beverages:
Applicant shall abide by the Ward 6 restrictions on the sale of single containers of alcoholic beverages set forth in DC Code §25-346 ("Ward 6 restrictions for off-premises retailer's license").
2. Ban on Sale/Provision of Other Items:
 - A. "Go-cups":
 - 1) Applicant shall not sell, give, offer, expose for sale, or deliver "go-cups" or servings of plain ice in a cup.
 - 2) Per the Alcoholic Beverage regulations, a "go-cup" is defined as: "a drinking utensil provided at no charge or a nominal charge to a customer for the purpose of consuming alcoholic beverages off the premises of an establishment."

Voluntary Agreement between Z Korner Store and ANC6A

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Commission Letters of September 9, 2021 Meeting



- B. Applicant shall not sell, give, offer, expose for sale, or deliver individual containers of beer, malt liquor, or ale in single containers of 70 ounces or less.
 - C. Applicant shall only sell, give, offer, expose for sale, or deliver beer, malt liquor or ale containers of 70 ounces or less with multiple-container packaging supplied by the manufactures of four or more individual containers (eg. 4-packs, 6-packs, 12-pack cases, etc.)
 - D. Applicant shall not sell, give, offer, expose for sale, or deliver an individual container of wine in a single container with a capacity of less than 750 ml.
 - E. Applicant shall not sell fortified wine. Fortified wine is defined as wine that exceeds 17% alcohol content.
3. Ban on Sale/Provision of Other Items:
- A. Single Cigarettes:
 - 1) Applicant agrees to not sell, give, offer, expose for sale, or deliver individual single cigarettes.
 - B. Products associated with illegal drug activity:
 - 1) Applicant agrees to not sell, give, offer, expose for sale, or deliver products associated with illegal drug activity.
 - 2) These items include cigarette rolling papers, pipes, needles, small bags, or any items which may be regarded as drug paraphernalia.
 - C. Lottery Tickets:
 - 1) Applicant agrees to not sell, give, offer, expose for sale, or deliver individual lottery tickets.
4. Public Space Cleanliness and Maintenance:
- A. Applicant will maintain the public space (minimally the front sidewalk up to and including the gutter in front of the subject premises, and the alleyway behind the subject premises) adjacent to the establishment in a clean and litter-free condition by:
 - 1) Picking up trash and recycling, including beverage bottles and cans, and all other trash a minimum of twice daily from all interior and exterior areas of the subject premises (once immediately prior to store opening, and again before closing as well as throughout the day as needed).
 - 2) Maintaining regular trash, garbage, and recycling removal service, regularly removing trash and recycling from all interior and exterior areas of the subject premises including the trash and dumpster area, and seeing that all areas interior and exterior of the subject premises including the trash and dumpster area remain clean.
 - 3) Depositing trash, garbage, and recycling only in rodent-proof dumpsters, and seeing that dumpster covers fit properly and remain fully closed except when trash, recycling, or garbage is being added or removed.
 - 4) Exercising due diligence to prevent and/or rid vermin infestation in and around the establishment, including following, minimally, the recommendations and guidelines of the Vector Control Division of the Department of Public Works.
 - 5) Assisting in maintenance of the curbs in the exterior areas of the establishment to keep them free of trash and recycling, removing snow and ice from the sidewalk, and complying with all applicable D.C. laws and regulation in these respects.
 - 6) Generally tending to all areas of the subject premises including tree boxes in the exterior areas of the subject premises, if any.
 - 7) Promptly removing or painting over any graffiti written on the exterior walls of the property. Promptly is defined as within two (2) weeks of graffiti's appearance.
 - 8) Requiring the owner and employees not to park on public space between the building and the curb.
 - 9) Not locating trash bins, chairs, tables, or other equipment on public space without a valid space permit.
 - 10) Posting a notice kept in good repair and visible from point of entry asking customers not to litter in the neighborhood of the establishment.
5. Signage/Illegal Activity/Noise:
- A. Applicant will not directly or indirectly, sell or deliver alcohol to any intoxicated person.
 - B. Applicant shall post a notice kept in good repair and visible from point of entry a sign, which states:
 - 1) The minimum age requirement for purchase of alcohol,
 - 2) The obligation of the patron to produce a valid identification document in order to purchase alcohol.
 - C. Applicant shall make reasonable efforts to prohibit and prevent criminal activity on or in front of the

Voluntary Agreement between Z Korner Store and ANC6A

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Commission Letters of September 9, 2021 Meeting



- establishment premises, to include:
- 1) Posting a sign kept in good repair requesting customers to not contribute to panhandlers.
 - 2) Calling appropriate emergency services if illegal activity is observed.
 - 3) Keeping a written record of dates and times (i.e. log) when emergency services were called for assistance. Applicant's log shall be provided to the ABC Board and, for good cause shown to the Board, to any valid protestant during hearings involving future renewals or contested proceedings involving the Applicant's license.
- D. Applicant agrees to post signs kept in good repair in highly visible locations that announce the following:
- 1) Prohibition against selling to minors.
 - 2) No panhandling.
- E. Applicant agrees to ensure that sounds originating from the establishment are mitigated, and further agrees to post no fewer than two signs (one on the interior and one on the exterior) to remind patrons to keep their voices at normal speaking volume upon entry and exit of the establishment.
- F. Applicant agrees that total signage for alcohol and tobacco products in the front window shall be limited to 25% of the total window space available.
- G. Applicant agrees to limit usage of lighted signage including neon signs, flashing lights, and other disruptive signage, and further agrees that no such lighted signage shall be used after the close of business hours.
- H. To the extent such lighting is not present on the exterior of the establishment, Applicant will install and maintain high-intensity flood-lights on the exterior of its premises so as to fully light any abutting alleyway from dusk until dawn consistent with District of Columbia light pollution regulations, 12-K DCMR § 409.
- I. The applicant shall install and maintain 24-hour operational security cameras on both the interior and exterior of the premises. The exterior cameras must capture the entire exterior area, including the front, rear and side of the establishment. Security camera footage must be maintained for a minimum of 30 days.
6. Hours of Operation:
- A. The hours of operation for this establishment shall be limited to 7:30 AM – 9:00 PM Monday through Saturday; 9AM – 8PM on Sunday; and 7:30AM – 10:00PM on public holidays,
7. Regulations:
- In addition to the requirements of this agreement, applicant will operate in compliance with all applicable laws and regulations.
8. Modifications:
- This Agreement may be modified, and such modification implemented by Applicant only by mutual agreement of the parties in writing and the subsequent approval of the modification by the ABC Board pursuant to DC Official Code § 25-446 or as required by District law.
9. Miscellaneous
- A. Applicant, and all employees of the applicant involved in the sale of alcoholic beverages, shall attend, and complete an alcoholic beverage server training course/seminar.
- B. The licensed establishment will be managed in person by Applicant or a board-licensed manager.
- C. Applicant certified that it does not owe more than \$100 to the District of Columbia government as a result of any fine, penalty, or past due tax for more than six months.
- D. Applicant shall retain a copy of this Settlement Agreement in the establishment and have it available for review upon request.
- E. Applicant is encouraged to participate in a Business Improvement District program if one exists.
- F. Applicant is encouraged to work with ANC 6A, the Single Member District (SMD) ANC Commissioner within whose boundaries the establishment is located, the Chair of the ABL Committee, and other Commissioners whose SMDs are adjacent to the location of the establishment to address concerns arising from violations of this agreement.
- G. If any provision of this agreement, or any portion thereof, is held to be invalid or unenforceable, the remainder of the agreement shall nevertheless remain in full force and effect.
- H. Applicant shall deny support of the installation of pay phones around the establishment (externally). The applicant shall have existing pay phones (if any) removed from the exterior of the establishment at the end of any current contracts governing such existing pay phones.

Voluntary Agreement between Z Korner Store and ANC6A

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Officer Reports - Treasurer



ANC 6A Treasurer's Report October 2021

Period Covered 9/1/2021-10/14/2021

Checking Account:

Opening Account Statement \$ 30,522.74

Credits

DC Government Allotment for Q2 2021 \$ 5,445.56

New Disbursements:

Irene Dworakowski (Webmaster/Agenda/Meetings September 2021 Services) Check # \$ 765.89

Anna Tsaur (Notetaker September 2021 Services) Check # \$ 200.00

Robb Dooling (Zoom Reimbursement) Check # \$ 58.29

US Postal Service Check # \$ 176.00

Total New Disbursements \$ 1,200.18

Cashed Checks

Checks 1982-1986 \$ 1,548.36

Closing Available Checking Balance \$ 33,219.76

Savings Account:

Balance Forward \$ 100.05

Receipts: Interest \$ -

Total Funds Available \$ 100.05

Closing Available Savings Balance \$ 100.05

PETTY CASH SUMMARY

Balance Forwarded \$ 25.00

Total Funds Available \$ 25.00

Ending Balance \$ 25.00



Officer Reports - Treasurer



ANC 6A Quarterly Financial Report FY21 Q4

Balance Forward (Checking)	\$32,174.36
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Receipts

District Allotment	\$10,891.12
Interest	\$0.00
Other	\$0.00
Transfer from Savings	\$0.00

Total Receipts	\$10,891.12
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Total Funds Available During Quarter	\$43,065.48
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Disbursements

1. Personnel	\$0.00
2. Direct Office Cost	\$0.00
3. Communication	\$574.87
4. Office Supplies, Equipment, Printing	\$0.00
5. Grants	\$0.00
6. Local Transportation	\$0.00
7. Purchase of Service	\$1,690.07
8. Bank Charges	\$0.00
9. Other	\$60.00

Total Disbursements	\$2,324.94
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Ending Balances: Checking	ERROR. Check ledger!	\$40,740.54
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Savings	\$100.04
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Approval Date by Commission: _____

Treasurer: _____ Chairperson: _____

Secretary Certification: _____ Date: _____

I hereby certify that the above noted quarterly financial report has been approved by a majority of Commissioners during a public meeting when there existed a quorum.



Officer Reports - Treasurer



ANC 6A Transactions FY21 Q4: Checking

Check	Date	Payee/Payor	Cat	Income	Expenses	Date Approved
**ERROR on ledger or page 2						
1977	7/9/2021	Robb Dooling	3		\$58.29	7/8/2021
1978	7/9/2021	Anna Tsaur	7		\$200.00	7/8/2021
1979	7/9/2021	Irene Dworakowski	7		\$765.89	7/8/2021
1980	7/9/2021	Robb Dooling (Replacement for ch	7		\$58.29	7/8/2021
1981	7/9/2021	Anna Tsaur (replacement check fc	7		\$200.00	7/8/2021
	8/6/2021	Stop Payment Fee for Check #196	9		\$30.00	
	8/6/2021	Stop Payment Fee for Check #196	9		\$30.00	
	8/6/2021	Adjustment for check #1967	0	\$200.00		
	8/6/2021	Adjustment for check #1969	0	\$58.29		
	8/31/2021	DC Government Allotment	D-A	\$5,445.56		
1982	9/7/2021	Irene Dworakowski	7		\$465.89	
1983	9/7/2021	Robb Dooling	3		\$58.29	9/7/2021
1984	9/7/2021	Robb Dooling	3		\$58.29	9/7/2021
1985	9/7/2021	Anna Tsaur	3		\$200.00	9/7/2021
1986	9/7/2021	Irene Dworakowski	3		\$200.00	9/7/2021
	9/28/2021	District Allotment	D-A	\$5,445.56		

ANC 6A Transactions FY21 Q4: Savings

Date	Payee/Payor	Cat	Deposit	Transfer/Fee
7/1/2021	Interest Earned	D-A		
8/1/2021	Interest Earned	D-A		
9/1/2021	Interest Earned	D-A		



Officer Reports - Treasurer



Proposed Fiscal Year 2022 Draft Spending Plan

ANC 6A

October 14, 2021 Monthly Meeting

<u>Expense/Category</u>	<u>Proposed Amount</u>
Personnel (1)	\$0
Direct Office Cost (2)	\$0
Communication (3)	\$4,940.40
Office Supplies/Equipment/Printing (4)	\$1,819.00
Grants (5)	\$8,000.00
Local Transportation (6)	\$0
Purchase of Service (7)	\$11,640.68
Bank Charges (8)	\$120.00
Other (9)	\$1,321.55
TOTAL	\$27,841.63

OANC Allotment for ANC 6A FY 2022 - \$21,782.24



Committee Reports

Community Outreach Committee (COC)



Minutes

ANC 6A Community Outreach Committee (COC) of
Advisory Neighborhood Commission (ANC) 6A
Regular Meeting - September 27, 2021

Meeting called to order at 7:01 pm.

Quorum present.

COC members present: Roni Hollmon (Chair), Sarah Bell, Stephanie Thangavelu, Gladys Mack and Marc Friend

COC members absent: Jason Gresh

Commissioners present: Amber Gove, Laura Gentile

Presenters: Kris Garrity, DC Universal Basic Income (UBI) Coalition

Community members present: none

UBI Coalition - Mx. Garrity gave an in depth presentation on UBI and how it differs from Guaranteed Income. After a robust discussion and understanding the importance of having Mayor Bowser move this idea forward, the Committee decided a letter is necessary. Mx. Garrity encouraged everyone to sign the petition which is located at <https://tinyurl.com/DCUBIPetition>

Recommendation: Chair Hollmon moved and Committee Member Thangavelu seconded that a letter of support be written on behalf of the UBI Coalition, urging Mayor Bowser to join the [Mayors for a Guaranteed Income](#) (MGI), as one demonstration of support for a guaranteed income for the residents of the District of Columbia. Motion passed 6-0-1.

FY2022 Budget Proposal - Commissioner Alcorn could not attend the meeting due to an emergency. ANC Chair Gove desired to get input, on behalf of the Treasurer, to some questions.

First issue on the table is, given the ANC payments are behind at least 6 months, how much money should the ANC hold in reserve? The consensus was 9 months to a year since the money does not disappear at the end of the fiscal year. However, given the redistricting process, if the ANC loses some residents, the amount of distribution would change accordingly; that would impact FY23 and not FY22.

Questions from the COC - How much money does the ANC currently have in reserve? When does the ANC anticipate receiving payments from the DC government that are in arrears?

Second issue on the table is in-person meetings versus virtual meetings. ANC Chair Gove recommends that all Committees remain virtual. At some point the ANC meeting may need to be held in person or hybrid. ANC Chair Gove has been in negotiations with Eliot Hine Middle School



Committee Reports

Community Outreach Committee (COC)



Media Department, run by Mr. Birks, to have the students record and stream the meeting, but that will not be until at least February 2022 or later, depending on COVID protocols. Currently ANC 6A does not have to print agendas, but the ANC wasted quite a bit of money doing so, as many were thrown away at the end of the night.

Committee Member Thangavelu suggested the ANC use a QR code where constituents could pull up the agenda on their phone and limit the amount of agendas printed.

Chair Hollmon suggested that the ANC find out from Mr. Birks if it would be possible to stream on one of the DC Public Access Stations, thus broadening the ANC's reach further.

All agreed that the ANC could certainly cut costs. ANC Chair Gove said that a raise for the note taker would also be included in the budget, since the position had not been given a raise since 2014. The services of the note taker and the webmaster are necessary expenditures and employ constituents within our ANC.

Chair Hollmon requested that ANC Chair Gove request Commissioner Alcorn get something to the COC as soon as possible, for our information and for posting on Facebook.

Community Comments - Chair Hollmon received permission from ANC Chair Gove to write our DOJ Prosecutor to inquire why so many plea deals are being accepted from January 6 arrestees. Chair Hollmon will include ANC Chair Gove in the email.

Committee Member Friend shared that he attended the 5D meeting, which was not posted anywhere and he had to call the precinct to get the information. He requested that we have 5D appear before the ANC. ANC Chair Gove said the October agenda was full, but will get MPD in soon.

Meeting adjourned 7:58 pm.



Committee Reports

Community Outreach Committee (COC)



October XX, 2021

Mayor Muriel Bowser
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Mayor Bowser

At a regularly scheduled and properly noticed meeting¹ on October 14, 2021, our Commission voted **X-X** (with 5 Commissioners required for a quorum) to send a letter in support of the DC Universal Basic Income Coalition's request that your office join [Mayors for a Guaranteed Income](#) (MGI).

The DC Council has already approved \$1.5 million in public funds for guaranteed income pilots in DC, joining jurisdictions around the country in doing so. Nearly 20 DC-based organizations have [signed on](#) in support of the District of Columbia joining the ranks of other cities in adopting Universal Basic Income approaches. Membership in Mayors for a Guaranteed Income also makes a mayor's city eligible for \$500,000 in funds for pilot programs.

Universal Basic Income implies everyone would receive a payment regardless of their financial status; joining Mayors For a Guaranteed Income is a commitment to exploring to what extent guaranteed income should be provided to everyone or to a targeted group. The DC UBI coalition is committed to a process of targeted guaranteed income and to exploring other measures for ensuring that everyone is eligible for a guaranteed income should they need it.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

Sincerely,

Amber Gove
Chair, ANC 6A Commission

Cc: Chairman Phil Mendelson, DC Council, Councilmember Charles Allen, Ward 6

¹ ANC6A meetings are advertised electronically on the anc6a-announce@yahoogroups.com, anc-6a@yahoogroups.com, and newhilleast@groups.io, at www.anc6a.org, via Facebook @ANC6A, and through print advertisements in the Hill Rag.



Committee Reports

Alcoholic Beverage and Licensing (ABL)



Minutes

Alcoholic Beverage Licensing (ABL) Committee Advisory Neighborhood Commission (ANC) 6A Tuesday, September 28, 2021, 7:00 pm Virtual Meeting—Held on Zoom

Pursuant to notice duly given, a meeting of the Alcohol Beverage Licensing Committee (“Committee”) of ANC 6A was held commencing at 7:00 pm EDT on September 28, 2021, on a publicly posted Zoom event.

Committee Members Present: Mona Hatoum, Ian Stanford, Kara Hughley, Erin Sullivan

Committee Members Absent: Joe Krusch

Commissioners Present: Robb Dooling (6A06)

Establishment Representatives Present: Victor Chizinga (Lydia on H), Dante Datta (Daru)

Community Members Present: Mike Velasquez

I. Call to Order/Approval of Agenda/Approval of Minutes

- Ms. Hatoum called the meeting to order at 7:01 pm and reminded attendees that the meeting was open to the public and being recorded. Ms. Hatoum noted the presence of a quorum. The minutes from the August 24, 2021 meeting of the Committee were approved without objection.

II. New Business

- Discussion of application by Daruwalla, LLC, t/a Daru at 1451 Maryland Ave. NE (ABRA #113870) for renewal of its Class C Tavern License.
 - Dante Datta was present on behalf of Daru. He provided a description of Daru, which is now open and operating.
 - Ms. Hughley asked why Daru is applying for a Tavern license rather than a Restaurant license. Mr. Datta responded that originally Daru was intended to be a cocktail bar, but based on community feedback and other considerations, the ultimate decision was to make the establishment more of a restaurant than a bar. At that point, Daru had already been issued its Tavern license.
 - Mr. Stanford asked whether there was an existing Settlement Agreement (SA). Mr. Datta responded that there is not, but that Daru is open to entering into a SA and wants to be good neighbor.
 - Chair Hatoum asked Mr. Datta what trash and noise mitigations Daru has adopted. Mr. Datta responded that trash and recycling are collected multiple times per week by Tenleytown Trash, and that Daru has also hired an individual to pick up trash on a regular basis around the premises. Daru also has hired pest control.
 - With regard to noise mitigations, Mr. Datta stated that Daru has a permit for their patio. They are in the process of getting a quotation to have an awning and some enclosures constructed around the patio to help with noise.
 - The protest deadline is October 18, 2021.
 - Mr. Stanford asked whether Mr. Datta has looked at the standard 6A Settlement Agreement. Mr. Datta responded that he has not but will look at it after the meeting.
 - Mr. Stanford moved and Ms. Sullivan seconded the motion that the Committee recommend that the ANC protest the application unless a Settlement Agreement is finalized prior to the protest deadline, and that Ms. Hatoum as ABL Committee Chair,



Committee Reports

Alcoholic Beverage and Licensing (ABL)



the Chair and Co-Chair of the ANC, and Commissioner Dooling represent the ANC in this matter. The motion passed unanimously with a vote of 5-0.

- Discussion of application by Lydia on H, LLC, t/a Lydia Restaurant & Lounge at 1427 H Street NE (ABRA #119312) for a Class C Restaurant License.
 - Victor Chizinga appeared on behalf of Lydia on H. He described it as an African-Caribbean restaurant with live entertainment. He noted that he is in the process of getting the paperwork together for a back patio, hopefully to be opened in the spring.
 - Mr. Chizinga stated that Lydia plans to have one to three security personnel at all times.
 - For noise mitigation, they plan to have an awning and some sort of barrier, yet to be designed, around the back. Inside, recorded music downstairs (a DJ) will be kept at a level that allows for conversation. Upstairs, where Lydia plans to have live music and other entertainment, the walls will be soundproofed.
 - Commissioner Dooling asked whether there will be outdoor entertainment. Mr. Chizinga responded that they plan eventually to have a summer garden with dining, but will not have live entertainment outdoors.
 - Mr. Stanford asked whether Mr. Chizinga has seen the ANC's standard SA agreement. Mr. Chizinga responded that he has not but will look at it after the meeting.
 - Chair Hatoum asked about trash mitigation. Mr. Chizinga responded that Lydia will use the city trash collection which he believes is three times per week, and that they have also hired a company to take out trash if it accumulates.
 - The protest deadline is November 22, 2021.
 - Mr. Stanford moved and Commissioner Dooling seconded the motion that the Committee recommend that the ANC protest the license application unless a Settlement Agreement is finalized prior to the protest deadline, and that Ms. Hatoum as ABL Committee Chair, the Chair and Co-Chair of the ANC, and Commissioner Dooling represent the ANC in this matter. The motion passed unanimously with a vote of 5-0.

The meeting was adjourned at 7:28 pm.



Committee Reports

Transportation and Public Space (T&PS)



MINUTES

ANC 6A Transportation & Public Space Committee (TPS) Meeting

July 19, 2021 at 7:00 pm

Virtual Meeting via Zoom

- I. Call meeting to order. The meeting was called to order by interim TPS Chair Maura Dundon at 7:00 pm.
- II. Introductions & Announcements:
TPS Committee Members present: Maura Dundon (Interim Chair), Andrew Burnett, Hassan Christian, Shaun Lynch, Jeff Fletcher.
ANC6A Commissioners present: Amber Gove (Chair), Brian Alcorn, Keya Chatterjee, Robb Dooling, Laura Gentile, Sondra Phillips-Gilbert,
- III. Old Business
 - A. Discussion of 1300 block of North Carolina Avenue NE bike lane installation options by Will Handsfield, DDOT Bicycle Program Specialist and George Branyan, DDOT Manager, Active Transportation. The District Department of Transportation (DDOT) is currently considering what type of bicycle facility to add to the 1300 block of North Carolina Avenue NE as part of its high priority bicycle network, and to ensure continuity between the C Street project (under construction) and the rest of the city's bicycle network. This includes consideration of different options for directions of placement of car traffic and bicycle traffic lanes, including conversion to one-way vehicle traffic, as well as consideration of car parking.

Interim Chair Dundon began the discussion by reviewing the structure of the ANC, the background of the 1300 block of North Carolina Avenue NE proposal, and the multiple opportunities for past and future public comment before the TPS Committee, ANC6A, and DDOT.

Under DC law, ANCs are entitled to advise DC agencies on various matters, including certain DDOT actions. The issues and concerns raised by an ANC are supposed to be given "great weight" by the government agency. TPS is a committee comprised of volunteers appointed by the ANC6A. ANC 6A commissioners may also attend and vote at TPS meetings. TPS meetings serve as a forum to gather information for the ANC, and make non-binding recommendations to the full ANC. The TPS never speaks for the ANC or takes any other official action for the ANC.

This item of business has come before the TPS and ANC6A three times with opportunity for public comment: at the January 2021 TPS meeting, the June 2021 TPS meeting, and the June 2021 ANC6A meeting. DDOT is still in the initial stages of the project and has not yet issued the Notice of Intent (NOI). Upon DDOT'S issuance of the NOI, the ANC and the public will have another opportunity to provide input.

Ms. Dundon explained the procedures for the TPS meeting, given the high level of community interest. Community comment will be limited to 2 minutes per person. A community organizer will be given 5 minutes for a presentation. Community members were also advised they could submit questions and comments online during the meeting, and via email after the meeting.

Messrs. Handsfield and Branyan of DDOT presented the current options under consideration. (A copy of the DDOT slides dated July 19, 2021 are appended to the minutes.)



Committee Reports

Transportation and Public Space (T&PS)



They explained that DDOT is considering options for the bike lanes they plan to install in the 1300 block of North Carolina Avenue NE. The C Street NE project will include lanes with a high level of protection, but stops at the 1400 block of North Carolina Avenue NE. The lack of bike lanes on the block creates a connectivity gap between the C Street NE project and Lincoln Park. Adding the bike lanes will serve to connect the bike network, increase pedestrian safety, and reduce vehicle speeds. The project reflects a number of different DC policy priorities, including increasing the number of bike trips, sustainability goals, Vision Zero to reduce car accidents, and Move DC. DDOT discussed the preference for buffered or protected bike lanes, which make biking feasible and safer for more riders and reduces sidewalk riding.

In addition to the absence of bike lanes, DDOT noted community concerns about speeding on the block, including a pending Traffic Safety Assessment request to DDOT from residents. The block's wide car travel lanes contribute to speeding. The proposed bike lanes would calm traffic by reducing the car travel lane width.

DDOT noted that the current projection is for the Notice of Intent with 30-day opportunity for public comment will be issued in fall 2021. Construction would not begin until spring 2022, which aligns with the C Street project planned completion date of September 2022.

