



# District of Columbia Government Advisory Neighborhood Commission 6A Agenda for November 10, 2021



Second (2<sup>nd</sup> Wednesday) at 7:00 pm

*Virtual Meeting via Zoom*

Call-in Number: 1 301 715 8592

Webinar ID (access code): 879 3279 2528

For those attending via Zoom: use this link: <https://us06web.zoom.us/j/87932792528>

One tap mobile: +13126266799,,87932792528#

Public Meeting - All are welcome.

- |         |   |               |
|---------|---|---------------|
| 7:00 pm | <b>Call to order</b>  |               |
| 7:02 pm | <b>Approve Previous Meeting's Minutes, Adopt Agenda</b>   |               |
| 7:05 pm | <b>Community Presentations</b>  |               |
|         | <ul style="list-style-type: none"><li>• Department of Parks and Recreation (DPR) Update on Fall Activities and the Ready to Play Strategic Plan Process - Christopher Dyer, Community Engagement Manager</li><li>• DC Redistricting Process - Councilmember-at-Large Elissa Silverman</li></ul>   |               |
| 7:45 pm | <b>New Business</b>   | <b>pg. 28</b> |
|         | <ol style="list-style-type: none"><li>1. <b>Suggested Motion:</b> ANC 6A send a letter to the DC Council Redistricting Committee requesting that the Committee ensure that the current ANC6A boundaries are retained in the Redistricting Process, and that ANC 6A remain a part of Ward 6. (Phillips-Gilbert, Alcorn)</li><li>2. <b>Suggested Motion:</b> ANC 6A send a letter to the Chair of the DC Council Committee on Health, the Director of the DC Department of Health Care Finance and the Director of the DC Department of Behavioral Health in support for bridge funding for DC Mental Health Access in Pediatrics. (Soderman)</li></ol> |               |
| 8:00 pm | <b>Officer Reports</b>  | <b>pg. 42</b> |
|         | <ol style="list-style-type: none"><li>1. Accept Treasurer's Report</li></ol>  |               |
| 8:05 pm | <b>Community Outreach (COC)</b>   | <b>pg. 43</b> |
|         | <ol style="list-style-type: none"><li>1. Accept October 2021 committee report.</li><li>2. Next meeting - 7:00 pm, November 29, 2021 (5<sup>th</sup> Monday; usually 4<sup>th</sup> Monday)<br/>Community discussion of 2021 draft of ANC 6A Bylaws</li></ol>  |               |
| 8:10 pm | <b>Alcoholic Beverage Licensing (ABL)</b>   | <b>pg. 47</b> |
|         | <ol style="list-style-type: none"><li>1. No report. ABL did not meet in October 2021.</li><li>2. Next meeting - 7:00 pm, November 22, 2021 (4<sup>th</sup> Tuesday)</li></ol>   |               |
| 8:15 pm | <b>Transportation and Public Space (TPS)</b>  | <b>pg. 48</b> |
|         | <ol style="list-style-type: none"><li>1. Accept October 2021 committee reports.</li><li>2. <b>Recommendation:</b> ANC 6A send a letter to DDOT expressing the need for expansion of electric vehicle charging throughout the District; urging both public and private solutions to electric vehicle charging for residents without off-street parking, including</li></ol>  |               |



## District of Columbia Government Advisory Neighborhood Commission 6A Agenda for November 10, 2021



measures to facilitate extending charging cables from residences to the curb, with all due consideration for safety and ADA compliance.

3. **Recommendation:** ANC 6A send a letter to DDOT supporting TSA 21-00448727 for the 300 block of 18th Street NE, including consideration of speed humps and raised crosswalks.
4. **Recommendation:** ANC 6A send a letter to DDOT supporting TSAs 21-00428331 & 21-00428369 for the 1500 -1900 blocks of Benning Road NE, including a full traffic safety investigation; consideration of speed humps, raised crosswalks, signal timing, and all other traffic calming measures; and that DDOT consider extending the planned H Street dedicated bus lanes to this corridor as a traffic calming measure as well as to improve transit.
5. **Recommendation:** ANC 6A send a letter to DDOT requesting that 20 MPH speed limit signs be placed on all collector streets in ANC6A that do not yet have signs.
6. **Recommendation:** ANC 6A send a letter to DDOT requesting the installation of a contraflow bike lane on the 1100 block of F Street NE.
7. **Recommendation:** ANC 6A send a letter to DDOT supporting TSA 21-00119585 for the intersection of 13<sup>th</sup> Street NE and Wylie Street NE, including installation of raised crosswalks for the entire intersection.
8. Next meeting - 7:00 pm, November 15, 2021 (3<sup>rd</sup> Monday)

- |         |   |               |
|---------|---|---------------|
| 8:35 pm | <b>Economic Development and Zoning (EDZ)</b> <ol style="list-style-type: none"><li>1. Accept October 2021 committee report.</li><li>2. <b>Recommendation:</b> ANC 6A send a letter of support to BZA for a special exception from the rooftop and upper floor requirements of Subtitle E § 206.1 to construct a third story addition to an existing, attached, two-story with cellar, principal dwelling unit at 327 Tennessee Avenue, NE (BZA Case #20607) with the caveat that the owners make best efforts to get letters of support from the neighbors at 324, 326 and 328 14<sup>th</sup> Street. (Hearing scheduled for 02/02/2022)</li><li>3. Next meeting - 7:00 pm, November 17, 2021 (3<sup>rd</sup> Wednesday)</li></ol> | <b>pg. 77</b> |
| 8:45 pm | <b>Ad Hoc By Laws Committee (BLC)</b> <ol style="list-style-type: none"><li>1. No report. BLC did not meet in October 2021.</li></ol>   | <b>pg. 90</b> |
| 8:50 pm | <b>Single Member District reports (1 minute each)</b>   |               |
| 9:00 pm | <b>Community Comments (2 minutes each)</b>  |               |
| 9:15 pm | <b>Adjourn</b>  |               |



## Advisory Neighborhood Commission 6A Meeting Minutes of October 14, 2021



### Advisory Neighborhood Commission (ANC) 6A Minutes Virtual Meeting via Zoom Meeting October 14, 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 September 2021 meeting were accepted, and the agenda for the October 2021 meeting was accepted by unanimous consent.

#### **Community Presentations:**

##### **Everett Lott, Acting Director, District Department of Transportation**

Acting Director Everett Lott spoke about a recent DDOT announcement regarding road safety measures. DDOT has already started installing speed humps, flexi posts, and stop signs in requested areas and are aware of the increased speeding, reckless driving, and overall danger and discomfort on the roads. Requests for interventions such as speed bumps and other smaller, localized projects will no longer need a TSA and the process will be expedited. Larger requests will still need TSAs, for which DDOT uses a contractor; the current contractor has only been given six months and depending on results, DDOT might contract with different companies. The DDOT interventions intend to decrease aggressive driving and increase the use of public transportation, especially on Florida Avenue, Benning Road, and H Street - all identified as the most dangerous roads in ANC6 A. DDOT is implementing narrower roads and more bus lanes to decrease speeding and increase access to public transportation. In conjunction with this, DDOT is planning bus/streetcar only lanes on H Street. Mr. Lott will try to keep the previous director's commitment of installing a second speed camera on H Street, facing the opposite way of the existing one, and noted that the budget for cameras is increased for 2022.

##### **DC Redistricting Process - Samuel Rosen-Amy, Chief of Staff, Councilmember-at-Large Elissa Silverman**

Samuel Rosen-Amy, Chief of Staff for Councilmember Silverman who leads the redistricting subcommittee, spoke about the need for Ward 6 to shrink by 18,000 people while Wards 7 and 8 need to grow in order for the wards to be balanced. There will be a hearing for community input on November 3, 2021 at 10 AM and the Committee will release proposed redistricted maps prior to this hearing. The committee is working with the Council on Racial Equity to aim for equitable redistribution. ANC redistricting will take place in late December 2021 and January 2022. The October 25, 2021 Community Outreach Committee meeting will be entirely dedicated to this issue and Mr. Rosen-Amy will be present again to answer questions; community members are encouraged to attend and give input.

#### **Officer Reports:**

1. The October 2021 Treasurer's report by Commissioner Brian Alcorn reviewed the 4 expenditures accrued in September: \$200.00 for September meeting minutes, \$765.89 for webmaster services, \$58.29 for Zoom Pro/Webinar for each month, and \$176.00 for USPS. The ANC received the Q2 OANC allotment of \$5,445.56 and had \$1,548.36 in cashed checks (Checks #1962-1986). The opening uncommitted funds available were \$30,522.74 and after these disbursements totaling \$1,200.18, the credit and the cashed checks, the closing uncommitted funds are \$33,219.76. The savings account



## Advisory Neighborhood Commission 6A Meeting Minutes of October 14, 2021



opened at \$100.05, gained no interest, and closed at \$100.05. The Treasurer's report was approved by unanimous consent without objection.

2. The FY21 4<sup>th</sup> Quarter report was approved by unanimous consent without objection. The "error checks" in the ledger should be ignored as these are bugs in the spreadsheet.
3. Commissioner Mike Soderman moved and Commissioner Keya Chatterjee seconded the motion that ANC6A approve the FY 2022 budget as presented by Commissioner Alcorn. Commissioner Alcorn presented the FY22 Budget Plan which had been discussed in September's COC meeting and posted about on October 8, 2021. The OANC 2022 allotment will be \$21,782.24, unchanged from 2021. The proposed 2022 spending total is \$27,841.63 which is \$6,059.39 in excess of the allotment. The overage will be covered by accrued unspent funds from past years. The budget includes \$8,000 in grants (a \$3,000 increase), a salary increase to \$250.00 monthly for notetaking (a \$50.00 monthly increase), and assumes five in-person meetings throughout the year. The Commission can vote to change the budget at any time during the fiscal year. The motion passed 8-0.

### Standing Committee Reports:

#### Community Outreach

1. The September 2021 committee report was approved by unanimous consent.
2. The Committee recommended and Commissioner Laura Gentile seconded the motion that 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. UBI allows for everyone to receive funds with no strings attached and no stigma. There are pilot programs in effect currently. About 60 mayors from around the country and several local to the DMV have joined and these mayors can tap into a fund from the MGI. More information can be found here: <https://www.mayorsforagi.org>. The motion passed 6-1-1 with Commissioner Phil Toomajian opposed and Commissioner Soderman abstaining.
3. Next meeting - 7:00 pm, October 25, 2021 (4th Monday)

#### Alcohol Beverage Licensing

1. The September 2021 committee report was approved by unanimous consent.
2. The Committee recommended and Commissioner Gentile seconded the motion that ANC 6A protest the application of Daruwalla, LLC, t/a Daru at 1451 Maryland Avenue 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 Robb Dooling be authorized to represent the ANC in this matter. The motion passed 8-0.
3. The Committee recommended and Commissioner Dooling seconded the motion that 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. Lydia is a new Afro-Caribbean cocktail lounge with a bar downstairs and planned events such as poetry nights and live music upstairs. There will be a live jazz and a summer garden; the establishment hopes to open in December. The motion passed 8-0.
4. Commissioner Toomajian moved and Commissioner Gentile seconded the motion that ANC 6A approve the appointment of Mike Velasquez to the Alcoholic Beverage Licensing Committee. Mr. Velasquez is a long-time resident of G Street NE and is excited to serve on the committee. The motion passed 8-0.
5. Next meeting - 7:00 pm, October 26, 2021 (4th Tuesday)

#### Transportation and Public Space



## Advisory Neighborhood Commission 6A Meeting Minutes of October 14, 2021



1. The July, August, and September 2021 committee reports and supporting transcripts for the July and August meetings were approved by unanimous consent
2. The Committee recommended and Commissioner Dooling seconded the motion that ANC 6A 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. Some community members asked for data and transparency into how many community members were in favor of and opposed to the proposed one-way street and bike lanes. DDOT does not believe that the rerouted cars from the one-way will negatively impact safety at Maury. The motion passed 8-0.
3. The Committee recommended and Commissioner Soderman seconded the motion that ANC 6A 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. The motion passed 8-0.
4. The Committee recommended and Commissioner Soderman seconded the motion that 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. The race this year is a half marathon and there are several measures in place to minimize noise including decibel readers. The race is scheduled to end at 1:30 pm. The motion passed 7-0-0; Commissioner Sondra Philips-Gilbert momentarily dropped off from the call.
7. Next meeting - 7:00 pm, October 18, 2021 (3rd Monday)

### Economic Development and Zoning

1. The September 2021 committee report was approved by unanimous consent.
2. The Committee recommended and Commissioner Soderman seconded the motion that 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. The homeowner reached out on 9/30 to neighbors directly behind her with plans and has not heard back. The motion passed 8-0.
3. Next meeting - 7:00 pm, October 20, 2021 (3<sup>rd</sup> Wednesday)

### Ad Hoc By Laws Committee

1. The September 2021 committee report was approved by unanimous consent. The draft of the Bylaws has been posted on the website along with existing bylaws for comparison. These will be available on the website until November 30, 2021 and community comments can be sent to Commissioner Gentile at [6a05\[at\]anc6a.dc.gov](mailto:6a05[at]anc6a.dc.gov). The bylaws will be discussed at November's COC meeting. Commissioner Gentile thanks the committee for their detailed work.

### New Business:

Commissioner Soderman moved and Commissioner Gove seconded the motion that 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. The motion passed 8-0.

### Single Member District reports

Commissioner Alcorn (6A08) thanked MPD first district captain Tatiana Savoy for bringing a temporary camera and light tower to the intersection of 16<sup>th</sup> Street and North Carolina Avenue NE. Residents have been reporting continued disturbances at 15<sup>th</sup> and C Streets since the summer shooting. The Commissioner thanked commissioners from 6A and 6B and DDOT's Will Handsfield for walking traffic-troubled areas and is looking forward to making these areas safer.





## Advisory Neighborhood Commission 6A Meeting Minutes of October 14, 2021



Commissioner Toomajian (6A02) shared an update about curb extensions at 8<sup>th</sup> and F and 8<sup>th</sup> and G and will be following up to see that those do get installed. J. O. Wilson is hosting a fall festival on October 26, 2021. The Commissioner noted that the TPS November agenda will feature discussions on bike lanes in several areas and encourages community members to attend and provide input.

Commissioner Philips-Gilbert (6A07) testified on behalf of the community on September 29, 2021 before the Redistricting Subcommittee and is looking forward to testifying again on November 3 and 5, 2021. The Commissioner stressed the importance of keeping the commission together and is happy to accept any ideas and suggestions to make a resolution of mutual support.

Commissioner Gove (6A04) is excited to say that the Eliot-Hine Middle School food pantry will be up and running to serve the students of Eliot-Hine and their families. Collaboration efforts are underway to ensure the Rosedale community will receive holiday baskets and she is grateful to the community for its generous contributions. The Commissioner noted several opportunity crimes and urges community members to be vigilant and to make sure windows and doors are fully locked, and to attend the upcoming MPD First District meeting.

Commissioner Chatterjee (6A01) reported an installation of speed bumps on the 700 - 1300 blocks of I Street NE; because of this several bike lanes have to be repainted. There has been an uptick both in break-ins and in shootings and the Commissioner reiterated that community members should be locking windows and doors and would like to see ANC 6A collaborate with and expand on intervention programs.

Commissioner Gentile (6A05) announced that there are 2 new speed bumps on the 1400 block of Duncan Street. The Commissioner is still working with DPW to follow up on constituent complaints about garbage in the alley between Duncan and D Streets.

Commissioner Dooling (6A06) noted that the Maryland Avenue project continues to make progress although there are several trenches between the road and the sidewalk where DDOT is planning to plant flowers soon but people are dumping garbage there. In conjunction with this project a new bike lane was installed next to Chick-Fil-A but it is essentially unusable due to the Chick-Fil-A drive-thru overflow. Finally, the Commissioner reminded everyone that the ANC 6A Google group has 1,600 people and to be cognizant about this when community members contact the group.

### Community Comments

Jen DeMayo of Councilmember Charles Allen's office noted that the Councilmember starting Office Hours again and will be experimenting with outdoor setups. On October 15, 2021 they will be at the Southwest library from 4:00-4:30 pm and on October 22, 2021 in Lincoln Park from 4:00-5:30 pm. There are three others scheduled for the mornings in the fall. Ms. DeMayo will be following up with Commissioner Philips-Gilbert about Mamie "Peanut" Johnson Way.

Community member Alex Kelly inquired about the appeals process for the decision of the North Carolina Avenue one-way after the Notice of Intent is distributed.

The meeting adjourned at 10:08 pm.



# ANC6A Presentation

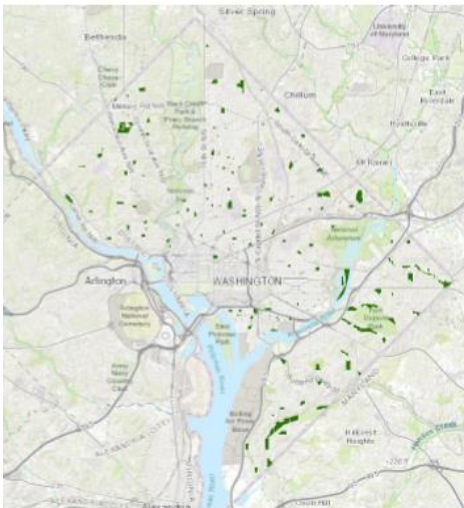
Wednesday November 10, 2021

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WE ARE DISTRICT  
GOVERNMENT OF THE  
DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR

## DPR OVERVIEW



DPR is the # 1 ranked park system in the country.

Department of Parks and Recreation (DPR) hosts programming and events year-round in 244 sites and across 900 acres of green space in all 8 Wards.

DPR annually has upwards of over 100+ different capital improvement projects in our construction pipeline to support the District's park system .

