

AGENDA

ANC 6A Transportation & Public Space Committee Meeting

Call-in Number: 202-860-2110

Meeting number (access code): 172 191 7929

For those attending via WebEx: use this link:

<https://dcnet.webex.com/dcnet/onstage/g.php?MTID=e5ac68f53053a8faf8c8dd87ac7b31ca5>

Public Meeting - All are welcome

Monday, October 19, 2020 at 7:00 pm

- I. Call meeting to order
- II. Introductions & Announcements (5 minutes)
Announcement of opportunity for community input **on moveDC, the District's long-range transportation plan.** www.wemovedc.org.
 - Survey: <http://metroquestsurvey.com/x3q8k>
 - Virtual Town Hall Registration: <https://www.eventbrite.com/o/district-department-of-transportation-17610891304>
 - Telephone Town Hall Dates and Number: 10/20 (7-8 pm); 10/22 (10-11 am); 10/27 (10-11 am); 10/28 (7-8 pm) 202-599-7371
- III. Community Comment (5 minutes)
- IV. Old Business
 - A. Consideration of additional pedestrian/traffic safety issues, as suggested by commissioners and community members (see list at end of document) - this will be taken out of order or postponed to allow time for adequate discussion of time-sensitive new business items.
- V. New Business
 - A. Public space application #358240 at 205 15th Street NE for exception from fence requirement and an 8x10 ft. accessory building in public space (public parking**). Applicant is requesting a 4-6ft tall non-transparent wooden fence on the North Carolina Avenue side of the property and also parallel to the 15th Street side of the property. Permit for fence **is required because regulations are not to exceed 42" and must be at least 50% open.** Accessory buildings are not matter-of-right on public space. (see attached photos, drawings, application, public space regs, also link to tree regs: <https://ddot.dc.gov/page/apply-tree-permit> and fence regs: https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/fence_s_walls.pdf
Per owner: drawing does not include a 4' gate at the eastern end on the North Carolina Avenue side.
 - B. Other public space applications if received prior to the meeting.
 - C. Presentation, by Marcy Bernbaum of the Downtown DC Public Restroom Colleagues, on the opportunity for ANCs to suggest pilot locations for public restrooms pursuant to the Public Restroom Facilities Installation and Promotion Act of 2018. Consideration of proposing a pilot site on the H Street corridor. [link to basic information provided by People for Fairness Coalition (PFC): <https://pffcdc.org/what-we-do/public-restrooms/>, legislation, legislation summary and example of possible design included as attachments.)
- VI. Community Comment (time permitting)
- VII. Adjourn meeting

** Public Parking explanations:

<https://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/Public%20Space%20Defining%20Characteristic%20of%20Washington%20DC.pdf>

https://chrs.org/wp-content/uploads/2013/07/06_CHRS_PublicSpace.pdf
<https://www.foresthillsconnection.com/home-front/the-city-park-outside-your-front-door/>

Additional Pedestrian/Traffic Safety Discussion/Consideration List

1. Making Acute Angle Intersections Safer - Drivers make fast turns from diagonal streets (NC/TN/MD) onto letter/number streets. Requesting raised crosswalks/speed humps/bulbouts/traffic calming
 - Intersection of A Street and North Carolina Avenue NE - most hazardous aspect is traffic traveling east on North Carolina Avenue and turning in on A Street.
 - 1100 and 1200 block of F Street NE
 - 1300 block of G Street NE, south of Maryland Avenue NE
2. Other general Traffic Calming requests:
 - 200 block of 9th Street NE traffic calming. Look for message from DDOT -Mike
 - Traffic on the 200 block of 9th Street NE; residents believe that the timing of the lights makes this a faster - and therefore preferred route over 8th Street. Request adjusting the lights ((rather than speed humps) due to noise and vibration.
 - Concerns that discouraging truck traffic on 10th and 12th Streets will increase such traffic on 11th Street NE.