DDOT presented six different options. All options narrow the car traffic lanes to slow traffic. Two (A1 and A2) retain two-way vehicle travel and remove parking on one side (approximately 25 spaces), but do not allow for buffered or protected bike lanes on both sides.

Four options (B through E) convert the block to one-way westbound. The one-way options retain parking and allow for buffered/protected bike lanes on both sides. Currently, most traffic on this block flows into the city (towards Lincoln Park) during the morning. The one-way conversion would be in the direction of this higher flow volume; so only 20% of traffic (600 cars) would be rerouted. This would also allow for a large pedestrian bump-out corner at North Carolina Avenue and 13th Street NE to increase pedestrian safety there. The one-way conversion would add travel time for eastbound drivers of -about 2 minutes. All but one one-way option would match the C Street NE bike facilities.

Mr. Handsfield stated that he believed the one-way conversion would reduce speeding without creating an impact on the traffic network. He discussed a circulation study provided by DDOT consultants that indicated minimal impact on surrounding streets caused by diverting traffic. (The circulation study is appended to the minutes.) The study showed a small increase in travel time caused by the one-way conversion (about two minutes).

DDOT presented the following options:

- A1 would be 2-way and create a protected curbside bike lane on the north and a curbside regular bike lane going south, removing 25 parking spaces on the south side.
- A2 would be 2-way and create a regular bike lane on the north adjacent to parking (not curbside), and a protected bike lane on the south, removing 25 parking spaces on the south side.
- B would be 1-way and create two protected bike lanes curbside on each side and retain parking.



Committee Reports

Transportation and Public Space (T&PS)



- C would be 1 way and create two buffered (painted) lanes adjacent to traffic and retain curbside parking, and retain a wider cross-section for events like marathons and parades/marching band. It would not match the C Street NE facilities.
- D would be 1-way and create a protected curbside bike lane on the south side (east bound) and a regular (unbuffered) bike lane on the north side, and retain parking.
- E would be 1-way and create a protected curbside bike lane on the north side (west bound) and a regular (unbuffered) bike lane on the south side, and retain parking.

DDOT also discussed adding additional traffic calming, including a raised crosswalk in the middle of the block. DDOT stated that alley travel/access would not be removed with any of the plans. For the one-way plans, entrance to the 1300 A/East Capitol alley would only be allowed by turning left from westbound North Carolina Avenue.

After DDOT's presentation, Delancey Gustin, a block resident who organized community input efforts, gave a presentation on alternative options. (Ms. Gustin's presentation is included in the minutes.) Ms. Gustin stated that many block and area residents supported the proposal. The proposal would create an unprotected dedicated bike lane on the north side adjacent to the car traffic lane, and sharrows on the south side. The sharrows would be in the eastbound (less-trafficked) direction so that the bike lane could be in the higher-trafficked direction. Another alternative would be advisory bike lanes. This solution would preserve the parking and two-way traffic on the street, while providing bike facilities that match safety needs of the differing traffic volume in each direction. Sharrows are used by DDOT in other areas, such as 17th Street SE, and advisory bike lanes have also been used in the area. Speed humps or raised crosswalks could further slow west-bound traffic. Ms. Gustin also requested collection of additional traffic data and for the ANC to support the proposal.

DDOT responded to Ms. Gustin's presentation. Mr. Handsfield stated that he does not think sharrows as the 17th Street NE is a good solution and may not meet current DDOT standards. He stated that advisory bike lanes are still in the trial period, and that advisory bike lanes are being piloted on blocks where they have a higher likelihood of succeeding, whereas the 1300 block of North Carolina Avenue is more of a stretch or an edge case because of the high volume in one direction and "peaky" traffic. Mr. Branyan stated that sharrows were outdated and not preferred; DDOT has been criticized for using sharrows and now use them in a very limited number of cases. Sharrows do not create a lower stress riding situation. The goal for the 1300 block of North Carolina Avenue is to create a situation that is comfortable for children to ride on. Sharrows do not do enough to create that safety on this block. Mr. DeFrank additionally stated that DDOT evolves quickly and while the sharrows on 17th and 19th Streets were improvements at the time, the goal now is to more dramatically improve biking. He also noted continuing concern about traffic on 17th and 19th Streets.

Andrew DeFrank, DDOT Community Engagement Specialist, did not have an update on the Traffic Safety Assessment (TSA) for the 1300 block of North Carolina Avenue yet. He noted that there were questions in the Q&A about other one-way conversions that did not reduce speed. He stated that the difference here is that the conversion will narrow the street and slow traffic, especially with the addition of raised crosswalks.



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Commissioner Amber Gove stated her support for increasing safety through design that makes the streets safe for all ages. She believes that we will get to a design that creates safety, improves biking, and preserves parking.

Commissioner Keya Chatterjee stated her commitment to addressing climate change and the urgent need to create better protected bike infrastructure for safety and reduce car use. If the biking system is not safe, people will continue to drive and contribute to climate change. Bikes using the traffic lane does not accomplish the goal of safety. She noted the comments against the change, but also that she heard uniformly positive comments from her SMD constituents. She noted that the job of the ANC is to represent the interests of the entire community, taking into account also the needs of the elderly and disabled, not just one block, and that connected safe bike lanes are in the best interest of the city.

Commissioner Robb Dooling discussed the improvements in the Maryland Avenue project and other neighborhood projects, which narrow the road for traffic calming, and involved the full participation of the community in making these important changes. He spoke in support of Commissioner Gove and the work she had done to ensure that he and other deaf residents could fully participate in the ANC. He spoke of the need for the neighborhood to balance the interests of sustainability, safety, and inclusivity. He acknowledged people are scared of change but we are all part of the changes that make the neighborhood what it is.

TPS Committee Member Andrew Burnett stated that the traffic on 17th Street is still very fast, so the solutions implemented there should not be used as a reference for traffic calming. He also spoke in favor of including additional traffic calming measures in the DDOT plan beyond raised crosswalks. He noted that raised crosswalks do not appear to deter speeding on 17th Street.

Members of the community were then given the opportunity to comment:

- Michael Cushman of East Capitol Street expressed concern about lack of transparency of the project dating back to January 2021.
- Alex Kelly would like DDOT's consideration of safe access across any potential bike lane from the sidewalk to a parking lane from her family's side of the street.
- Fernanda [last name not disclosed] expressed interest in an open conversation and a better compromise over individual issues important to each family.
- Colleen Moss expressed concern about an increase in crime throughout the year, and about how any proposal to modify traffic would addresses crime issues
- Elizabeth Nelson does not find it feasible to put protected bike lanes on each street in the city, and expressed frustration in putting all of the neighbors on North Carolina Avenue NE through this process; Ms. Nelson was most interested in Ms. Gustin's alternative proposal.
- Barry Barones of East Capitol Street expressed concern about the two-way alley on the south side of North Carolina Avenue that will only have one way in.
- Sue O'Connell of East Capitol Street, a 30-year resident of the District and a 20-year resident of the block, feels that the real problem is speeding. Ms. O'Connell is concerned about more cars being diverted to East Capitol Street and Constitution Avenue. With the RFK site coming down and being redeveloped, Ms. O'Connell would prefer to deal with the bike lane request once RFK is redeveloped.
- Jacquelyn Guy expressed concern about crime in the neighborhood and having to park farther away from her house; Ms. Guy was most interested in Ms. Gustin's proposal.
- Domonique James of 14th Street NE would like DDOT to go back to the drawing board to better consider neighbors. Ms. James believes the proposals do not look at the neighborhood



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holistically, and is concerned that the District is choosing cyclists over seniors and citizens with special needs.

- Billy Gallagher feels that parking should not be taken away. As a commuter to Maryland, Mr. Gallagher does not feel that a one-way street will be a significant impact.
- Kenyon Weaver supports protected bike lanes and feels the inconvenience to his driving would be worth it.
- Brent Huggins supports protected bike lanes and referenced an incident where he was assaulted by a driver while he was biking in a roadway nearby
- Stefan Hinkins expressed concern about DDOT and elected officials not listening to the neighborhood, and did not want more cars driving by Maury Elementary School.
- Jim [last name not disclosed] felt the DDOT study is missing the impact of transferring 13th Street traffic to Constitution Avenue and the potential traffic backup. Additionally, he felt the study was flawed because the traffic assessment was conducted during COVID pandemic traffic patterns.
- Andrew Holiday considers himself a confident biker, and still feels pressure of traffic. Mr. Holiday believes sharrows are confusing to drivers, and that traffic calming should be a priority regardless of the selected option. He appreciates the benefit of parking, and believes disabled drivers should receive a parking priority, but that the parking is ultimately owned by the city.
- Sharon Davis expressed concerns about losing parking on North Carolina and second order effects to Ames Place.
- Arabella Kohlmeyer, a 30-year resident of the neighborhood and avid cyclist, believes the plan was rushed and opaque. Ms. Kohlmeyer expressed concerns that removing parking compromises safety for vulnerable residents as crime is on the rise. Additionally, she expressed interest in traffic-calming measures.
- Melville Turner, a senior citizen in the neighborhood, noted that he will be applying for handicapped parking. Mr. Turner wants a more incremental approach to the plan, such as Ms. Gustin's proposal. Additionally, Mr. Turner expressed concern about the statistics of traffic studies conducted during the pandemic.
- Andrea Johnson expressed interest in further traffic studies, and expressed support for Ms. Gustin's plan.
- Noah Gillespie expressed support for accessibility to the streets for everyone, including pedestrians and cyclists.
- Jonathan Vanhoff expressed interest in seeing more data to justify why the 1300-block of North Carolina Ave NE needs such substantial change. Mr. Vanhoff also spoke in favor of Ms. Gustin's proposal.
- Keith Murphy, a neighbor on North Carolina Ave NE, expressed appreciation for DDOT's work across the city to make it safer for cyclists of all abilities to use the streets, and believes that neighbors do adjust to such changes. Additionally, Mr. Murphy expressed a preference for DDOT's Option C.

In summary, approximately 25% of commenters supported DDOT's proposals to provide safer biking and better connectivity. Another 25% of the commenters expressed explicit support for the community alternative proposal presented by Ms. Gustin, with a focus on the potential loss of parking. Several commenters speaking against the DDOT proposal expressed that they felt DDOT had not been sufficiently responsive or transparent. Other commenters requested additional data. Of the commenters supporting the alternative proposal, the themes included concerns about loss of parking (crime, disability, and inconvenience), and concern about diversion of traffic only neighboring streets caused by the one-way conversion. Several



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commenters (both for and against the DDOT proposals) spoke in favor of traffic-calming measures on the block.

After the public comment period, Mr. Branyan explained that the one-way proposal was intended to preserve parking. He stated that other areas in the city were facing the same issues while trying to implement the Mayor's vision on transportation. Mr. Branyan stated that the DDOT division handling traffic calming (e.g., stop signs) is different from his division, and that they were happy to incorporate additional traffic calming into the final plan. He stated that DDOT would take into account all the questions raised and the community proposal and would return with more information.

Commissioner Gove stated that she believed the consensus was leaning towards proposals that preserved parking. She requested that DDOT provide a more detailed written response to the community proposal, including the issue of advisory bike lanes, disabled parking, additional data, and impact on the traffic around Maury Elementary, and noted that DDOT would likely be asked to return to ANC 6A/TPS Committee meetings to discuss the new information. She said that she could facilitate requests for disabled parking and invited residents to email her with additional input. Mr. DeFrank from DDOT also stated that residents could email him with follow-up questions.

Mr. Handsfield stated that the impact on traffic around Maury Elementary School would be minimal because the number of diverted cars would be low. Mr. DeFrank noted that DDOT had already made safety improvements around Maury and that they would continue to consider options to make the area even safer.

IV. New Business

- A. Installation of raised crosswalk at northernmost crossing of 15th Street NE. and Tennessee Avenue NE. (adjacent to Miner Elementary School).

Commissioner Dooling moved to table discussion of this item. TPS Committee Member Shaun Lynch seconded the motion. The motion passed unanimously.

- B. Discussion of adding a standing TPS agenda item to review pending Traffic Safety Assessments (TSA) and past-due 311 sidewalk requests on a regular cycle.

Ms. Dundon introduced the topic. Currently, the TPS Committee has no regular process to review TSAs and 311 sidewalk requests that have not yet received responses from DDOT. A standing agenda item to review these items could ensure they do not fall through the cracks and the ANC remains updated. The timing and format of administering the regular review was discussed, as well as modes of DDOT participation. No motion would be required to add the regular review to the agenda.

V. Community Comment: None.

VI. Adjourn meeting



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Minutes

ANC 6A Transportation & Public Space Committee Meeting

Monday, August 16, 2021 at 7:00 pm

Virtual Meeting via Zoom

- I. Call meeting to order at 7:00pm
- II. Introductions & Announcements
TPS Committee members present: Interim Chair Maura Dundon, Andrew Burnett, Hassan Christian, Jeff Fletcher.
ANC Commissioners present: Amber Gove (Chair), Brian Alcorn, Keya Chatterjee, Sondra Phillips-Gilbert.
Community Comment: None.
- IV. Old Business
 - A. Traffic Safety Assessment (TSA) for 1600 block of Isherwood Street NE. DDOT has requested that ANC 6A amend its June 10, 2021 resolution supporting TSA#21-00168899 (1500 block of Isherwood Street NE and adjacent intersections) to clarify that it includes the 1600 block as well. This will allow DDOT to install speed humps on 3 continuous blocks: the 1600 and 1500 blocks of Isherwood Street NE, and the 1400 block of Duncan Place NE. The 1400 block of Duncan Place NE was covered in the April 8, 2021 ANC 6A resolution supporting TSA# 20-00287735.

The Committee discussed this agenda item, which responds to a request from DDOT that the ANC support speed hump on three continuous blocks in order to allow them to be installed at the same time.

Commissioner Brian Alcorn made the motion: *That the TPS Committee recommend that ANC6A send a letter to DDOT supporting the consideration of speed humps and/or raised crosswalks in the 1600 block of Isherwood St. NW, amending the ANC's July 10, 2021 resolution supporting TSA#21-00168899.* TPS Member Jeff Fletcher seconded the motion. The motion passed unanimously.

- V. New Business
 - A. Traffic Safety Assessment(s) for 17th - 19th Streets NE between D Street NE and Rosedale Street NE.
Interim Chair Maura Dundon introduced this agenda item, which she worked with Commissioner Sondra Phillips-Gilbert to file along with a constituent. The constituent filed a TSA for this area that covered more than the maximum of three blocks requested by DDOT. Accordingly, Ms. Dundon and Commissioner Phillips-Gilbert refiled the TSA as two separate TSAs limited to two separate sets of blocks.

The first TSA covers F Street NE from 17th Street NE to 18th Street NE. These blocks border the Rosedale Recreation Center playing fields on the north end, and the rear exits of residences with addresses on E Street NE on the south end. There is no continuous sidewalk on either side. F Street NE curves around for a short stretch to intersect with 18th Street NE. Because of the curve and lack of traffic, drivers speed around the corner, ignore the stop sign on E Street and 18th Street., and speed around the corner down E Street NE. This was the cause of an accident this summer where a driver crashed into Monument Academy, as well as other numerous



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accidents and near-misses observed by neighbors. Ms. Dundon noted that a sidewalk could increase safety for pedestrians, since the curve is blind. However, DDOT informed her that requesting a sidewalk is a separate process from that of the TSA for traffic calming. Such a process would be the subject of a future TPS meeting in order to provide notice to the public and a fuller discussion.

The second TSA covers 18th Street NE northbound from D Street NE to E Street NE, then from the intersection of D Street NE to 19th Street NE. Drivers speed up 18th Street NE to E Street NE, ignore the stop sign, and speed around the corner to 19th Street NE.

A member of the public raised concerns about the TSA process, including DDOT information gathering to verify needs for traffic calming.

Commissioner Amber Gove made the motion: *That the TPS Committee recommend that ANC6A send a letter to DDOT supporting the consideration of traffic calming measures, including speed humps and/or raised crosswalks, on F Street NE between 17th and 18th Streets NE and the Intersection of 18th and E Streets NE. (TSA # 21-00347340) and 18th Street NE from D to E Streets NE and E Street NE from 18th to 19th Streets NE (TSA # 21-00347377).* TPS Member Jeff Fletcher seconded the motion. The motion passed unanimously.

B. Traffic Safety Assessment for 700-1300 blocks of I Street NE.

Commissioner Chatterjee discussed safety concerns on these blocks, including multiple crashes caused by speeding drivers. She noted DDOT's commitment to consider this TSA covering more than three blocks, because it was filed before the three-block limit was communicated to the ANC.

Commissioner Chatterjee made the motion: *ANC6A send a letter to DDOT supporting the consideration of traffic calming measures on the 700 - 1300 blocks of I Street NE (TSA# 21-00026760), including consideration of speed humps and/or raised crosswalks.* TPS Member Fletcher seconded the motion. The motion passed unanimously.

C. Traffic Safety Assessment for 1300, 1400, and 1500 blocks of East Capitol Streets NE.

Commissioner Gove discussed this TSA filed by a constituent on one of the covered blocks. She clarified that the "ANC Comments" section on the TSA were her personal comments, not the comments of the full ANC.

The TSA describes speeding down East Capitol Street that makes these blocks unsafe for pedestrians, cyclists, and people getting out of cars. The TSA stated that speeding is worst eastbound during evening rush hour. In addition, the low volume of traffic incentivizes speeding. The TSA also noted that there is a school on these blocks and that drivers ignore the "right only on green" arrow at Lincoln Park. It also stated that commuter buses and trucks speed as well.

Commissioner Gove noted that per DDOT's legal requirements, any change to traffic control or to parking on these blocks would require a formal Notice of Intent (NOI) from DDOT with opportunity for the ANC and public to comment. She also noted that ANC 6A would coordinate with ANC 6B which shares the blocks. She reiterated that the current item before the TPS was not a request for removing parking. She stated she would remove her potentially confusing comments and refile the TSA without them.



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Commissioner Alcorn noted that the intersection of 16th and East Capitol Streets is the only intersection along East Capitol Street that does not have a 4-way stop. This intersection could be the subject for an additional TSA in the future.

A community member stated that DDOT should collect more data on bike volume as well as car speed. He stated he did not believe that children need additional traffic calming on these blocks because there are not many children in the area, that the opinions of a few people should not be substituted for fact and that the bike lanes on East Capitol Street are fine and he does not feel unsafe.

Another community member stated that the stop lights on these blocks provide traffic calming and that the bike lanes are safe already until 18th and East Capitol Streets. She stated that DDOT should pay more attention to Wards 7 and 8.

Commissioner Gove made the motion: *That the TPS Committee recommend that ANC6A send a letter to DDOT supporting the consideration of an amended TSA requesting traffic calming measures on the 1300, 1400 and 1500 blocks of East Capitol Street NE. including consideration of speed humps and/or raised crosswalks.* Commissioner Alcorn seconded the motion. The motion passed unanimously.

- D. Traffic Safety Assessment for 300 block of 19th Street NE.
Commissioner Alcorn discussed the need for traffic calming on this block.

Commissioner Alcorn made the motion: *That the TPS Committee recommend that ANC6A send a letter to DDOT supporting the consideration of traffic calming measures on the 300 block of 19th Street NE (TSA # 19-00951831) including consideration of speed humps and/or raised crosswalks.* Commissioner Gove seconded the motion. The motion passed unanimously.

- E. Request for raised crosswalks at intersections where DDOT has indicated all-way stops are not warranted, including 14th and A Streets NE, 15th and A Streets NE, and 15th Street NE and Constitution Avenue NE.

Commissioner Gove introduced this agenda item. She stated that DDOT had denied prior ANC requests for all-way stops at these intersections, which are in need of traffic calming. In lieu of all-way stops, she proposed requesting raised crosswalks.

Commissioner Gove made the motion: *That the TPS Committee recommend that ANC6A send a letter to DDOT supporting the consideration of raised crosswalks and other traffic calming measures at the intersections of 14th and A NE, 15th and A NE, and 15th and Constitution NE (TSA # 21-00340369, 21-00340397, 21-00340385).* Commissioner Keya Chatterjee seconded the motion. The motion passed unanimously.

VI. Community Comment: None.

VII. Adjourn meeting



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Minutes

ANC 6A Transportation & Public Space Committee Meeting

Monday, September 20, 2021 at 7:00 pm

Virtual Meeting via Zoom

- I. Call meeting to order at 7:02pm
- II. Introductions & Announcements
ANC Commissioners present: Chair Amber Gove, Brian Alcorn, Keya Chatterjee, Sondra Phillips - Gilbert, Mike Soderman, Robb Dooling, Laura Gentile.
TPS Committee members present: Maura Dundon (Chair), Caitlin Rogger, Hassan Christian, Jeff Fletcher, Shaun Lynch.
- III. Community Comment: Held for old business.
- IV. Old Business:
 - A. Discussion of 1300 block of North Carolina Avenue NE bike lane installation options.
The District Department of Transportation (DDOT) is currently considering what type of bicycle facility to add to the 1300 block of North Carolina Avenue as part of its high priority bicycle network, and to ensure continuity between the C Street project (under construction) and the rest of the city's bicycle network. This includes consideration of different options for directions of placement of car traffic and bicycle traffic lanes, including conversion to one-way vehicle traffic, as well as consideration of car parking and traffic calming measures. Will Handsfield, DDOT Bicycle Program Specialist, will follow up on questions raised at the July 2021 TPS meeting. DDOT is seeking the recommendation of the ANC as to which of the proposed designs (A through E) the Commission would prefer. In addition, DDOT is seeking input on proposed design adjustments to the intersection at 14th Street and North Carolina Avenue NE. See presentation for details.

TPS Interim Chair Dundon began the discussion by noting the nature of TPS Committee Members' roles as volunteers not elected by the public who make recommendations to Commissioners, and Commissioners' roles as elected leaders. It was explained that no recommendations made at the meeting would be binding but would inform the ANC's decision-making. Chair Dundon proceeded to review the history of the public discussion opportunities for the bike lanes on the 1300 block of North Carolina Ave, which had come up during four previous monthly meetings of the TPS Committee to date starting January 2021. It was highlighted that the DDOT Notice of Intent stage, which would open up thirty (30) days for further public comments, had not yet begun.

Interim Chair Dundon explained the procedures for the TPS meeting, given the high level of community interest. Community comment would be limited to 2 minutes per person. Community members were also advised they could submit questions and comments online during the meeting, and via email after the meeting, with noting that many members of the public had submitted comments prior to the meeting via email. Chair Dundon appealed to participants for civility, noting the importance of preserving the capacity to engage constructively as a community.



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Will Handsfield of DDOT presented the current options under consideration for facilities to slow down vehicular traffic and facilitate safe bicycle transport on the 1300 block of North Carolina Ave, which will connect to the wider C Street NE improvement project and Lincoln Park.

Mr. Handsfield explained that the background of the project included that the C Street NE project will include lanes with a high level of protection, but will stop at the 1400 block of North Carolina, creating a connectivity gap. The measures are under consideration to connect the bike network, increase pedestrian safety, and reduce vehicular speeds. Doing so would support DC's achievement of several named and long-term policy priorities, including shifting travel modes from car to 75% active and transit modes, such as cycling under MoveDC (the District's long range transportation plan); reducing carbon emissions from transportation under Sustainable DC (the District's sustainability plan); and Vision Zero (the District's commitment to eliminating fatalities and injuries due to vehicular crashes).

In addition to the need for a connected bike network, DDOT noted community concerns about speeding on the block, including a pending Traffic Safety Assessment request to DDOT from a resident, partly the result of the block's wide lanes. Part of the benefit of bike lanes is to reduce vehicular travel speeds.

The DDOT presentation highlighted responses to several concerns raised by residents prior to the meeting, including that timing of the project related to the progress of the C Street NE project as well as higher numbers of cyclists, scooters, and roller bladers who would use the facilities. Mr. Handsfield elaborated on why various alternatives presented by community members would not be feasible or suitable, stating that NACTO and FHWA guidance (used by DDOT) does not allow for sharrows on roads with the volume of traffic on the 1300 block of North Carolina Ave, and that the advisory bike lane scheme was a pilot only approved for use in five segments throughout DC (not including the 1300 block of North Carolina Avenue). Mr. Handsfield proceeded to explain the connections between bike lanes and various citywide goals.

Each alternative was explained in detail using PowerPoint slides and graphics.

- A1: Two-way traffic lanes, plus protected bike lane on the north (higher volume) side and regular bike lane on the south (lower-volume side), which removes parking.
- A2: Two-way traffic lanes, plus protected bike lane on the south (lower volume) side and regular bike lane on the north (higher-volume side), which removes parking.
- B: One-way traffic going west, plus protected bike lanes on both sides, plus parking preserved but between bike lanes and curb.
- C: One-way traffic going west, plus protected bike lanes on both sides, plus curbside parking preserved.
- D: One-way traffic going west, plus protected bike lane going eastbound and regular bike lane going westbound, plus parking preserved (curbside on one side).
- E: One-way traffic going west, plus protected bike lane going westbound and regular bike lane going eastbound, plus parking preserved (curbside on one side).

Mr. Handsfield asked the ANC to recommend which option was preferred by the ANC.

Members of the community were given the opportunity to comment:

- Keith M expressed support for protected bike lanes and shifting traffic to a one-way pattern without losing parking, with a preference for option E.