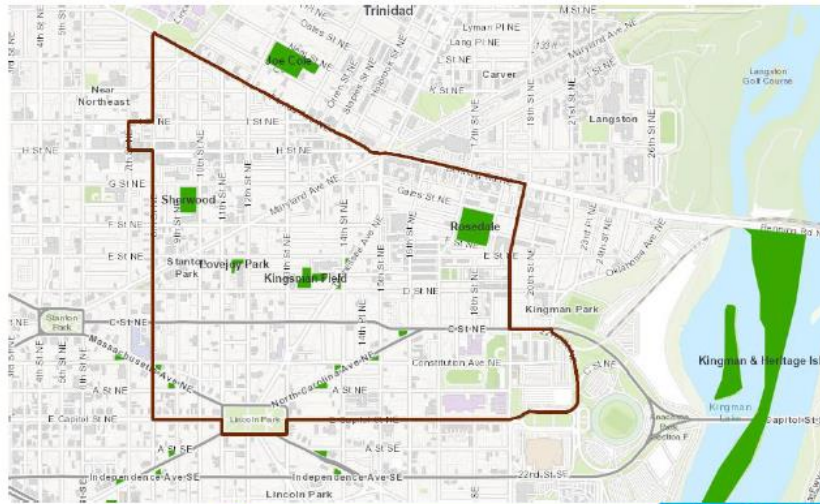
DPR.DC.GOV



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MURIEL BOWSER, MAYOR



## DPR SITES IN ANC6A



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**DPR** DEPARTMENT OF PARKS AND RECREATION  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR

## Programs



Visit <http://dprprograms.com/> for additional information  
and to register for a program.

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**DPR** DEPARTMENT OF PARKS AND RECREATION  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR





# In Person Programs

DPR is pleased to offer a wide variety of in person programming options year round in the following categories.

- **Aquatics**
- **Cultural Arts**
- **Fitness**
- **Out-of-School Time Youth Programs**
- **Sports**
- **Youth Development**

Visit <http://dprprograms.com/> for additional information and to register for a program.

DPR.DC.GOV



**DPR**  
DC DEPARTMENT OF PARKS AND RECREATION



GOVERNMENT OF THE  
DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR

# Virtual Programs

DPR offers a variety of virtual programs options this fall in the following categories.

## **Fitness**

- Abs & Glutes
- Bootcamp & Core
- Cardio Dance & Cardio Kick
- Yoga & Tai Chi
- Senior Cardio Dance
- Senior Strength
- Senior Yoga

## **Seniors**

- Mindful Meditation
- Jewelry Making
- Senior Book Club

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DC DEPARTMENT OF PARKS AND RECREATION



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DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR



## Events



Visit <http://dpr.events> for information about upcoming events and to sign up to get notifications.

DPR.DC.GOV



## Permits

Planning a meeting, practice, game or event and need a great location? Look no further!

The DC Department of Parks and Recreation is proud to provide the public with wonderful facilities, parks, fields, and pools.

A permit is required for any organized picnic or activity of 10 or more participants.

No permit is final until an application is submitted, processed, paid in full, and any additional requested documentation is received.

Visit <http://dpr.dc.gov/permits> or call 202-673-7647 for complete information on how to get a permit for your special event.



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### Ready to Play Update

- Update Includes
  - A draft set of four goals with 13 strategies and 85 specific actions;
  - A draft Equity Framework;
  - The results from the Ready2Play Citywide Survey.
  - Visit [Ready2PlayDC.com](https://Ready2PlayDC.com) to provide feedback on these items.
  - This feedback is crucial because it will help finalize the draft Capital Blueprint to be released in the fall.

  GOVERNMENT OF THE DISTRICT OF COLUMBIA  
MURIEL BOWSER, MAYOR

## Pets in the Park

DPR knows that dogs are a part of the family. In order to keep them, and other family members safe here are a few guidelines to keep in mind while visiting District parks with your dog:

- ☐ Off-leash dogs are only permitted in DPR's designated dog park facilities. Dogs are not permitted off leash in public space.
- ☐ Leashed dogs must be held by a person capable of managing the dog.
- ☐ Dogs are not permitted on natural turf or synthetic turf fields, athletic courts, pools and pool areas, or playground areas. (Registered service dogs are exempted)
- ☐ Picking up after your dog is required by law. Fines up to \$2,000 may be issued.



## Prohibited Activities

DPR wants to ensure all patrons are able to use are parks in a safe manner. Please keep these guidelines in mind as you use District parks.

- ☐ Bonfires or open flames are prohibited.
- ☐ No parking and/or driving on grass, athletic fields, recreation courts, play areas, service roads and pathways. Violation may result in citation or other penalty.
- ☐ Consumption of alcohol, gambling, the possession or use of illegal substances, and the possession or use of explosives, firecrackers, or firearms (or weapons of any type), on DPR or District of Columbia property is prohibited.
- ☐ Smoking is prohibited in DPR facilities and playgrounds.
- ☐ It is a violation to engage in disorderly behavior on DPR property. The applicant is responsible for the conduct of anyone in attendance at the permitted event and will be liable for damages to persons or property arising from such conduct.
- ☐ No camping or overnight use of any DPR facility or park is allowed.

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DC MURIEL BOWSER, MAYOR

## Thank you!

If you have any additional questions on DPR activities or need any assistance with a specific issue please contact me.

Christopher Dyer  
External Affairs  
Department of Parks and Recreation  
(202) 702-9453 (cell)  
[Christopher.Dyer@dc.gov](mailto:Christopher.Dyer@dc.gov)

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DC MURIEL BOWSER, MAYOR





## Commission Letters of October 14, 2021 Meeting



District of Columbia Government  
Advisory Neighborhood Commission 6A  
PO Box 15020  
Washington, DC 20003



November 6, 2021

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

Re: ANC 6A Support for joining Mayors for a Guaranteed Income

Dear Mayor Bowser,

At a regularly scheduled and properly noticed meeting<sup>1</sup> our Commission voted 6-1-1 (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 [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov).

Sincerely,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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

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



## Commission Letters of October 14, 2021 Meeting



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



October 18, 2021

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

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

Dear Acting Director Lott,

At a regularly scheduled and properly noticed meeting<sup>1</sup> on October 14, 2021, our Commission voted 8-0-0 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 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

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



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.

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



## 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

MADE WITH STREETMIX

## 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 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).

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.

## 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

MADE WITH STREETMIX

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;



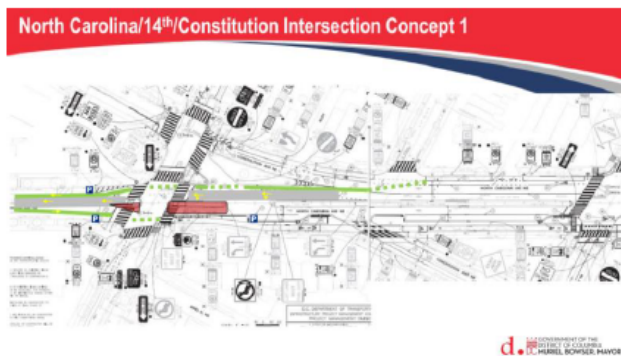
## Commission Letters of October 14, 2021 Meeting



- 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

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](mailto:AmberANC6A@gmail.com).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A





## Commission Letters of October 14, 2021 Meeting



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



October 18, 2021

Mr. Matthew Marcou, Associate Director for Public Space Regulation  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003

Public Space Committee  
c/o DDOT Public Space Permit Office  
1100 4th Street, SW, Room 360  
Washington DC, 20024

Re: Request for Postponement (insufficient notice) regarding Public Space Construction Permit  
application #378346 (201 8TH STREET NE)

Dear Associate Director Marcou & Public Space Committee:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on October 14, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to request that the due date for review of the above referenced item be postponed at least until November 12, 2020 so that the ANC can discuss with the applicant and present an informed opinion at a publicly noticed ANC meeting. The application came to the ANC on October 4 with a review due date of October 25.

Thank you for giving consideration to our ANC's feedback on this public space issue. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [amberanc6a@gmail.com](mailto:amberanc6a@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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<sup>1</sup> ANC 6A meetings are advertised electronically on the [anc6a-announce@yahoogroups.com](mailto:anc6a-announce@yahoogroups.com), [anc6a@yahoogroups.com](mailto:anc6a@yahoogroups.com), and [newhilleast@groups.io](mailto:newhilleast@groups.io), at [www.anc6a.org](http://www.anc6a.org), on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



## Commission Letters of October 14, 2021 Meeting



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



October 18, 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 2021 Rock and Roll Half Marathon

Dear Director Rodriguez

At a regularly scheduled and properly noticed meeting<sup>1</sup> on October 14, 2021, our Commission voted 8-0-0 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. We also request that the race organizers remove all litter and race debris as quickly as possible,

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](mailto:AmberANC6A@gmail.com).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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## Commission Letters of October 14, 2021 Meeting



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



October 18, 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 meeting<sup>1</sup> on October 14, 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 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](mailto:AmberANC6A@gmail.com).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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## Commission Letters of October 14, 2021 Meeting



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



October 18, 2021

Mr. Clifford Moy, Secretary  
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 meeting<sup>1</sup> on October 14, 2021, our Commission voted 8-0-0 (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](mailto:amberanc6a@gmail.com) and Mr. Greenfield can be contacted at [brad.greenfield@gmail.com](mailto:brad.greenfield@gmail.com).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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





## Commission Letters of October 14, 2021 Meeting



Made this 15 day of October 2021

by and between

Daruwalla, LLC t/a Daru (ABRA-113870)  
1451 Maryland Ave, NE  
Washington DC 20002

and

Advisory Neighborhood Commission 6A

### Preamble

Through this Agreement, both parties aim to create an environment whereby 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 Class C Tavern 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 behind the subject premises) adjacent to the establishment in a clean and litter-free condition by:
  - a. 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.).
  - b. 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.
  - 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, recycling, or garbage is being added or removed.
  - 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 Public Works.
  - 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. Generally tending to tree boxes directly in front of the subject premises, if any.
  - g. Promptly removing or painting over any graffiti written on the exterior walls of the property.
  - h. Requiring the owner and employees not to park on public space between the building and the curb.
  - i. Not locating trash bins, chairs, tables, or other equipment on public space without a valid space permit.
2. **Business Operations and Practices.**
  - a. Applicant will not, directly or indirectly, sell or deliver alcohol to any intoxicated person or to any person who appears to be intoxicated.
  - b. Applicant agrees to take all necessary steps to prevent patron rowdiness, including refusing admission/service to rowdy and/or unruly persons.
  - c. Applicant agrees to ensure that no patron shall bring an open container of an alcoholic beverage into the

*Settlement Agreement between Daru and ANC 6A - Page 1 of 3*



## Commission Letters of October 14, 2021 Meeting



- establishment from outside sources, and shall exit the establishment with an open container of an alcoholic beverage.
- d. Applicant will not provide or sell alcoholic beverages "to go" except as authorized by DC law.
  - e. 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 ABC Board.
  - f. The licensed establishment will be managed in person by Applicant or a board-licensed manager.
  - g. Applicant, and all employees that are designated to serve alcoholic beverages, shall attend and complete an alcoholic beverage server training course/seminar.
  - h. 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.
  - i. Applicant shall make every effort 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. An incident is defined as any activity by patrons of the establishment inside or immediately outside the establishment that could lead to an ABRA investigation. Each incident will contain the date, time, and location of each incident with a concise summary. Guests and staff involved or witnesses of the incident will be identified and listed. If there is a medical or police response, that information will also be noted.
  - j. Upon request of the Board, Applicant's call log and incident log shall be provided to the Board during meetings or hearings involving future renewals or contested proceedings involving Applicant's license.
  - k. Applicant will utilize and maintain high-intensity floodlights 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.
  - l. Applicant shall provide valet parking services only with valet parking companies as defined, licensed, and in compliance with D.C. Municipal Regulations Title 24 Chapter 16. Applicant will not engage in valet parking that results in vehicles parked in residential parking spaces.
- 3. Music / Dancing / Entertainment.**
- a. Applicant agrees to ensure that sounds originating from within the establishment are mitigated by installing adequate soundproofing.
  - b. 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.
  - c. In order to mitigate noise on a sidewalk café or summer garden the following steps will be taken:
    - i. Applicant shall not offer any type of entertainment or pre-recorded music on the summer garden and/or sidewalk café;
    - ii. A fence or other barrier will enclose the entire perimeter;
    - iii. No fewer than two signs will be clearly posted to remind guests to keep their voices at normal speaking volume;
    - iv. Staff will monitor the outdoor area to make sure guests do not raise their voices above normal speaking tones; and
    - v. Potted plants, trees, fountains, or other types of noise mitigation techniques will be incorporated into the decor.
  - d. The hours of operation for a sidewalk café and/or summer garden are limited until 11:00 pm Sunday through Thursday evenings and 12:00 am on Friday and Saturday evenings. The sale and consumption of alcoholic beverages must end at that time and the patio must be cleared of all patrons and staff.
  - e. Applicant may offer facilities for dancing for patrons only with an entertainment endorsement and may have recorded and background music 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.
  - f. All CT license holders with an entertainment endorsement must have an ABRA-accepted security plan in place.
  - g. The kitchens for all CR license holders shall remain open and operational up 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 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.

*Settlement Agreement between Daru and ANC 6A*  
*Page 2 of 3*



## Commission Letters of October 14, 2021 Meeting



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.
- 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 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.
- 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 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 the applicant and its successors and will continue in force for any and all subsequent license holders at this location.

In Witness Whereof

The parties have affixed hereto their hands and seals.

Applicant:

By: Dante Daru Date: 10/15/21

Signature: [Signature]

Advisory Neighborhood Commission 6A Representative:

By: Robb Dooling Date: 10/17/21

Signature: [Signature]

Modified February 2021

Settlement Agreement between Daru and ANC6A

Page 2 of 3  
3 3





## Commission Letters of October 14, 2021 Meeting



Made this 2<sup>nd</sup> day of November 2021

by and between

**Lydia on H, LLC t/a Lydia Restaurant & Lounge (ABRA-119312)**  
1427 H Street, NE  
Washington DC 20002

and

**Advisory Neighborhood Commission 6A**

### Preamble

Through this Agreement, both parties aim to create an environment whereby 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 Class C Restaurant 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 behind the subject premises) adjacent to the establishment in a clean and litter-free condition by:
  - a. 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.).
  - b. 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.

Settlement Agreement between Lydia Restaurant & Lounge and ANC6A  
Page 1 of 4





## Commission Letters of October 14, 2021 Meeting



- 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, recycling, or garbage is being added or removed.
- 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 Public Works.
- 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. Generally tending to tree boxes directly in front of the subject premises, if any.
- g. Promptly removing or painting over any graffiti written on the exterior walls of the property.
- h. Requiring the owner and employees not to park on public space between the building and the curb.
- i. Not locating trash bins, chairs, tables, or other equipment on public space without a valid space permit.

### 2. Business Operations and Practices.

- a. Applicant will not, directly or indirectly, sell or deliver alcohol to any intoxicated person or to any person who appears to be intoxicated.
- b. Applicant agrees to take all necessary steps to prevent patron rowdiness, including refusing admission/service to rowdy and/or unruly persons.
- c. Applicant agrees to ensure that no patron shall bring an open container of an alcoholic beverage into the establishment from outside sources, and shall exit the establishment with an open container of an alcoholic beverage.
- d. Applicant will not provide or sell alcoholic beverages “to go” except as authorized by DC law.
- e. 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 ABC Board.
- f. The licensed establishment will be managed in person by Applicant or a board-licensed manager.
- g. Applicant, and all employees that are designated to serve alcoholic beverages, shall attend and complete an alcoholic beverage server training course/seminar.
- h. 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.
- i. Applicant shall make every effort 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. An incident is defined as any activity by patrons of the establishment inside or immediately outside the establishment that could lead to an ABRA investigation. Each incident will contain the date, time, and location of each incident with a concise summary. Guests and staff involved or witnesses of the incident will be identified and listed. If there is a medical or police response, that information will also be noted.
- j. Upon request of the Board, Applicant’s call log and incident log shall be provided to the Board during meetings or hearings involving future renewals or contested proceedings involving Applicant’s license.

Settlement Agreement between Lydia Restaurant & Lounge and ANC6A

Page 2 of 4



## Commission Letters of October 14, 2021 Meeting



- k. Applicant will utilize and maintain high-intensity floodlights 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.
  - l. Applicant shall provide valet parking services only with valet parking companies as defined, licensed, and in compliance with D.C. Municipal Regulations Title 24 Chapter 16. Applicant will not engage in valet parking that results in vehicles parked in residential parking spaces.
- 3. Music / Dancing / Entertainment.**
- a. Applicant agrees to ensure that sounds originating from within the establishment are mitigated by installing adequate soundproofing.
  - b. 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.
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    - i. Applicant shall not offer any type of entertainment or pre-recorded music on the summer garden and/or sidewalk café;
    - ii. A fence or other barrier will enclose the entire perimeter;
    - iii. No fewer than two signs will be clearly posted to remind guests to keep their voices at normal speaking volume;
    - iv. Staff will monitor the outdoor area to make sure guests do not raise their voices above normal speaking tones; and
    - v. Potted plants, trees, fountains, or other types of noise mitigation techniques will be incorporated into the decor.
  - d. The hours of operation for a sidewalk café and/or summer garden are limited until 11:00 pm Sunday through Thursday evenings and 12:00 am on Friday and Saturday evenings. The sale and consumption of alcoholic beverages must end at that time and the patio must be cleared of all patrons and staff.
  - e. Applicant may offer facilities for dancing for patrons only with an entertainment endorsement and may have recorded and background music 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.
  - f. All CT license holders with an entertainment endorsement must have an ABRA-accepted security plan in place.
  - g. The kitchens for all CR license holders shall remain open and operational up 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 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

Settlement Agreement between Lydia Restaurant & Lounge and ANC6A

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## Commission Letters of October 14, 2021 Meeting



- 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.
  - 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 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.
- 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 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 the applicant and its successors and will continue in force for any and all subsequent license holders at this location.