District of Columbia
Transportation Online Permitting System
Internal Site for Permit Office and Reviewing Agencies



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Welcome SMD 6A08
You are logged in as Agency Reviewer, Single Members District








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[View Construction Permit Application Detail](#)



This is not a


permit

Tracking #: 358240	Reviewer: SMD 6A08	Review Due Date: 10/27/2020
Permit #:		Application Creation Date: 08/24/2020
EWR #:	Assigned Tech: Catrina Felder	Assigned Date: 08/24/2020
Permit Type:	Issue Date:	
Source Permit:	Effective Date: 10/11/2020	Expiration Date: 10/17/2020
Permit Status:  Resubmitted	Review Status:  Pending	Inspection Status:  Not Inspected
Archived: 	Locked: 	Renewal: 
Project Name:		Legacy: 
Work Location:		

	Location	Type	Locked?	
1	205 15TH STREET NE	Address	No	 

Type Description: Fixture: Street Fixture or Furniture (Exception), Fixture: Fence (Exception over 42")

Work Detail: 8X10 garden shed to be erected 10' from north side of the house along North Carolina ave and 16' from west property edge along 15th St NE. Shed will be wood construction with no permanent foundation and no utilities. Fence to be replaced along North Caroline ave, height between 4-6' of wood plank construction. Fence bisecting the yard from NW corner of house parallel with 15th St NE intersecting with fence along North Caroline ave. Fence to be 4-6' in height of wood lattice construction. Both stretches of Fence will have gated access.

Condition:  Show

Applicant: Sunny Petzinger 3 other recent applications by this applicant

Permit Fee: \$297.00
 technology fee included

Payment Date:

Last Updated: Sunny Petzinger

By:

Last Updated: 10/06/2020

Date:

Owner: sunny petzinger
Owner #: 2016753073
Permittee: sunny petzinger
Permittee #: 2016753073
Agent: N/A
Agent #: N/A
Contractor: N/A
Contractor #: N/A

Owner Address: 205 15th st Northeast, Washington, DC 20002
Owner Email: sjpetzinger@gmail.com
Permittee Address: 205 15th Street Northeast, Washington, DC 20002
Permittee Email: sjpetzinger@gmail.com
Agent Address: N/A
Agent Email: N/A
Contractor Address: N/A
Contractor Email: N/A

Inspection Information

Work Zone Deposit Information

[Show](#)

Street Light Deposit Information

Wet Utility Information

[Show](#)

Selected Type Descriptives

Permit Office Notes

Notes	Date	Notes	Notes By
No Permit Office notes found.			

Reviewing Agencies and Review Notes

[Show](#)
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Documents Uploaded

[Download All Files as Zip](#)

<input type="checkbox"/>	Document Name	Status	Size(kb)	Agency	Uploaded By	Date Uploaded	View	For PSC?	Public Access?
Document Group: Fixture/Furniture Specification									
<input type="checkbox"/>	SpecificationSheetforsheds(1).pdf	Submitted Online	595		Sunny Petzinger	8/24/2020	No Markups	N	N
Document Group: Photos									
<input type="checkbox"/>	Shed.photo.petzinger.pdf	Submitted Online	90		Sunny Petzinger	8/24/2020	No Markups	N	N
<input type="checkbox"/>	fence.jpg	Submitted Online	85		Sunny Petzinger	10/6/2020	No Markups	N	N
Document Group: Site Plan / Civil Drawings									
<input type="checkbox"/>	Survey.Shed.Petzinger.pdf	Submitted Online	3874		Sunny Petzinger	8/24/2020	No Markups	N	N
<input type="checkbox"/>	Survey.Shed.Petzinger(1).pdf	Submitted Online	4803		Sunny Petzinger	10/6/2020	No Markups	N	N

[Mark Selected Documents 'For PSC'](#) [Remove Selected Documents 'For PSC'](#)