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- “Stop DDOT Overreach” (“Mark”) questioned whether DDOT guidelines would allow a sharrow instead of protected bike lanes to be applied, based on data on traffic volumes. Mr. Handsfield responded that they would not, under official guidelines.
- Billy expressed support for making North Carolina Avenue one way with dedicated bike facilities in each direction without removing a parking lane, in service of safety and facilitating travel outside of cars.
- Robert Dodge spoke in support of protected two-way bike lanes, changing the block to a one-way vehicular traffic pattern while maintaining parking, noting thanks to ANC volunteers and DDOT and citing the need for safety and facilitating travel outside of cars
- Joshua Peacock expressed support for protected bike lanes on the block, particularly alternative B, citing safety and supporting people traveling outside of cars.
- Delancey Gustin stated general dissatisfaction with each of the seven proposals from DDOT, but if a choice had to be made among them, expressed preference for Option C. She asked for DDOT’s response with respect to clearing of snow and highlighted concerns about deliveries trucks.
- Andrew Turner spoke in support of option B, noting a lack of issues in his experience with using a car and living on a one-way street, and highlighting the opportunity to make it easier for children in particular to bike and walk safely.
- Michael Cushman expressed interest in sharrows as an alternative to each of DDOT’s seven proposals, citing concerns about data quality and accuracy pertaining to the current speed limit on the block as well as traffic volumes. Mr. Handsfield responded that the vehicle volumes and speeds would not present would not allow for sharrows to be installed.
- Colleen Moss highlighted concerns about both potential loss of parking and the impact of a one-way system on quality of life for drivers, stating that A1 and A2 would be the least problematic of the DDOT proposals.
- Eric Gillam, speaking for Lincoln Park United Methodist Church, expressed a preference for preserving parking and stated he would email further comments.
- Roberta expressed dissatisfaction that none of the alternative community proposals were considered safe or feasible by DDOT, and in particular did not find any loss of parking acceptable.
- Elizabeth Nelson expressed disagreement with the project going ahead before the large C Street NE redevelopment project has been completed and the effects on traffic clear.
- Mr. Handsfield noted a seeming general preference for options that preserve parking among community commenters.
- Christine Mullins suggested that the needs of cyclists seemed to be priorities in each of the seven DDOT proposals, and that community support for various suggestions had been rejected by DDOT as unsafe or infeasible, further noting concerns around local crime and disabled residents necessitating close access to personal vehicles. Mr. Handsfield noted that ADA parking could be facilitated next to bike lanes.
- Stefan Hankin observed that the community seemed to have a preference for the one-way proposals among those presented, and expressed concerns about their effect of diverted traffic on safety including for Maury Elementary School students nearby traveling to and from school, and made suggestions for how to mitigate safety impacts, such as a stop sign at 14th and A Streets NE.
- Anders Pedersen spoke in support of option B.
- Domonique James requested that DDOT present a comprehensive construction plan, expressed dissatisfaction with the clarity of drawings presented, and raised concerns about the impacts of freight delivery diversions on residents living nearby. Mr. Handsfield



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responded that it was not efficient to expend extensive city resources on several detailed option drawings when only one would be chosen.

- Dina Smith objected to the one-way proposals, citing anticipated impacts on safety from traffic diversion, on drivers' access, and on property values. Mr. Handsfield noted that students' safety was a high priority and the anticipated increase on Maury-adjacent lanes was around 300 more cars per day.
- Arabella Kohlmeyer spoke in opposition to all of DDOT's seven proposals, asking for raised crosswalks and speed bumps instead and asking DDOT what would be done if project decreased safety. Mr. Handsfield expressed confidence that projects would work out as planned, citing a positive recent track record.
- John Hirshman expressed opposition to any removal of parking.
- Mr. Handsfield responded to several of the concerns raised, underscoring the expected positive effects on safety for the neighborhood and citing the experience of nearby Tennessee Avenue where similar concerns had been flagged. He also stated that the traffic models being used were more sophisticated than some of the representations raised by community members would suggest. Participants were assured that DDOT would continue considering and refining its approach until an adequate level of safety had been established.

The comment section shifted to Commissioners and TPS committee members.

- Commissioner Gove commented that, in consideration of both comments received and the need to promote safety, she would recommend options B, E, and C in that order, with Concept 1 for 14th St NE as the preferred design. Commissioner Gove observed that designs A1 and A2's removal of parking spaces would be too disruptive to the community and the absence of buffers would leave cyclists vulnerable, rejecting option D as well with a view that the protected option was not on the more important side. It was noted that the one-way proposals were only anticipated to divert 5% of traffic to alternative roads with relatively minimal inconvenience to drivers, and that slower speeds have been a long-term priority for the community. Commissioner Gove suggested that planters and space for delivery vehicles should be part of the ongoing conversation.
- Commissioner Gove stated that option B would result in the strongest safety improvements. She commented that if option B was not possible due to the need to maintain a wider pavement width, then option E would be preferred to reduce dooring risks, with option C a third choice.
- Commissioner Gove noted that failure to engage with the process and recommend an option might result in losing the opportunity to influence the process. Examples were provided to demonstrate that both the ANC and DDOT had exceeded typical standards of transparency and community engagement for this project, and that process concerns might simply represent resistance to the tradeoffs needed to ensure safety. She requested ongoing engagement from the community and DDOT as the project progressed, including to consider augmentation with additional safety measures such as curb extensions and bulb-outs.
- Commissioner Soderman revisited the issue of parking for local churches, with Mr. Handsfield and Mr. Gillam agreeing to meet separately to continue the conversation.
- TPS committee member Rogger asked members, commissioners and community members to put safety at the very center of their considerations and discussions, noting the context of increasing traffic fatalities and injuries in DC in the last year. She highlighted option B as offering the most safety benefits with E and C as next preferred options.
- Commissioner Chatterjee highlighted the equity benefits of creating greater bike connectivity between communities East of the Anacostia and in Capitol Hill, and expressed support for



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DDOT's efforts to protect cyclists who would use these routes and reduce dependence on motor vehicles, particularly in neighborhoods with lower car ownership patterns.

- Commissioner Dooling expressed support for Commissioner Gove's proposal to recommend options B, E or C, noting they would make it easier for people to choose modes other than driving, and highlighting the importance of making streets safe for older and younger residents.
- TPS Chair Dundon expressed support for Commissioner Gove's recommendation, noting that a protected, continuous bike lane network from C St NE to Lincoln Park would create further safe connectivity to RFK fields with minimal disruption to the community. It was noted that a slight increase in traffic around Maury would be unlikely to significantly affect safety there.

Commissioner Gove and Commissioner Chatterjee seconded a motion that the TPS Committee recommend that ANC6a send a letter to DDOT stating that the ANC preferred rank ordered options of the DDOT bike lane designs for the 1300 block of North Carolina Avenue NE are Alternatives B, E and then C. Concept 1 for the intersection at 14th Street NE is the preferred initial design option.

The TPS Committee voted as follows:

Yes: Commissioners Gove, Dooling, Phillips-Gilbert, Chatterjee, Alcorn, and Gentile; TPS members Dundon, Lynch, Rogger, Christian, and Barnet.

No: TPS member Fletcher

Abstain: Commissioner Soderman

- B. Discussion about the ANC 6C letter to DDOT requesting permanent bike lanes around the Capitol Building on Independence and East Capitol Avenues; discussion of temporary fencing. Chair Dundon remarked that she had been unable to obtain a copy of the ANC 6C letter, but that she would try to do so again and add to the October 2021 agenda. Commissioner Soderman commented that he had not seen the bike lanes blocked over the previous weekend.

V. New Business

- A. Update on DDOT walkthrough of 17th Street and 19th Street from C Street NE to Potomac Avenue SE.

Commissioner Gove reported that a preliminary discussion between 6A, 6B and DDOT had revisited designs for both 17th Street and 19th Street NE, from the corner by the cemetery up to C Street NE, and 17th Street from Bladensburg Road/Mount Olivet Avenue and down to Barney Circle. At this point in the early discussion, DDOT would want a joint special meeting with ANC 6B following an initial information-gathering walk, which Commissioner Gove welcomed given the number of crashes on the 17th Street corridor and proximity to various schools and Rosedale Recreation Center. DDOT will follow up.

Commissioner Phillips-Gilbert requested that DDOT revisit the design of the "halfabout" at 17th and E Streets, where many crashes and difficulties for emergency vehicles had been observed. Commissioner Gove noted that a special meeting for the Benning Road to C Street NE area had been promised by DDOT and would be scheduled.

- B. Traffic Safety Assessment (TSA) request for all-way stop at local-local intersection of 16th Street and Constitution Avenue NE. Requesting raised crosswalks if DDOT does not grant request for all-way stop control.

Commissioner Alcorn noted that 16th Street and Constitution Avenue lacked a stop sign east



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to west, allowing speeding to occur, and explained that the TSA to be filed intended to rectify this.

Commissioner Alcorn made and Commissioner Gove seconded a motion that the TPS Committee support a future TSA to be filed requesting all-way stop signs at 16th Street and Constitution Avenue NE, including the consideration of raised crosswalks if the all-way stop request is denied. motion. The motion passed unanimously.

- C. Rock ‘n Roll Marathon Route. Diane Romo Thomas will discuss planned street closures along H Street NE eastbound from 4th to 13th Street to Constitution Avenue to North Carolina Avenue to C Street to the finish line at RFK for the race taking place on November 13, 2021. Diane Romo Thomas stated that only the half marathon would be held this year in November instead of March, described the route and timing from 8:00 am to around 1:30 pm, and asked for the TPS Committee’s support to hold it. Commissioner Gove asked if the “clear streets” policy would apply, and Ms. Romo Thomas responded that it would.

Ms. Romo Thomas discussed the location of the “pass through” areas and also noted that cyclists and wheelchair users could travel the route ahead of the half marathon. Commissioner Soderman queried the benefit to the community. Ms. Romo Thomas touted the event’s history of being put on to benefit economic development and the opportunity to raise money for charities, and informed the committee of the location of the music and plans for monitoring volume.

Commissioner Gove made and Chair Dundon seconded a motion that TPS recommend that ANC 6A send a letter to DDOT supporting the 2021 Rock ‘n Roll Marathon street closures for the race taking place on November 13, 2021. The motion passed unanimously.

VI. Community Comment: Covered under old business.

VII. Adjourn meeting



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Transportation and Public Space (T&PS)



October XX, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Rank-ordered preference for 1300 North Carolina Ave Designs

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on October 14, 2021, our Commission voted X-X-X to send a letter to your agency indicating that the ANC preferred rank ordered options of the DDOT bike lane designs for the 1300 block of North Carolina Ave NE are Alternatives B, E and then C. Concept 1 for the intersection at 14th St NE is the preferred initial design option. Below we include additional comments and requests with respect to each of the design options presented.

Option B. One Way with East and Westbound Protected Bike Lanes. Option B will physically and visually narrow the vehicle travel lane, which would be helpful in reducing vehicle speeds, a primary concern of the community. This

Alternative B – One-Way + WB PBL + EB PBL



Alternative B Summary:

- Retains parking throughout – needs parking setback at driveway/intersection
- Provides EB & WB protected bike lane
- Matches inbound/outbound bike facilities from C St Project

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option also has the advantage of fully protected cycle track in each direction, would remove all driver-cyclist conflicts and would go the furthest in encouraging all-ages-and-abilities cycling. Option B also most closely matches the final design for the C Street project installation and minimizes use of temporary materials such as flexposts. We request that DDOT secure funding for a curb-level installation as is planned for the C Street project on both C Street and North Carolina Avenues directly in front of more than 12 residential blocks and 120 row houses. If curb-level installation is not possible, we would welcome additional community discussion around a preference for planters (which could be maintained by neighbors as tree boxes currently are) versus concrete delineators as well as

plans for maintenance, including leaf and snow clearing. Plans for setbacks at intersections and driveways and space for delivery vehicles (pick up/drop off spaces) at the middle and/or end of the block should also be considered to improve safety and avoid blocking the route while minimizing the impact on parking.

Option E. One Way with Westbound PBL and Eastbound buffered bike lane. If B is unable to be selected due to the need to maintain a wider pavement width, Option E is the next preferred option. Westbound cyclists, moving in the same direction as traffic, would be in the fully protected bike lanes. Eastbound cyclists in the buffered lane would be

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



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riding facing vehicle traffic and would not be at risk of being hit blindly from behind. In the Eastbound buffered lane, cyclists and other micromobility users would also be more visible to drivers and people entering or exiting parked cars, as they would be facing each other and not traveling in the same direction (reducing dooring risks, similar to the experience of a contraflow lane).

Alternative E – One-Way + WB PBL + EB Buffered BL

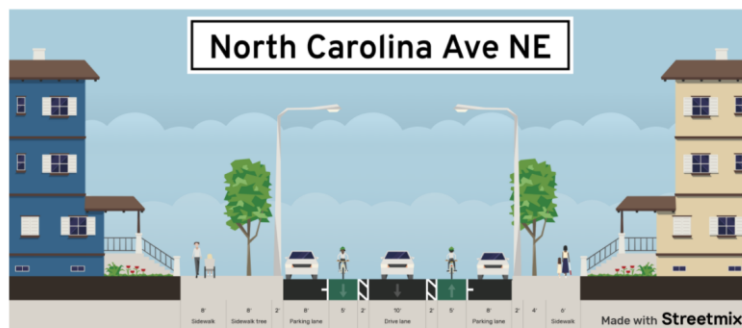


Alternative E Summary:

- Retains parking throughout
- Provides WB protected bike lane, EB buffered bike lane
- Matches inbound/outbound bike facilities from C St Project

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Alternative C – One-Way + Buffered Bike Lane



Alternative C Summary:

- Retains curbside parking throughout
- Provides buffered bike lanes – safer than typical bike lanes
- Retains wider unobstructed cross section – important for events like marathons/ parades/ marching bands

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Option C. One Way with Buffered Bike lanes in each Direction. If B or E are unable to be selected, Option C is our third preferred option. As we have seen on nearby streets such as 14th St and 17th St NE, traditional paint-only bike lanes that are not physically separated by vehicles, planters or concrete delineators encourage speeding by drivers as the visual space is larger and they are able to drift into the bike lane space and increase their speeds--and in some cases use the bike lane as a passing lane. While the buffered bike lanes provides greater protection than a standard bike lane, in lacking any separation other than paint, this design also risks driver and cyclist conflict and persistent illegal standing, stopping or parking in the bike lane. While this option is preferable to the rejected A and D options, we would select this option only if Options B or E were not allowable/feasible. Traffic calming is even more essential for this option.

Traffic Calming and Other Requests for All Designs

For all of the above options, our community is also requesting that DDOT consider:

- Installation of a mid-block raised crosswalk at the triangle park and raised crosswalks at all

intersections, matching the safety features of the rest of the C Street installation project;

- Installation of at least two additional speed humps in this double long block, east and west of the mid-block raised crosswalk;
- Designs should also ensure sufficient setbacks so that drivers can see pedestrians and cyclists at intersections;
- Curb extensions and bulbouts at intersections, including at the corner with A Street to ensure that drivers seeking to head west on North Carolina are aligned perpendicular to North Carolina vehicle traffic to facilitate that they look left for pedestrians and cyclists headed east on either the sidewalk or in the bike facility;
- Monitoring and evaluation of impact on both Constitution and East Capitol Streets and installation of additional traffic calming measures as needed;
- Continued dialogue with both churches at the ends of the block to minimize impact on their current parking configurations; and
- Expedited installation of previously requested and approved speed humps in the 100 and 200 blocks of 13th St NE and raised crosswalks at the intersections of 14th/A, 15th/A and 15th/Constitution NE, locations where our prior requests for all-way stops were denied.

Concepts for 14th Street at North Carolina

ANC 6A Agenda Package | October 2021 | For more information go to www.anc6a.org.

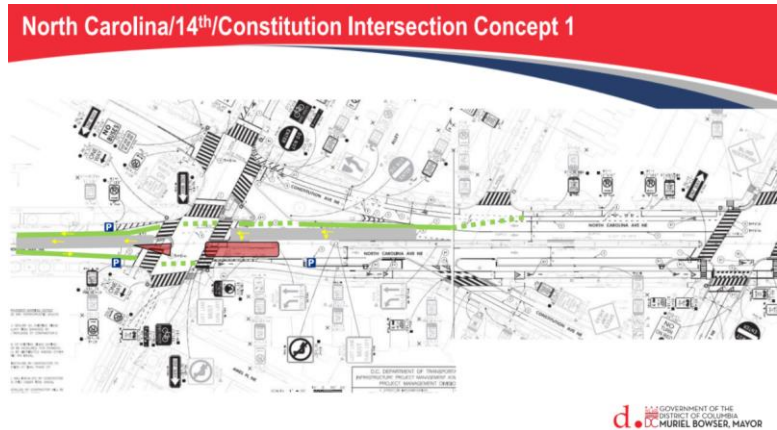


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While preliminary, Concept 1 seems the safest as it provides a clear bike facility for the westbound cyclist. We would ask that any additional design conversations with the community include discussion of traffic calming measures such as curb extensions and bulbouts to slow drivers turning onto Constitution (similar to those recently installed at Kentucky, 13th and Independence SE) and ensure that drivers slow and look for cyclists headed westbound on North Carolina Ave NE. A reexamination of light timing to allow for leading pedestrian intervals and other adjustments to increase safety would be welcome.



Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A



Committee Reports

Transportation and Public Space (T&PS)



North Carolina Ave NE – 1300 Block Bike Lane Gap & Pedestrian Safety

Monday, July 19th, 2021



Agenda

- Background – DDOT Roles & Process
- Pedestrian & Bicycle Safety
- North Carolina Ave NE - Project Vehicle Circulation Overview
- Consideration of Alternatives
- Discussion





Committee Reports

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North Carolina Ave NE Schedule

- **Concept Planning**
 - MoveDC (2013)
 - MoveDC Update (2021)
- **ANC 6A TPS Meetings** (Jan, June, July 2021)
- **Circulation Study** (2020/21)
- **Community Consultation on Design and Engineering**
 - Winter/Spring 2021 Winter - Fall 2021
- **Design**
- **Public Comment Period- 30 business days from NOI**
 - March 2021 Fall 2021
- **Construction**
 - Summer 2021 Spring 2022
- **C St Project – related**
 - Construction start in March June 2021 – 1.5 yr construction timeline
 - Opens Fall 2022

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Why is DC Installing Bicycle Lanes?

2005 Bicycle Master Plan Goals

- 2000: 1% of commute trips by bike ✓
- 2010: 3% of commute trips by bike ✓
- 2015: 5% of commute trips by bike ✓

Sustainable DC goals

- 75% of all trips by walk, bike, transit by 2032
- 150 more bike share stations
- Carbon Neutrality by 2050

Vision Zero Goals

- Zero Traffic Fatalities
- Few serious injuries
- Create safe conditions through design
- Safe & accessible streets for all users

Safe Routes to School

- Building Safe Routes



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Why Protected Lanes?

ANC 6A FUTURE

ANC 6A TODAY



LOW STRESS
TOLERANCE

HIGH STRESS
TOLERANCE

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

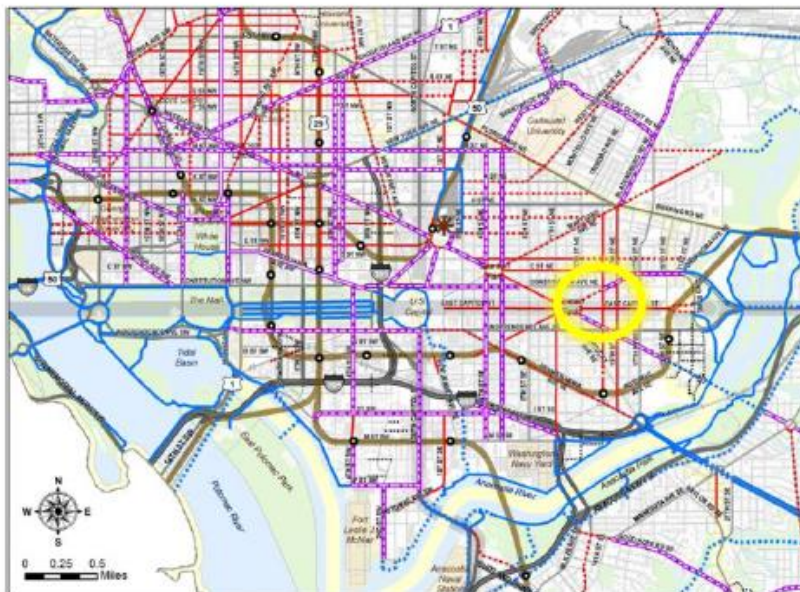
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



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moveDC Bicycle Plan 2014



move dc

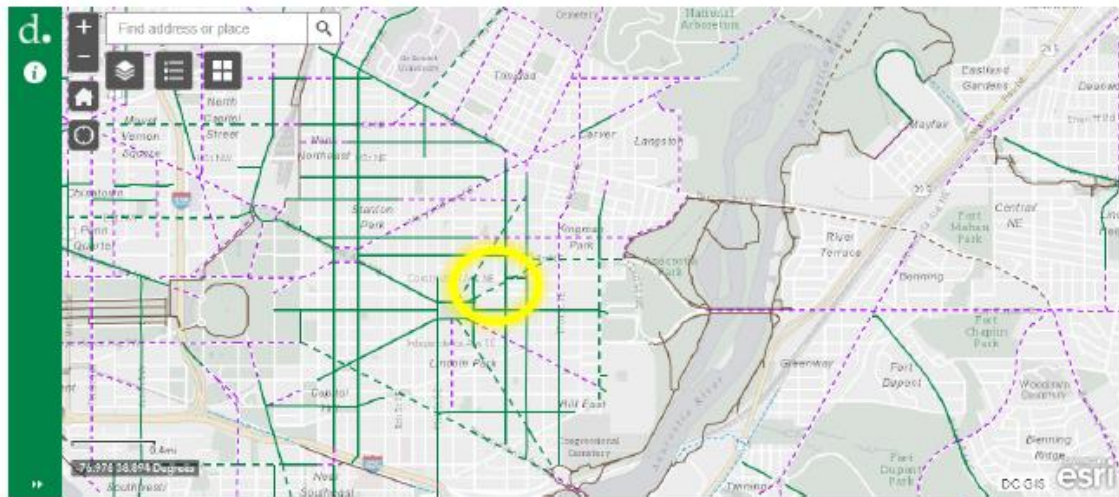


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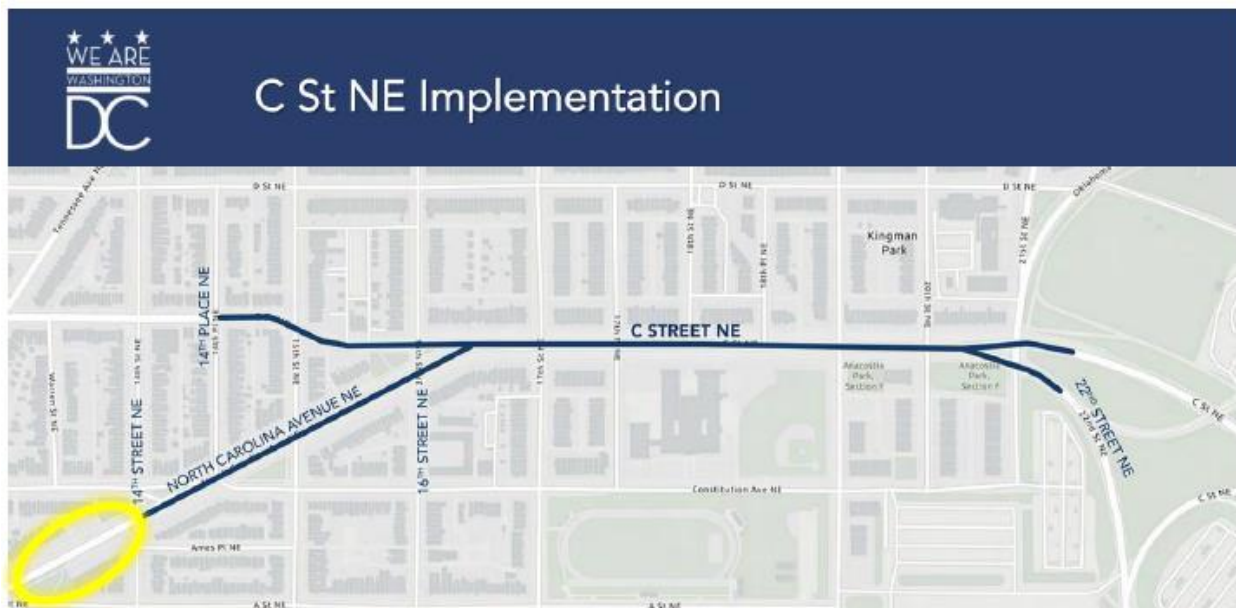


moveDC Bicycle Plan 2021

[moveDC](#) [Home](#) [Equity](#) [Goals, Policies & Strategies](#) [DC STIP](#) [Resources](#) [Get Involved](#) [Site Map](#)



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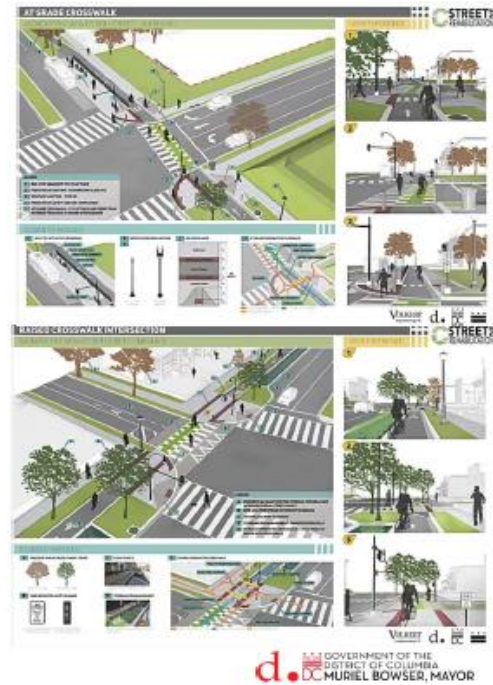