### In Witness Whereof

The parties have affixed hereto their hands and seals.

**Applicant:**

By: Victor Chizinga Date: 10/29/21

Signature: 

**Advisory Neighborhood Commission 6A Representative:**

By: Mona Hatoun Date: 11/2/21

Signature: 

Settlement Agreement between Lydia Restaurant & Lounge and ANC6A

Page 4 of 4



## New Business



1. **Suggested Motion:** ANC 6A send a letter to the DC Council Redistricting Committee requesting that the Committee ensure that the current ANC6A boundaries are retained in the Redistricting Process, and that ANC 6A remain a part of Ward 6. (Phillips-Gilbert, Alcorn)
2. **Suggested Motion:** ANC 6A send a letter to the Chair of the DC Council Committee on Health, the Director of the DC Department of Health Care Finance and the Director of the DC Department of Behavioral Health in support for bridge funding for DC Mental Health Access in Pediatrics. (Soderman)



November XX, 2021

Councilmember Elissa Silverman  
Councilmember Anita Bonds  
Councilmember Christina Henderson  
[redistricting@dccouncil.us](mailto:redistricting@dccouncil.us)

Re: ANC 6A Comments and Recommendations for the Subcommittee on Redistricting

Dear Councilmembers Silverman, Bonds, and Henderson:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted X-X to submit our official comments and recommendations to the Subcommittee on Redistricting.

First and foremost, we are grateful for the difficult and thankless work of the Subcommittee and for the transparency, candor, and honesty with which the process you have undertaken has been approached thus far. We also reiterate our support for all District residents, no matter their ward boundaries, and reject the divisive, classist, and racist language that has characterized some of the redistricting discussions. We recognize that no matter where the lines are ultimately drawn, our neighbors will still be our neighbors — as Councilmember Henderson has expressed: “We are moving lines, not people.”

Nevertheless, we oppose any redistricting map amendments that *move the lines* in a manner that impact *the people of Ward 6* — those within this ANC and outside of it — by failing to respect the political and natural geography and neighborhood cohesiveness of Capitol Hill. Any newly drawn lines of Ward 6:

1. must include the present geographic area covered by ANC single-member districts 6A07, 6A08, 6B09, and 6B10;
2. should reunite the geography of ANC single member district 7D01 (Kingman Park, Kingman Park Historic District) with Ward 6 after its 20 year hiatus following redistricting to Ward 7 in the 2000 Census;
3. should contemplate adding a portion or all of Census Tract 89.04 (roughly, ANC Single Member Districts 5D04 and, possibly, 5D05) to Ward 6 to unify the Kingman Park Historic District; and
4. should keep the Southwest and Navy Yard communities intact, moving them into Ward 8.

To do so, we encourage the Subcommittee to propose a redistricting plan based on **Discussion Map #3** — as doing so would promote these rational public policy arguments and would therefore be permitted by DC law.<sup>2</sup>

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

<sup>2</sup> In developing our recommendations, we considered the following key considerations as defined in § 1–1011.01 of the [DC Code](#) (*emphasis added*):

“(f) No redistricting plan or proposed amendment to a redistricting plan shall result in district populations with a deviation range more than 10% or a relative deviation greater than plus-or-minus 5%, unless the deviation results from the limitations of census geography *or from the promotion of a rational public policy, including but not limited to respect for the political geography of the District, the natural geography of the District, neighborhood cohesiveness, or the development of compact and contiguous districts.*”





### Neighborhood Cohesiveness & Natural Geography

Maps 1 and 2, and to an extent even Map 3, disregard the real, well-defined natural barrier of the Anacostia River, and by extension, the unpopulated, federal reservation that houses RFK Stadium, and its vast parking lots. These maps also ignore the fabric of the Capitol Hill neighborhood. According to the DC Office of Planning,<sup>3</sup> “Capitol Hill is a ‘city within the city.’”<sup>4</sup> Despite comments to the contrary throughout this redistricting process, the Capitol Hill community has true boundaries that create a cohesive neighborhood.

“Capitol Hill is “bounded on the west by Central Washington and on the south by the Anacostia Waterfront. ... The community has well defined physical boundaries that enhance its sense of identity. Its neighborhoods are united by history, architectural tradition and relatively consistent urban form, including a system of grid and diagonal streets that has remained faithful to the 1791 L’Enfant Plan for Washington. Much of the community has the feel of a small historic town, with block upon block of attractive late 19th century and early 20th century row houses, well-maintained public spaces, historic schoolhouses and corner stores, rear yard alleys, and traditional neighborhood shopping districts. The community’s attractive housing stock, living history, low scale, and proximity to the U.S. Capitol make “the Hill” one of the District’s most celebrated and attractive communities.”<sup>5</sup>

These boundaries are illustrated in a map by the D.C. Office of Planning in 2011. See Attachment A.

Presently, Ward 6 encompasses this neighborhood in a geographically compact and contiguous area (with the exception of the geographically compact Kingman Park area that was redistricted in the 2000 Census into Ward 7 and as raised here should be returned to Ward 6).<sup>6</sup> As observed by our Commission in

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(g) No redistricting plan or proposed amendment to a redistricting plan shall be considered if the plan or amendment *has the purpose and effect of diluting the voting strength of minority citizens.*”

<sup>3</sup> It is interesting to note that the Office of Planning is the office that, among other things, performs planning for neighborhoods, corridors, districts, historic preservation, public facilities, parks and open spaces, and individual sites, and houses the DC State Data Center which provides data to support this redistricting process.

<sup>4</sup> [District Elements Volume II Chapter 15 April 8 2011.pdf\(dc.gov\)](#)

<sup>5</sup> *ibid.* This same document says that Capitol Hill “is comprised of several distinct neighborhoods,” and explains that “[t]he original Capitol Hill neighborhood was developed on the high ground just east of the U.S. Capitol building during the 1800s and is still the historic heart of the community.” It is our observation that over time, established neighborhoods tend to expand, as illustrated by development east of the Capitol to the river in the nineteenth and early twentieth century that created Hill East, Northeast Capitol Hill, Kingman Park and Rosedale. Some areas have their “own sense of identity” as observed by the Office of Planning, but are nonetheless strongly anchored in Capitol Hill. We observe a similar cohesion pattern of other DC neighborhoods, like Southwest. The original community, dramatically impacted by mid twentieth-century “urban renewal” also incorporates various but separately developed component parts of Buzzard Point, Fort McNair, which evolved over time. Kingman Park in particular has a vibrant history as a part of the Capitol Hill, developed as a community available to African-American residents during the height of segregation. It is presently recognized by the DC Office of Planning in its own historic district that was established in 2018 and expanded in 2020. The Kingman Park Historic district actually extends across Benning Road into Ward 5 and includes Langston Golf Course.

(<https://storymaps.arcgis.com/stories/c82c52192d1c4cdd83913345b6c0b0fd>)

<sup>6</sup> ANC 6A proposes that the populated areas of the Kingman Park Historic District in Ward 7 and Ward 5 be similarly unified with any errant parts of Kingman Park and be included within Ward 6. In the case of the Ward 7 portion of Kingman Park, community sentiment and litigation has often reflected a desire to “return” to Ward 6. In June 11, 2011 testimony to the Redistricting Subcommittee, 7D01 Commissioner Lisa White said “*We still think in*



2011, Ward 6 “is widely separated from Ward 7 by the broad basin of the Anacostia River, RFK Stadium’s extensive parking lots, Interstate 295, and the Anacostia parks. Moreover, the eastward-oriented pattern of streets and residential locations on the east side of the River move us an even greater distance from Ward 7.” An arbitrary north-south dividing line along 15<sup>th</sup> Street is proposed in [Discussion Maps 1 and 2](#), which in effect severs this unified, continuous residential area that is tightly knit, and indistinguishable on scale or quality on either side, and geographically divided from Ward 7 by the river. A proposal that ignores the neighborhood’s cohesive nature and natural geography violates the principles of redistricting.

Like Capitol Hill, the areas that make up the SW Waterfront and Navy Yard share neighborhood cohesiveness and natural geography that should also be respected. The SW Waterfront and Navy Yard areas are geographically defined as “the Lower Anacostia waterfront/Near Southwest Area” by the D.C. Office of Planning. This area “encompasses 3.0 square miles of land located along both sides of the Anacostia River in the southwest and southeast quadrants of the District of Columbia.”<sup>7</sup> These boundaries are illustrated in a map drawn by the D.C. Office of Planning in 2011. See Attachment B. For this area, the Anacostia Freeway/295 is a clear natural (man-made) boundary to the north and the Anacostia River is a clear natural boundary to the south and east of Capitol Hill. As noted by the Office of Planning, the Anacostia River must be a “unifier and a source of economic opportunity for the neighborhoods on its shores”<sup>8</sup> -- shores which are presently divided into two separate wards. [Discussion Maps 1 and 2](#) arbitrarily either keep the Southwest Waterfront with Ward 6 at the expense of both the Navy Yard and part of Capitol Hill or keep the Navy Yard with Ward 6 at the expense of both the Southwest Waterfront and part of Capitol Hill. These maps divide a unified, continuous area: severing the Lower Anacostia waterfront/Near Southwest Area from its neighbors across the River and severing Navy Yard and the Southwest Waterfront, united by the common divide of both the Freeway and the River, from each other. Again, a proposal that ignores the neighborhood’s cohesive nature and natural geography violates the principles of redistricting.

The Subcommittee’s Ward 6 and District-wide hearings on redistricting during the week of November 1, 2021 garnered participation from Southwest/Waterfront leaders and residents. Testimonials from these community members focused on the unique singular cohesiveness of that riparian-focused community, and strongly expressed desires to “keep Southwest together”<sup>9</sup> as a unit and avoid any plan that would split off geographic neighborhoods, blocks and Census tracts to multiple wards. It was additionally observed in testimony that “Southwest’s future looks bright wherever we end up.”<sup>10</sup>

Given the growth of Ward 6, we recognize, as the Subcommittee has clearly communicated, that some current portion(s) of this ward will need to be realigned. But in doing so, the Subcommittee should recognize the importance of neighborhood cohesiveness and natural geography and reject any proposal that divides Capitol Hill along the one-way corridor that is 15th Street NE & SE, in favor of moving *entire* cohesive neighborhoods, like Navy Yard and Southwest Waterfront, together into a new ward.

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*Kingman Park we should be redistricted back to Ward 6 ... it is in the best interest that Kingman Park be redistricted back to Ward 6.*” In the case of the Ward 5 portion of Kingman Park, this would include the Langston Terrace Dwellings, developed by the federal government beginning in 1935 to provide modern low-cost housing for African-Americans. The Kingman Park Historic District was accepted in 2018 by the DC Office of Planning and expanded in 2020 ([Kingman Park HD Guidelines.pdf \(dc.gov\)](#)).

<sup>7</sup> [District Elements Volume II Chapter 19 April 8 2011.pdf \(dc.gov\)](#)

<sup>8</sup> [District Elements Volume II Chapter 19 April 8 2011.pdf \(dc.gov\)](#)

<sup>9</sup> Testimony of Gail Fast to the Subcommittee on Redistricting Ward 6 hearing, November 3, 2021.

<sup>10</sup> *ibid.*



### Respect for Political Geography In Furtherance of Administrative Efficiency

Navigating DC municipal services is administratively complex and the city organizes many functions - traffic management, school oversight, repair and administration, garbage collection, and other municipal activities along ward boundaries. This organizational structure also includes the ward-focused oversight accountability for these services. When city services don't work well, the intervention of a ward Councilmember to help a community compel action with related issues can both be critical and decisive. And as a practical matter, whether calling attention to traffic safety, zoning or unlawful construction, residents lean on the expertise of their volunteer Advisory Neighborhood Commissioners and aforementioned elected Councilmembers for assistance. Residents deserve to have their views represented and acted upon at both the ANC and Council level for decisions that affect their quality of life; moving the eastern portion of Capitol Hill to Ward 7 would add unnecessary complexity to the process and channels for engagement that residents must use and monitor in order to have those issues addressed.

Plans for the re-development of the RFK Stadium complex have and will continue to impact adjacent Ward 6 residential neighbors from the river to Lincoln Park and further westward. These plans clearly have less impact on Ward 7 neighbors east of the river. Yet while plans for RFK and future Anacostia River developments advance and largely remain under the direct purview of Ward 7 leaders, we have noted how can be challenging to get the engagement of a Councilmember to residents outside of his/her political geography - an issue that directly affects citizens outside of his/her ward. Were Ward 6/7 boundary to be drawn down the middle of 15th Street NE, the political influence of those redistricted residents east of that line would be diluted relative to the bulk of Ward 7 residents living east of the Anacostia River. (It is our understanding this is a real challenge experienced by residents of the Kingman Park portion of ANC SMD 7D01 over the past 20 years). And the Ward 6 Capitol Hill neighbors remaining west of that 15th Street NE dividing line, would have even less of a voice with the Ward 7 councilmember, even though the development in a Ward 7 portion of Capitol Hill would also have a disproportionate impact on their lives in terms of additional traffic, people and disruptions. We are also concerned that the present Ward 7 Councilmember supports a professional football field at the RFK Stadium site and have previously communicated our [opposition](#) to this proposal.

Keeping DC Public Schools that are within the same feeder pattern together within the same Ward is also helpful for advocacy and accountability for both modernization and maintenance and logically ties into the principles of political geography and neighborhood cohesiveness we have articulated. Maps 1 and 2 propose to redistrict Miner Elementary School, Eliot-Hine Middle School and Eastern High School from Ward 6 to Ward 7. All of these schools are in a *geographic feeder pattern* overwhelmingly designed to serve the Capitol Hill community. During the school modernization process for Eliot-Hine Middle School which began in 2016 and was recently completed, the success of the project required the support of multiple elementary school feeder families, as well as the Ward Councilmember serving that political geography, to ensure the school would receive adequate funding for its modernization and expected enrollment growth. Similarly, community pressure exerted on local officials related to improvements at Eastern High School, including compelling the otherwise uncertain repair of the lights in the football stadium in time for the homecoming football game, is another recent example where parents of elementary aged children in the feeder pattern engaged with their Ward Councilmember to ensure a positive outcome. Eastern High School serves a variety of roles in the Capitol Hill education community, among others, the site of a community COVID vaccine clinic, and the location of both a 5th grade graduation and talent show performance for Maury Elementary School--events which were facilitated by this ANC. Problems with non-functioning audio visual equipment identified by community members



## New Business



necessitated follow up with DGS and engagement by the Ward Councilmember. Nearly all of feeder schools leading to Eastern High School are located in Ward 6: 12 of 13 elementary and 3 of 4 middle schools<sup>11</sup>, which facilitates coordination across schools and assistance in galvanizing support and resources from a single councilmember.

**SY2021-2022 School Feeder Patterns (Continued)**

Elementary School	Middle School	High School
Maury ES (PK3-5)	Eliot-Hine MS (6-8)	Eastern HS (9-12)
Miner ES (PK3-5)		
Payne ES (PK3-5)		
School-Within-School (PK3-5) (citywide school with no boundary)		
Amidon-Bowen ES (PK3-5)	Jefferson MS Academy (6-8)	
Brent ES (PK3-5)		
Tyler ES (PK3-5)		
Van Ness ES (PK3-5)		
J.O. Wilson ES (PK3-5)	Stuart-Hobson MS (6-8)	
Ludlow-Taylor ES (PK3-5)		
Peabody (PK3-K)/Watkins ES (1-5)		
Capitol Hill Montessori @ Logan (PK3-8) (citywide school with no boundary)		
Browne EC (PK3-8)		

[https://dcps.dc.gov/sites/default/files/dc/sites/dcps/publication/attachments/SY2122-School-Feeder-Patterns\\_Feb-2021.pdf](https://dcps.dc.gov/sites/default/files/dc/sites/dcps/publication/attachments/SY2122-School-Feeder-Patterns_Feb-2021.pdf)

Neighborhood input on highly localized matters before the ANC such as alcoholic beverage establishment licensing and zoning further lend support to the need to maintain a continuous political geography of Capitol Hill including Kingman Park, Rosedale and Hill East. The “city within a city” of Capitol Hill, as earlier described, has unique considerations (such as predominant RF-1 zoning), preferences and patterns as they extend to zoning and liquor licensing that regularly need to be adjudicated in front of city commissions by the many unpaid, volunteer ANC Commissioners and attendant community members. The specialized knowledge, historical precedent, and methods used by ANCs in furtherance of community wishes is better modeled and preserved with political boundaries that encompass all of Capitol Hill. As just one example, discussion for a new restaurant at the northeast corner of 15th and East Capitol brought together neighbors several blocks both east and west of 15th Street to discuss hours of operation and terms for the settlement agreement. Liquor stores and other establishments are scattered throughout our neighborhood, and nearby commercial hubs, including H Street, Eastern Market, Barrack’s Row, and the developments at 14th/Kentucky SE and Potomac and Pennsylvania Avenue SE mean that neighbors east of 15th largely shop and dine west of their homes. We’ve heard from many neighbors that they would like to continue to have representation and voice in the types of businesses and hours of those businesses through our Commission and others in Ward 6. Moving them to Ward 7 would impede that ability.

### Proposed Map

Based on these principles, we encourage the Subcommittee to propose a redistricting map based on the proposal discussed herein and attached below as an Annex. This map incorporates the Southwest quadrant and Navy Yard into Ward 8, and shifts the Ward 6 border to the Anacostia River.