Selected Type Descriptives

Location	Dimension Details	Tree Listing
Type Descriptive Group: Fixture		
Type Descriptive: Fence (Exception over 42"); Total Dimension: 60 FT		
205 15TH STREET NE	60 (length)	
Type Descriptive: Street Fixture or Furniture (Exception); Total Dimension: 1		
205 15TH STREET NE	1 (Quantity)	

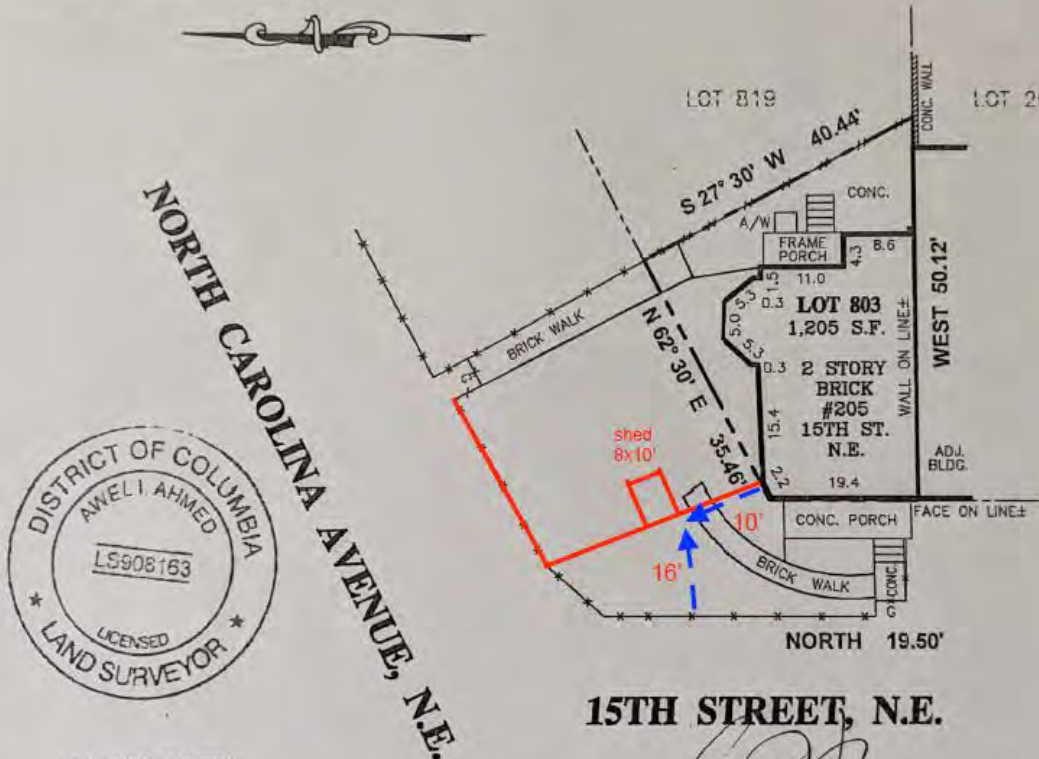
[Previous Page](#)

CONSUMER INFORMATION NOTES:

1. This plan is a benefit to a consumer insofar as it is required by a lender or a title insurance company or its agent in connection with contemplated transfer, financing or re-financing.
2. This plan is not to be relied upon for the establishment or location of fences, garages, buildings, or other existing or future improvements.
3. This plan does not provide for the accurate identification of property boundary lines, but such identification may not be required for the transfer of title or securing financing or re-financing.
4. Building line and/or Flood Zone information is taken from available sources and is subject to interpretation of originator.
5. No Title Report furnished.

Notes:

1. No property corners found.
Lines shown hereon, are evidenced by the drawing of record and field measurements.
2. Fences and other features along the property lines shown hereon, are approximate and their locations are subject to the results of a more accurate boundary survey.



LOCATION DRAWING
LOT 803, SQUARE 1068-SE
WASHINGTON
DISTRICT OF COLUMBIA

15TH STREET, N.E.