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C Street NE Project –
High level of protection/quality



DDOT Active Transportation Branch Equipment options

18" wide Concrete Delineators



Planters



Flex Posts



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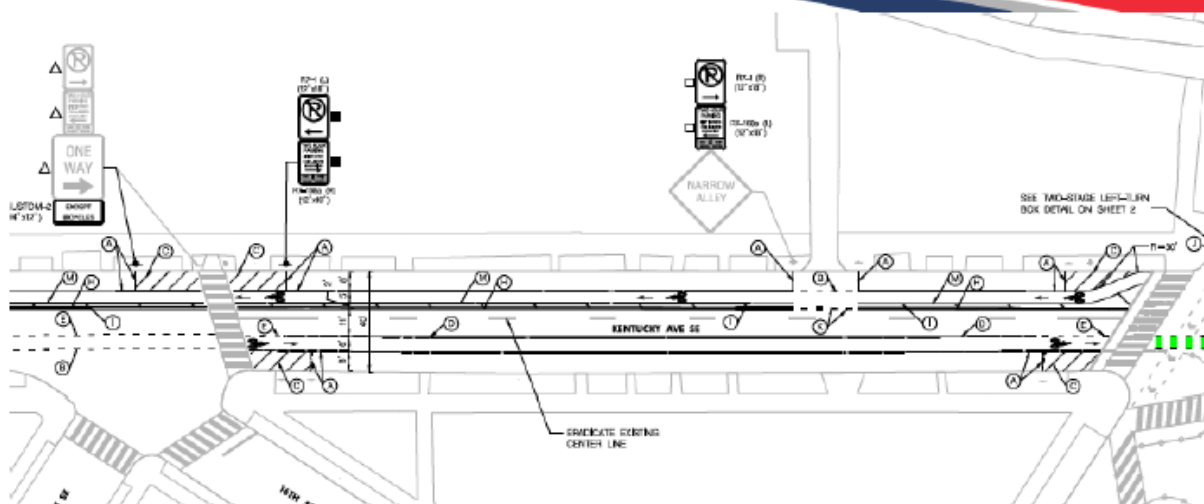


Concerns DDOT Has Heard To Date

- Speeding & Traffic Safety
- Pedestrian Safety
- Desire for continuous connection between RFK Fields, Elliott Hine, and larger Hill community
- Importance of Parking
- Importance of Two-Way Vehicular Travel
- Safety Issues at Intersection of 14th/NC/Constitution + TSA for this location
- Aggressive Drivers
- Will One-Way Traffic Increase Speeding?
- Missing block in the larger C Street Project (under construction)

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Buffered Bike Lane Example: Kentucky Ave SE



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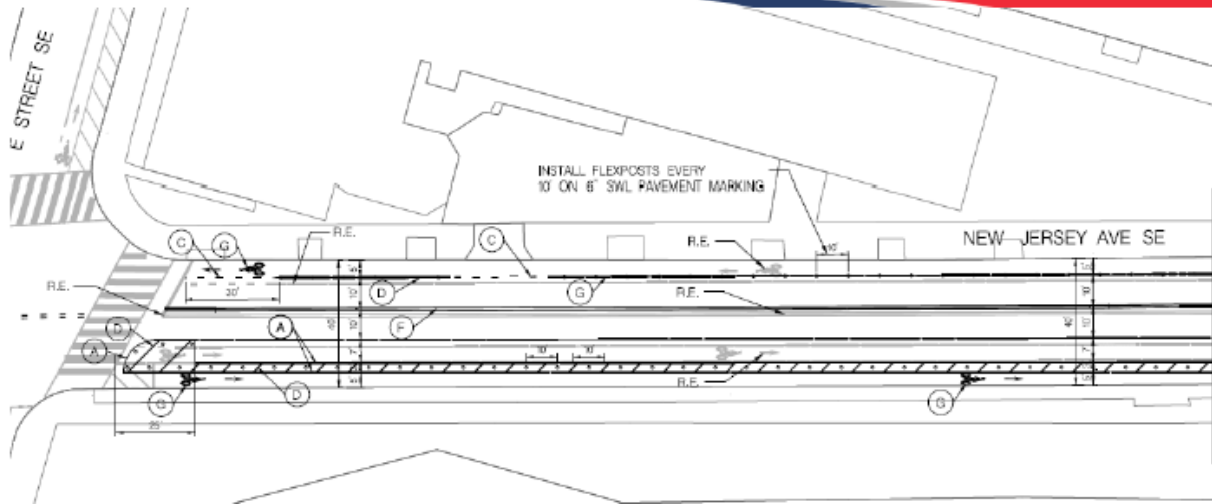


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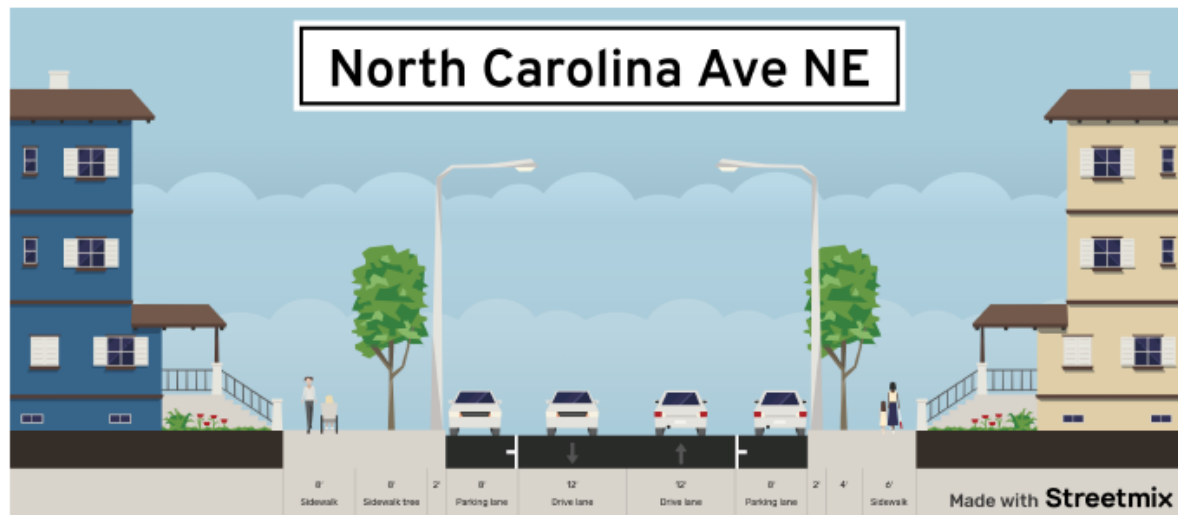


Protected Bike Lane Example: New Jersey Ave SE



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Existing Conditions



Existing Conditions Summary:

- Missing block on high-volume bike corridor
- Route to/from RFK Fields, Eliot-Hine Middle School, Eastern High School
- Wider-than recommended travel lanes – lead to speeding

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Two Way Concept 1300 blk NC Ave NE

- Retains 2-way Traffic
- Allows for protected or buffered bike lanes



Alternative A2



Alternative A1 – Two-Way + PBL / BL



Alternative A1 Summary:

- Retains 2-way traffic
- South side parking eliminated – 25 spots
- Protected bike lane on North side, regular bike lane on South side





Alternative A2 – Two-Way + PBL / BL



Alternative A2 Summary:

- Retains 2-way traffic
- South side parking eliminated – 25 spots
- Protected bike lane on South side, regular bike lane on North side



One Way Concept 1300 blk NC Ave NE

- Maximizes Parking
- Allows for protected or buffered bike lanes
- Bike lane physically narrows vehicle lanes to reduce speeding
- Additional complexity and time for neighborhood vehicular circulation
- Eliminates lower volume direction (600 vehicles daily, or 20%, rerouted)
- Eliminated direction fed by NB 13th St NE and WB A St NE
- Recovers Large SE corner at NC & 14th for bumpout/ ped area



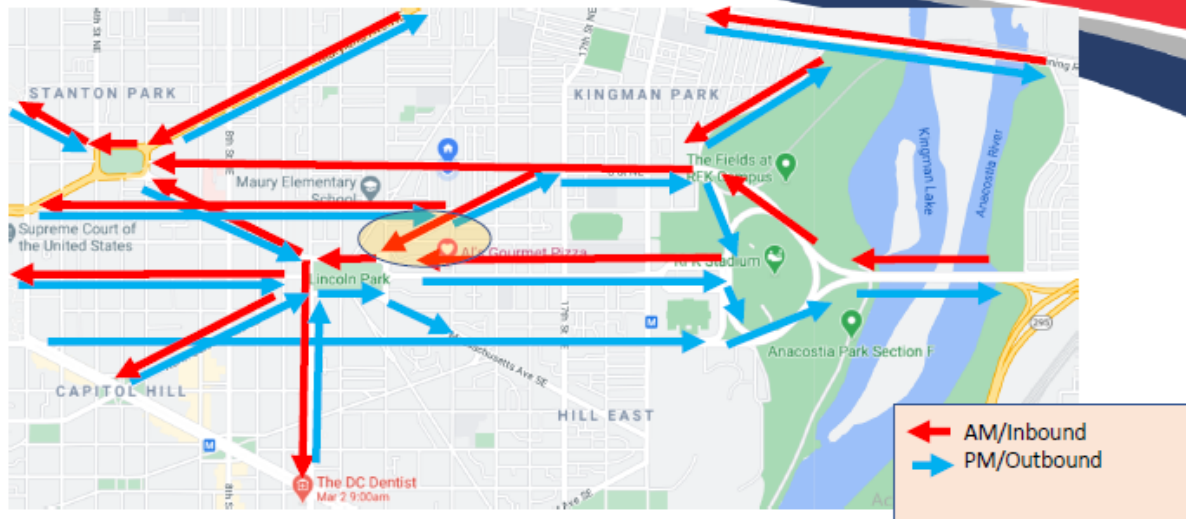


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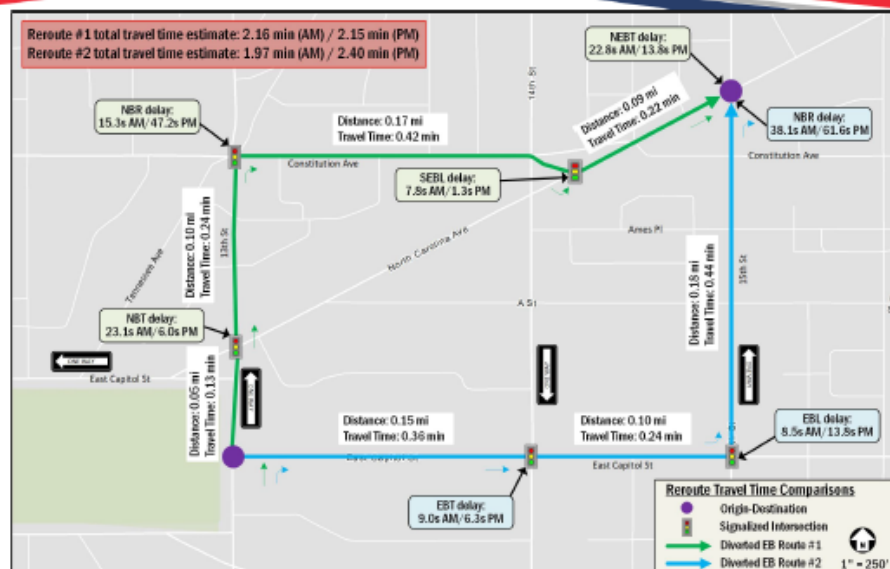


Macro Area Circulation – AM/PM Flows



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Travel Time Analysis



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Reroute Assumptions



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Alternative B – One-Way + WB PBL + EB PBL



Alternative B Summary:

- Retains parking throughout – needs parking setback at driveway/intersection
- Provides EB & WB protected bike lane
- Matches inbound/outbound bike facilities from C St Project

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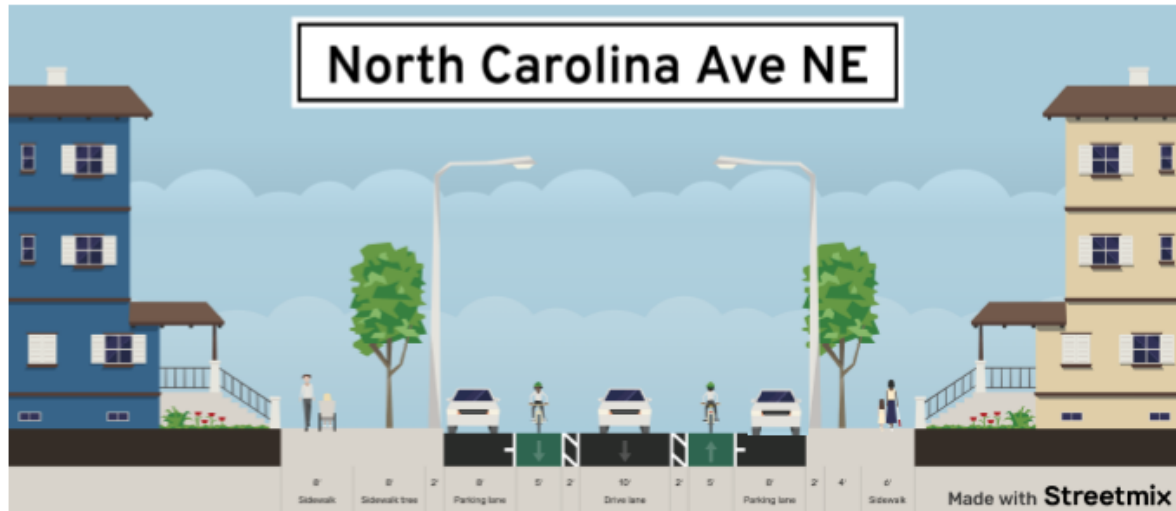


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Alternative C – One-Way + Buffered Bike Lane



Alternative C Summary:

- Retains curbside parking throughout
- Provides buffered bike lanes – safer than typical bike lanes
- Retains wider unobstructed cross section – important for events like marathons/ parades/ marching bands



Alternative D – One-Way BL+ EB PBL



Alternative D Summary:

- Retains parking throughout
- Provides EB protected bike lane, WB bike lane
- Matches inbound/outbound bike facilities from C St Project





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Alternative E – One-Way + WB PBL + EB Buffered BL



Alternative E Summary:

- Retains parking throughout
- Provides WB protected bike lane, EB buffered bike lane
- Matches inbound/outbound bike facilities from C St Project



NC Corridor sketch marking plan





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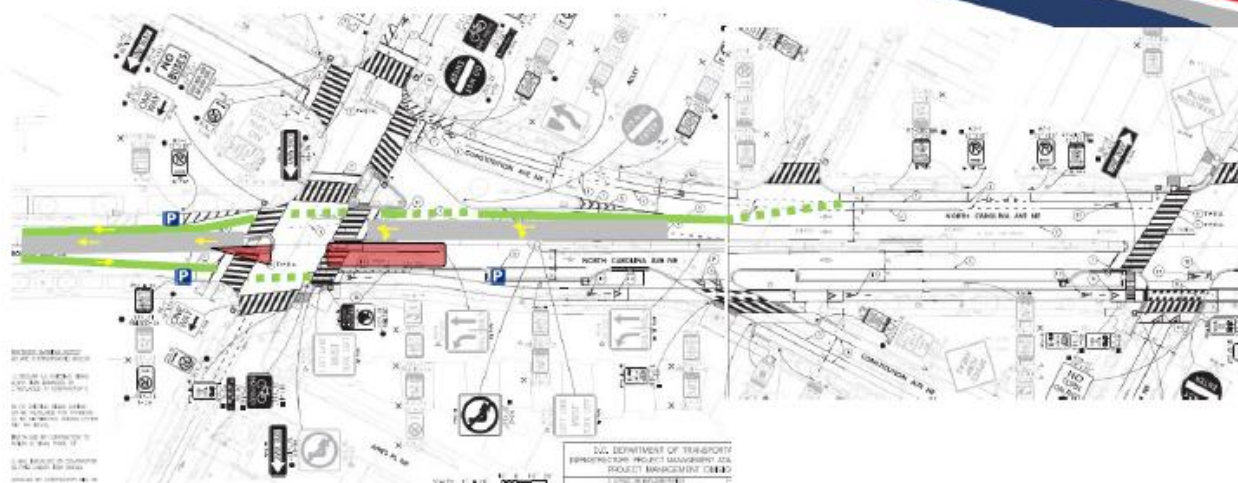
13th / NC Intersection

- Curbside options along 13th
- No Right Turn at NC Ave



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North Carolina/14th/Constitution Intersection Concept 1



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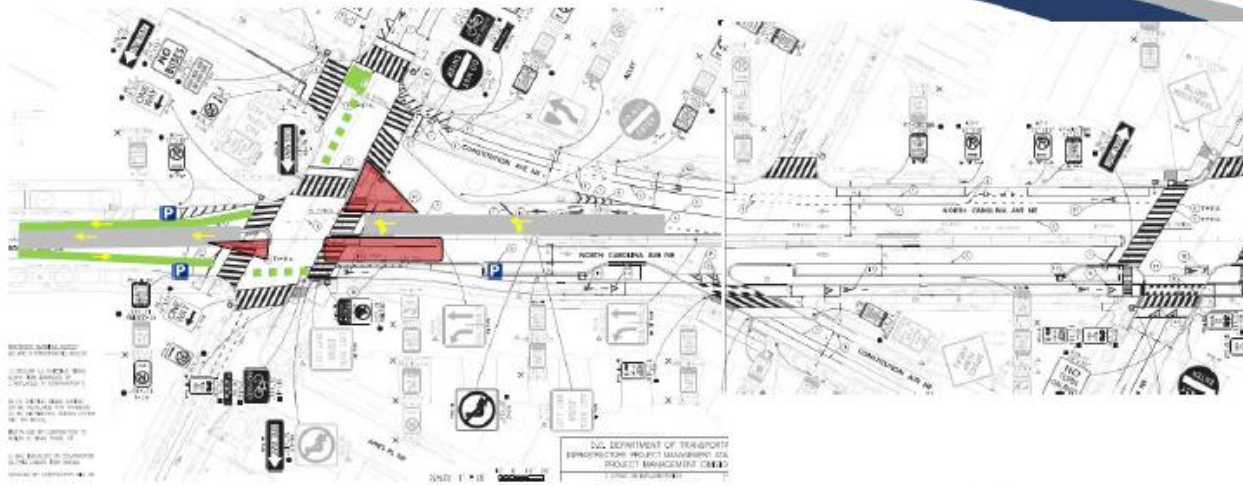


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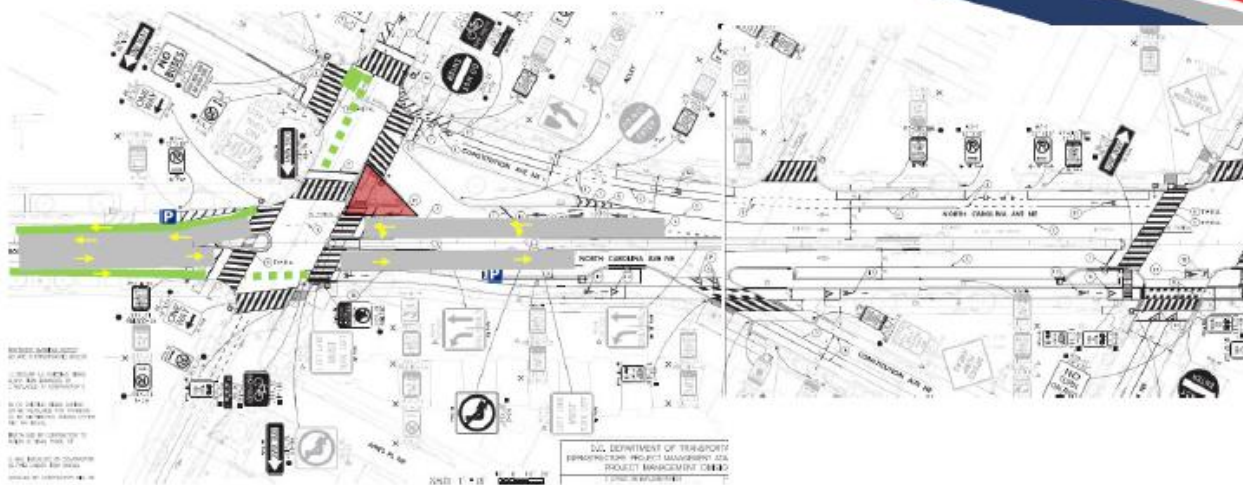


North Carolina/14th/Constitution Intersection Concept 2



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North Carolina/14th/Constitution Intersection Concept 3



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Alternatives A, B, C, D, E Trade-Offs to Consider

Neighborhood Considerations

- Relative need for parking
- Micro-area circulation
- Comfort level with vehicle setbacks
- Speeding

Big Picture

- Contribution to Sustainable DC / MoveDC / Climate Adaptation plans
- Contribution to Vision Zero (eliminating traffic injuries/fatalities citywide)
- Macro-area traffic circulation

Did We Miss Anything?

- What else is important to consider here?
- What is the right balance of tradeoffs between the goals the city is committed to achieving and issues on the ground?



Wrap-Up

What next?

DDOT is committed to completing this missing section of the bike network, improving pedestrian safety, and reducing vehicular speeds.

Please help by providing feedback on which option to fully design and install.





Committee Reports

Transportation and Public Space (T&PS)



Contact Information

Please reach out with any comments or questions:

Will Handsfield, AICP
DDOT Bicycle Program Specialist
Will.Handsfield@dc.gov

George Branyan
Manager – Active Transportation
George.Branyan@dc.gov





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Transportation and Public Space (T&PS)



GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To: Daniel Lovas, PE
Bethany Turner, PE
From: Brandon Zhang, PhD, PE
Katie Wagner, PE, PTOE
Erwin Andres, PE
Date: July 2, 2021
Subject: North Carolina Avenue NE One-Way Conversion Evaluation

Introduction

This memorandum presents findings of a one-way conversion analysis performed along North Carolina Avenue NE between 13th Street NE and 14th Street NE in Washington, DC. The analysis studied the effects of converting North Carolina Avenue NE to a one-way westbound roadway between 13th Street NE and 14th Street NE to accommodate proposed separate bike lanes on both sides of North Carolina Avenue NE. The impact of diverting existing eastbound vehicles on North Carolina Avenue NE was also analyzed in this memo.

Based on the vehicular analysis, the following conclusions were made:

- Approximately 55 AM and 125 PM vehicular trips are to be rerouted as a result of the proposed North Carolina Avenue NE protected bicycle facility.
- Roadways identified as reroute options included 13th Street NE, 14th Street NE, 15th Street NE, Constitution Avenue NE, and East Capital Street NE.
- Capacity analysis indicates that proposed reroutes will not create significant delays on area roadways during the morning and afternoon peak hours.



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Background

DDOT continues to analyze the crosstown connectivity gaps in the 2016 *Crosstown Multimodal Transportation Study* and many different multimodal connections have been advanced as a result. The proposed bicycle facility on North Carolina Avenue NE provides additional connectivity and further improves crosstown multimodal connections. Separated bike lanes are proposed on North Carolina Avenue NE between 13th Street NE and 14th Street NE. This segment of North Carolina Avenue NE will be converted to a one-way westbound road to accommodate the proposed bicycle facility. As such, the existing vehicular trips traveling eastbound on North Carolina Avenue NE need to be diverted onto other streets in the network. The objective of this study is to evaluate the impact of diverted trips at intersections in the network.

Study Area

Figure 1 illustrates the study area under which the North Carolina Avenue NE bicycle facility will be evaluated. The North Carolina Avenue NE study corridor stretches from the intersection with 13th Street NE to the intersection of 14th Street NE. Under existing conditions, this portion of North Carolina Avenue NE generally consists of one (1) travel lane in each direction, with time-restricted metered parking on both sides of the road. The study area is well served by several Metrobus routes. Figure 2 shows the map of study intersections. Seven (7) signalized intersections in the vicinity of the study corridor were identified as the potential intersections to be impacted by the proposed project.

Figure 3 shows the existing bicycle facilities, including bike lanes along 13th Street NE, 14th Street NE, 15th Street NE, East Capitol Street NE, portion of Constitution Avenue NE, and North Carolina Avenue NE east of the study corridor, and signed route along 12th Street NE. Two (2) Capital Bikeshare stations are located near the intersection of North Carolina Avenue NE and 13th Street NE and the intersection of East Capitol Street NE and 15th Street NE, respectively.

Planned Projects

A bicycle facility project along C Street NE was reviewed and treated as a background project for the current North Carolina Avenue project. Cycle tracks are planned to replace the existing bike lanes along C Street NE between 15th Street NE and 21st Street NE, and along North Carolina Avenue between 14th Street NE and 16th Street NE. The traffic patterns under the C Street NE bicycle facility build-scenario were incorporated into the baseline conditions for the current analysis.

One-Way Conversion and Reroutes Evaluation

Directionality Assessment

A brief qualitative assessment was conducted with respect to the directionality of the one-way conversion, i.e., whether converting the North Carolina Avenue NE study corridor to one-way westbound or one-way eastbound. The traffic volumes under the C Street NE bicycle facility build-scenario, which serves as the baseline conditions of this project, show that approximately 90% and 80% of the traffic is heading westbound during the morning and the afternoon peak hours, respectively. It makes more sense to eliminate the direction with lower peak hour volumes in order to reduce the amount of rerouted traffic. Therefore, the study corridor is proposed to be converted to a one-way westbound operation.