**Ward 1:** Absorb a portion of U Street by extending the southern Ward 1 border south to S Street NW and west to 15th Street NW; accept a portion of Shaw from Ward 6 Ward 2: Transfer the Ward 6 portion of Shaw into

<sup>11</sup> A footnote to the SY21-22 School Feeder Pattern table notes that graduates of Kelly Miller Middle School, located in Ward 7, have the option to enroll at Eastern for ninth grade in addition to their geographic/primary feeder school--Woodson High School.





## New Business



**Ward 2;** transfer a portion of U Street to Ward 1; move East Potomac Park to Ward 8

**Ward 3:** No change

**Ward 4:** Absorb the neighborhood between Kennedy Street NE and Galloway NE from Ward 5

**Ward 5:** Absorb the block bordered by N Street NW, Kirby Street NW, New York Ave NW, and New Jersey Ave NW, previously in Ward 6; transfer the neighborhood between Kennedy Street NE and Galloway NE to Ward 4; NEW, transfer Langston to Ward 6.

**Ward 6:** Transfer the Shaw portion into Wards 1, 2, and 5; expand out to 7th Street NW south of Massachusetts; transfer Southwest to Ward 8; NEW transfer Kingman Park and the current portions of Ward 7 that are west of the Anacostia River back to Ward 6

**Ward 7:** Transfer a small portion bordered by Pennsylvania Ave SE, Minnesota Ave SE, Nicholson Street SE, and Fairlawn Ave SE from Ward 7 to Ward 8; extend the eastern border of Ward 7 south to Suitland Parkway SE; NEW extend Ward 7 south to Good Hope Road in keeping with resident requests to have both sides of Pennsylvania Ave in the same Ward.

**Ward 8:** Absorb the small tract of Ward 7 along Pennsylvania Ave SE; transfer Skyland, Garfield Heights, and Buena Vista to Ward 7; accept Southwest from Ward 6 along with East Potomac Park from Ward 2; NEW Transfers Navy Yard and areas south of the Southwest Freeway to Ward 8.

This proposal promotes neighborhood cohesiveness, respects natural and political geography, and has neither the purpose nor effect of diluting the voting strength of minority citizens. In fact, based on the census information, this proposal, in comparison to discussion Maps 1, 2, and 3, provides the least decrease to the black population in Ward 6 — keeping the minority population in Ward 6 at almost 45%. Community leaders have appealed to protect important minority voices and communities in Ward. As ANC 6A07 Commissioner Sondra Philips-Gilbert reflected in her November 3, 2021 testimony to the Subcommittee, “What I hope to see in the redistricting process is that the Councilmembers will ensure that fragile, under-served black communities in Ward 6, such as Rosedale, remain an integral part of the Ward 6 community and not be placed in other Wards where other black communities are already underserved and struggling.” While this proposal does provide a large increase to the white population in Ward 8, the strength of the minority citizen population for that Ward would still be at about 80%.

### Need for Deviation

The proposal discussed herein meets the public policy considerations and deviation principles of redistricting. Nevertheless, should the Subcommittee wish to deviate from this proposal, we recommend that they consider the possibility of deviating slightly from the plus or minus 5% restriction with the goal of respecting the above principles - by keeping Capitol Hill, Navy Yard, and the Southwest Waterfront intact. We have outlined the public policy concerns that permit the Subcommittee and the Council to do so: neighborhood cohesiveness and respect for geographical and political boundaries. We acknowledge that it is the purview of the Subcommittee to gauge public comment and concerns and we ourselves have not taken on the task of, for example, consulting Langston residents if it makes sense to be included in Ward 6. Should Langston residents reject this, we would propose that the Subcommittee consider a Ward 6 map below the 5% range for deviation, especially given the expected growth in new Hill East in the coming years.

### Conclusion

The Subcommittee’s decision to publicly endorse three community-sourced Ward boundary map proposals compels this Commission to strongly express its views, not least for the fact that two of the three proposals will, if adopted by the Council, directly and immediately impact 25% of the residents of ANC 6A by redistricting them to a different ward. We note the Subcommittee has decided, “*to factor in ward continuity and stability, given the incredible instability brought on by the COVID-19 pandemic*” as





## New Business



an additional public policy goal. This public policy factor is altogether unique to this redistricting cycle and not required nor contemplated in law., In this context, the Subcommittee may effectively be avoiding what would be customary *and broader* equity adjustments that would be made in a redistricting in the other Wards in this redistricting because of this factor. Therefore, it is equally appropriate to expect the Subcommittee and the Council to exercise its legal flexibility from defined population deviation ranges to mitigate the *ward instability* and *ward discontinuity* it is creating for Ward 6 residents in this redistricting process.

Therefore, we encourage the Subcommittee to propose a redistricting plan based on Discussion Map #3 keeping the principle of neighborhood cohesiveness and respect for natural and political boundaries in mind by keeping Capitol Hill intact. Accordingly, we recommend extending the eastern portion of the Ward 6 boundary to the Anacostia River, reuniting Kingman Park, the RFK Campus, and the new Hill East development (both currently in Ward 7) to their adjacent neighbors.

Furthermore, these same principles should also direct the Subcommittee to recommend keeping the Southwest and Navy Yard Communities intact, moving them into Ward 8. It is not that these neighborhoods are “any less Ward 6 than is Hill East” but that we do not see a mapping solution that both maintains neighborhood cohesiveness (for Southwest, Navy Yard and Hill East) AND keeps them all in Ward 6.

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 6A04@anc.dc.gov.

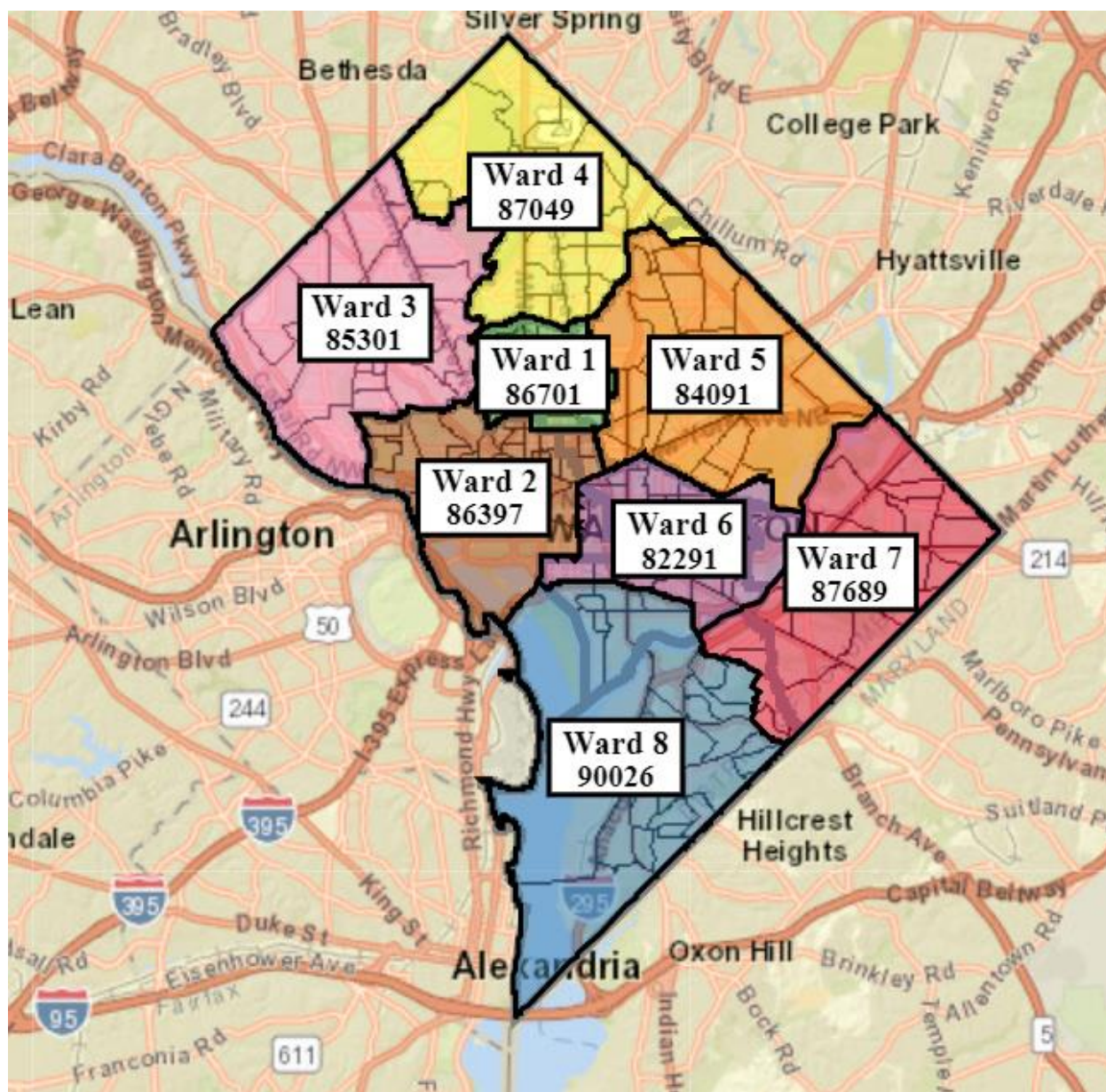
On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

Annex:  
Discussion Map #3 with Alterations Proposed by ANC 6A, including Langston in Ward 6



## New Business



Demographics for above map

District	Color	Hide	Lock	TOTAL	TARGET_DEV	G_WHITE	G_BLACK	G_AIAN	G_ASIAN	G_HPI	G_OTHER	G_TWOORMORE
Unassigned				0	0	0	0	0	0	0	0	0
Ward 1				86,701	508	43,249	18,964	702	5,355	89	9,016	9,326
Ward 2				86,397	204	55,704	9,891	310	9,307	63	3,487	7,635
Ward 3				85,301	-892	60,841	6,102	191	7,087	32	2,142	8,906
Ward 4				87,049	856	24,685	39,020	645	2,298	34	11,619	8,748
Ward 5				84,091	-2,102	21,791	47,053	466	2,627	86	5,615	6,453
Ward 6				82,291	-3,902	45,971	23,056	195	4,695	55	1,754	6,565
Ward 7				87,689	1,496	2,627	78,747	359	336	35	2,098	3,487
Ward 8				90,026	3,833	18,326	62,977	325	1,840	38	1,563	4,957

### Comparison Chart of Discussion Maps:



## New Business



	Discussion Map 1	Discussion Map 2	Discussion Map 3	MAP 3 WITH ALTERATIONS
Population of the reconfigured <b>Ward 6</b>	<u>82,409</u>	<u>82,702</u>	<u>85,378</u>	<u>82,291</u>
<i>Change in black population in Ward 6</i>	-7,834	-8,979	-9,420	-15,735
Population of the reconfigured <b>Ward 7</b>	<u>90,039</u>	<u>86,220</u>	<u>84,412</u>	<u>87,689</u>
Population of the reconfigured <b>Ward 8</b>	<u>85,965</u>	<u>87,947</u>	<u>87,079</u>	<u>90,026</u>
<i>Change in white population in Ward 8</i>	+6,770	+6,150	+6,933	+14,453

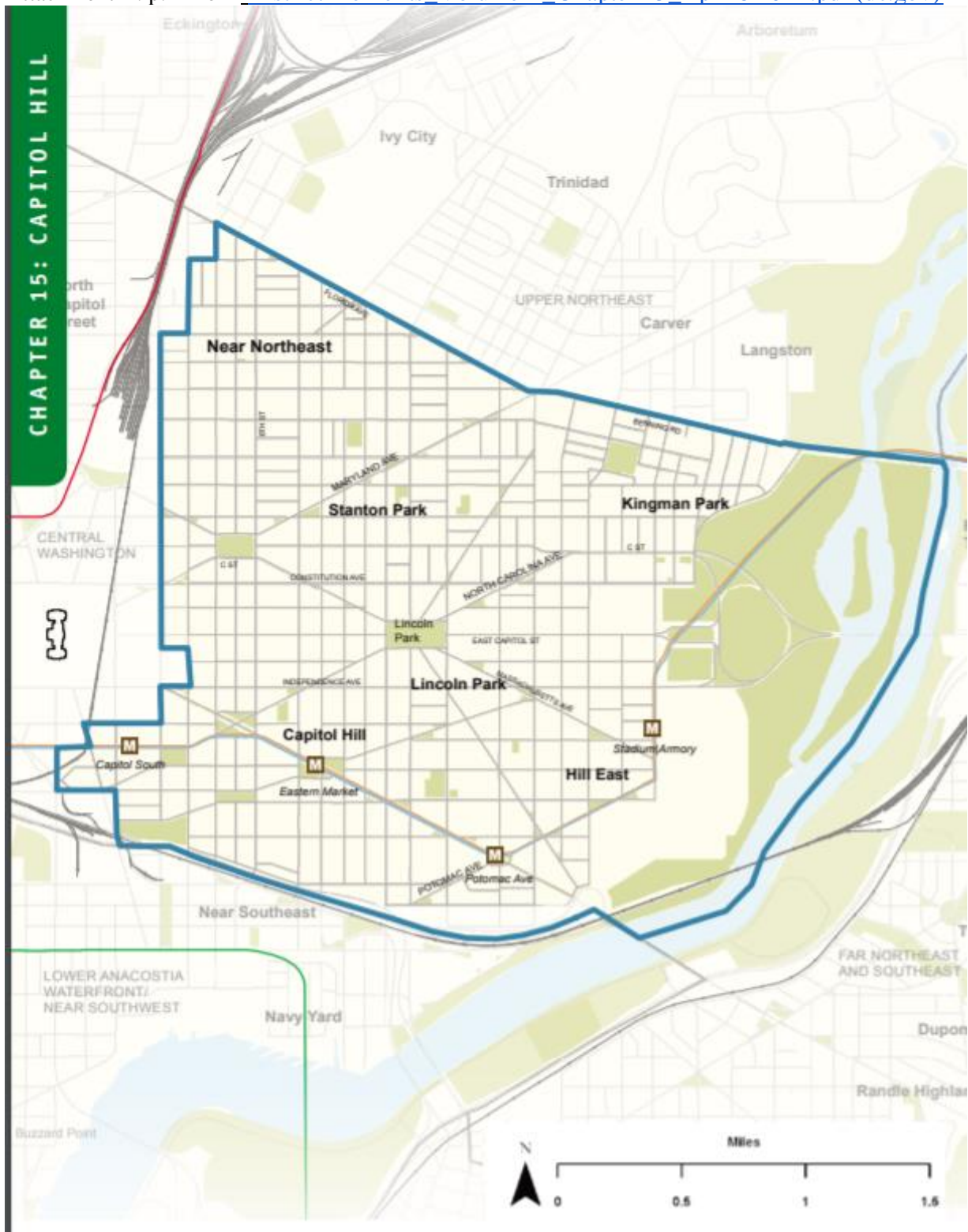
\*Note, the above information relies on the publicly available demographic information in the Subcommittee's mapping tool: <https://dcredistricting.esriemcs.com/redistricting/>



## New Business



Attachment A: p. 4 from [District Elements Volume II Chapter 15 April 8 2011.pdf \(dc.gov\)](#)



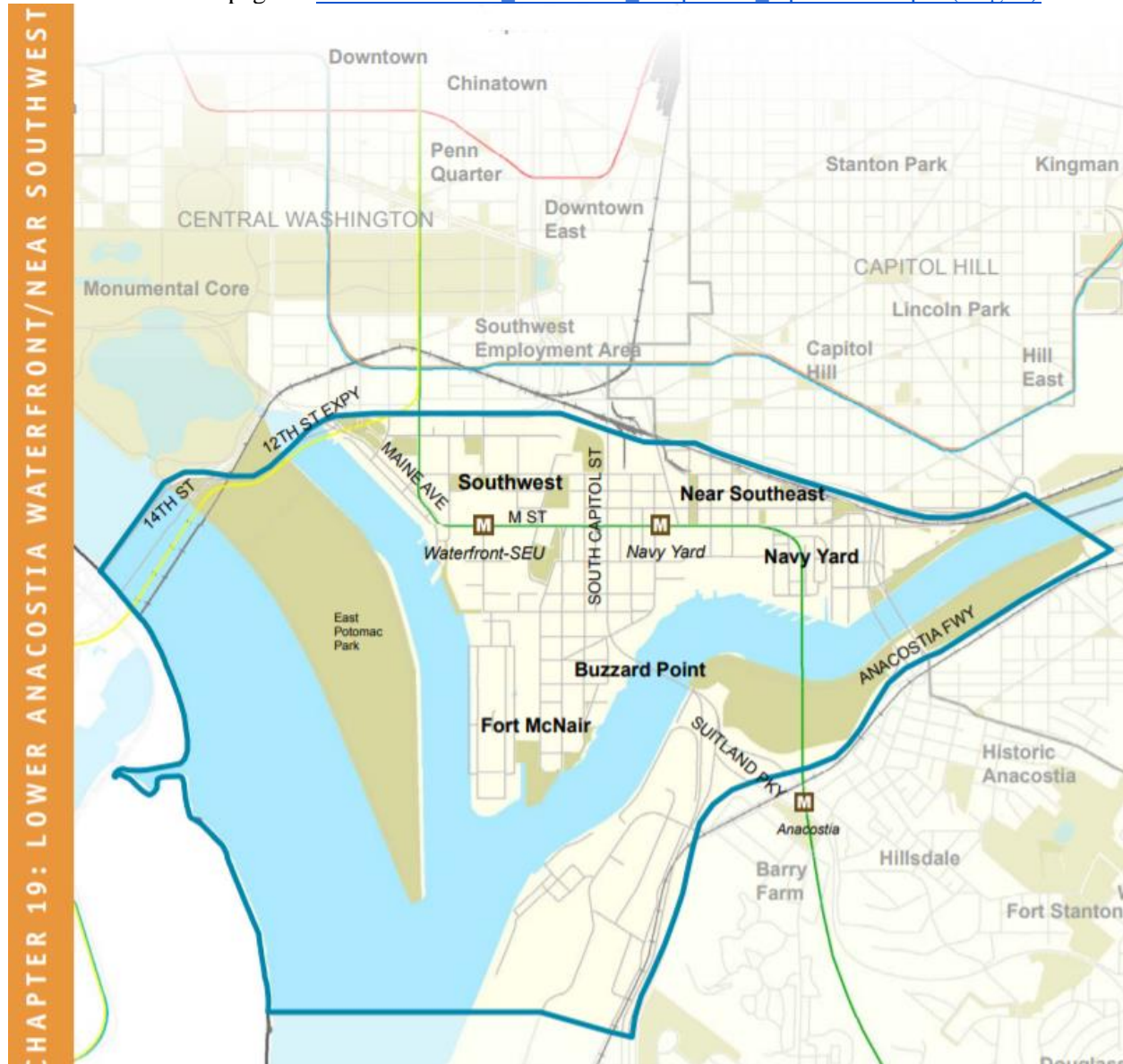




## New Business



Attachment B: from page 19 [District Elements Volume II Chapter 19 April 8 2011.pdf \(dc.gov\)](#)





## New Business



November XX, 2021

Councilmember Vincent C. Grey, Chair, Committee on Health  
Wayne Turnage, Deputy Mayor for DC HHS and Director, DC Dept of Health Care Finance  
Dr. Barbara Bazron, Director of DC Dept of Behavioral Health

Re: ANC 6A support for bridge funding for DC Mental Health Access in Pediatrics

Dear Councilmember Gray, Deputy Mayor Turnage & Director Dr. Bazron,

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted X-X-X to send a letter to your Committees in support of bridge funding for the DC Mental Health Access in Pediatrics (DC MAP) program during a transition in providers.