SURVEYOR'S CERTIFICATE

"THE INFORMATION SHOWN HEREON IS BASED UPON THE RESULTS OF A CURRENT FIELD INSPECTION, AND PURSUANT TO DOCUMENTS OF RECORD AT THE OFFICE OF THE SURVEYOR FOR THE DISTRICT OF COLUMBIA. LOCATION OF IMPROVEMENTS SHOWN IS BASED UPON FIELD MEASUREMENTS FROM EXISTING LINES OF APPARENT OCCUPATION. WHENEVER POSSIBLE, PRIOR SURVEYS OF PUBLIC RECORD HAVE BEEN USED TO CONFIRM INFORMATION SHOWN."

Aweli Ahmed 11-13-19
DISTRICT OF COLUMBIA LICENSED SURVEYOR LS 908163

REFERENCES

DC SURVEYOR'S OFFICE

BOOK:

PAGE:

DC RECORDER OF DEEDS

DOCUMENT

#2007073955



SNIDER & ASSOCIATES

LAND SURVEYORS

19544 Amaranth Drive
Germantown, Maryland 20874
301/948-6100 Fax 301/948-1286
WWW.SNIDERSURVEYS.COM

DATE OF LOCATIONS

SCALE: 1" = 20'

WALL CHECK:

DRAWN BY: D.M.L.

HSE LOC: 11-11-19

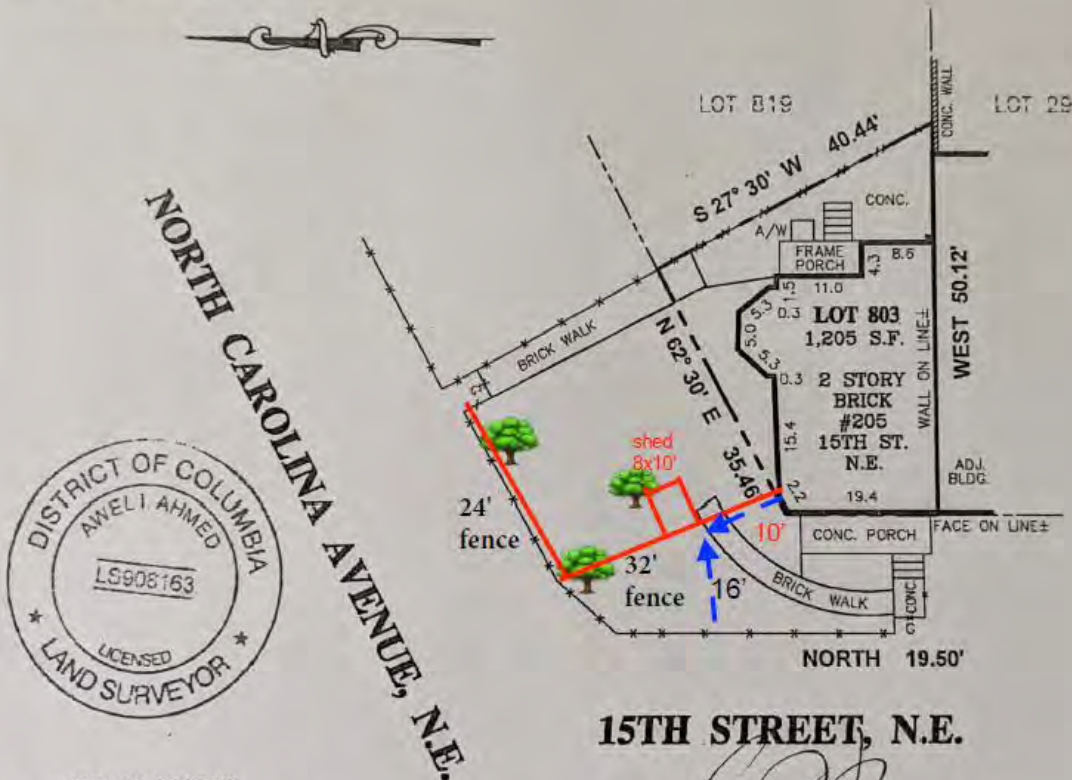
JOB NO: 19-04297

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15TH STREET, N.E.