Reroute Alternatives Evaluation

Under baseline conditions, the vehicular trips traveling eastbound on the North Carolina Avenue NE study corridor consist of the right-turn volumes from the North Carolina Avenue NE and 13th Street NE intersection. This is due to the fact 13th Street NE is one-way northbound and that the west leg of the North Carolina Avenue NE and 13th Street NE intersection is one-way westbound. A Street NE, which intersects with the study corridor in the middle, is a two-way road that allows westbound right turns onto North Carolina Avenue NE. However, available traffic volume data shows a zero (0) westbound right-turn volume from A Street NE during both the morning and afternoon peak hours. Therefore, it is assumed that A Street NE is a negligible



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Transportation and Public Space (T&PS)



North Carolina Avenue NE One-Way Conversion Evaluation
July 2, 2021

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source of eastbound traffic on North Carolina Avenue NE and thus the existing eastbound trips are assumed to be only originating from the right turns at the North Carolina Avenue NE and 13th Street NE intersection.

Under proposed conditions, the segment of North Carolina Avenue NE between 13th Street NE and 14th Street NE will be converted into a one-way westbound street to accommodate the proposed bicycle facility. The existing vehicular trips entering eastbound North Carolina Avenue NE from northbound right-turn lane on 13th Street NE will be diverted to other roads in the study area. Based on C Street NE build-scenario baseline traffic volumes, 55 vehicular trips need to be diverted during the morning peak hour and 125 vehicular trips need to be diverted during the afternoon peak hour.

In addition, based on C Street NE build-scenario baseline traffic volumes, there are eastbound right turn volumes from North Carolina Avenue NE onto A Street NE, which are 5 and 25 vehicular trips during the morning and afternoon peak hours, respectively. There are also eastbound right turn volumes from North Carolina Avenue NE onto 14th Street NE, which are 5 and 45 vehicular trips during the morning and afternoon peak hours, respectively. These existing eastbound right turn volumes will also need to be diverted to other roads in the study area.

Based on a review of the study area, two (2) routes have been identified as the most likely routes for trip diversion. They are:

- Reroute #1: Northbound 13th Street NE followed by eastbound Constitution Avenue NE; and
- Reroute #2: Eastbound East Capitol Street NE followed by northbound 15th Street NE.

On Reroute #1, the intersection of 13th Street NE and North Carolina Avenue NE is signalized. The north segment of 13th Street NE operates as one-way northbound. The intersection of 13th Street NE and Constitution Avenue NE is signalized as well. Constitution Avenue NE operates as a two-way street. Capacity exists at this intersection for additional northbound vehicles to turn right at Constitution Avenue NE. The signalized intersection at Constitution Avenue NE and North Carolina Avenue NE is expected to accommodate the rerouted trips before they travel back onto eastbound North Carolina Avenue NE or southbound 14th Street NE through this intersection.

On Reroute #2, the intersection of 13th Street NE and East Capitol Street NE is signalized. The dedicated northbound right turn lane is likely to accommodate the additional northbound right turns. East Capitol Street NE operates as a two-way street. The intersection of East Capitol Street NE and 15th Street NE is signalized with permissive eastbound left turn phase. 15th Street NE operates as one-way northbound and crosses A Street NE, Ames Place NE, and Constitution Avenue NE with east-west minor streets being stop controlled. The North Carolina Avenue NE and 15th Street NE intersection is signalized. Capacity exists at this intersection for additional northbound vehicles to turn right at North Carolina Avenue NE.

Reroute Assumptions

The reroute assumptions are primarily based on travel time estimates, travel distances, signal phasing, and available capacity. Figure 4 presents the travel time estimate comparisons between the two (2) primary reroutes. The travel time on each roadway segment was calculated based on the travel distance and posted speed limit. The turning movement delay at each signalized intersection was from the intersection capacity analysis results for the baseline scenario.

Based on Figure 4, the estimated travel time difference is minimal (approximately 13 to 15 seconds) between the two candidate routes in terms of both the morning and the afternoon peak hours. Therefore, this study assumed that the diverted trips are evenly distributed through the two candidate routes, as described below and shown in Figure 5.

Existing northbound right turning movements from 13th Street NE onto North Carolina Avenue NE:

- 50% of vehicles will travel further north along 13th Street NE to make a right turn onto Constitution Avenue NE; and
- 50% of vehicles will make a right turn earlier at the intersection 13th Street NE and East Capitol Street NE and turn left onto 15th Street NE.



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Existing eastbound right turning movements from North Carolina Avenue NE onto A Street NE:

- 50% of vehicles will travel further north along 13th Street NE to make a right turn onto Constitution Avenue NE, and then turn right and travel southbound at 14th Street NE to reach the A Street NE neighborhood; and
- 50% of vehicles will make a right turn earlier at the intersection 13th Street NE and East Capitol Street NE and turn left onto 15th Street NE to reach the A Street NE neighborhood.

Existing eastbound right turning movements from North Carolina Avenue NE onto 14th Street NE:

- 50% of vehicles will travel further north along 13th Street NE to make a right turn onto Constitution Avenue NE, and then turn right and travel southbound at 14th Street NE to reach the A Street NE neighborhood; and
- 50% of vehicles will make a right turn earlier at the intersection 13th Street NE and East Capitol Street NE and turn left onto 15th Street NE to reach the A Street NE neighborhood.



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Figure 1: Study Area Aerial

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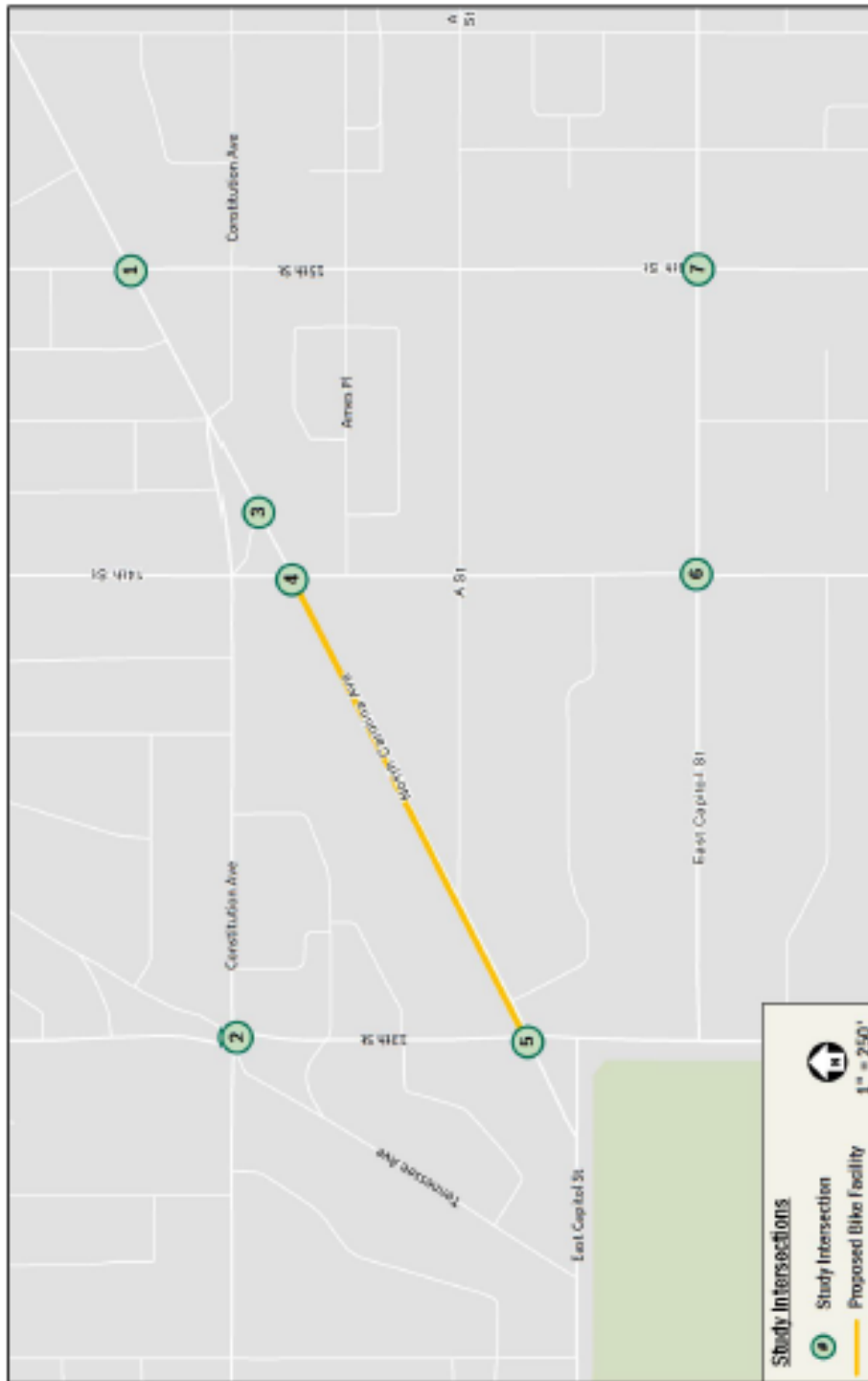


Figure 2: Study Intersections



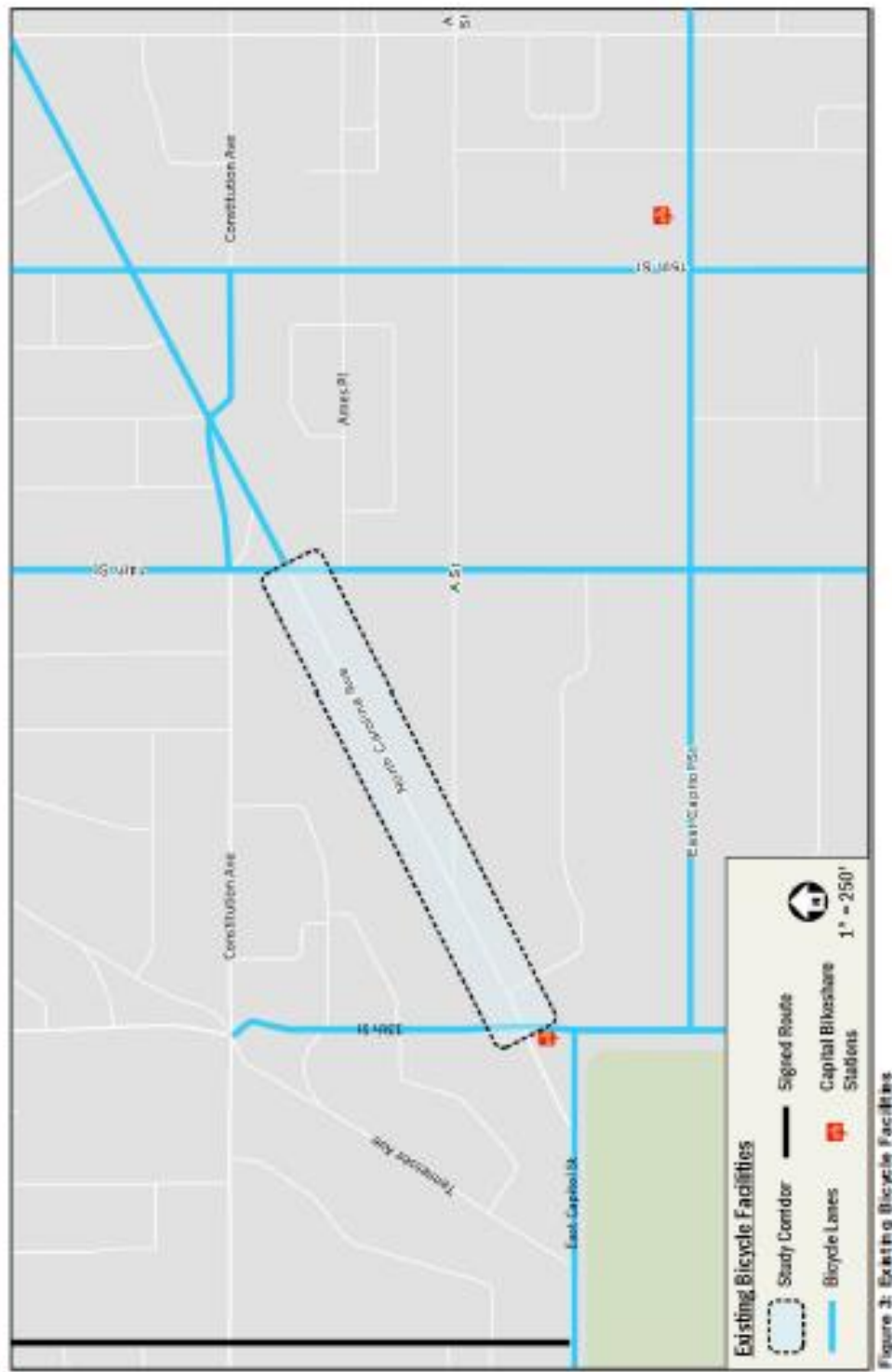
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Figure 4: Rerouting Travel Time Comparisons

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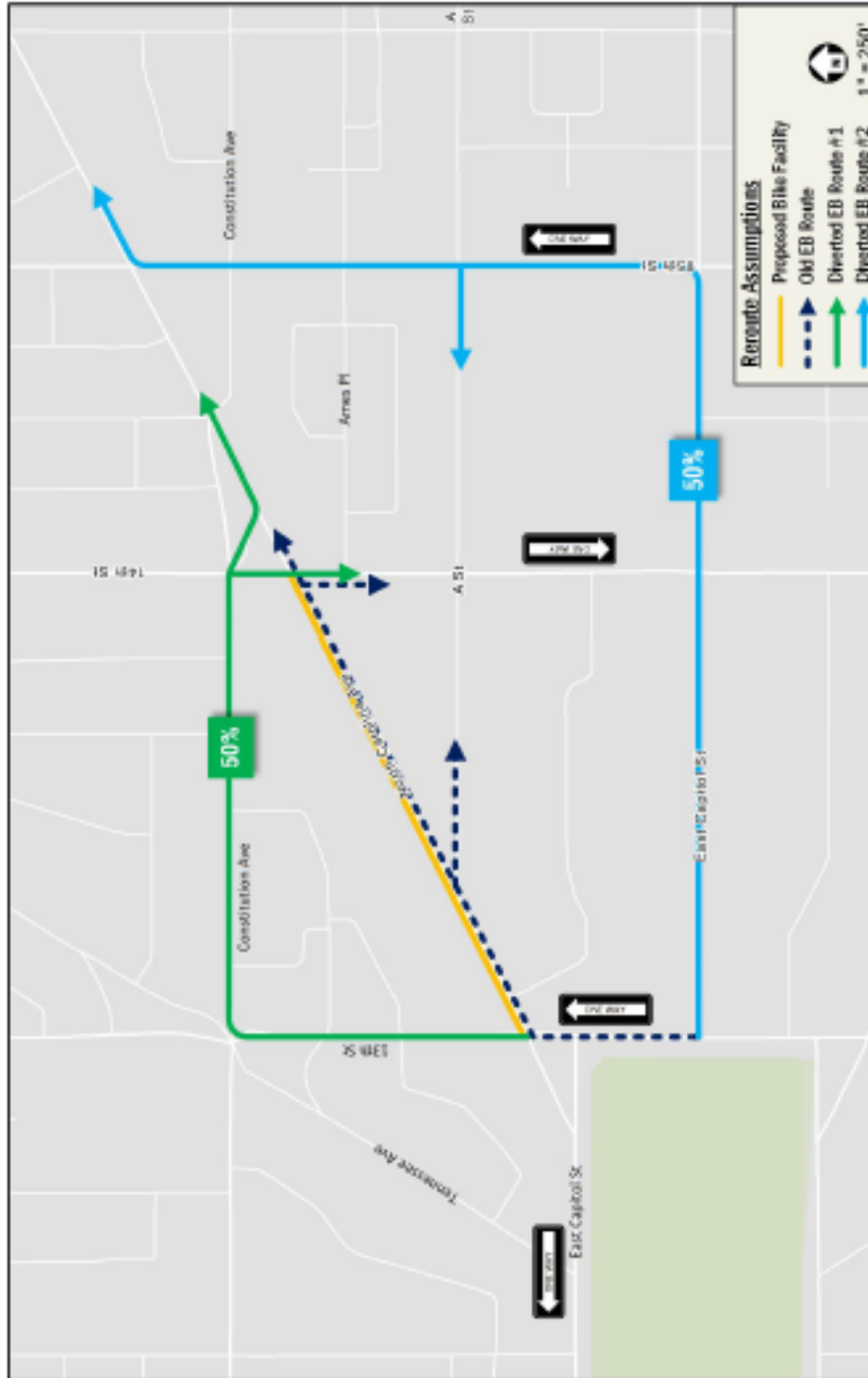


Figure 5: Reroute Assumptions

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Vehicular Analysis

This section summarizes the analysis of existing and future roadway capacity surrounding the proposed North Carolina Avenue NE bicycle facility. The purpose of the capacity analysis is to:

- Determine the capacity of the study area roadways under the baseline conditions;
- Determine the overall impact of the project on the study area roadways; and
- Discuss any potential improvements and mitigation measures to accommodate the rerouted vehicular trips.

Scope of Analysis

The vehicular capacity analyses were performed to determine whether the project will lead to adverse impacts on traffic operations. This is accomplished by comparing two scenarios: (1) Baseline Conditions and (2) Future Conditions with Rerouted Vehicular Trips.

The study area of the analysis is a set of intersections where detailed capacity analyses were performed for the scenarios listed above. The intersections included are most likely to have potential impacts or require changes to traffic operations to accommodate the project. Based on the reroute assumptions, the following intersections were chosen and agreed upon by DDOT for analysis:

1. North Carolina Avenue & 15th Street, NE
2. Tennessee Avenue & Constitution Avenue & 13th Street, NE
3. North Carolina Avenue & Constitution Avenue, NE
4. North Carolina Avenue & 14th Street, NE
5. North Carolina Avenue & 13th Street, NE
6. East Capitol Street & 14th Street, NE
7. East Capitol Street & 15th Street, NE

Figure 2 shows a map of the study area intersections.

Traffic Volume Assumptions

Baseline Conditions

The traffic volume data used to establish the baseline conditions was acquired from DDOT's Traffic Engineering and Signals Division (TESD). The baseline conditions incorporated the bicycle facility project along C Street NE and part of North Carolina Avenue NE as a background project. The projected traffic volumes under the C Street NE project were used to establish the baseline conditions traffic volumes in this study.

The lane configurations and traffic controls for the Baseline Conditions are shown on Figure 6. The baseline peak hour traffic volumes are shown on Figure 7.

Future Conditions (Rerouted Trips)

The traffic volumes for the Future Conditions consist of the baseline traffic volumes with the adjustment of rerouted trips. The volumes of the rerouted trips were calculated based on the reroute assumptions discussed in the previous section. The rerouted trip assignment results are shown on Figure 9.

The future peak hour traffic volumes with the rerouted trips at each of the study intersections are presented on Figure 10.



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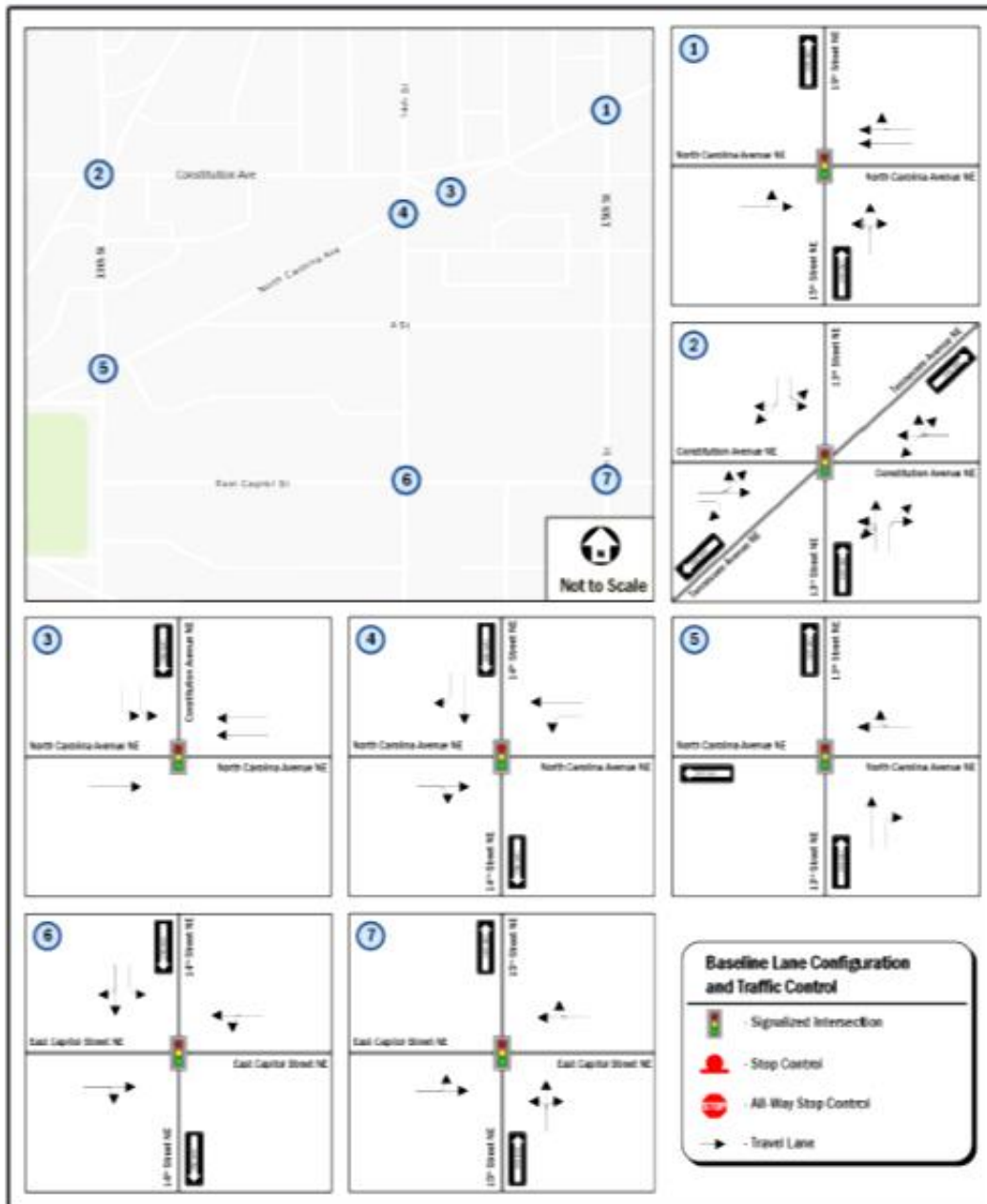


Figure 6: Baseline Lane Configuration and Traffic Control

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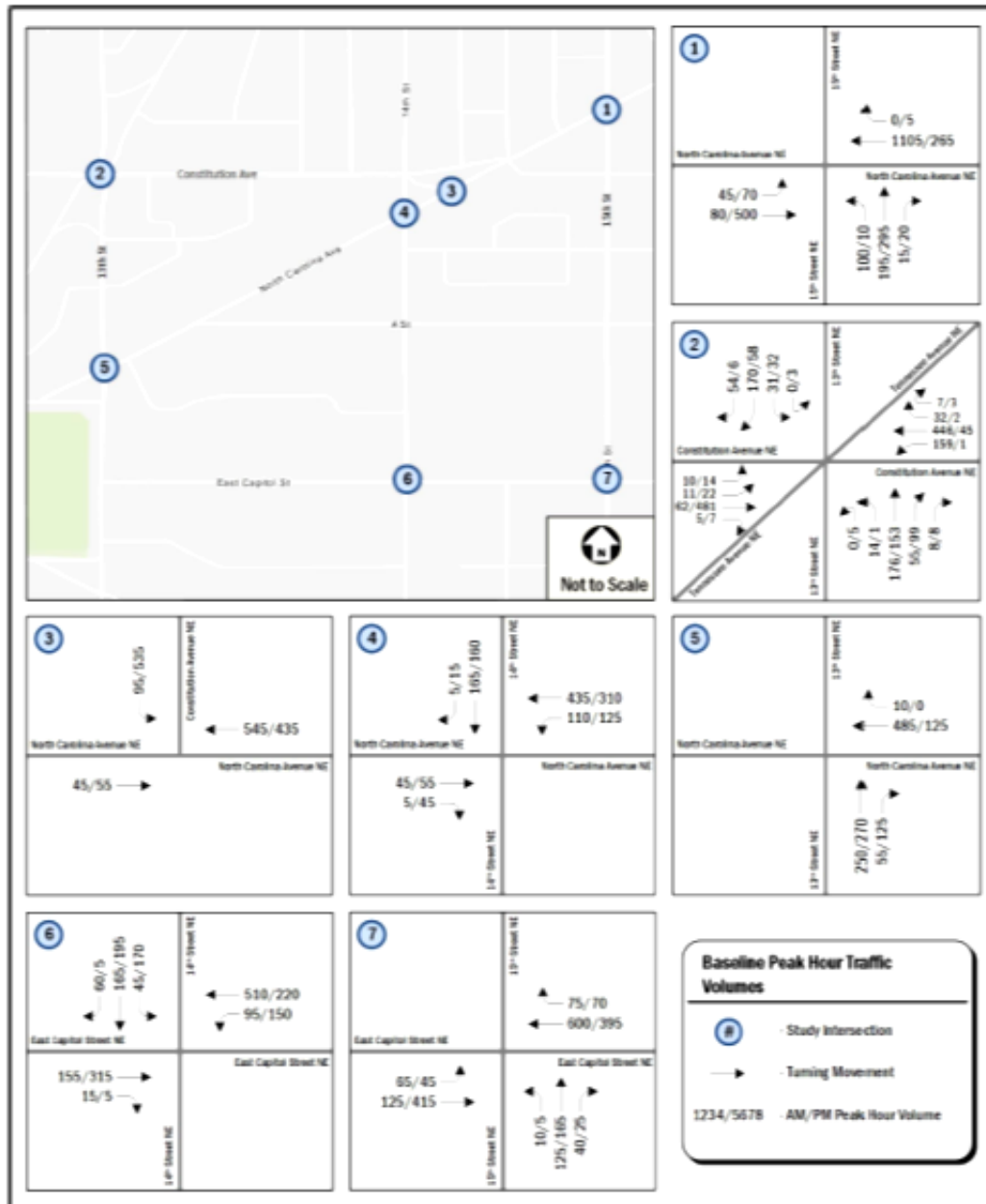