We are concerned that the reallocation of funding away from this program will result in a loss of critical services to children and youth in need. As you are certainly aware, the District is not alone among jurisdictions across the country who are struggling to meet the mental and behavioral health needs of children and youth. This was true before the pandemic and has now become a public health emergency making this a particularly inopportune time to reallocate funding from a program that has been a lifeline for pediatricians and the children they serve. Rates of suicide attempts among our teens are increasing; pediatricians are struggling to address anxiety and depression that the pandemic has brought on among children and youth. There are not enough child psychiatrists to see patients who need treatment, leaving pediatricians with management that they have not had training to implement.

The DC MAP team that has been funded since 2015 includes 6 child psychiatrists, 4 care coordinators, 2 therapists, 2 seasoned pediatricians, and a program coordinator. This team has provided invaluable services to pediatricians and the families they serve by delivering guidance and education to pediatricians on management of common mental health disorders from child psychiatrists, providing case management to connect patients with needed services that match geographic and insurance needs, and delivering closed loop communication with referring pediatricians. DC MAP has established a HIPAA compliant portal that allows referring pediatricians 24/7 access to referrals and provides exceptionally timely follow-up (within 24 hours).

Per Department of Behavioral Health website MHMEASURES report for FY2020 “DC Mental Health Access to Pediatrics (DCMAP) performed 41,845 screenings, DCMAP supports pediatric providers addressing mental health concerns, provides telephone consultation with clinicians, completes community resource referrals and face to face consultations as clinically indicated, and provides mental health education and training for primary care providers. In addition to the over 40,000 screenings, 957 consultations were completed in FY20.”

The background and history of the program are highlighted on the DC MAP website:

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



## New Business



*DC MAP was launched in the District in 2015 (piloted in May 2015, launched city-wide in September 2015) following several years of planning by stakeholders. Key to planning efforts has been the DC Collaborative for Mental Health in Pediatric Primary Care (DC Collaborative), a public-private partnership that includes Children's National Health System, MedStar Georgetown University Hospital, the Children's Law Center, the DC Chapter of the American Academy of Pediatrics and the DC Departments of Health, Behavioral Health and Health Care Finance, as well as a community advisory board with representation from more than 25 child-serving organizations, parents and community groups.*

*DC MAP is modeled after a highly successful program started in Massachusetts (Massachusetts Child Psychiatry Access Program) and it joins a long list of other access programs across the country that are part of the [National Network of Child Psychiatry Access Programs](#). These programs offer pediatric primary care providers with increased access to child mental health experts and have led to significant improvements in providers feeling better able to address their patient's mental health issues.*

While the entity newly awarded the contract may be able to provide case management, it is unclear whether they have the resources to meet the demand in as seamless a fashion as has been established by the DC MAP team. Furthermore, the capacity to provide invaluable education and guidance for pediatricians from child psychiatrists appears to be missing entirely.

We ask that your offices consider encouraging the Mayor's office to provide bridge funding to allow the experienced DC MAP team to train the new access team in case management and to identify funding to continue the vital psychiatric consultation and education services that the DC MAP team has delivered to pediatricians, enabling them to address the mental health needs of the children and youth of DC.

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 [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A



## Officer Reports - Treasurer



### ANC 6A Treasurer's Report November 2021

Period Covered 10/1/2021-11/10/2021

#### Checking Account:

Opening Account Statement \$ 34,419.94

#### Credits

DC Government Allotment \$ 5,445.56

#### New Disbursements:

Irene Dworakowski (Webmaster/Agenda/Meetings October 2021 Services)	Check #1991	\$ 765.89
Anna Tsaui (Notetaker October 2021 Services)	Check #1992	\$ 250.00
Robb Dooling (Zoom Reimbursement)	Check #1993	\$ 58.29
Check Printing		\$ 48.27

Total New Disbursements \$ 1,122.45

#### Uncashed Checks

#1988-1990 \$ 1,024.18

#### Cashed Checks

# 1987 \$ 176.00

Closing Available Checking Balance \$ 37,542.87

#### 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





## Committee Reports

### Community Outreach Committee (COC)



#### Minutes

### ANC 6A Community Outreach Committee (COC) of Advisory Neighborhood Commission (ANC) 6A Regular Meeting - October 25, 2021

Meeting called to order at 7:04 pm.

Quorum present.

**COC members present:** Stephanie Thangavelu (Acting Chair), Gladys Mack and Marc Friend

**COC members absent:** Roni Hollmon (Chair), Jason Gresh, Sarah Bell

**Commissioners present:** Amber Gove, Sondra Phillips-Gilbert, Brian Alcorn, Mike Soderman, Keya Chatterjee, and Robb Dooling

**Presenters:** Samuel Rosen-Amy, Chief of Staff, Councilmember-at-Large Elissa Silverman

**Community members present:** 12

***Presentation on redistricting:*** Samuel Rosen-Amy gave an initial presentation on how to use the map making tool for redistricting. Current DC population according to the last census is 698,000. One then divides that number by the 8 wards. Wards need to be a minimum of 81883 and a max of 90503, wards can be plus or minus 5% but must be within the numerical parameters. Ward 6 needs to shrink and Wards 7 and 8 need to grow. They cannot grow east and must grow west.

The Ward 6 meeting will take place on November 3rd. The second and final meeting where constituents can give input is on November 5th. The subcommittee will then meet and do their mockup mid-November 2021 and send it to the Council as a whole. The first Council vote will be December 7, 2021 and the final vote will be December 21, 2021. Emergency legislation will then be done and sent to the Mayor. Wards must be completed first because constituents appointed to the task force must be members of the Ward. Police and school boundaries are not affected by this process.

The Advisory Neighborhood Commissions (ANCs) timeline starts in December with the Wards assigning task forces to redraw the lines. In February, all task forces report out to the Council as a whole. March/April are boundary lines hearings for ANCs. May/June are the Council votes on ANC boundaries.

Parking permits will stay the same for at least a year. It is a lengthy process, so the Council decided to freeze it while they consider proposals and hold hearings on how to do parking permits in the future. Commissioner Alcorn inquired if Council Member Mary Che's committee would be involved in this process and Mr. Amy-Rosenthal answered that they are keeping everyone apprised of their intentions so there are no surprises.



## Committee Reports

### Community Outreach Committee (COC)



Commissioner Soderman stated that he felt very strongly that all the Wards should be looked at and not just 6, 7 and 8 so that any changes are more equitable across the city. In his opinion that gives Ward 6 the best chance of staying largely intact. He stated if we have this great opportunity every 10 years to adjust boundaries, then look at all 8 wards. Historically speaking Wards 1, 2, 3 and 4 have not had a lot of tinkering, so again I say that to be the most equitable we need to look at all 8 wards.

Commissioner Phillips-Gilbert inquired that Ward 2 is also connected to Ward 8 according to the map and that was confirmed. Commissioner Phillips-Gilbert continued that Ward 2 is connected to Ward 6 as well as Ward 8; we could give Shaw to Ward 2, Ward 2 as well as Ward 6 can give to Ward 8 and Ward 8 can give towards Ward 7. Mr. Amy-Rosenthal promised the sub-committee would release maps by Thursday for input. Commissioner Phillips-Gilbert thanked him because she said it was imperative she knew where the Rosedale Community stands.

Commissioner Alcorn stated that he would like to reiterate the comments of Commissioner Soderman and that ANC6A has geographical integrity, some socio economic integrity and diversity and would be good for the citizens served by this commission to be able to count on and preserve some of those attributes. So he would just put in another plug, as it relates to this corner of the city, we are looking to capitalize on our strengths, remain together, embrace our fellow citizens and recognize the diverse community that we have right now, whether by purpose or happenstance, whatever it is, it is a unique and one that we feel very comfortable in the one that works.

Commissioner Alcorn also inquired about the historical context for the drawing of the wards and how we got here and stated that in light of the changes all across the country, it is important that DC makes a bold statement regarding equity. While DC does not have the problems that other states and municipalities have, we can still contribute to this dialogue. As Commissioner Phillips-Gilbert and others have stated, she does not view this as an exercise where Wards 6, 7 and 8 just trades streets and citizens to balance and just move on our way; and while you have made it clear that is not the process, there remains an opportunity to show what DC stands for in setting up our communities and political boundaries particularly if the wards are more fungible.

Mr. Rosen-Amy replied that due to the pandemic, he did not have a lot of information as to what the city looked like prior to the 1990 census as that information was not online and both the DC Archives and the DC Library Archives were closed. While some things are now reopening, he does not have the time required to do that research now.

An anonymous question from the chat asked what is the metric used for determining the standard of diluting voting power? One could argue that putting white votes in to Wards 7 or 8 could be seen as diluting minority voting power, but putting black votes into Wards 7 or 8 could be seen as segregation and this is the crux of what we are dealing with right now. We are trying to grapple with this right now and I do not have an easy answer. He continued that the Council now has an office of racial equity (CORE) and they are working with them, doing analysis of all legislation, including this, to ensure that it has racial equity included as part of it and we're working with them to think through this. There is no metric in law or case law or anything like that about how to think about or how to determine diluting minority power there is nothing there. So there is some push and pull on his issue. We do not want to put all the poor black people in one ward. We are trying to be compact



## Committee Reports

### Community Outreach Committee (COC)



and contiguous. So there is a lot of push and pull and we are trying to be fair and try to think through these issues in a public way, and get as much feedback from people as possible.

Acting Chair Thangavelu noted that the meeting was at the one hour mark and moved to the map portion of the meeting and if time allows come back to discussion.

Mr. Rosen-Amy then gave an in depth explanation on how to use the map making tool.

Maura Dundon, Chair of the ANC 6A Transportation and Public Space (TPS) Committee, commented as a resident of ANC 6A that working with Commissioner Phillips-Gilbert has made her see how ANC 6A is one of those diverse communities and we should not carve out portions that are economically and racially diverse. She continued that she was uncomfortable with any solutions that end up with greater segregation than we already have and her experience on TPS is that we work together to address the needs of our diverse community. She would really hate to see this opportunity or this strength taken away from us.

Commissioner Robb Dooling commented that he supported all the other Commissioners who had spoken and that he too agrees there are other ways to redraw the map and encouraged the use of natural boundaries, such as a highway, or giving Shaw to Ward 8, or even using New York Avenue as helpful to our community.

Mr. Rosen-Amy responded that there are only so many natural boundaries and in some places it cannot be done, but they are using natural boundaries as much as possible.

Commissioner Gove inquired as to how the Ward 7 meeting went and the general consensus regarding Fairlawn and other communities.

Mr. Rosen-Amy responded that Councilmember Silverman had pushed the issue in the Ward 8 meeting and he believed the Ward 7 meeting as well, but that most of the Ward 7 meeting was how to grow west. Council Member Kenyon McDuffie had attended the meeting and was not thrilled with many of the suggestions for Ward 5. People were generally okay with where the boundary is between Wards 7 and 8, but the best he could say there was not a lot of discussion about the boundary on Pennsylvania Avenue. It did not spark as much interest about what to do west of the river, but once we release the graph maps there will hopefully be more people interested in what to do about that boundary.

Commissioner Phillips-Gilbert inquired if the maps had been shared with CORE and what feedback they had received.

Mr. Rosen-Amy responded that they had not shown them the maps yet. They want to release the maps publicly first and then have a conversation with them. He is not sure what CORE will share publicly before they release their analysis. He is hopeful they will have a good dialogue. CORE has asked them to make sure their process is good, so they are trying to reach as many people as possible in an equitable manner, which is hard during a pandemic, so they are thinking about not doing just digital events, but in person events, which a lot of people are not comfortable with and there is a serious digital divide in large parts of our city and cannot jump on Zoom event. CORE encouraged



## Committee Reports

### Community Outreach Committee (COC)



the Committee to put ads in local papers, which we have done. They are also trying to do op eds, going out to some communities and trying to do some flyers in some of these neighborhoods.

Acting Chair Thagavelu inquired if there were processes for submissions as an individual versus an ANC or a subset of an ANC and how are the Committee is reviewing such submissions.

Mr. Rosen-Amy responded that they have received maps from groups, organizations, and individual commissioners. He is not sure if any ANC has been able to vote on a map, but they would be very happy to accept that and would give ANC commissions great weight. They probably will not be able to comment on all the map submissions, but will be attaching them to the report.

He also noted that many people in chat wanted an answer to what considerations carry the most weight outside of one person, one vote; like continuity of neighborhoods, for example or voting power. How can these considerations be challenged by outside powers? They are all kind of considered together, it is more of an art than a science, it is that balancing act of we want to look at communities with neighbor

hoods and we want to look at physical boundaries and census tracts. We want to try not to split census tracts if possible as there is some value in having a combined census tract together. We are going to be as transparent as possible about where we draw the lines and why.

Commissioner Phillips-Gilbert raised the issue that, while Kingman Park said they would be glad to have Rosedale come over in a blog, it still raises a problem because it would be removing Rosedale from Ward 6, leaving less diversity.

Meeting adjourned 8:45 pm.





## **Committee Reports**

### **Alcoholic Beverage and Licensing (ABL)**



No report. ABL did not meet in October 2021.



## Committee Reports

### Transportation and Public Space (T&PS)



#### Minutes

#### ANC 6A Transportation & Public Space Committee Meeting Monday, October 18, 2021 at 7:00 pm

- I. Call meeting to order at 7:00pm
- II. Introductions & Announcements  
ANC Commissioners present: Brian Alcorn, Keya Chatterjee, Sondra Phillips-Gilbert, Mike Soderman, Robb Dooling, Laura Gentile, Phil Toomajian. TPS Committee members present: Chair Maura Dundon, Caitlin Rogger, Hassan Christian, Jeff Fletcher, Shaun Lynch. Andrew Burnett
- III. Community Comment: None.
- IV. Old Business: Review of pending Traffic Safety Assessment requests and 311s.
  - A. Chair Dundon suggested a community walk through to verify the status of 18 separate requests for crosswalk restriping as outlined in an October 6, 2020, letter to DDOT. TPS Committee member, Shaun Lynch, agreed to do the neighborhood walk through to confirm the status and report back to the TPS committee.
- V. New Business
  - A. Discussion of electric vehicle charging stations for residents with street parking only.

BACKGROUND: DOEE's climate-related initiatives include residential solar solutions and electric vehicle (EV) charging station installation rebates and tax incentives. Several local solar solution companies also offer EV charging station solutions. Combined with federal programs, these incentives can reduce EV charging station installation costs by up to 80%.

DC residents are currently permitted by DOEE to install Level 2 electric vehicle (EV) charging stations on their homes regardless of access to dedicated parking. This, in addition to the possibility of charging of EVs via standard 120V (Level 1) circuits, has resulted in some DC residents running power cables over public sidewalks and other public rights of way space to charge their EVs. DDOT's current policy is that running a charging cord over a public sidewalk is not permitted, and residents found in violation shall be cited by DDOT's public space inspection teams.

DDOT has authority to amend this policy in accordance with DC Code [§ 10-1141.03](#), (a) authorizing the Mayor to "issue permits to occupy or otherwise use public rights of way, public space, and public structures pursuant to this subchapter for any purpose, including the use of the foregoing for conduits, including conduits which occupy public space, or a public right of way." DDOT's impending EV charging station program, however, has been focused on permitting private vendors to install pay-for-use charging stations (guided by where DDOT anticipates the most demand) in lieu of expanding authorities for private residents to use their own personally-procured stations attached to their homes.