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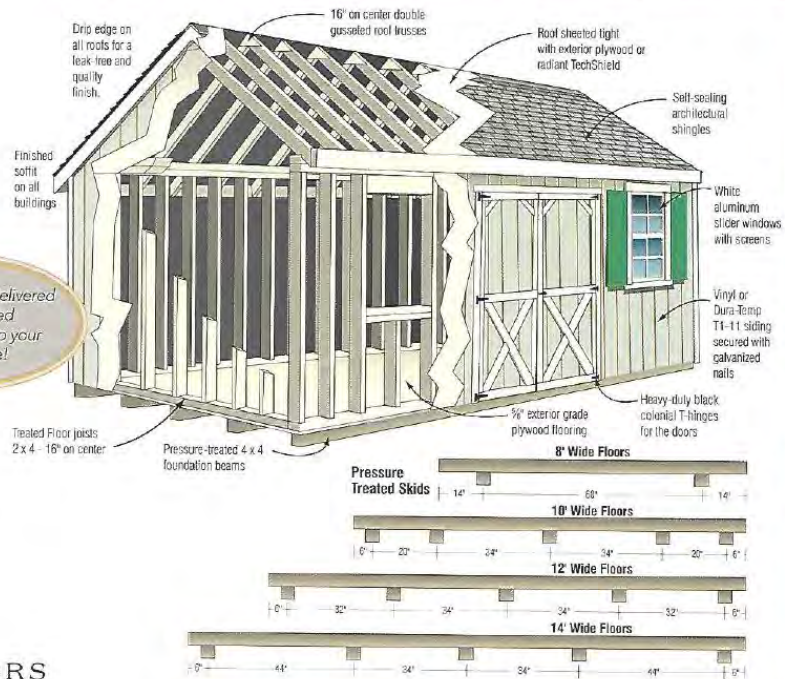


SPECIFICATIONS & COLOR OPTIONS

Our buildings

are made with maintenance-free vinyl siding or Dura-Temp T1-11 painted with your choice of colors. Our doors and windows are all trimmed with vinyl perma-trim or Miratec, which comes with a 50-year warranty and will not rot, crack, peel, or warp. The trim is fastened with stainless steel fasteners. Over the years we have developed a building that is practically maintenance-free in both Dura-Temp and vinyl siding. We use a heavy-duty black powder-coated colonial style hinge, which gives the door a nice unique look, and withstands the elements. Additionally, the keyed lock latch on the door gives you maintenance-free security for your yard and garden tools.

Our buildings are delivered fully-assembled or hand-built onto your prepared site!



SHINGLE COLORS



WOOD SIDING COLORS



VINYL SIDING COLORS



VINYL TRIM COLORS



Colors may vary.

STANDARD SPECIFICATIONS

Skids	4" x 4" pressure-treated lumber
Floor Joists	2" x 4" - 16" on center pressure-treated
Flooring	5/8" exterior grade plywood
Wall Studs	2" x 4" - 16" on center
Exterior Siding	<ul style="list-style-type: none"> • Wood Dura-Temp with grooves every 4" • Vinyl D4 Dutch Lap • Vinyl Traditional D4
Rafters	2" x 4" - 16" on center
Roof Sheathing	Radiant TechShield or 1/2" 4-ply plywood
Roofing	Lifetime warranty architectural shingles
Doors	Heavy-duty and double framed with 2" x 3" lumber
Door Sills	Aluminum sill protectors