Figure 7: Baseline Peak Hour Traffic Volumes



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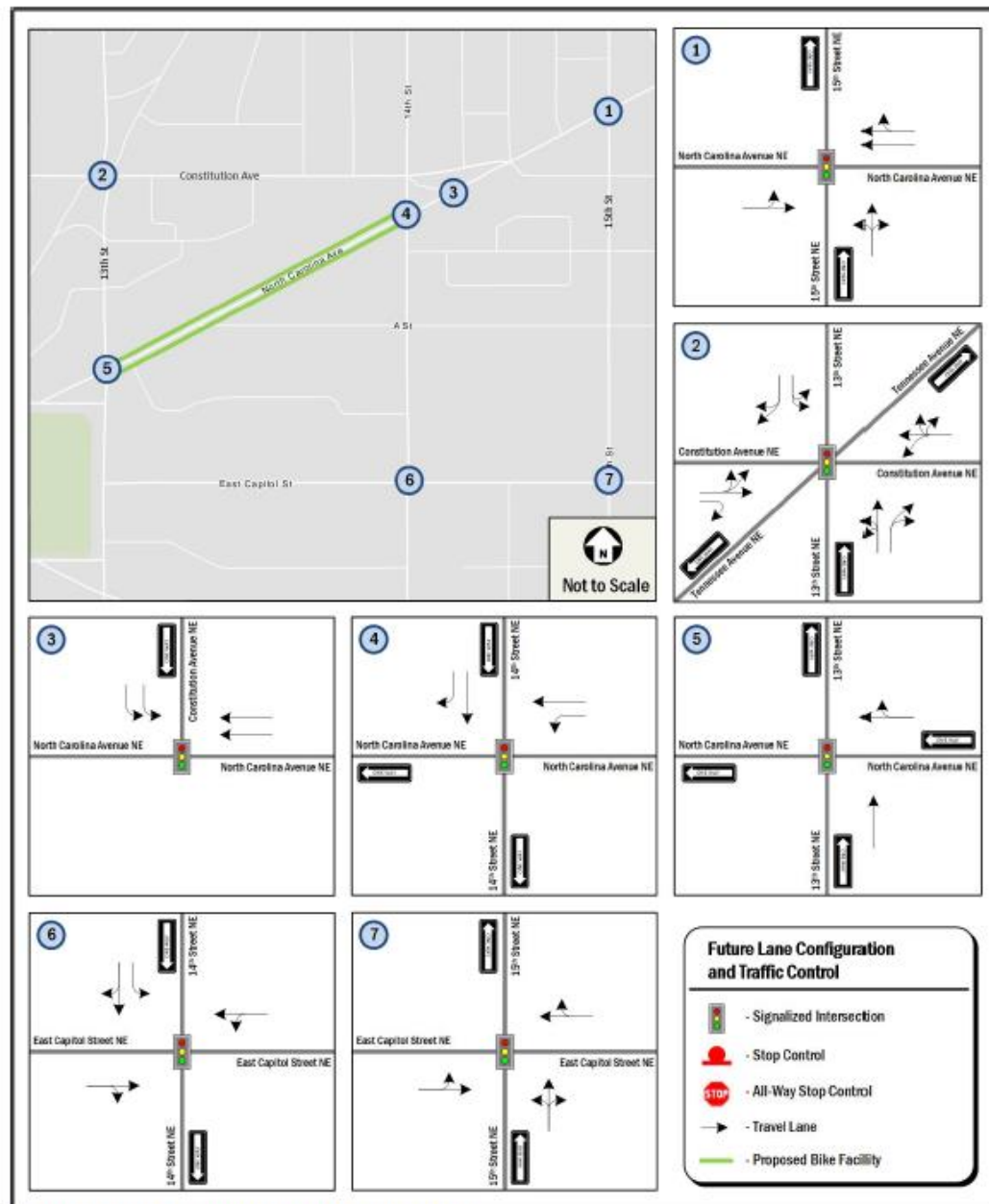


Figure 8: Future Lane Configuration and Traffic Control



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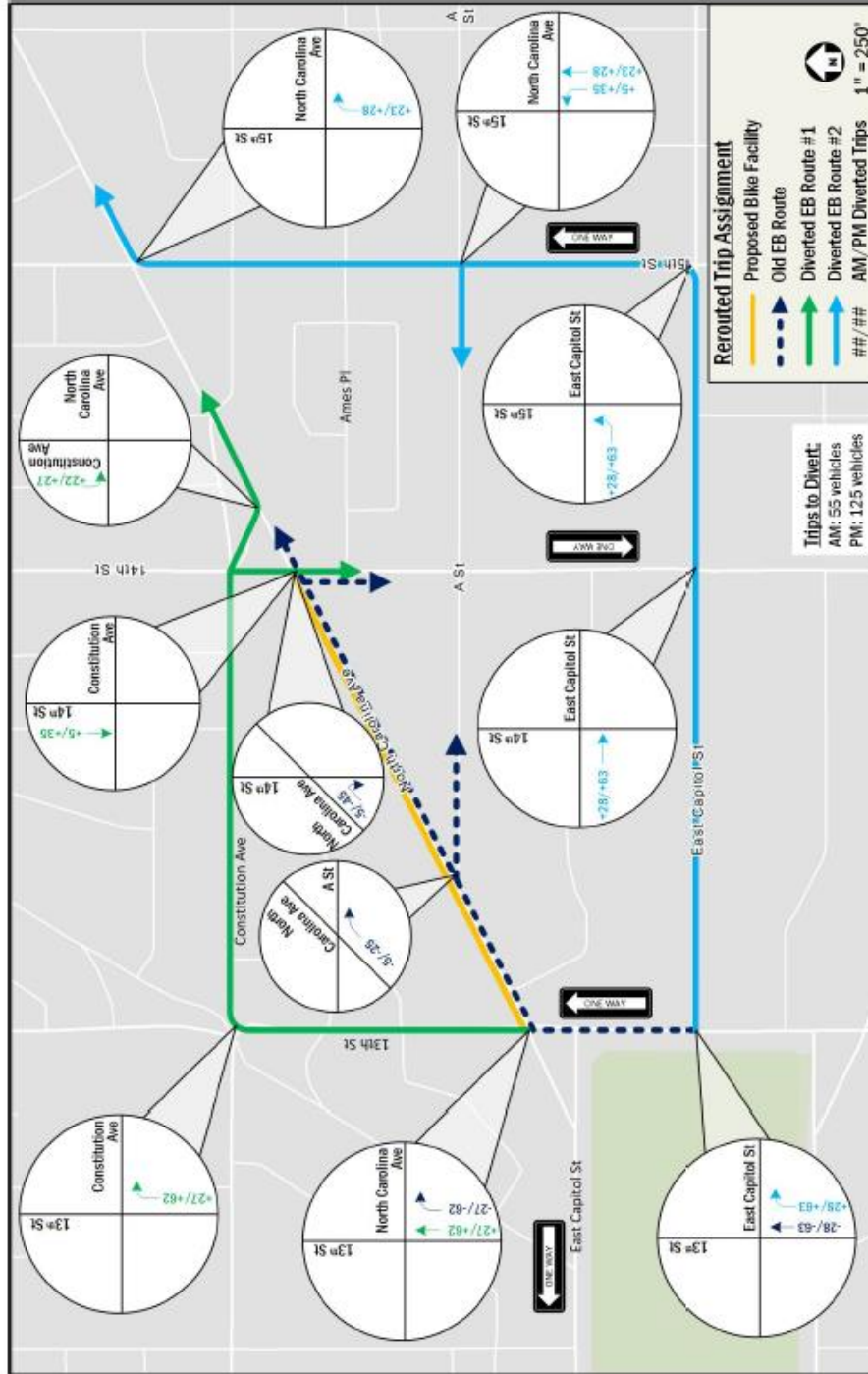


Figure 9: Rerouted Trip Assignment

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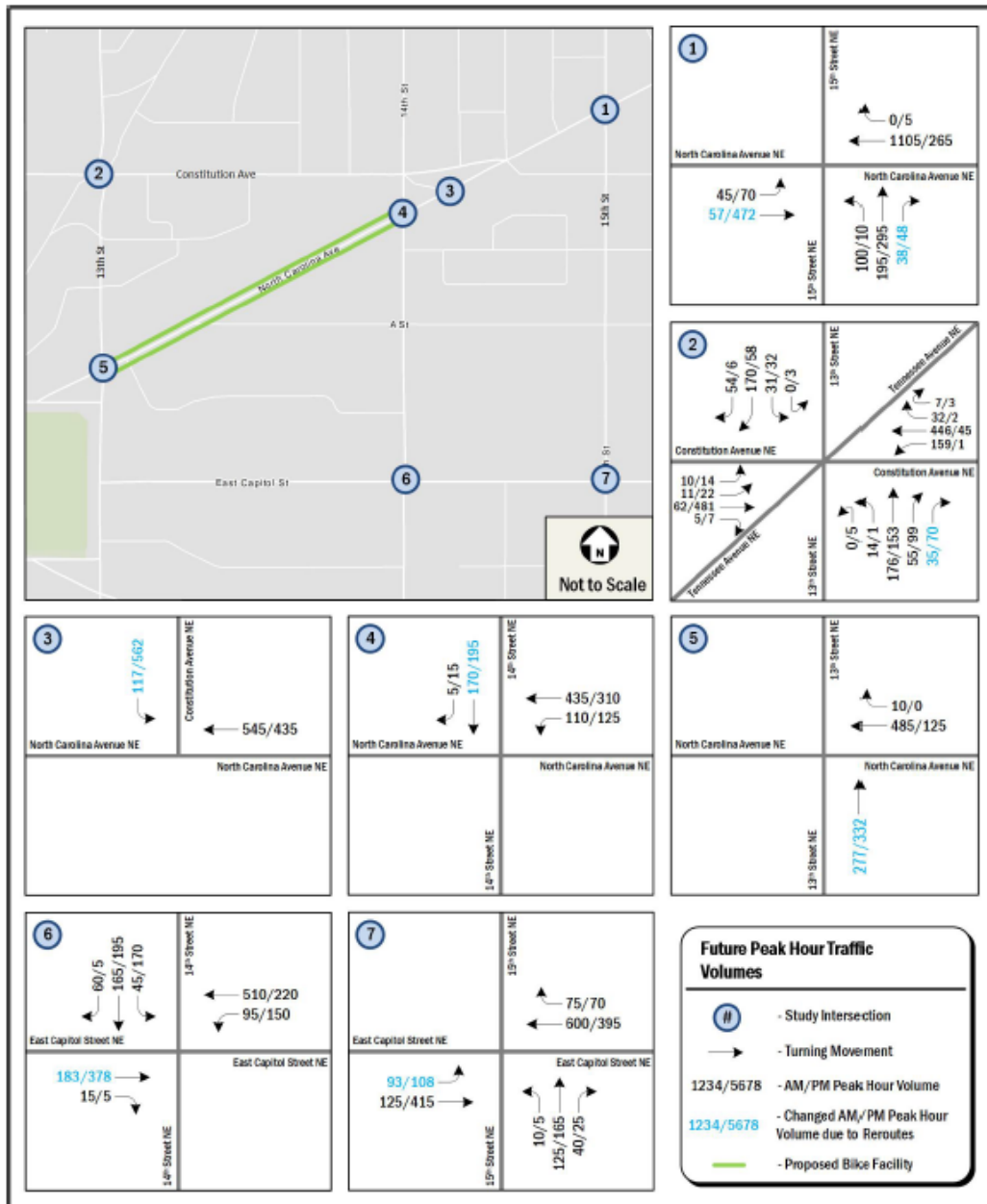


Figure 10: Future Peak Hour Traffic Volumes



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Analysis Results

Intersection capacity analyses were performed for the two (2) scenarios outlined previously at the intersections contained within the study area during the morning and afternoon peak hours. Synchro, Version 10 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) 2000 methodology and SimTraffic, Version 10 was used to conduct the queuing analysis.

The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from "A" being the best to "F" being the worst. LOS D is typically used as the acceptable LOS threshold in the District; although LOS E or F is sometimes accepted in urbanized areas if vehicular improvements would be a detriment to safety or non-auto modes of transportation.

The LOS capacity analyses were based on: (1) the intersection peak hour traffic volumes; (2) the lane use and traffic controls; and (3) the HCM methodologies (using Synchro software). The average delay of each approach and LOS is shown for the signalized intersections in addition to the overall average delay and intersection LOS grade.

Signal timing was based on the existing conditions Synchro files acquired from DDOT's Traffic Engineering and Signals Division (TESD). The cycle lengths for all the study area intersections are 120 seconds during both the morning and afternoon peak hours, with exceptions at East Capitol Street & 14th Street NE and East Capitol Street & 15th Street NE, which will operate with half cycle (60 seconds) during the afternoon peak hour. Optimization in terms of splits and offsets was performed for both Baseline Conditions and Future Conditions.

Table 1 shows the results of the intersection capacity analyses, including LOS and average delay per vehicle (in seconds) for the Baseline and Future scenarios. Table 2 shows the queuing analysis results reported by SimTraffic microsimulation.

As shown in Table 1, all the study intersections operate at acceptable conditions under the Baseline Conditions. The introduction of the rerouted trips results in one (1) study intersection that operates at unacceptable conditions or has one or more approaches operating at unacceptable levels under the Future Conditions:

- East Capitol Street & 15th Street, NE
 - Eastbound (PM)

Project Impact and Recommendations

Based on DDOT standards, the project may be considered to have a notable impact at an intersection within the study area if any of the following conditions are met:

- The capacity analyses show a LOS E or F at an intersection or along an approach in the future with conditions with the project where one does not exist in the existing conditions; or
- There is an increase in delay at any approach or overall intersection operating under LOS E or F of greater than 5 percent when compared to the existing conditions.

Based on these criteria, the following intersection is impacted by the proposed project:

- East Capitol Street & 15th Street, NE
 - Eastbound (PM)

For the intersection of East Capitol Street and 15th Street NE, the eastbound approach operates as one lane with permissive left turns. It operates at LOS B under the Baseline Conditions while deteriorates to LOS E under the Future Conditions due to the diverted trips making eastbound left turns at this intersection.



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Mitigation was attempted by adding a protected/permissive eastbound left turn phase. However, due to the limitation of number of eastbound and westbound lanes, such mitigation did not achieve to improve all three approaches to operate within acceptable LOS. Therefore, mitigation in terms of signal phasing is not being recommended at this intersection. Although the eastbound approach operates at an unacceptable LOS E, the overall intersection operates at an acceptable LOS D.

It should be noted that the analysis results were based on the assumption of 50%/50% diversion trip split on the two (2) routes. It is likely that more drivers would choose the 13th Street NE – Constitutional Avenue NE option instead of the East Capitol Street NE – 15th Street NE option, if they experience significant delay at the East Capitol Street and 15th Street NE intersection. A dynamic equilibrium is like to be eventually achieved under which the travel time on the two (2) routes are similar, and the delay for the eastbound approach at the East Capitol Street and 15th Street NE intersection is alleviated.

Summary and Conclusions

This memorandum presents findings of a one-way conversion analysis performed along North Carolina Avenue NE between 13th Street NE and 14th Street NE in Washington, DC. The analysis studied the effects of converting North Carolina Avenue NE to a one-way westbound roadway between 13th Street NE and 14th Street NE to accommodate proposed separate bike lanes on both sides of North Carolina Avenue NE. The impact of diverting existing eastbound vehicles on North Carolina Avenue NE was analyzed.

Based on the vehicular analysis, the following conclusions were made:

- Approximately 55 AM and 125 PM vehicular trips are to be rerouted as a result of the proposed North Carolina Avenue NE protected bicycle facility.
- Roadways identified as reroute options included 13th Street NE, 14th Street NE, 15th Street NE, Constitution Avenue NE, and East Capitol Street NE.
- Capacity analysis indicates that proposed reroutes will not create significant delays on area roadways during the morning and afternoon peak hours.



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Table 1: Intersection Delay and Level of Service

Intersection and Approach	2040 Baseline Conditions				2040 Proposed Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. 15th St & North Carolina Ave NE								
Overall	25.0	C	21.7	C	27.1	C	21.3	C
Eastbound	22.8	C	12.7	B	37.6	D	11.3	B
Westbound	21.6	C	10.4	B	22.6	C	12.3	B
Northbound	38.1	D	46.8	D	39.2	D	43.6	D
2. Tennessee Ave & Constitution Ave & 13th St NE								
Overall	22.1	C	17.0	B	22.1	C	19.6	B
Eastbound	7.5	A	15.1	B	7.5	A	20.4	C
Westbound	19.3	B	8.8	A	19.8	B	11.9	B
Northbound	27.8	C	19.3	B	26.2	C	18.9	B
Southbound L	9.4	A	7.5	A	9.4	A	6.3	A
Southbound R	31.1	C	35.0	D	31.1	C	29.9	C
3. North Carolina Ave & Constitution Ave NE								
Overall	20.2	C	22.3	C	20.9	C	23.5	C
Eastbound	2.1	A	8.7	A	-	-	-	-
Westbound	23.9	C	48.0	D	23.7	C	51.0	D
Southeastbound	7.8	A	2.9	A	7.8	A	2.3	A
4. North Carolina Ave & 14th St NE								
Overall	9.7	A	8.8	A	8.5	A	8.1	A
Eastbound	23.5	C	14.3	B	-	-	-	-
Westbound	9.8	A	10.4	B	9.5	A	11.4	B
Southbound	5.4	A	1.4	A	5.5	A	1.3	A
5. 13th St & North Carolina Ave NE								
Overall	12.0	B	5.1	A	13.5	B	4.9	A
Eastbound	5.1	A	1.9	A	5.4	A	2.2	A
Northbound	23.1	C	6.1	A	28.1	C	5.8	A
6. 14th St SE/14th St NE & East Capitol St								
Overall	17.9	B	12.1	B	17.8	B	14.3	B
Eastbound	9.3	A	6.4	A	9.3	A	7.5	A
Westbound	7.9	A	11.2	B	8.2	A	17.6	B
Southbound	45.8	D	18.0	B	45.8	D	18.0	B
7. 15th St SE/15th St NE & East Capitol St								
Overall	20.4	C	16.3	B	20.6	C	37.7	D
Eastbound	8.5	A	14.6	B	11.2	B	63.2	E
Westbound	15.9	B	17.4	B	15.9	B	17.4	B
Northbound	50.7	D	17.7	B	50.7	D	17.7	B



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Table 2: SimTraffic Queueing Analysis Results

Intersection and Lane Group	Storage Length (ft)	2040 Baseline Conditions				2040 Proposed Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		50th	95th	50th	95th	50th	95th	50th	95th
1. 15th St & North Carolina Ave NE									
Eastbound LT	390	91	177	59	122	92	175	34	94
Westbound T	380	454	488	17	63	454	488	60	237
Westbound R	380	455	470	67	141	456	473	120	300
Northbound LTR	70	69	90	67	78	70	90	68	80
2. Tennessee Ave & Constitution Ave & 13th St NE									
Eastbound L	160	29	71	874	902	33	80	871	936
Eastbound T	160	3	19	6	31	3	19	6	30
Westbound LTR	430	51	102	15	45	59	114	15	47
Northbound LT	90	87	123	57	108	90	127	49	100
Northbound R	90	26	74	31	77	32	86	57	113
Southbound L	130	23	57	25	55	23	57	28	58
Southbound R	130	77	122	29	91	77	124	41	116
3. North Carolina Ave & Constitution Ave NE									
Eastbound T	70	0	0	0	5	-	-	-	-
Westbound T	150	42	88	100	152	40	86	96	143
Westbound T	150	123	137	123	141	122	140	123	138
Southeastbound L	50	2	16	1	8	1	10	1	8
Southeastbound L	50	0	8	0	0	0	3	0	3
4. North Carolina Ave & 14th St NE									
Eastbound TR	480	15	50	35	80	-	-	-	-
Westbound L	50	-	-	-	-	1	8	1	8
Westbound LT	50	6	25	19	38	-	-	-	-
Westbound T	50	-	-	-	-	0	4	0	0
Southbound T	40	13	34	1	9	14	36	2	17
Southbound R	40	1	6	0	3	0	3	0	6
5. 13th St & North Carolina Ave NE									
Westbound TR	240	107	207	19	53	115	242	16	47
Northbound T	50	28	44	23	42	30	45	25	47
Northbound R	50	9	37	5	27	-	-	-	-
6. 14th St SE/14th St NE & East Capitol St									
Eastbound TR	660	59	129	40	121	72	152	75	170
Westbound LT	440	299	633	239	483	404	676	184	382
Southbound L	340	51	163	76	127	54	175	80	136
Southbound TR	340	164	256	86	143	179	263	81	139
7. 15th St SE/15th St NE & East Capitol St									
Eastbound LT	440	74	158	196	349	84	186	260	469
Westbound TR	330	458	948	162	330	596	1061	140	258
Northbound LTR	330	156	295	79	132	154	304	78	134



COMMUNITY PROPOSAL FOR 1300 NC AVE BIKE INFRASTRUCTURE

PRESENTED BY DELANCEY GUSTIN

ANC 6A TRANSPORTATION AND PUBLIC SPACE COMMITTEE, 7/19/2021

WHO ARE WE

- We are drivers, bikers, and residents of all ages looking to come to a data-driven compromise solution that respects our community demographics and allows for multiple modes of transit.
- We are 220 nearby residents, representing:
 - 80% of households on 1300 North Carolina Ave NE
 - 66% of households on 1300 A Street NE
 - 68% of single-family households on 1400 A Street NE (Car Barn condos excluded)
 - 64% of households 1400 Ames Pl NE
 - 87% of households Unit and 100 block of 14th Street NE
 - 67% of households on 1300 East Capitol St NE

Delancey Gustin, 7/19/2021



OUR STANCE

- We believe safe bike and transportation infrastructure can be provided:
 - A dedicated bike lane and a sharrows, which are infrastructure elements used safely throughout the Capitol Hill neighborhood
 - OR Advisory Bike Lanes
 - REGARDLESS: Road humps and traffic calming measures to slow westbound traffic
- We want safe riding conditions for cyclists WHILE taking into account neighbors' need for parking or for community traffic flow heading northeast.
- We do not want to take the bait of neighbors vs. cyclists vs. drivers. We are all one community, and we would like to share this block safely together.

Delancey Gustin, 7/19/2021

RATIONALE FOR OUR PROPOSAL

- Neighbors' collective experience is that this block functions like **two different streets**:
 - Westbound – at least 80% of traffic volume (per DDOT), speeding issues, lots of Maryland commuters arriving from I-295 in the morning rush
 - **We recommend a dedicated bike lane in this direction**
 - Eastbound – very low traffic volume (55 cars in the AM rush, 125 cars in the PM rush per DDOT analysis), no speeding concerns, has the profile of a quiet residential street
 - **We recommend a sharrows in this direction**

Delancey Gustin, 7/19/2021



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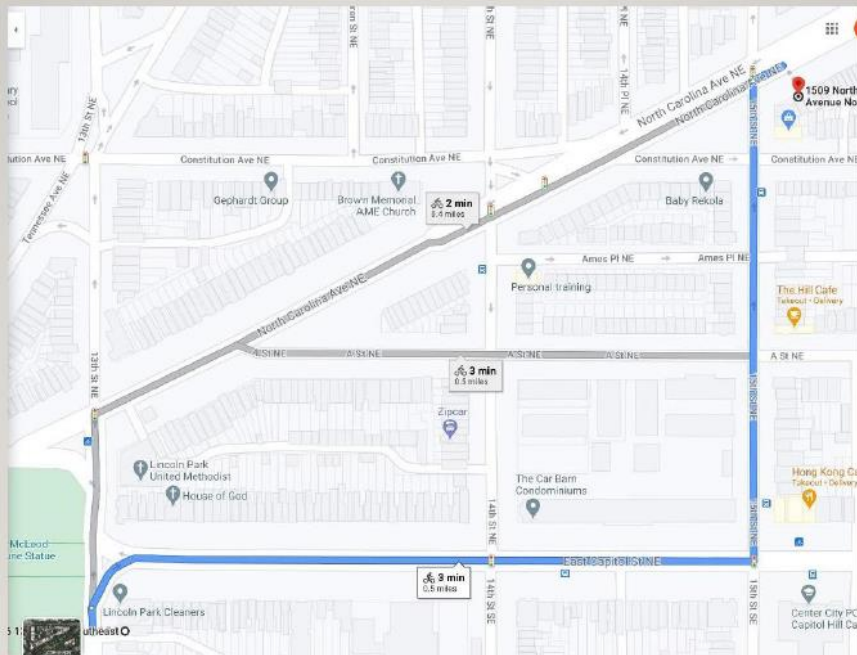
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COMMUNITY PROPOSAL AT A GLANCE



Delancey Gustin, 7/19/2021



Delancey Gustin, 7/19/2021



OUR PROPOSAL AND OTHER DDOT PROJECTS

- In 2018, DDOT installed **exactly this design** on 17th Street SE between Potomac Ave and Barney Circle, a street that has roughly three times the traffic of 1300 NC Ave (10K car trips per day versus 3K)
- In 2021, DDOT installed a sharrow and road humps on the Unit block of Tennessee Ave, a street with at least **twice** the traffic volume of the eastbound side of 1300 NC Ave
- From 2020-2021, DDOT installed Advisory Bike Lanes (ABL) on E Street SE, Kentucky Ave SE, and Tennessee Ave NE – these streets have the same width as 1300 NC Ave. **Traffic volumes on 1300 NC Ave are well within the guidelines for ABLs (under 4K trips/day)**

Delancey Gustin, 7/19/2021

OUR ASKS

- Assess the traffic data and the particular conditions of this block
- ANC vote to recommend our community plan to DDOT for consideration
- Do a thorough analysis after C Street NE construction

Delancey Gustin, 7/19/2021



Questions?