PUBLIC DISCUSSION: DDOT's Anthony Willingham, presented DDOT's plans to create a public space permit for vendor-operated EV charging stations. He noted that an earlier DDOT proposal was overly restrictive for curbside installation. There had been caps on the number of charging spaces, and a restriction in Resident Parking Permit (RPP) areas. The new proposal plans to



## Committee Reports

### Transportation and Public Space (T&PS)



consider any curbsides that do not have any "No Parking" hours (such as during rush hour times), including RPP areas. The new proposal is not formally published to the register, but final rulemaking has been made public through the Council process. DDOT needs approval of the DC Council because the rule involves establishment of a new fine for users overstaying their time. DDOT is aiming to have the proposal completed by the end of the year, but acknowledged that the extensive coordination with PEPCO and DOEE may push it into 2022.

Mr. Willingham stated that DDOT opposes curbside EV charging stations installed by private residents. Curbsides do not have the electric capacity required of Level 2 EV charging stations, and often require extensive permitting, digging, and construction to upgrade the power lines to the curbs. Additionally, Mr. Willingham cited a program in Philadelphia that had permitted local residents to install privately-procured curbside charging stations for shared use; DDOT viewed this program as a failure due to an inability to regulate the station's use. As for EV charging stations mounted on residential homes with a power cable running across public space, Mr. Willingham suggested that DDOT is looking into it, and cited good examples of similar policies in Vancouver, Seattle, and Portland.

Commissioner Soderman reminded Mr. Willingham and the Committee that this issue had been raised 4 or 5 years ago. He recommended that DDOT and PEPCO institute a streamlined process for where a "heavy-up" can go or not go, in support of having a vendor-operated EV charging station on every block in 10 years. And if DC cannot plan on that, the District government needs to be able to offer private residents the ability to do this on their own. He was also concerned that DDOT is catering to third party companies while not allowing residents to benefit from solar installed on their homes. He encouraged DDOT to not only look at third party vendors, but also to allow residents at their own cost to facilitate a safe installation of the charging cords through a streamlined permitting process.

Mr. Willingham responded that DDOT agrees with the need for enough chargers throughout the district, and noted that DOEE is leading the assessment of how many chargers should be needed.

Commissioner Chatterjee commented that DDOT's plans to permit vendor-operated EV charging stations is only a small part of the solution. She does not like the idea of exclusively going through private vendors, forcing residents to accept whatever prices these private vendors want to charge. She is also concerned that DDOT is falling behind the curve of a transportation revolution with so many vehicle manufacturers already committing to fully EV line-ups, and acknowledged that residents are already installing the stations on their homes as a result.

Mr. Willingham responded with a recommendation that ANC 6A send a letter of support for this request. He also recommended the ANC send a letter recommending specific blocks for installation of the vendor-operated curbside stations. He emphasized that DDOT's pending proposal is not the government giving away money to a set number of vendors, and that the vendor permit has a built-in incentive for stations to be maintained in a good state of repair.

Commissioner Dooling submitted a motion for ANC 6A to send a letter of support for the use of EV charging stations by private residents, seconded by Commissioner Chatterjee.



## Committee Reports

### Transportation and Public Space (T&PS)



Chair Dundon submitted an amendment to include Level 1 charging solutions in the letter. Commissioner Soderman followed with an amendment to include in the letter a request that DDOT explore the possibility of permitting cable trenches (conduits) below grade.

The motion passed unanimously with a vote of 12-0.

#### B. Traffic Safety Assessment Request 21-00448727 - 300 block of 18th Street NE

Commissioner Alcorn introduced Ms. Analiese Marchesseault to present the TSA request. Ms. Marchesseault stated that the TSA was submitted due to concerns of the neighbors regarding speeding between C and D Streets NE. She indicated that the existing traffic light induces speeding to catch the light, and it terminates at Eliot-Hine Middle School, in a school zone, where there are children present. Commissioner Alcorn reminded the Committee that the ANC has previously supported TSAs on 16th Street NE and 19th Street NE. Mr. Burnett echoes the sentiments on the speeding, and requests the ANC be supportive of all traffic-calming measures.

Chair Dundon submitted a motion that the ANC 6A letter endorsing the TSA including possible use of speed humps, seconded by Commissioner Gentile.

Commissioner Soderman submitted an amendment to include raised-crosswalks as an option in the letter.

The motion passed unanimously with a vote of 12-0.

#### C. Traffic Safety Assessment Requests for the 1500 -1900 Blocks of Benning Road NE

Commissioner Phillips-Gilbert stated that the Benning Road corridor experiences significant speeding, and needs places for DC Streetcar users to safely cross to middle-of-the-street trolley stops. Mr. Burnett added that there are multiple affected bus stops and streetcar stops along the corridor, and reminded the Committee that the TSAs are generic because they will require a comprehensive and holistic review of the area.

Commissioner Phillips-Gilbert submitted a motion that ANC 6A send a letter to DDOT to review the applicable TSAs with a comprehensive assessment, seconded by Commissioner Chatterjee with an amendment to explicitly reference safe pedestrian access from the Streetcar to bus stops and ensure the letter references potential future bus-only lane impact.

The motion passed unanimously with a vote of 12-0.

#### D. Discussion of new DDOT Speed Hump procedures.

Chair Dundon suggested the Committee invite Andrew DeFrank (ANC 6A DDOT representative) next month to talk through some of the speed hump installation policies.

Commissioner Chatterjee recommended reaching out to the Vision Zero Caucus to get clarity on their vision, including speed bumps, right turn hardening, stop signs, signal timing, and right on red. DDOT has said emails from a single commissioner are sufficient for speed hump requests, but that makes them hard to track.

Commissioner Soderman expressed concern of ensuring public notice and input for such requests in the name of transparency.





## Committee Reports

### Transportation and Public Space (T&PS)



Ms. Rogger encouraged the Committee to show support for expediting the process.

Commissioner Toomajian commented that DDOT does not necessarily need to weigh in to act in support of safety-related mitigation, and questioned the need for TSAs for speed humps.

Commissioner Chatterjee recommended future TPS agendas include items within those 5 categories that ANC 6A wants to advance.

Commissioner Gentile suggested inviting Mr. DeFrank to discuss this process and for the committee to establish a system to track a list of requests.

- E. Discussion and identification of local and collector streets that may be eligible for 20 mph speed limit signs.

This item was ANC 6A Chair Gove, and she was not able to attend this committee meeting.

Community member Michael Cushman brought this up to Chair Gove because it was in the Omnibus Act of 2020. Mr. Cushman stated that unless there is a reason not to have the speed set to 20 mph on collector roads, the speed limit shall be set to 20 mph. He suggested implementing speed limit signs to advise local drivers because most people want to obey the laws.

Commissioner Chatterjee submitted a motion that ANC 6A send a letter of support for adding 20 mph signs to collector roads in ANC 6A.

The motion passed unanimously.

- F. Installation of contraflow bike lane on the 1100 block of F Street NE.

Commissioner Toomajian submitted a motion to send letter of support for contraflow bike lane on the 1100 block of F Street NE, seconded by Commissioner Chatterjee.

The motion passed unanimously.

- G. Traffic Safety Assessment Request - Corner of Corbin and 13th Streets NE.

Commissioner Gentile requested a withdrawal of the request for TSA, and requested information from Mr. DeFrank about what other projects are pending that the Committee is unaware of.

- H. Traffic Safety Assessment Request - 13th & Wylie Streets NE

Commissioner Chatterjee submitted a motion that ANC 6A send a letter of support to DDOT for raised crosswalks at the intersection of 13th and Wylie Streets NE (east and west sides of the intersection) on 13th, seconded by Commissioner Soderman.

The motion passed unanimously.

- VI. Community Comment: None.

- VII. Adjourn meeting.



## Committee Reports

### Transportation and Public Space (T&PS)



November X, 2021

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

Re: ANC 6A Support for Expanding Electric Vehicle Charging Options

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted 12-0-0 (with 5 Commissioners required for a quorum) to send a letter to your agency in support of timely and creative solutions for electric vehicle (EV) charging, including both public and private options, with special consideration for EV owners who do not have access to off-street parking that allows them to directly access their residential outlets.

The DOE website states that “In addition to mode shifting, electric vehicles and zero-emissions vehicles will play an important role in reducing transportation-related greenhouse gas emissions. Recognizing this, the city approved new vehicle electrification mandates and incentive programs in the [Clean Energy DC Act](#). Among other things, the law calls for at least 25 % of vehicle registrations be zero-emissions by 2035.” We also know many manufacturers have committed to ending their internal combustion engine on a faster timeline.

In order to achieve these climate goals, neighbors need to have places to charge zero-emissions vehicles. As installed on private residences, ANC 6A supports a homeowner’s access to cross their adjacent sidewalk and/or other public space with their associated level one or level two charging cable so long as the resident has properly accommodated safe transit over said cable, such as with an ADA compliant wire and cord ramp and/or the owner is present to ensure the safety of passersby by removing the cord as needed. In addition to allowing home owners to use their own electricity source for their EV, such public space allowances could also allow for residents with EVs to use their car battery as back-up home power during outages, which is not possible with a vendor-operated approach. Installations by private residents complements DDOTs plans to permit vendor-operated curbside charging stations in support of the District’s commitment to the Transportation and Climate Initiative Program (TCI-P).

ANC 6A also supports DDOT exploring the ability for homeowners to be able to install cable trenches or conduits below grade in public space adjacent to their residence, so that level one or level two cables can be run from their residence to a vehicle without causing ADA and safety issues. These solutions should also include technical safety standards for charging cables.

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



## Committee Reports

### Transportation and Public Space (T&PS)



ANC6A supports the exploration of all other feasible measures to facilitate EV charging using public space. For example, DDOT should reconsider whether installing chargers in light poles may be appropriate, taking into consideration the fact that many EV owners do not need Level 2 charging at all times.

Based on constituent feedback, ANC 6A supports public electric vehicle charging stations in street parking on residential blocks, specifically including the 200 block of 10th St NE and the 1300 block of F St NE.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A



## Committee Reports

### Transportation and Public Space (T&PS)



November X, 2021

Everett Lott  
Director  
D.C. Department of Transportation  
250 M Street SE  
Washington, DC 20003

Re: ANC 6A Support for TSA 21-00448727 (300 block of 18<sup>th</sup> Street NE)

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted x-x-x (with 5 Commissioners required for a quorum) to send a letter to your agency in support of supporting TSA 21-00448727 for the 300 block of 18<sup>th</sup> Street NE, including consideration of speed humps and raised crosswalks.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

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<sup>1</sup> ANC 6A meetings are advertised electronically on, [anc-6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and [newhilleast@groups.io](mailto:newhilleast@groups.io), at [www.anc6a.org](http://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

Contact Information	
Name: [REDACTED]	Date: 9/20/21
Address: 339 18th Street NE	Phone: [REDACTED]
339 18th Street NE	[REDACTED]
Signature: [REDACTED]	

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, a letter of support from your ANC Commissioner is **required**. Find your ANC here: <https://anc.dc.gov/>

Once completed, please submit this form and ANC support letter to DDOT via the address provided below, or you can email the form to [traffic.safety@dc.gov](mailto:traffic.safety@dc.gov).

District Department of Transportation  
Customer Service Clearinghouse  
250 M Street SE  
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 | 250 M Street SE, Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)



## Committee Reports

### Transportation and Public Space (T&PS)



Questions	
<b>Location of requested investigation:</b> Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street & B Street NW, etc.)  Is this location near an existing construction project? If yes, please provide the name and location of the project and any construction-related concerns.	300 Block of 18th Street NE. Yes, C St NE project.
<b>Safety concerns:</b> 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.)  For intersection-related concerns, please include the type of intersection: <ul style="list-style-type: none"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul>	Cars cut through 18th street NE frequently to get to C St NE. There is a traffic signal at the intersection of 18th and C NE. Vehicles speed up at the south end of the block to make the light and go through the intersection very quickly. Many children live on the block and play on the sidewalks and cross that intersection on foot and bikes. In addition, many children walk down 18th Street NE and cross that intersection on their way to and from Eliot-Hine middle school, which is located directly south of the intersection. The block is a school zone due to its proximity to Eliot-Hine.
<b>Days and time when safety concerns are the worst:</b> Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.	Speeding occurs at all hours, but appears to be worst during weekday commuting hours. This coincides with many children walking to and from school.
<b>Are there existing traffic calming features on the block?</b> This includes speed humps, rumble strips, etc.	No.
<b>Describe neighborhood uses:</b> Such as residential area, retail area, school zone, recreation center, community center, etc.	The neighborhood is a residential neighborhood. There is a small commercial strip at the corner of 18th and D Street NE. The block is a school zone due to Eliot-Hine middle school being located at the end of the block.

District Department of Transportation | 250 M Street SE, Suite 400, Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)



## Committee Reports

### Transportation and Public Space (T&PS)



Questions	
<b>Describe multi-modal facilities:</b> Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?	There are sidewalks and lots of pedestrians.
<b>Vehicle types:</b> Is the concern about commuter traffic in cars? Is there a high volume of trucks, perhaps due to nearby construction? What about buses?	All types of vehicles speed on the street. Nearby construction diverts some traffic to the 300 block of 18th Street NE.
<b>Have you previously contacted DDOT about your concerns?</b> Please include name(s) and department(s) if possible.  If you have already contacted 311, please provide the service request number.	No.
<b>Any other information you would like to share?</b>	
For DDOT Use Only	
<b>Date Received:</b> 9/20/21	<b>Service Request Number:</b>
<b>Letter of Support Attached?</b>	<input type="checkbox"/> YES / NO <input type="checkbox"/>
<b>Name:</b> [REDACTED]	<b>SMD/Ward:</b>
<b>Contact Info:</b>	

District Department of Transportation | 250 M Street SE, Suite 400, Washington, DC 20003 | 202.673.6813 | [ddot.dc.gov](http://ddot.dc.gov)



## Committee Reports Transportation and Public Space (T&PS)



### Government of the District of Columbia Department of Transportation



October 8, 2021

██████████  
339 18<sup>th</sup> Street NE  
Washington, DC 20002

**RE: Traffic Safety Investigation Service Request 21-00441204**

Dear ██████████:

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 in the 300 block of 18<sup>th</sup> Street NE.

The investigation normally takes 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 the area.

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](mailto:connie.wheeler@dc.gov). Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr

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## Committee Reports

### Transportation and Public Space (T&PS)



November XX, 2021

Everett Lott  
Director  
D.C. Department of Transportation  
250 M Street SE  
Washington, DC 20003

Re: ANC 6A Support for TSAs 21-00428331 and 21-00428369 (1500-2000 blocks Benning Road NE)

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted x-x-x (with 5 Commissioners required for a quorum) to send a letter to your agency in support of the TSAs 21-00428331 and 21-00428369 for the 1500 -2000 blocks of Benning Road NE, including a full traffic safety investigation; consideration of speed humps, raised crosswalks, signal timing, and all other traffic calming measures; and that DDOT consider extending the planned H Street dedicated bus lanes to this corridor as a traffic calming measure as well as to improve transit.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

---

<sup>1</sup> ANC 6A meetings are advertised electronically on, [anc-6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and [newhilleast@groups.io](mailto:newhilleast@groups.io), at [www.anc6a.org](http://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:	Commissioner Sondra Phillips-Gilbert	Date:	9/27/2021
Address:	1744 E Street NE	Phone:	202-397-7228
		Email:	6A07@anc.dc.gov
Signature: /s/ Sondra Phillips-Gilbert			

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](mailto:traffic.safety@dc.gov).