ECONOMY BARN SPECIFICATIONS

Skids	4" x 4" pressure-treated lumber
Floor Joists	2" x 4" - 16" on center
Flooring	5/8" exterior grade plywood
Wall Studs	Framed 24" on center
Exterior Siding	Dura-Temp or vinyl on OSB
Rafters	2" x 4" - 24" on center 2" x 3" on 6' x 10' and smaller
Roof Sheathing	1/2" OSB plywood
Roofing	25-year 240 lb. self-sealing asphalt shingles
Doors	Heavy-duty and double framed with 2" x 3" lumber



We use Georgia-Pacific Vinyl Siding or Dura-Temp T1-11 with Haley Exterior Latex Paint

Recommended Site Preparation:
3 to 4 inches of 3/4" clean stone base.
Use 4" x 4" treated timbers around perimeter and make 12" wider and longer than shed.
Level stone evenly.





FOCUS - 85 of 182 DOCUMENTS

CODE OF D.C. MUNICIPAL REGULATIONS
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*** This file includes all regulations adopted and published through the ***
*** D.C. Register, Vol. 62, Issue 13, March 27, 2015 ***

TITLE 24. **PUBLIC SPACE** AND SAFETY
CHAPTER 1. OCCUPATION AND USE OF **PUBLIC SPACE**

CDCR 24-103 (2015)

24-103. Public **Parking**: Walls, Wickets, and Fences.

103.1 After obtaining a permit from the District, the owners or occupants of land abutting a public **parking** may enclose the **parking** with any of the following:

- (a) Walls of an approved type not exceeding three feet by six inches (3 ft. x 6 in.) in height;
- (b) Wooden fences of colonial design of an approved type not exceeding three feet by six inches (3 ft. x 6 in.) in height, with square, rectangular, or round posts and rails; with or without square, rectangular or round pickets extending through the rails; or
- (c) Open fences of an approved type not less than three feet (3 ft.) or more than three feet by six inches (3 ft. x 6 in.) in height, constructed of iron, ornamental wire, or woven wire, and having top and bottom string pieces.

103.2 No permit shall be issued for, and it shall be unlawful to maintain, a sharp-pointed or spear-headed type of fence that has uppermost points or prongs that are less than one-half inch (1/2 in.) in diameter.

103.3 Walls and fences of a height greater than three feet six inches (3 ft. x 6 in.) shall be permitted only when specifically approved by the Mayor.

103.4 A fee of nineteen dollars (\$ 19) shall be charged for enclosing the **parking** in front of each house or where no **parking** fence or wall has previously existed.

103.5 No fee shall be charged for an application to repair an existing fence or wall with the same character of material; Provided, that a permit for the erection of the original fence or wall must be on record.

103.6 Where permission is requested to move a **parking** fence of an approved pattern out to a newly established sidewalk line, no fee will be charged.

103.7 In all cases not covered by these exceptions, however, a fee of nineteen dollars (\$ 19) shall be charged.

103.8 Blocks or pedestals for fence posts must not project above the surface of the sidewalk, and no portion of a fence or a fence post block or pedestal shall extend beyond the **parking** line.

103.9 All gates in **parking** fences must swing inwardly; and no gate shall swing outwardly over any sidewalk, avenue, street, or road.

103.10 It shall be unlawful to place or maintain any wickets, guard wires, or other similar devices upon or adjacent to the sidewalk, tree space, or **parking** in the District of Columbia, except in accordance with the provisions of this section.

103.11 Upon the payment of a fee of nineteen dollars (\$ 19) for each premises, the Mayor may issue a permit to erect wickets of iron not less than three-eighths of an inch (3/8 in.) in diameter. Each wicket shall be driven firmly into the ground, overlapping at least three inches (3 in.); shall be securely lashed with wire at top intersections and at the bottom of each wicket; shall be painted green; and shall be maintained in exact alignment with their tops on a level.

103.12 Where the **parking** around which the wickets are to be placed is at the level of the sidewalk, the wickets shall have a minimum height of twenty-four inches (24 in.); and where the **parking** is terraced, the wickets shall have a minimum height of twelve inches (12 in.).