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Government of the District of Columbia

Department of Transportation



d. Planning & Sustainability Division

September 20, 2021

ANC 6A

C/O

Dr. Amber Gove

Chair, ANC 6A

1349 A St. NE

Washington, DC 20002

amberanc6a@gmail.com

Memorandum on Bicycle Facility Selection Criteria and Related Issues for 1300 North Carolina Ave NE

Dear Commissioner Gove and fellow commissioners,

As part of our work on the North Carolina Ave corridor, we were asked by commissioners or the community to explore some additional areas of interest following our July 19th meeting with the Transportation and Public Space Committee. What follows is a summary of those issues, collected through requests by commissioners, emailed comments or other communications with the community.

Bicycle Facility Selection Criteria:

DDOT uses two primary criteria to determine facility type on District roadways, the NACTO Bicycle Facility Selection Guide (<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/>), and the FHWA Bikeway Selection Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) I've taken the most relevant chart (Charts 1 & 2) from each to show how DDOT interprets this guidance and applied the characteristics of this block of North Carolina Ave. In both the guides we use, the street characteristics would indicate using bike lanes, preferably buffered bike lanes, or protected bike lanes. With the additional context from the C Street project and the "all ages & abilities" features of that facility, it suggests tilting towards the higher orders of protection for a bike

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facility on 1300 North Carolina.

Inquiry into Advisory Bike Lanes:

DDOT was asked to explore the applicability of advisory bike lanes (ABLs) for this segment. While DDOT is currently participating in a federally-supervised study on this roadway pattern, and even went so far as to request additional segments be eligible for this study, FHWA declined to expand the study beyond the initial five segments from our initial application in 2019. Even if using the pattern were possible at this time, the 1300 block of North Carolina is not a good candidate for that pattern. While its total volume is at the threshold for ABLs (3,000 AADT – annualized average daily traffic) it is highly imbalanced, with 80% of vehicles going westbound. The dynamics of this condition would not create safe, predictable space for cyclists to use. For comparison, the roadways in the current ABL study top out around 1,500 AADT.

Historical Record on this Project:

DDOT was asked to explore the historical record on why this block was not included in the C Street project planning. What we learned is that in 2007, DDOT produced a striping plan for NC Ave that included sharrows for this block, while the rest of the plan was installed, the sharrows on this block were not installed - we don't have a record for why. In 2010, the C Street project concept plan (pg 62) included sharrows in one direction, and a bike lane in the other direction, but by the 30% drawings for the project (and on to 100%), this block had been dropped out of them. Soumya Dey (retired) was the project manager at the time, and may know more about that decision if we can reach him. DDOT is now proposing lanes here for what appears to be the 3rd time. To match the level of protection and safety expected of a principal bike route in 2021, our bicycle facility selection criteria indicates, at minimum, a regular or buffered bike lane in each direction is the minimum facility type that would be acceptable on this segment. However, regular bike lanes will not fit geometrically with two-way traffic and parking on both sides.

This is how we arrived at the various proposals we have shared with the community, the geometric limits within the curb, paired with the considerable need for a bicycle facility in this corridor to connect to Lincoln Park results in two principal options, removing parking from one side to create space for the bike lanes, or changing the street to a one-way pattern and using the space from the 2nd lane to create the bike facilities.

Additional Traffic Study:

Some community members expressed an interest in an additional traffic study, to follow the installation of the C Street project, before DDOT should move forward on this project. To recount, the initial C Street project completed an extensive traffic study and diversion analysis which we reviewed as we planned the concepts for 1300 North Carolina. Following our January 25th ANC 6A TPS meeting, DDOT took the extra step of commissioning a subsequent study looking narrowly at the question of eastbound traffic diversions, where they would go, and how much extra time that might impose on residents of the block and the surrounding area. The full analysis with those answers has been shared with the ANC and community. At this time, DDOT believes we have a reasonable and accurate expectation of what will occur under the different options presented, and we are comfortable moving forward with any of the options from a traffic network standpoint. We do not plan to commission further traffic studies prior to implementing this project.

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One Way Traffic Effects:

An anticipated effect of a one-way option is diversion of up to 600 vehicles per day onto East Capitol and Constitution - 300 vehicles to each, or about 5% of their known 2018 AADT volume, (anticipated diversion of (55 vehicles in AM peak hour, 125 vehicles in PM peak hour). DDOT believes these diversions are de-minimus changes to the function of either roadway compared to existing conditions, and will not produce significant effects for the community (example: there are turn lanes DC that process 300 turns per hour for comparison, this is 300 spread throughout the day). Another area of community interest was a New York Times article by Emily Badger about speeding on one way arterial streets. The article was describing multi-lane arterial streets (example, 18th St NW in Foggy Bottom), and is a good representation on some of the effects of multi-lane one-way streets. However, the proposed context here would be a single lane one-way in a neighborhood setting. The dynamics of such a street are significantly different than the subject of the article, and we would expect less speeding and better overall safety than the current conditions.

Other Traffic Calming:

The community has expressed interest in several other traffic calming and roadway configuration changes that can be incorporated into this project, among them, a mid-block raised crossing on the 1300 block of North Carolina, alterations to the 14th/North Carolina/Constitution intersection to eliminate certain dangerous traffic behaviors, and adjustments to turn geometry at A Street. Some of these have been the subject of TSAs which can be satisfied through this project.

Areas of Community Interest:

Rounding out some related topics that have come from community comment, DDOT has a strong interest in creating a network of protected, all ages and abilities bike routes. These routes should be simple to use, and reduce complex routing whenever possible. Creating a straight facility for the entire C St / North Carolina corridor serves this interest. The need for this project also derives from the new Fields at RFK youth sports facilities, Eliot Hine MS, Kingman Island, and the Anacostia River Trail. Several elementary schools are also reachable by using the bike lane network that connects to Lincoln Park (Payne, Maury, Watkins, Miner, Tyler, Peabody). Additionally, future work with the two churches in the corridor will be conducted to ensure their operational needs are met, particularly with regard to weddings and funerals.

Construction Timeline:

DDOT does not yet have a preferred concept, which is why we are soliciting the views of the community at this moment, so it is difficult to estimate a construction date. We have several engineering and community notice steps yet to go, however, we would seek to pair the opening of this facility to align with, or precede the completion of the C Street project, currently on track for a fall 2022 completion. Depending on the alternative selected, DDOT would likely modify the intersection geometry at 14th/North Carolina/Constitution, and have those modifications built as part of the C Street project.

We hope this answers in full the requests we have received from the ANC and community, but if not, please send any further requests our way, and we will endeavor to respond to them.

District Department of Transportation | 55 M Street, SE, Suite 400, Washington, DC 20003 | 202.673.6813 | ddot.dc.gov



Committee Reports

Transportation and Public Space (T&PS)



Sincerely,

Will Handsfield, AICP
Bicycle Program Specialist
District Department of Transportation - Planning & Sustainability Division
william.handsfield2@dc.gov
202-671-3378

CC: Councilmember Charles Allen
Ellen Jones, Chief, Project Delivery Administration, DDOT
George Branyan, Manager, Active Transportation Branch, DDOT

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Committee Reports

Transportation and Public Space (T&PS)



Chart 1

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500			Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Protected Bicycle Lane
	Greater than 6,000	Any		Protected Bicycle Lane, or Reduce Speed
Greater than 26 mph [‡]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

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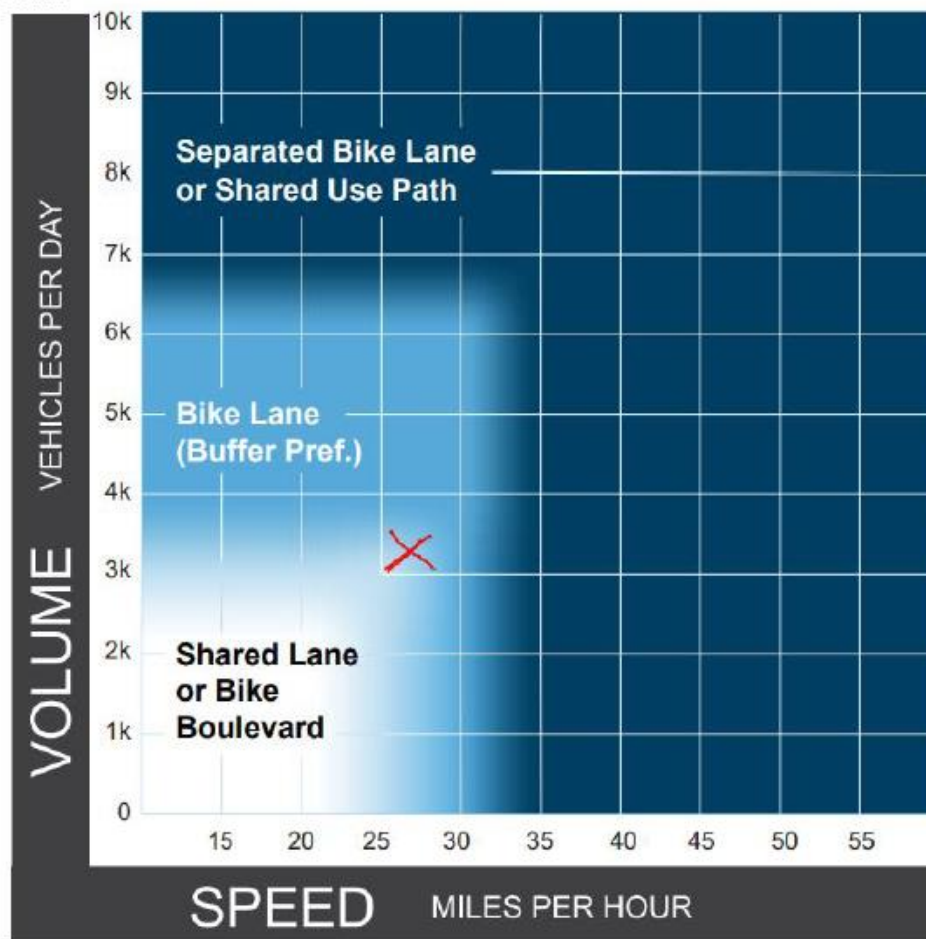


Committee Reports

Transportation and Public Space (T&PS)



Chart 2



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.



Committee Reports

Transportation and Public Space (T&PS)



October XX, 2021

Acting Director Everett Lott
District Department of Transportation
250 M St. SE
Washington, DC 20003

Re: ANC 6A Support for Traffic Safety Assessment TSA #21-00452815

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting¹ on October 14, 2021, our Commission voted X-X-X (with 5 Commissioners required for a quorum) to send a letter to your agency in support of a traffic safety assessment for the intersection of 16th Street and Constitution Avenue NE (TSA #21-00452815). Should the assessment determine speed humps and/or raised crosswalks are warranted, our Commission supports their installation.

The TSA requests installation of all-way stop signs at this local-local intersection. This intersection, proximate to two schools, remains dangerous without additional traffic controls. Accordingly, should the agency determine that all-way stops are not warranted, the ANC respectfully requests the installation of raised crosswalks.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Committee Reports

Transportation and Public Space (T&PS)



Government of the District of Columbia

Department of Transportation



Traffic Safety Assessment Questionnaire

Name:	Amber Gove	Date:	August 11, 2021
Address:	1349 A St NE	Phone:	202-306-4116
	Washington DC 20002	Email:	6A04@anc.dc.gov
Signature: /s/ Amber Gove			

The purpose of this Questionnaire is for DDOT to gather information about a safety concern in order to perform a Traffic Safety Assessment (TSA). The intent of the TSA process is to ask residents to identify traffic safety concerns, whether along a roadway segment or at an intersection, and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure. Based on the nature of the request, DDOT will determine the type of assessment necessary to investigate the extent of the traffic safety concern.

To begin a Traffic Safety Assessment, please fill out the information below and answer any questions to the best of your ability. If necessary, please attach additional pages. In addition, please attach a letter of support from your ANC Commissioner, Councilmember's Office, or representative from the Mayor's Office of Community Relations.

Once completed, please submit this form to DDOT via the address provided below, or you can email the form to traffic.safety@dc.gov.

District Department of Transportation
Customer Service Clearinghouse
55 M Street SE – 7th Floor
Washington, DC 20003

If you have any questions, please contact DDOT at 202-673-6813. Thank you.

Version 1.01, updated May 2019

District Department of Transportation | 55 M Street, SE, Suite 400,
Washington, DC 20003 | 202.673.6813 | ddot.dc.gov



Committee Reports

Transportation and Public Space (T&PS)



Questions	
<p>Location of requested investigation: Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street & B Street NW, etc.)</p> <p>Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.</p>	<p>16th St, NE and Constitution Ave, NE</p>
<p>Safety concerns: Provide a detailed description of the problems observed in the area of investigation (vehicle crashes, speeding, pedestrian safety, bicycle safety, unable to cross the street, hard to see cross-traffic, etc.)</p> <p>For intersection-related concerns, please include the type of intersection:</p> <ul style="list-style-type: none"> ▪ 1 or 2-way STOP control ▪ All-way STOP control ▪ Traffic signal 	<p>This Local-Local Intersection is not all-way stop controlled. There are stop signs present only on 16th Street. This leads to considerable driver and pedestrian confusion.</p> <p>Drivers speed on the 1500 and 1600 Blocks of Constitution Ave to beat the traffic light at 17th St. Drivers and pedestrians seeking to cross Constitution at 16th St have difficulty crossing or expecting eastbound or westbound drivers to stop.</p> <p>This is a well-traveled school route for students walking, biking or being driven to Eliot-Hine Middle School and Eastern High School.</p> <p>This is a Local-Local intersection so should not have difficulty in installing an all-way stop.</p>
<p>Days and time when safety concerns are the worst: Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	<p>All day, but particularly during commuting hours.</p>
<p>Are there existing traffic calming features on the block? This includes speed humps, rumble strips, etc.</p>	<p>No</p>
<p>Describe neighborhood uses: Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	<p>Residential</p>



Committee Reports

Transportation and Public Space (T&PS)



Describe multi-modal facilities: Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?	None		
Vehicle types: Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?	Private vehicles		
Have you previously contacted DDOT about your concerns? Please include name(s) and department(s) if possible. If you have already contacted 311, please provide the service request number.	No		
Any other information you would like to share? This is a local-local intersection which should make installing a stop sign easy. If DDOT will not install a stop sign then please add a raised crosswalk. https://anc6a.org/wp-content/uploads/Request-for-All-Way-Stops-at-all-ANC6A-Area-Local-Local-Intersections-resolution-response.pdf			
For DDOT Use Only			
Date Received:		Service Request Number:	
Letter of Support Attached?		YES / NO	
Name:		SMD/Ward:	
Contact Info:			



Committee Reports

Transportation and Public Space (T&PS)



Government of the District of Columbia

Department of Transportation



October 12, 2021

Amber Gove
1349 A Street NW
Washington, DC 20002

RE: Traffic Safety Investigation Service Request 21-00452815

Dear Commissioner Gove:

Thank you for contacting the District Department of Transportation (DDOT) regarding a Traffic Safety Investigation. This letter is to acknowledge that we have received your request regarding traffic concerns at the intersection of 16th Street NE and Constitution Avenue NE.

Investigations normally take up to 130 days, and will involve an evaluation of the site, roadway characteristics, crash data, speed data (which will have to be collected), volume data (also collected), and any other characteristics of the roadway network that could help DDOT investigate the concerns raised in the Traffic Calming Assessment application.

Once DDOT has completed the investigation we will provide you with a response with our findings and any measures that DDOT will take to address traffic-related issues in these areas.

For further questions regarding this matter, please contact DDOT at **Connie Wheeler, Supervisory Engineering Technician of the Traffic Safety Division at connie.wheeler@dc.gov**. Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

d. Customer Service Clearinghouse
lr



District Department of Transportation • 55 M Street, SE, Suite 400 • Washington, DC 20003 • 202.673.6813 • www.ddot.dc.gov



Committee Reports

Transportation and Public Space (T&PS)



October XX, 2021

Mr. Chris Rodriguez, Director
District of Columbia Homeland Security and Emergency Management Agency (HSEMA)
2720 Martin Luther King, Jr. Avenue SE
Washington, DC 20032

Re: ANC6A Supports 2020 Rock and Roll Marathon

Dear Director Rodriguez

At a regularly scheduled and properly noticed meeting¹ on October 14, 2021, our Commission voted X-X-X to express our support for the November 13, 2021 Rock and Roll Half Marathon. We recommend that given the federal holiday (Veteran's Day) race organizers post notices for residents to clear the race route of their vehicles at least four days (84 hours) in advance of the race.

Thank you for giving great weight to the recommendations of ANC6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at AmberANC6A@gmail.com.

On Behalf of the Commission,

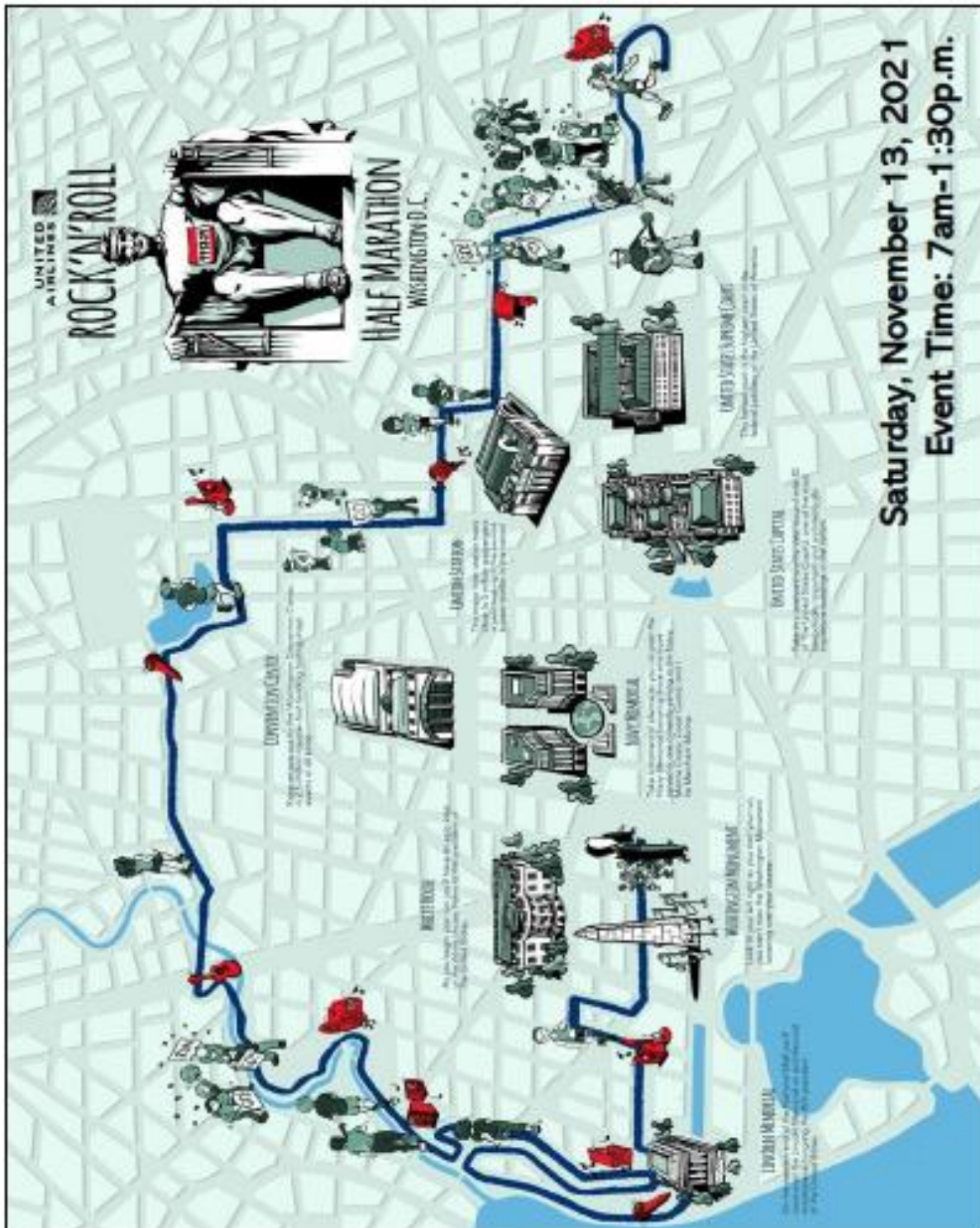
Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



Committee Reports

Transportation and Public Space (T&PS)





Committee Reports

Transportation and Public Space (T&PS)



United Airlines Rock 'N' Roll Running Series Washington, D.C.



1. Name/title of the proposed event:
Rock 'n' Roll DC™ Half Marathon and 5k
2. Organizer /sponsor of the proposed event:
Ironman (event owner)/United Airlines (event title sponsor)
3. Purpose/intent of the proposed event: Run/walk/fitness/fun
4. Proposed date of the event: Saturday, November 13, 2021
5. Beginning and ending times of the proposed event:
8:00am – 9:00am 5k
8:30am – 1:30pm Half Marathon
6. Event organization telephone number and website for public notice:
<https://www.runrocknroll.com/washington-dc>
7. Expected attendance: 20,000 participants



Committee Reports

Transportation and Public Space (T&PS)



Safe Return to Running Guidelines

The Ready to Rock: Safe Return to Running Guidelines will empower everyone involved to focus on a safe return to running. These guidelines outline measures we will be taking to reduce risk for participants, volunteers, our team and communities. With attention to density reduction, touchpoint minimization, enhanced hygiene, screening and education, as well as self-awareness, we will continue to deliver to you a rockin' participant experience with necessary adjustments so that participants can race safely, race smart, race their best.

- **Enhanced Hygiene**
 - Hand sanitizer, hand washing stations and disinfectant wipes will be readily available around our event venues. Cleaning of common venue areas will be enhanced.
 - Staff and volunteers will be provided with face coverings, and are required to wear the face covering properly at all times around the event venue. Disposable gloves will be used in applicable areas.
 - Participants will be provided with face coverings at packet pick-up, and participants are required to wear a face covering properly around our event venues, including the start corral and finish line areas. Find the World Health Organization (WHO) instructional video on how to properly wear a mask.
- **Screening & Education**
 - We are providing training for staff and volunteers in appropriate personal health, personal hygiene, and safe support in necessary functional areas.
 - We will provide Volunteer Smart™ guidelines for event volunteers.
 - Participants, staff, and volunteers will be required to respond to a pre-event health questionnaire.
 - We will in many venues institute no-touch body temperature screening. Individuals with a body temperature greater than 100.4° Fahrenheit, or 38° Celsius will not be allowed to participate, volunteer or work.
- **Touchpoint Minimization**
 - We will be reducing or removing touchpoints and points of interaction between staff, participants, and volunteers without compromising event safety and security.
 - We have redesigned and reimaged areas such as packet pick-up, expo, merchandise, and finish line to minimize person-to-person contact.
 - Aid stations will be reconfigured with more space to minimize both participant-to-volunteer and participant-to-participant touchpoints.
- **Density Reduction**
 - We will institute measures to increase space for participants and supporting personnel in areas such as expo, packet pickup and finish line.
 - Alternative start configurations may be implemented to reduce the number of participants waiting in an enclosed area and to optimize distancing opportunities.
 - Modification or elimination of non-essential race services and functions, such as expo and merchandise may also occur.
 - The most significant element in course density reduction is being able to extend the duration of the start line program.