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

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

*Version 1.01, updated May 2019*

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## Committee Reports

### Transportation and Public Space (T&PS)



Questions	
Location of requested investigation:	<b>1500 1600 1700 Benning Road NE</b>
<p><b>Safety concerns:</b> 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"><li>▪ 1 or 2-way STOP control</li><li>▪ All-way STOP control</li><li>▪ Traffic signal</li></ul>	<p><b>Safety concerns include vehicle crashes, excessive speeding, and pedestrian safety. Bicycle safety is of concern on Benning Road within these blocks as well.</b></p> <p><b>Benning Road NE registers as one of the streets with the most crashes and injuries throughout the city.</b></p> <p><b>Traffic signals at all 3 intersections:</b> <b>15th Street NE &amp; Benning Road NE</b> <b>16th Street NE &amp; Benning Road NE</b> <b>17th Street NE &amp; Benning Road NE</b></p>
<p><b>Days and time when safety concerns are the worst:</b> Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	<b>Weekday AM and PM commuter peaks. Weekends also.</b>
<p><b>Are there existing traffic calming features on the block?</b> This includes speed humps, rumble strips, etc.</p>	<b>No traffic calming measures exist within these three blocks on Benning Road NE.</b>
<p><b>Describe neighborhood uses:</b> Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	<b>Heavy retail area with some residential area.</b>



## Committee Reports

### Transportation and Public Space (T&PS)



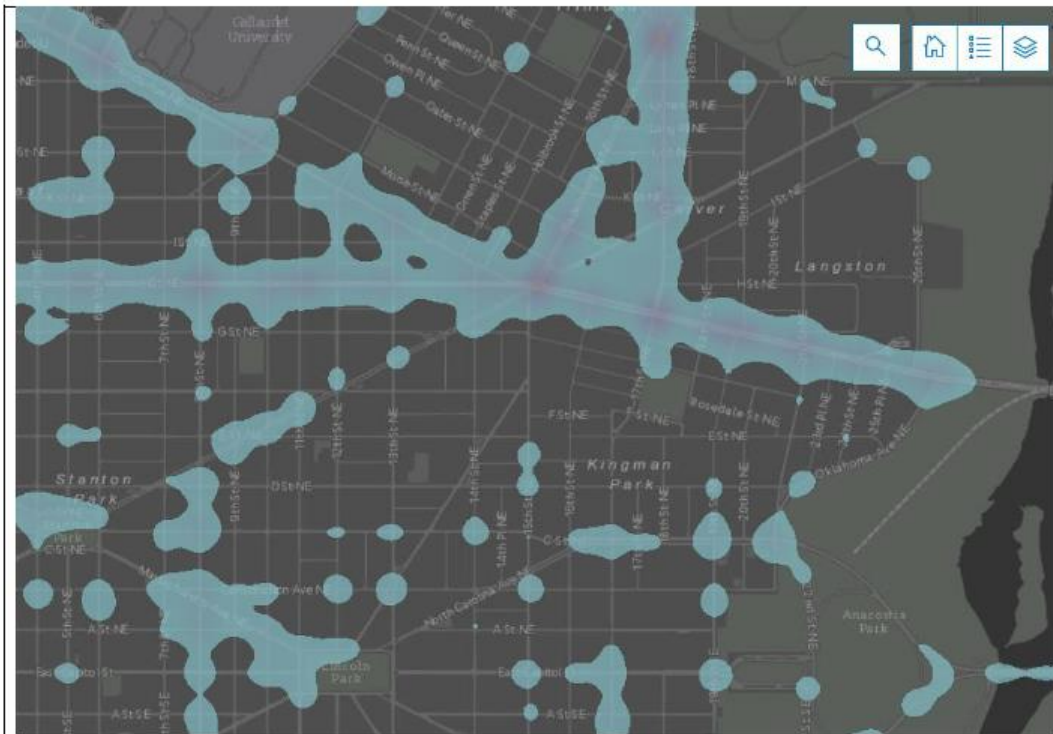
<p>Describe multi-modal facilities: Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>	<p><b>Sidewalks are present.</b></p> <p><b>Heavy DC Streetcar presence at all three unit blocks on Benning Road NE (1500, 1600, and 1700)</b></p> <p><b>DC Streetcar stop at intersection of 15th St. and Benning NE</b> <b>Metrobus stop at intersection of 16th St. &amp; Benning NE</b></p>
<p>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?</p>	<p><b>Heavy presence of commuter traffic and buses.</b></p> <p><b>DC Streetcar shares a lane with traffic on Benning Rd. NE</b></p> <p><b>There is a high volume of trucks entering and exiting the city as Benning Road is an access road from 295 into the city.</b></p>
<p>Have you previously contacted DDOT about your concerns? Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p>	<p><b>No</b></p>
<p>Any other information you would like to share?</p> <p>Commissioner Comment: Our Commission would welcome a joint discussion with ANC5D to discuss a comprehensive traffic safety review of these blocks of Benning. As noted in the below heat map for injury crashes, the Benning corridor is one of the most dangerous in our Commission area. <a href="https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336">https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336</a></p>	





## Committee Reports

### Transportation and Public Space (T&PS)



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



September 28, 2021

Sondra Phillips-Gilbert  
1744 E Street NE  
Washington, DC 20002

**RE: Traffic Safety Investigation Service Request 21-00428331**

Dear Commissioner Phillips-Gilbert:

Thank you for contacting the District Department of Transportation (DDOT) regarding a Traffic Safety Assessment. This letter is to acknowledge that we have received your request regarding traffic concerns in the 1500, 1600 and 1700 blocks of Benning Road NE.


The investigation normally takes 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 the area.

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](mailto:connie.wheeler@dc.gov)**. Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr



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## Committee Reports

### Transportation and Public Space (T&PS)



## Government of the District of Columbia

### Department of Transportation



### Traffic Safety Assessment Questionnaire

Name:	Commissioner Phillips-Gilbert	Date:	9/27/2021
Address:	1744 E Street NE	Phone:	202-397-7228
		Email:	6A07@anc.dc.gov
Signature: /s/ Sondra Phillips-Gilbert			

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](mailto:traffic.safety@dc.gov).

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

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

*Version 1.01, updated May 2019*

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## Committee Reports

### Transportation and Public Space (T&PS)



Questions	
Location of requested investigation:	1800 1900 2000 Benning Road NE. Only the 1800 block of Benning is within our 6A Commission area.
<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"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul>	<p>Safety concerns include vehicle crashes, excessive speeding, and pedestrian safety. Bicycle safety is of concern on Benning Road within these blocks as well.</p> <p>Benning Road NE registers as one of the streets with the most crashes throughout the city.</p> <p>Traffic signals at all 3 intersections: 18th Street NE &amp; Benning Road NE 19th Street NE &amp; Benning Road NE 20th Street NE &amp; Benning Road NE</p> <p>19th Street NE and Benning Road NE is a large problem for 19th Street NE in the weekday AM peak. Traffic can be stunted on 19th Street NE from Benning Road NE down 4 blocks past E Street NE in the mornings, causing morning commuters to speed down other streets.</p>
<p>Days and time when safety concerns are the worst: Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	Weekday AM and PM commuter peaks. Weekends also.
<p>Are there existing traffic calming features on the block? This includes speed humps, rumble strips, etc.</p>	<p>No traffic calming measures on these blocks of Benning Rd.</p> <p>Traffic signals at the following intersections:  18th Street NE &amp; Benning Road NE 19th Street NE &amp; Benning Road NE 20th Street NE &amp; Benning Road NE</p>
<p>Describe neighborhood uses: Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	Retail and residential area.



## Committee Reports

### Transportation and Public Space (T&PS)



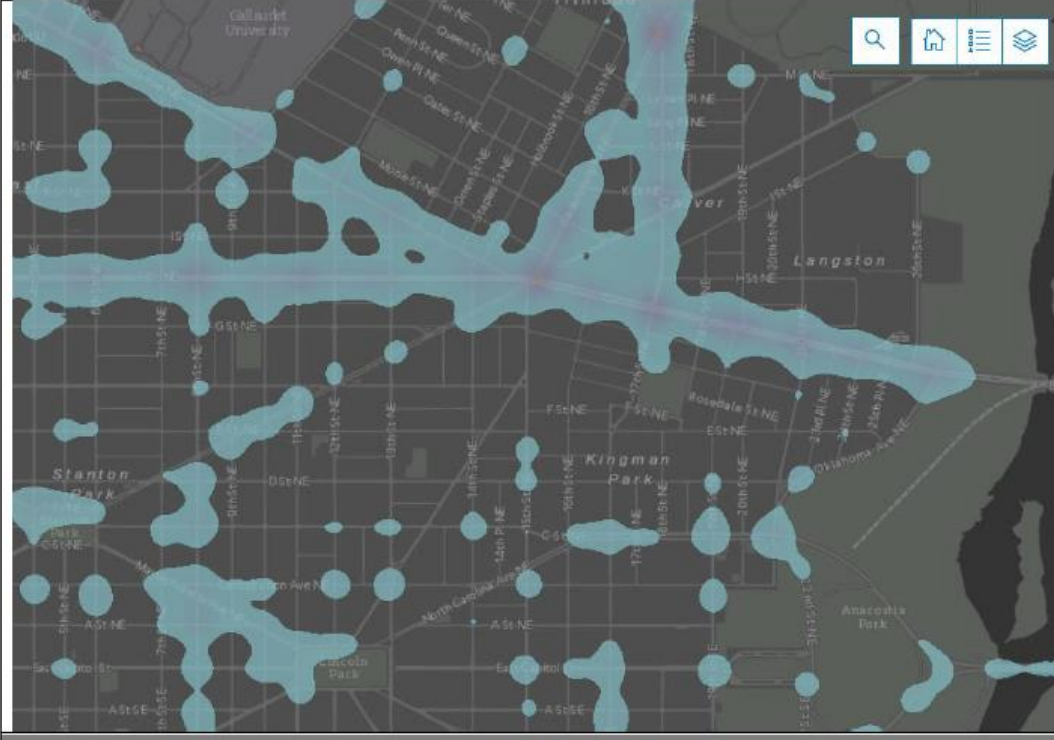
<p>Describe multi-modal facilities: Are there sidewalks? Bike facilities or trails? Nearby Metrorail station or Metrobus stop(s)?</p>	<p>Sidewalks on both sides of Benning Road NE.</p> <p>DC Streetcar stop at 19th Street NE and Benning Road NE</p> <p>Metrobus stop at 19th Street NE and Benning Road NE</p>
<p>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?</p>	<p>Heavy presence of commuter traffic and buses.</p> <p>DC Streetcar shares a lane with traffic on Benning Rd. NE</p> <p>There is a high volume of trucks entering and exiting the city as Benning Road is an access road from 295 into the city.</p>
<p>Have you previously contacted DDOT about your concerns? Please include name(s) and department(s) if possible.</p> <p>If you have already contacted 311, please provide the service request number.</p>	<p>No</p>
<p>Any other information you would like to share?</p> <p>Commissioner Comment: Our Commission would welcome a joint discussion with ANC5D and ANC7D to discuss a comprehensive traffic safety review of these blocks of Benning. As noted in the below heat map for injury crashes, the Benning corridor is one of the most dangerous in our Commission area. <a href="https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336">https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336</a></p>	





## Committee Reports

### Transportation and Public Space (T&PS)



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



September 28, 2021

Sondra Phillips-Gilbert  
1744 E Street NE  
Washington, DC 20002

**RE: Traffic Safety Investigation Service Request 21-00428369**

Dear Commissioner Phillips-Gilbert:

Thank you for contacting the District Department of Transportation (DDOT) regarding a Traffic Safety Assessment. This letter is to acknowledge that we have received your request regarding traffic concerns in the 1800, 1900 and 2000 blocks of Benning Road NE.

The investigation normally takes 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 the area.

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](mailto:connie.wheeler@dc.gov)**. Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr



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## Committee Reports

### Transportation and Public Space (T&PS)



November XX, 2021

Everett Lott  
Director  
D.C. Department of Transportation  
250 M Street SE  
Washington, DC 20003

Re: ANC 6A Support for 20 MPH Speed Limit Signs

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 15, 2021, our Commission voted x-x-x (with 5 Commissioners required for a quorum) to send a letter to your agency in requesting that 20 MPH speed limit signs be placed on all collector streets in ANC 6A that do not yet have signs.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

---

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



## Committee Reports

### Transportation and Public Space (T&PS)



November XX, 2021

Everett Lott  
Director  
D.C. Department of Transportation  
250 M Street SE  
Washington, DC 20003

Re: ANC 6A Support for Installation of a Contraflow Bike Lane on the 1100 block of F Street NE

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted x-x-x (with 5 Commissioners required for a quorum) to send a letter to your agency in support of installation of a contraflow bike lane on the 1100 block of F Street NE.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

---

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



## Committee Reports

### Transportation and Public Space (T&PS)



November XX, 2021

Everett Lott  
Director  
D.C. Department of Transportation  
250 M Street SE  
Washington, DC 20003

Re: ANC 6A Support for TSA 21-00119585 (Intersection of 13<sup>th</sup> Street NE and Wylie Street NE)

Dear Director Lott:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on November 10, 2021, our Commission voted x-x-x (with 5 Commissioners required for a quorum) to send a letter to your agency in support of TSA 21-00119585 for the intersection of 13th Street NE and Wylie Street NE, including installation of raised crosswalks for the entire intersection.

Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [AmberANC6A@gmail.com](mailto:AmberANC6A@gmail.com).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A

---

<sup>1</sup> ANC 6A meetings are advertised electronically on, [anc-6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and [newhilleast@groups.io](https://newhilleast@groups.io), at [www.anc6a.org](http://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:		Date:	4/6/2021
Address:	1214 Wylie Street NE	Phone:	
	Washington DC 20002	Email:	
Signature:			

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](mailto:traffic.safety@dc.gov).

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

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

*Version 1.01, updated May 2019*

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## Committee Reports

### Transportation and Public Space (T&PS)



Questions	
<p><b>Location of requested investigation:</b> Define geographic boundaries as clearly as possible (400 block of A Street NE, intersection of 1st Street &amp; 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><b>The location is Wylie Street NE -- a one-block street between 12th and 13th Streets NE. There is one construction project on Wylie Street currently -- at 1247 Wylie Street NE; there are no construction-related concerns.</b></p>
<p><b>Safety concerns:</b> 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"> <li>▪ 1 or 2-way STOP control</li> <li>▪ All-way STOP control</li> <li>▪ Traffic signal</li> </ul>	<p><b>The problem is speeding traffic on Wylie Street, which is a narrow street only a total of one block long. Cars regularly speed down the street, causing a serious problem for pedestrian and bicycle safety. Cars parked on the street are often dented, mirrors knocked off, etc.</b></p>
<p><b>Days and time when safety concerns are the worst:</b> Such as weekday AM peak, weekday PM peak, overnight, weekends, etc.</p>	<p><b>Speeding is a problem at all times, but is especially serious in the evenings/nighttime.</b></p>
<p><b>Are there existing traffic calming features on the block?</b> This includes speed humps, rumble strips, etc.</p>	<p><b>None.</b></p>
<p><b>Describe neighborhood uses:</b> Such as residential area, retail area, school zone, recreation center, community center, etc.</p>	<p><b>Wylie Street is residential only, but is located one-half block from H Street NE, a major traffic, retail and restaurant thoroughfare.</b></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)?	There are sidewalks on both sides of Wylie Street. There is a Capital BikeShare stand on 13th Street between H and Wylie Streets. There is a Metrobus stop on H Street NE at the corner of H and 11th Streets. There is a streetcar stop at 13th and H Streets NE.		
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?	High volume of regular vehicular traffic.		
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?  The residents would like a traffic assessment that helps reduce/calm traffic, but does <b>not</b> result in the loss of parking space on Wylie Street.			
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



April 7, 2021

██████████  
1214 Wylie Street NE  
Washington, DC 20002

**RE: Traffic Safety Investigation Service Request 21-00119585**

Dear ██████████:

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 in the 1200 block of Wylie Street NE between 12<sup>th</sup> Street NE and 13<sup>th</sup> Street 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. **Please be advised that due to Covid-19 restrictions, DDOT is operating at a modified schedule and requests will likely take longer than usual.**

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](mailto:connie.wheeler@dc.gov)**. Please reference your Traffic Safety Investigation Service Request Confirmation Number.

Sincerely,

**d. Customer Service Clearinghouse**  
lr



## Committee Reports Economic Development and Zoning Committee (EDZ)



### MINUTES

ANC 6A Economic Development & Zoning Space Committee Meeting  
Virtual Meeting via Zoom  
Wednesday, October 20, 2021 at 7:00 pm

Present:

Members: Brad Greenfield (Chair), Sam DeLuca, Roberta Shapiro, Jake Joyce  
Commissioners: Laura Gentile, Mike Soderman

Brad Greenfield chaired the meeting.

### Community Comment

None

### Previously Heard Cases

Mr. Greenfield summarized previously heard cases.

### Old Business

None

### New Business

1. 327 Tennessee Avenue, NE (BZA Case#20607): Request pursuant to Subtitle E § 206.4, Subtitle E § 5207, and Subtitle X § 902.1 for a special exception from The rooftop and upper floor requirements of Subtitle E § 206.1 to construct a third story addition to an existing, attached, two-story with cellar, principal dwelling unit. Hearing scheduled for 02/02/2022.

Martin Sullivan presented the project, along with Warren Wick, the architect. Max and Adel Pappas, the owners, were also present. Mrs. Pappas stated they are requesting the relief so that they can continue to stay in Washington, and have enough room for their family. They have lived in DC for 20 years, and have lived in their house for ten years.

Mr. Sullivan noted that they already have letters of support from neighbors, including 329 and 343 Tennessee Avenue NE. Mr. Pappas added that they have signed letters from both adjoining neighbors, as well as from three other neighbors on the block.

Mr. Sullivan summarized the criteria for the special exception.

Mr. Wick spoke about how they developed a design that tried to fit into the neighborhood. Elements of their design that mirror the neighborhood include the mansard roof, the dormer with a pediment top, a cornice at the base of the mansard roof, and the covered porch. Mr. Wick said that the neighborhood has begun to evolve slightly, with some of the dormer windows in the neighborhood boarded up. Mr. Wick noted in his presentation that two other houses in the neighborhood already have third floor additions. Mr. Wick reviewed the floor plans and the proposed rooftop deck.

Mr. Wick noted that the dormer window is larger than the neighbors. He stated that this was because this window was going into a living space, rather than an attic. Mr. Wick said that the back of the addition had simple siding, and a non-ornamental approach to the back.





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### Economic Development and Zoning Committee (EDZ)



Mr. Wick said that they worked to not overpower their neighbors. Even though they are going up, the new mansard would only be about four feet higher than their neighbors. Mr. Greenfield asked if the bottom of the dormer would be aligned with the bottom of the neighbors. Mr. Wick stated that they may not be exactly aligned, but they would be largely aligned.

Mr. Greenfield noted that the neighbors in this row have identical houses, presumably built at the same time. Mr. Greenfield noted that the houses on that block seemed to have three panel windows, and the design included four windows, and he asked if they had looked at using three windows to match their neighbors. Mr. Pappas said that several of the neighbors have plywood over the windows, and that theirs is one of the few houses on the block with functional windows. Mr. DeLuca noted that he had walked by the neighborhood, and that the houses in that row are very similar.

Mr. Greenfield asked how high the parapet wall on the roof deck is, and if the deck would be visible from the street. Mr. Wick said that the deck would not be visible from the street. Mr. Greenfield asked how far the deck was set back from the edge. Mr. Wick said that the deck was four feet back from the mansard, and about six or seven feet from the front façade. He said that the parapet wall is forty-two inches.

Mr. Greenfield asked if there was a bay projection in the rear. Mr. Wick confirmed that there is a bay projection. Mr. Greenfield asked if there was a public alley in the back, and if the rear addition is visible from the alley. Mr. Wick confirmed that it is visible from the alley. Commissioner Soderman noted that this is a “walking” alley, and is very small. Commissioner Soderman asked if a car would be able to get into the alley. The Pappas said that most of the alley is inaccessible to cars.