Committee Reports

Transportation and Public Space (T&PS)





Committee Reports

Transportation and Public Space (T&PS)



Rock 'n' Roll DC Road Closures - Saturday, November 13, 2021					
STREET CLOSED	COURSE(S)	SIDE OF ROAD	CLOSED FROM	CLOSED TO	TIME CLOSED TIME OPEN
Constitution Ave NW	Half Marathon	Whole Road	15th Street NW	19th Street NW	8:00 AM 12:00 PM
14th/12th/10th/9th Streets NW will be shut down to north/south vehicular traffic from 7:00am to 12:00pm					
Constitution Ave NW	Half Marathon	Whole Road	15th Street NW	23rd Street NW	7:00 AM 10:15 AM
Virginia Ave NW	Half Marathon	Whole Road	Constitution Ave NW	23rd Street NW	7:00 AM 10:00 AM
18th Street NW	Half Marathon	Whole Road	Virginia Ave NW	6 Street NW	7:00 AM 10:00 AM
E Street NW	Half Marathon	Eastbound	18th Street NW	19th Street NW	7:00 AM 10:00 AM
19th Street NW	Half Marathon	Whole Road	E Street NW	Constitution Ave NW	7:00 AM 10:15 AM
23rd Street NW	Half Marathon	Whole Road	Constitution Ave NW	Lincoln Memorial Circle	7:00 AM 10:30 AM
Lincoln Memorial Circle	Half Marathon	Whole Road	23rd Street NW	Potomac Parkway	7:00 AM 10:30 AM
Parkway Drive	Half Marathon	Whole Road	Lincoln Memorial Circle	Rock Creek Parkway	7:00 AM 10:30 AM
Rock Creek Parkway	Half Marathon	Whole Road	Potomac Parkway	Virginia Ave NW	7:00 AM 11:00 AM
Virginia Ave NW	Half Marathon	Whole Road	Rock Creek Parkway NW	151 NW	7:00 AM 11:00 AM
1 St NW	Half Marathon	Whole Road	Virginia Ave NW	Potomac Freeway	7:00 AM 11:00 AM
Potomac Freeway	Half Marathon	Whole Road	1 St NW	27th Street NW	7:00 AM 11:15 AM
Rock Creek Parkway	Half Marathon	Whole Road	Virginia Ave NW	Shoreham Drive NW	7:00 AM 11:30 AM
Shoreham Drive NW	Half Marathon	Whole Road	Rock Creek Parkway NW	Calvert Street NW	7:30 AM 11:30 AM
Calvert St NW	Half Marathon	Whole Road	Shoreham Drive NW	Adams Mill Road NW	7:30 AM 11:45 AM
Adams Mill Road NW	Half Marathon	Whole Road	Calvert St NW	Columbia Rd NW	7:30 AM 11:45 AM
Columbia Road NW	Half Marathon	Whole Road	Adams Mill Road NW	Harvard Street NW	7:30 AM 11:45 AM
Harvard Street NW	Half Marathon	Whole Road	Columbia Road NW	5th Street NW	7:30 AM 12:15 PM
5th Street NW / 4th Street NW	Half Marathon	Whole Road	Harvard Street NW	W Street NW	7:30 AM 12:15 PM
Bryant Street NW	Half Marathon	Whole Road	4th Street NE	North Capitol Street NW	7:30 AM 12:30 PM
North Capitol Street NW	Half Marathon	Southbound	Bryant Street NW	K Street NE	7:30 AM 12:45 PM
K Street NE	Half Marathon	Whole Road	North Capitol Street NE	4th Street NE	7:30 AM 1:00 PM
4th Street NE	Half Marathon	Whole Road	K Street NE	H Street NE	7:30 AM 1:00 PM
H Street NE	Half Marathon	Whole Road	4th Street NE	12th Street NE	7:00 AM 1:30 PM
12th Street NE	Half Marathon/5k	Whole Road	H Street NE	Constitution Ave NE	7:00 AM 1:30 PM
Constitution Ave NE	Half Marathon/5k	Whole Road	12th Street NE	North Carolina Ave NE	7:00 AM 1:30 PM
North Carolina Ave NE	Half Marathon/5k	Westbound	Constitution Ave NE	C Street NE	7:00 AM 1:30 PM
C Street NE	Half Marathon/5k	Whole Road	East Capitol St NE	North Carolina Ave NE	7:00 AM 1:45 PM
22nd Street NE	All Courses	Whole Road	C Street NE	East Capitol Street NE	7:00 AM 2:00 PM
East Capitol St/McKinney Young Bridge	All Courses	Westbound	22nd Street NE	C Street NE	6:30 AM 2:00 PM
East Capitol Street NE	All Courses	Westbound	East Capitol Street NE	19th Street NE	2:30 AM 3:00 PM
East Capitol Street SE	Runner's Village	Eastbound	19th Street SE	22nd Street SE	5:30 AM 1:30 PM
Road closures and times are subject to change					



Committee Reports

Transportation and Public Space (T&PS)





Committee Reports

Transportation and Public Space (T&PS)



DC

Course Elements

7/8/2021

R'n'R Washington DC '21 Course Elements v1.2							
Water Stations							
Station #	Mileage	Separation	Location	Page #	HALF Service Times	SK Service Times	Notes
W1	1.4		23rd St NW between Constitution Ave NW & Lincoln Memorial Circle	16	8:35am - 9:35am		
W2 & G	2.8	1.5	Southbound Potomac River Freeway at Pwy 66 West Off Ramp	19	8:40am - 10:05am		
W3	4.9	1.5	Rock Creek & Potomac Pkwy NW at P St NW Northbound onramp on East side	25	8:50am - 10:45am		
W4 & G	7.1	2.2	Columbia Rd NW between Mozart Place & 18th St NW	30	9:00am - 11:25am		
W6 & GEL	9.1	2.0	N Capitol St NW South of Bryant St NW on West side only	34	9:10am - 12:05pm		
W8 & G	11.1	2.0	H St NE between 6th St NE & 7th St NE	44	9:20am - 12:40pm		
W7 6K	1.1		13th St & F St NE on East side of roadway	47		8:05am - 8:40am	6K Only
G - Gatorade							
Medical Stations							
Station	Mileage	Separation	Location	Page #	HALF Service Times	SK Service Times	Notes
M1	2.8 / 3.8	0.8	Potomac River Freeway just South of Virginia Ave Underpass on center median	19 & 21	8:40am - 10:15am		Double Pass
M2	6.1	2.0	Rock Creek & Potomac Pkwy NW & Cathedral Ave NW on East side on grass	26	9:00am - 11:05am		
M3	8.0	1.9	Harvard St NW & 5th St NW on North West corner	32	9:05am - 11:40am		
M4	10.2	2.2	N Capitol St NW & M St on North West side of intersection	39	9:15am - 12:20pm		
M6	12.1	2.2	13th St NE & Tennessee Ave NE on grass triangle	48	9:25am - 12:55pm	8:00am - 9:00am	line 6K
Entertainment Sites							
E Site #	Mileage	Separation	Location	Page #	HALF Playing Times	SK Playing Times	Notes
E1	1.1		19th St NW & Constitution Ave NW on North East corner	15	8:35am - 9:30am		No stage
E2	1.8	0.5	Lincoln Memorial Circle & Rock Creek & Potomac Pkwy NW on grass triangle	17	8:35am - 9:40am		
E3	3.2	1.6	Potomac River Freeway near Rock Creek Pkwy at horseshoe turnaround	20	8:45am - 10:15am		
E4	4.4	1.2	Rock Creek & Potomac Pkwy NW just North of K St Overpass on East side on grass	23	8:50am - 10:35am		
E5	4.8	0.4	Rock Creek & Potomac Pkwy NW & P St NW Southbound on/off ramps on West side	24	8:50am - 10:45am		
E6	6.3	1.5	Calvert St NW & Woodley Ave NW on sidewalk on South side	28	9:00am - 11:10am		
E7	8.1	1.8	5th St NW & Gresham Pl NW on West side of intersection	32	9:05am - 11:40am		No stage
E8	9.8	1.5	N Capitol St NW & Q St NW / Florida Ave on triangle	38	9:10am - 12:10pm		
E9	10.6	0.9	K St NE & 1st St NE on South East corner	41	9:20am - 12:25pm		
E10	11.4	0.9	H St NE & 12th St NE in Auto Zone lot on SE corner	45	9:25am - 12:45pm	8:05am - 8:45am	line 6K
E11	12.9	1.5	22nd St NE & C St NE on grass divider	52	9:30am - 1:10pm	8:10am - 9:15am	line 6K
Activation Sites							
A Site #	Mileage	Separation	Location	Page #	HALF Service Times	SK Service Times	Notes
A1	11.0		Potomac USA - H St NE & 5th St NE	43	9:20am - 12:35pm		



Committee Reports Economic Development and Zoning Committee



MINUTES

ANC 6A Economic Development & Zoning Space Committee Meeting Virtual Meeting via Zoom Wednesday, September 15, 2021 at 7:00 pm

Present:

Members: Jake Joyce (Acting Chair), Mike Cushman, Sam DeLuca, Dan MacPheeters

Jake Joyce chaired the meeting.

Community Comment

None

Previously Heard Cases

None.

Old Business

None

New Business

1. 248 10th Street, NE (BZA Case #20530): Request pursuant to Subtitle E § 5201 and Subtitle X § 901.2 from the rear yard requirements of Subtitle E § 306.1 to construct a two-story rear addition to an existing, attached, principal dwelling unit. Hearing scheduled for 10/20/2021.

Jennifer Fowler presented the project, representing Gayle Munro, the homeowner. Ms. Fowler noted that both of the adjacent properties have expanded out the back. The only relief that is being sought was because the rear yard was smaller than is allowed under zoning regulations. An existing shed will be removed. The house is shifted back from the front property line five feet, six inches (5'6"). This pushes everything back, and is part of the reason that the relief is needed.

Because the project is to expand to meet the rear walls of the adjacent neighbors, there is only one facade exposed. The addition has double-hung windows and Hardie paneling.

Ms. Fowler said that they had already received staff sign off from Historic Preservation, and they have letters of support from both adjacent neighbors.

Mr. Joyce asked about the building directly behind 248 10th Street (identified as 919 C Street NE). Ms. Fowler said that it was just the side of the neighboring building, but it continues past the property line. Ms. Munro noted that it is a public alley, and 919 C has a window from their dining room out to the public alley. Mr. Cushman asked that this be included in future submissions.

Mr. Cushman asked about the treatment of the addition. Ms. Fowler said that it will be Hardie paneling, and noted that there will be fire-rated wood walls built to abut both neighbors. Ms. Fowler said that the addition will be very similar to that of the neighbor at 246 10th Street which is the same size and has Hardie paneling.



Committee Reports

Economic Development and Zoning Committee



Mr. Cushman noted that the existing shed had venting, and asked why that was in place. Ms. Munro said that her hot water heater was in the existing shed, which was why the venting is required.

Mr. Joyce noted that Commissioner Soderman was unable to attend the meeting, but had voiced his support for the project.

Mr. Joyce made and Mr. Cushman seconded the motion that the ANC 6A send a letter of support to BZA for the request, with the caveat that the developer make best efforts to get a letter of support from 919 C Street, NE. The motion passed unanimously 4-0.

Next Scheduled ED&Z Committee Meeting:

Wednesday, October 20, 2021

7:00-9:00 pm

Zoom Webinar information to be posted on ANC 6A Website



Committee Reports Economic Development and Zoning Committee



October XX, 2021

Mr. Clifford Moy
Secretary of the Board of Zoning Adjustment
Board of Zoning Adjustment
441 4th St. NW, Suite 210
Washington, DC 20001

Re: BZA Case No. 20530 (248 10th Street, NE)

Dear Mr. Moy,

At a regularly scheduled and properly noticed meeting¹ on October 14th, 2021, our Commission voted X-X-X (with 5 Commissioners required for a quorum) to support the request for the owners of 248 10th Street, NE. Specifically, the applicant requests pursuant to Subtitle E § 5201 and Subtitle X § 901.2 relief from the rear yard requirements of Subtitle E § 306.1 to construct a two-story rear addition to an existing, attached, principal dwelling unit

The design has taken measures to ensure that the modification does not negatively impact the privacy of neighbors, or their light and air. The owner has proven that the special exception criteria have been met through submission of architectural elevations and letters of support from neighbors. The ANC believes that this development will not substantially visually intrude upon the character, scale, and pattern of houses in the neighborhood.

Please be advised that Brad Greenfield and I are authorized to act on behalf of ANC 6A for the purposes of this case. I can be contacted at amberanc6a@gmail.com and Mr. Greenfield can be contacted at brad.greenfield@gmail.com.

On Behalf of the Commission,

Amber Gove
Chair, Advisory Neighborhood Commission 6A

¹ ANC6A meetings are advertised electronically on the anc6a-announce@yahoogroups.com, anc-6a@yahoogroups.com, and newhilleast@groups.io, at www.anc6a.org, via Facebook @ANC6A, and through print advertisements in the Hill Rag.



Committee Reports Economic Development and Zoning Committee



248 10th Street NE—ADDITION

Washington, DC 20002

BZA/HPRB

Concept Plans

April 18, 2021

OWNER:

GALE MUNRO
248 10TH STREET NE
WASHINGTON, DC 20002

ARCHITECT:

FOWLER ARCHITECTS
1819 D STREET SE
WASHINGTON, DC 20003
(202)546-0896

PROPERTY INFORMATION:

LOT: 0023
SQUARE: 0939
LOT AREA: 660 SF
ZONE: RF-1
USE GROUP: R-3
EXISTING: TWO STORY ROW DWELLING, SINGLE FAMILY DWELLING
PROPOSED: TWO STORY ROW DWELLING, SINGLE FAMILY DWELLING

PROJECT DESCRIPTION:

REAR TWO STORY ADDITION, INTERIOR RENOVATIONS

ZONING INFORMATION:

RELIEF NEEDED: Subtitle E §306.1



FRONT FACADE



EXISTING REAR FACADE

	Existing	Proposed	Allowable
Lot Coverage	323 SF	396 SF	396 SF
(Percentage)	49.0%	60.0%	60%
Rear Yard	25'-2"	16'-6"	20 FT MIN
Side Yard	N/A	N/A	N/A
Open Court	N/A	N/A	N/A
Height	20.0'	20.0'	35.0'
Stories	2	2	3+CELLAR
Parking	NONE	NO CHANGE	1 PER PRINCIPLE DU
Square Footage			
Cellar	N/A	N/A	N/A
First Floor	275 SF	366.3 SF	N/A
Second Floor	275 SF	366.3 SF	N/A
Third Floor	N/A	N/A	N/A
Total	550 SF	732.6 SF	N/A
Garage	N/A	N/A	N/A

DRAWING INDEX:

- C-1 COVER SHEET
- C-2 PHOTOGRAPHS
- C-3 PHOTOGRAPHS
- C-4 SITE PLAN
- D-1 FIRST FLOOR DEMOLITION PLAN
- D-2 SECOND FLOOR DEMOLITION PLAN
- A-1 FIRST FLOOR PLAN
- A-2 SECOND FLOOR PLAN
- A-3 ROOF PLAN
- A-3 EXTERIOR ELEVATION



250 10TH STREET NE

248 10TH STREET NE

246 10TH STREET NE

211 13TH Street NE - PHOTOGRAPHS

C-2



Committee Reports

Economic Development and Zoning Committee



ADJACENT HOUSE 250
10TH STREET NE
SUBJECT PROPERTY



VIEW TO THE SOUTH



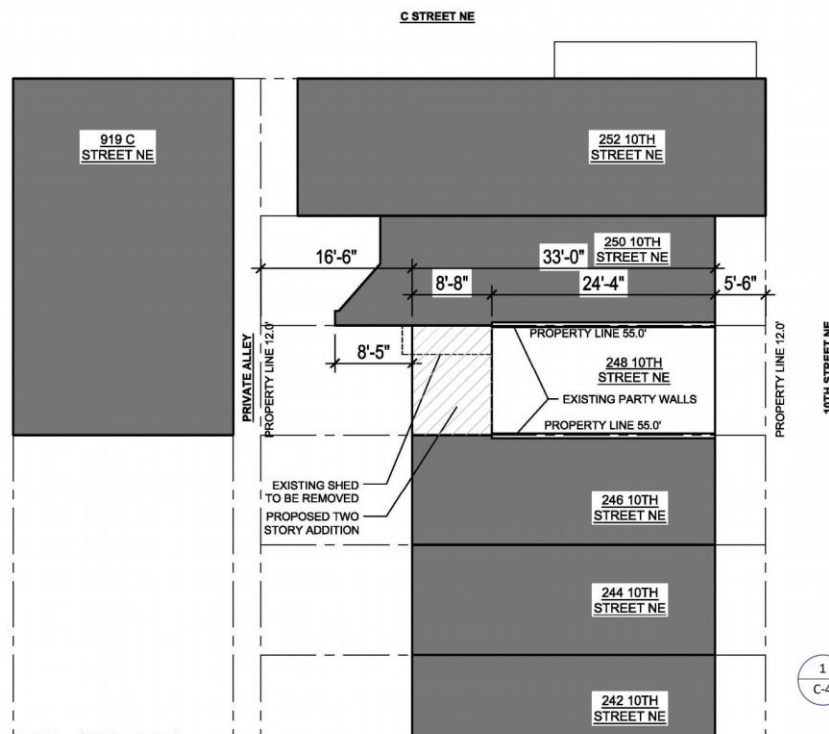
919 C STREET NE
252 10TH STREET NE
ADJACENT HOUSE 250
10TH STREET NE



VIEW TO THE WEST

248 10TH Street NE - PHOTOGRAPHS

C-2



248 10TH Street NE - SITE PLAN

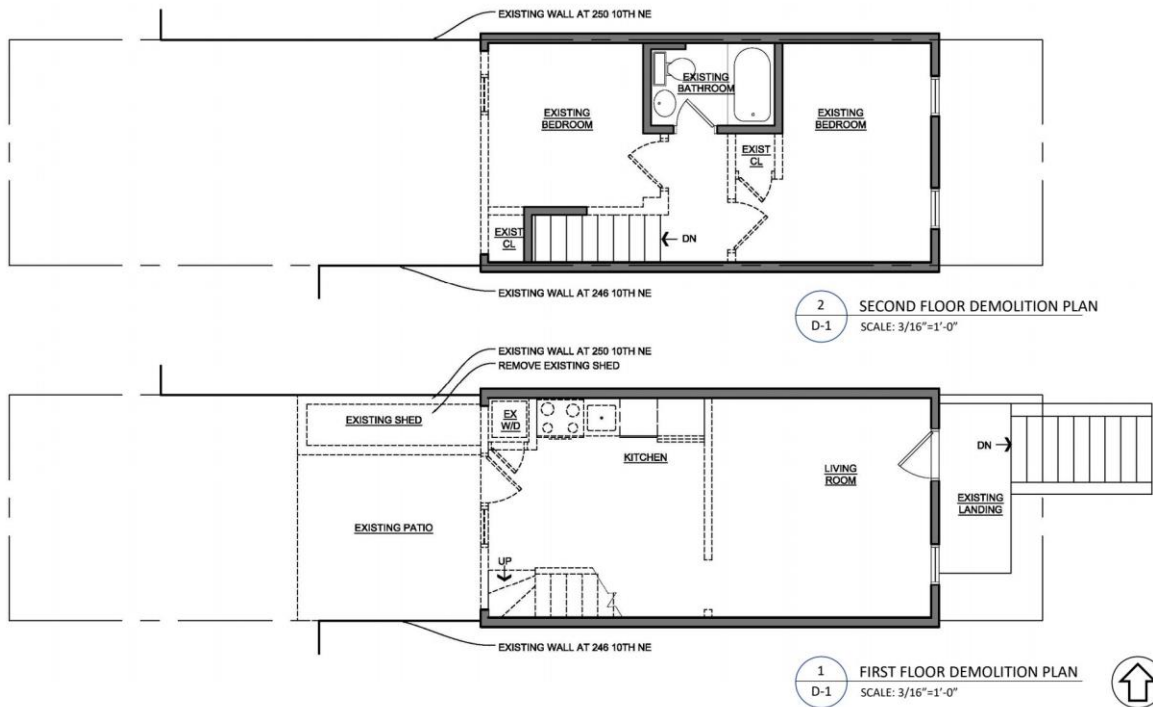
1 SITE PLAN
C-4 SCALE: 1/8"=1'-0"



C-4

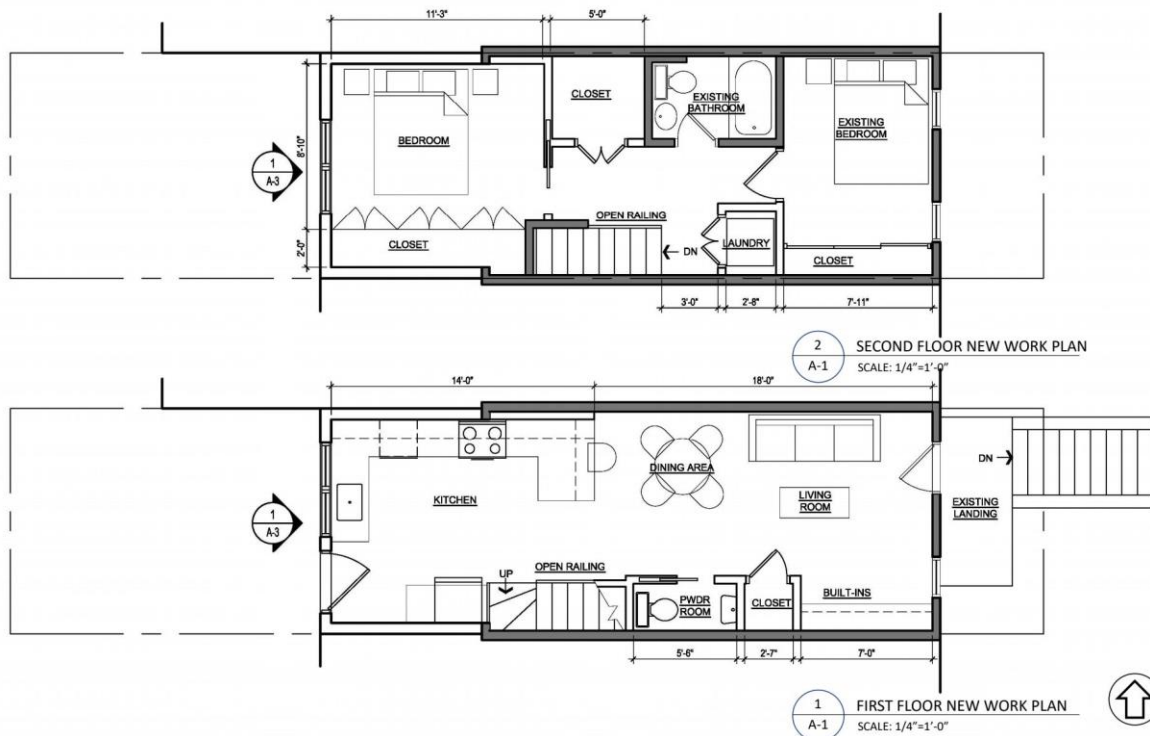


Committee Reports Economic Development and Zoning Committee



248 10TH Street NE– DEMOLITION PLANS

D-1

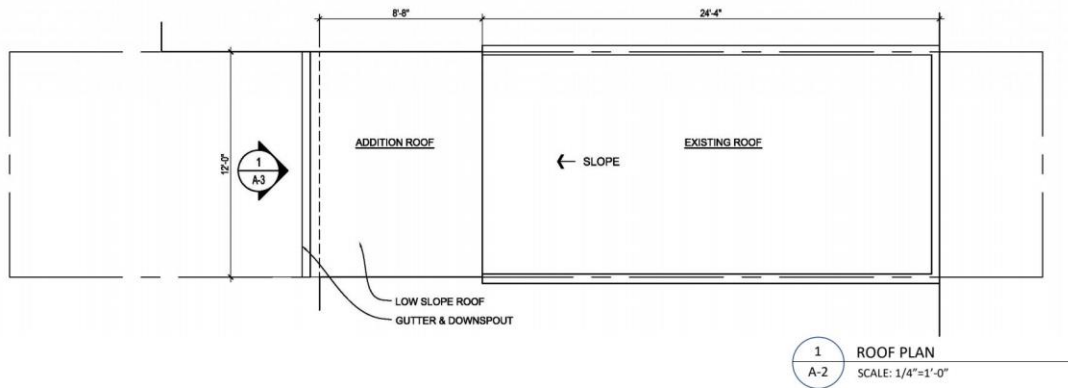


248 10TH Street NE– NEW WORK PLANS

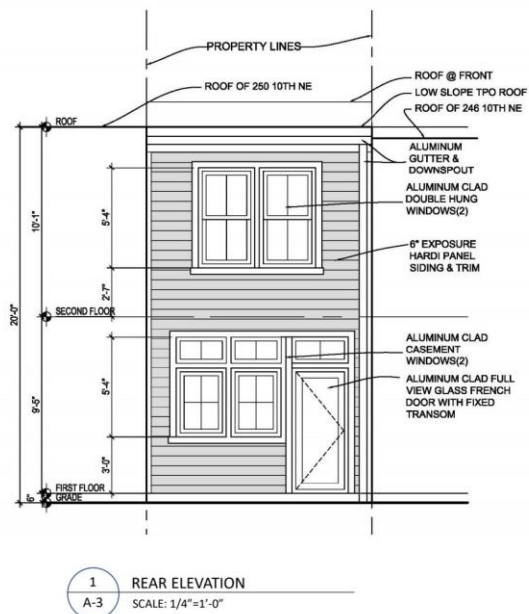
A-1



Committee Reports Economic Development and Zoning Committee



248 10TH Street NE– NEW WORK PLANS



248 10TH Street NE– EXTERIOR ELEVATIONS

A-3



Committee Reports Ad Hoc By Laws Committee



Minutes ANC 6A Ad Hoc Bylaws Committee September 30, 2021 Virtual Meeting via Zoom

Committee Members Present: Kris Garrity (SMD01), Marc Friend (SMD07), Mark Samburg (SMD07), Veronica Hollmon (SMD08), Madeline Gitomer (SMD06), Commissioner Mike Soderman (SMD03), and Committee Chair / Commissioner Laura Gentile (SMD05)

Other Commissioners in Attendance: Commissioner Amber Gove (SMD04)

Committee Members Absent: Marie Claire Brown (SMD01), Kathryn Griffith (SMD05)

This was the final meeting of the Ad Hoc committee. The group reached agreement on a draft set of Bylaws/operating documents to share with the Commissioners for review following a public comment period.

Next Steps:

ANC 6A has made the document available for public review at <https://anc6a.org>.

Originally, a discussion with Commissioners and community members was planned for the October 25, 2021 Community Outreach Committee (COC) meeting. Given scheduling challenges, that session has been re-scheduled for the COC meeting on Monday, November 29, 2021 at 7:00 pm.

Public comments can be submitted by email to 6A05@anc.dc.gov until 5:00 pm on Saturday, November 13, 2021.



New Business



1. **Suggested Motion:** ANC 6A send a letter to DDOT requesting a postponement for receipt of ANC comments on Public Space Construction Permit application #378346 (201 8TH STREET NE) until after the November, 10 2021 ANC 6A meeting.as the Commission was not provided sufficient time to review.