Mr. Greenfield asked if there were other houses in the neighborhood that had roof decks. Mrs. Pappas said that there were several houses in the neighborhood with roof decks, including one at 203 Tennessee Avenue has a roof deck, and there are several on C and D Streets.

Mr. Greenfield noted that the roof deck went all the way to the back. Mr. Greenfield asked if the rear of the deck goes all the way to the rear of the house. Mr. Wick replied that it went all the way to the rear.

Mr. Greenfield asked if the height of the project would be under thirty-five feet (and by right). Mr. Wick confirmed that it is under thirty-five feet. Commissioner Soderman asked the owners how people would get to the roof deck. Mr. Wick said that there is a roof hatch, and there are stairs from the third level up to the roof deck. Commissioner Soderman asked if there was a need for a railing or safety features. Mr. Wick replied that there are safety features built into the hatch, and the hatch would act as a railing.

Mr. Greenfield asked how large the back yard was, and questioned whether there would be privacy concerns with the rear neighbors. Mrs. Pappas replied that there would not be any privacy concerns more than there are now; all of the houses behind their house are lower than theirs, and they can see into their yards from the second floor.

Ms. Shapiro asked about how the increased elevation of the building would impact sunlight in the adjacent buildings, and she noted that there was no shadow study included. Mr. Sullivan replied that no shadow study was produced because the relief being requested was for the architectural feature,



## Committee Reports

### Economic Development and Zoning Committee (EDZ)



and not the height. Mr. Pappas noted that the block of Tennessee Avenue that they live on has very large trees on it, and the back of the deck faces east, so that mitigates the impact of shadows.

Mr. Greenfield asked if the owners had any conversation with the rear neighbors, and if they had letters of support. Mrs. Pappas said that they had not had any conversations at this time, but they can reach out.

Commissioner Soderman asked how far the bump out in the back goes. Mr. Wick replied approximately four feet.

Mr. DeLuca voiced his opinion that this project seemed pretty straight forward, and he liked that the design kept with the same architectural style of the neighborhood. Mr. Greenfield said he felt similarly, but that he had some concerns since the block of houses were identical.

Mr. Greenfield stated that he was inclined to support the request for relief, but that ANC 6A may ask for best efforts to get letter of support from the neighbors to the rear. Commissioner Gentile stated that she supported asked for letters of support, but that she felt that it was a good design. Mrs. Pappas noted that one of the properties to their rear appears to be vacant.

Mr. Greenfield moved that ANC 6A support the request for relief, with the caveat that the owners make best efforts to get letters of support from the neighbors at 324, 326 and 328 14<sup>th</sup> Street. Commissioner Gentile seconded the motion. The motion passed unanimously 6-0.

2. 905 L Street, NE (BZA Case#20606): Request pursuant to Subtitle E § 5201 and Subtitle X § 901.2 for a special exception from the rear yard requirements of Subtitle E § 306.1, and pursuant to Subtitle X § 1002 for an area variance from the lot occupancy requirements of Subtitle E § 304.1 to construct a rear deck to an existing, attached, two-story with cellar, principal dwelling unit. Hearing scheduled for 02/02/2022.

Christopher Brown, the property owner, represented the project. He is seeking the relief to add a rear addition and deck to his house. He stated that his current lot occupancy is at 53%, and he wants to go to 77% lot occupancy, which would require an area variance. He is also asking for relief to have a fifteen foot rear yard setback, with the standard being twenty feet.

Mr. Brown stated that the relief is needed so he can add space to his existing house, including increasing the size of the kitchen. Currently, there is a rear porch attached to the house, which will be torn down. He stated that one adjacent neighbor already has a two story addition. His addition will be slightly larger his neighbors because he is also including a deck.

Mr. Brown stated that his house is set further back than his surrounding neighbors, so his lot size is smaller than his neighbors, which is why he is seeking a variance. Mr. Brown argued that he is disadvantaged compared to his neighbors because of his small lot size.

Mr. Greenfield asked what the impact to his project would be if he went to 70% of lot occupancy, rather than 77%. Mr. Brown said that he would not be able to have a covered deck.

Mr. Greenfield noted that the project would require extending more than ten feet beyond the rear wall of the neighbor to the right. Mr. DeLuca noted that he would expect if that were true that an



## Committee Reports

### Economic Development and Zoning Committee (EDZ)



additional special exception would be required for that. Mr. Joyce noted that a special exception may not be required because the project is not extending ten feet beyond the rear wall of the neighbor to the left. Mr. Greenfield expressed that he thought the rule applied if a project extended ten feet beyond a neighboring wall on either side. Commissioner Soderman said that the ten foot rule applied to extending ten feet past the rear wall of a neighbor on either side. Mr. Greenfield speculated that it could be that the rear wall is less than ten feet beyond the neighbor, but the end of the deck appears to be more than ten feet, and that could be why a special exception is not required.

Mr. Brown stated that the rear yard changes will still be in harmony with the neighborhood, and will not adversely impact his neighbors. Mr. Brown said that his application includes a sun study, showing that his project will not impact the light and air of his neighbors.

Mr. DeLuca noted that it was the covered porch that forced the variance, asking if it was removed than the project would be less than 70%. Mr. Brown confirmed this. Mr. Greenfield asked what the lot occupancy would be without the porch. Mr. Brown said that he did not have an answer for that question.

Mr. Greenfield noted that the standard for granting a variance requires that the applicant justify why the zoning rules can not apply, and he does not believe that Mr. Brown has made that argument successfully. Mr. Greenfield noted that he had several questions that needed to be answered, including:

- How much does the rear deck impact lot occupancy?
- What would happen to lot occupancy and the project if the rear deck was removed?
- Are there ways to configure the project to use 70% lot occupancy and still provide a deck that can be used?
- Could the project include an uncovered deck, and only require a special exception?
- Confirm that no relief is required for the project extending more than ten feet beyond the neighbors' rear wall.
- How far is the end of the roof on the addition from the rear wall of the adjacent neighbor?

Mr. Joyce asked if the front of the property building was even with his neighbor's buildings. Mr. Brown said that it was. Mr. Joyce asked where the property's lot line was in relation to the rear stairs. Mr. Joyce was referring to stairs that were at the rear of the yard, and connected to the alley. Mr. Brown said that the stairs were part of his property, and counted towards his lot occupancy.

Ms. Shapiro asked what communication Mr. Brown has had with his neighbors about the project. Mr. Brown replied that both of the neighbors to the east and west were aware of the project; he had sent them the plans, and he planned to get letters of endorsement from them, but he did not have those letters yet.

Commissioner Soderman asked if the deck was not covered permanently, would it still be considered part of lot occupancy. Mr. Brown reported that according to his architect, if the deck was uncovered than it would not count towards lot occupancy. Mr. Greenfield asked if covering the deck was done solely for shade. Mr. Brown replied that it was.

Mr. Greenfield noted that Mr. Brown's case was not being heard until February 2022, so the EDZ did not need to make a decision immediately. Mr. Greenfield stated that he would want more technical



## **Committee Reports**

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information before the EDZ voted on the case. Mr. Greenfield expressed his opinion that he was not as concerned about the rear yard requirements because it only is impacting the property itself, and not the neighborhood.

Mr. Greenfield expressed his feeling that he wanted to table consideration of this project and consider it again at the next EDZ meeting, looking to have more technical information. Mr. Joyce, Mr. DeLuca and Ms. Shapiro agreed with tabling the case.

Mr. Greenfield tabled the consideration of this project.

#### **Next Scheduled ED&Z Committee Meeting:**

**Wednesday, October 20, 2021**

**7:00-9:00 pm**

**Zoom information will be posted on ANC6A Website**



**Committee Reports**  
**Economic Development and Zoning Committee (EDZ)**



November XX, 2021

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

Re: BZA Case No. 607 (327 Tennessee Avenue, NE)

Dear Mr. Moy,

At a regularly scheduled and properly noticed meeting on November 11<sup>th</sup>, 2021, our Commission voted X-X-X (with 5 Commissioners required for a quorum) to support the request for the owners of 327 Tennessee Avenue, NE. Specifically, the applicant requests pursuant pursuant to Subtitle E § 206.4, Subtitle E § 5207, and Subtitle X § 902.1 for a special exception from the rooftop and upper floor requirements of Subtitle E § 206.1 to construct a third story addition to an existing, attached, two-story with cellar, 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](mailto:amberanc6a@gmail.com) and Mr. Greenfield can be contacted at [brad.greenfield@gmail.com](mailto:brad.greenfield@gmail.com).

On Behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A





## 327 Tennessee Ave., NE

BZA APPLICATION NO. 20607  
MAX PAPPAS & ADEL PAPPAS  
OCTOBER 20, 2021

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## Overview of Project and Requested Relief

- RF-1 zone
- The Subject Property is improved with a two-story, single-family row building
- The Applicant is proposing to construct a **third story Addition** on top of the existing two-story portion of the Building.
- Applicant is requesting special exception relief from E-206.1 (architectural elements) to replace the existing mansard.



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## Specific Requirements of E § 5207.1

- The light and air available to neighboring properties shall not be unduly affected
- The privacy of use and enjoyment of neighboring properties shall not be unduly compromised
- The proposed construction, as viewed from the street, alley, and other public way, shall not substantially visually intrude upon the character, scale, and pattern of houses along the street or alley frontage

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### PAPPAS RESIDENCE - 327 TENNESSEE AVE NE

STREET VIEW IMAGES



PAPPAS RESIDENCE

 runningdog Architects

15 AUGUST 2021  
Board of Zoning Adjustment  
Office of Community  
Growth and Development  
CONFIDENTIAL





## Committee Reports Economic Development and Zoning Committee (EDZ)



STREET VIEW IMAGES



PAPPAS RESIDENCE



13 AUGUST 2021

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ADJACENT BLOCK STREET VIEWS



Properties at and around 309 Tennessee Ave., NE



Properties at 301 and 303 Tennessee Ave., NE

PAPPAS RESIDENCE

13 AUGUST 2021

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# Committee Reports Economic Development and Zoning Committee (EDZ)



## OTHER EXAMPLES



Property at 330 Tennessee Ave., NE



Property at 1132 C St., NE

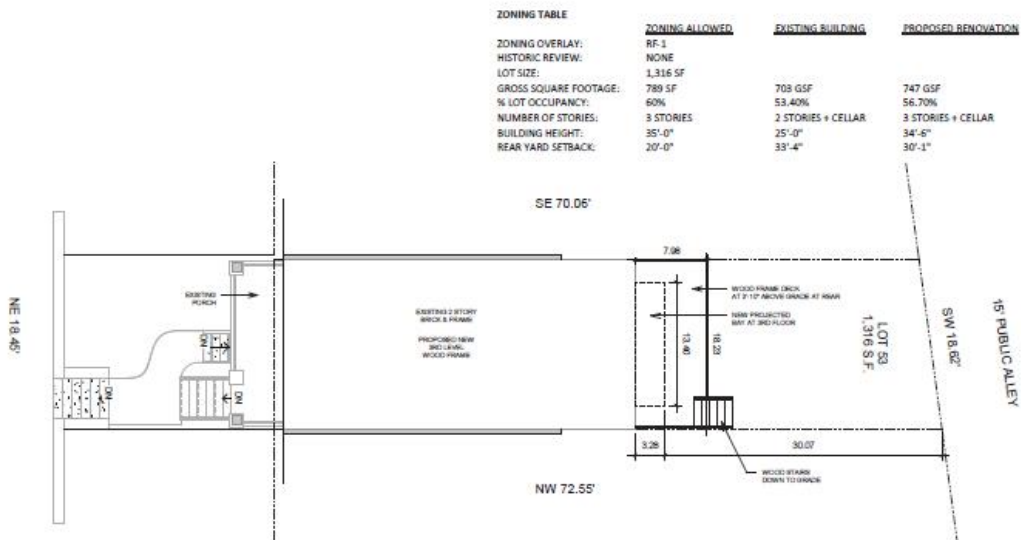
PAPPA RESIDENCE

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## SITE PLAN



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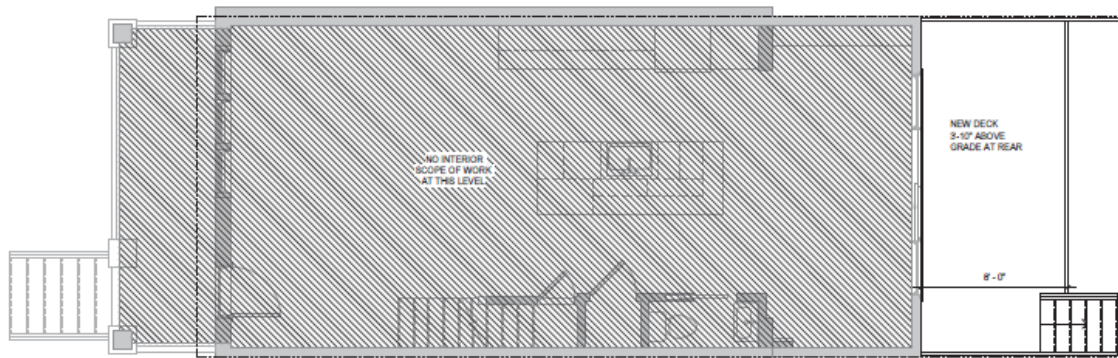


# Committee Reports

## Economic Development and Zoning Committee (EDZ)



FIRST FLOOR PLAN



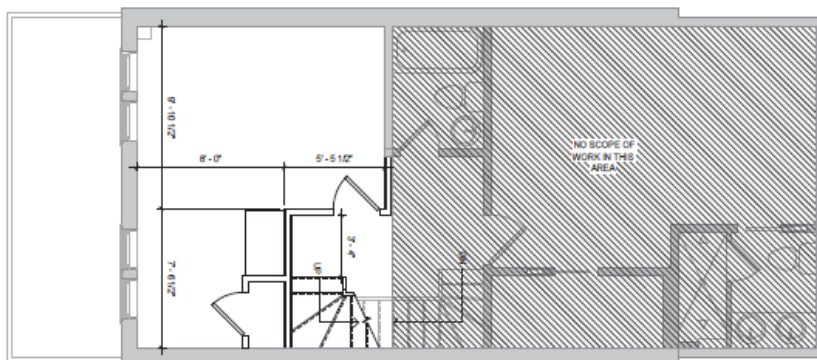
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SECOND FLOOR PLAN



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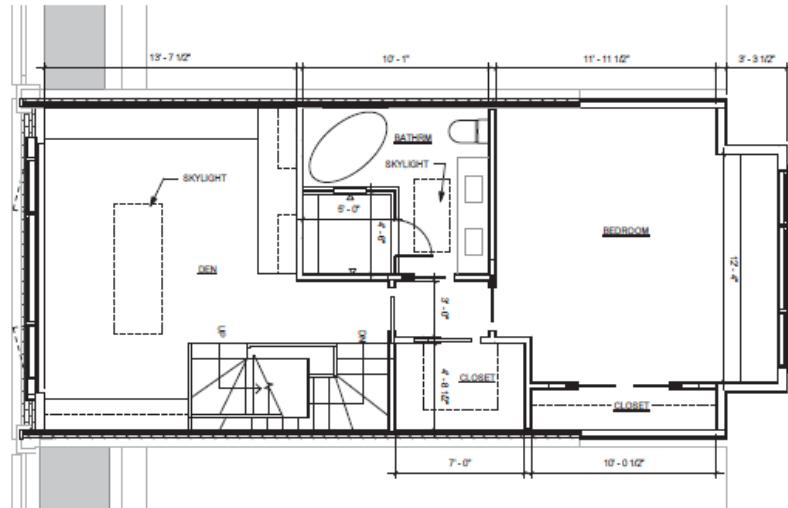




# Committee Reports Economic Development and Zoning Committee (EDZ)



THIRD FLOOR PLAN



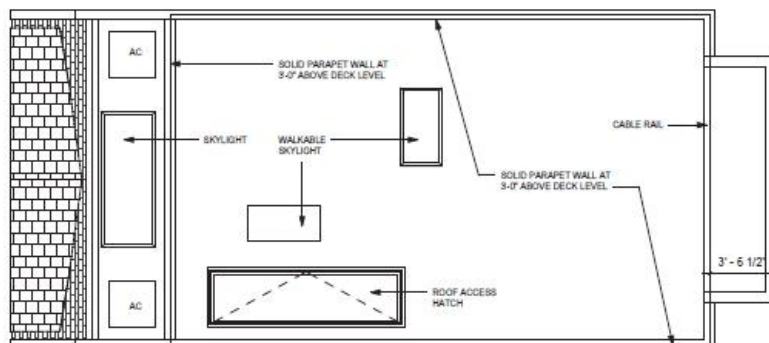
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ROOF PLAN



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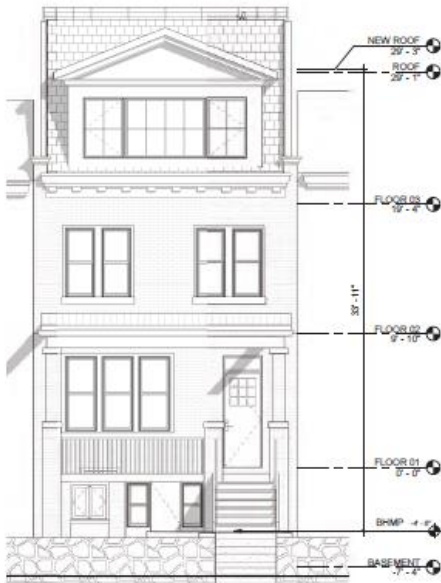
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# Committee Reports Economic Development and Zoning Committee (EDZ)



FRONT ELEVATION



REAR ELEVATION



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PERSPECTIVE VIEW



AXON VIEW



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## Committee Reports Ad Hoc By Laws Committee



No report. BLC did not meet in October 2021.