103.13 Permission to erect wickets may be revoked by the Mayor upon failure to maintain the wickets in accordance with this section, or for any other reason that the Mayor may determine.

103.14 No permit shall be issued for any wickets that are within one foot (1 ft.) of the back edge of a public sidewalk; or that are in, upon, or around tree spaces. The Mayor shall have the right to deny the use of wickets at any place that he or she deems that they should not be constructed or maintained.

STATUTORY AUTHORITY: Unless otherwise noted, the authority for this chapter is An Act approved January 26, 1887, 24 Stat. 368, as amended; § 412 of the District of Columbia Self-Government and Governmental Reorganization Act, as amended, 87 Stat. 790, Publ. No. 93-198; sections IV(A) and V of Reorganization Plan No. 4 of 1983, 30 DCR 6428 (December 16, 1983), effective March 2, 1984; sections 3(b), 5(3)(D)(i), 5(3)(D)(iii), 6(b), 6(c) and 7 of the Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137, D.C. Official Code §§ 50-921.02(b), 50-921.04(3)(D)(i), 50-921.04(3)(D)(iii), 50-921.05(b), 50-921.05(c), and 50-921.06 (2009 Repl.)); Mayor's Order 2009-62 (April 21, 2009); the Litter Control Administration Act of 1985, effective March 25, 1986 (D.C. Law 6-100; D.C. Official Code §§ 8-801, et seq.) (2008 Repl. and 2009 Supp.) (Litter Control Act); and Mayor's Order 2000-184 (December 5, 2000); section 422 of the District of Columbia Self-Government and Governmental Reorganization Act of 1973, approved December 24, 1973 (87 Stat. 790; D.C. Official Code 1-204.22 (2006 Repl. & 2011 Supp.)); Title VI of the Fiscal Year 1997 Budget Support Act of 1996, effective April 9, 1997 (D.C. Law 11-198; D.C. Official Code §§ 10-1141.01 et seq. (2008 Repl. & 2011 Supp.)); the Make a Difference Selection Committee Establishment Act of 1998, effective April 30, 1998 (D.C. Law 12-98; D.C. Official Code §§ 9-1215.01 (2001); Mayor's Order 96-8 (February 9, 1996), 43 DCR 615 (February 9, 1996); Mayor's Order 2002-102 (June 12, 2002), and Mayor's Order 99-193

SOURCE: Article 4, § 1 of the Police Regulations (May 1981); as amended by: Final Rulemaking published at 27 DCR 3326, 27 DCR 3330 (August 1, 1980).

104 PUBLIC PARKING: PAVING, GRADING, AND COVERING

- 104.1 Without the written authority of the Mayor, no person shall change the grade of any parking; pave or cover any portion of a parking; or construct any walls, steps, coping, fences, or other structures on a parking.
- 104.2 Each day that the grade, paving, or covering of a parking remains changed; and each day that any walls, steps, coping, fences, or other structures remain on a parking; shall constitute a separate offense.
- 104.3 Nothing in this section shall be construed to prevent the person having control of the premises abutting on a public parking from sodding or beautifying it with flowers.
- 104.4 Parking division fences on streets and avenues shall follow property lines.
- 104.5 Parking leads shall not be over six feet (6 ft.) wide, without the approval of the Mayor.
- 104.6 Except in the case of building operations, permits to cross sidewalks shall be granted by the Mayor upon the application of the owner of the abutting property, or his or her authorized representative, under conditions similar to those named in the Building Code governing occupation or use of public space to guarantee against any injury to the sidewalk, paving, or curbing.
- 104.7 Permits to pave the public parking in districts zoned for first commercial, second commercial, and industrial uses shall be granted by the Director of Consumer and Regulatory Affairs upon the recommendation of the Director of the Department of Public Works; and upon payment of a fee of thirty-six dollars (\$ 36) for each permit.
- 104.8 Without a permit from the Mayor, no person shall pave or cover with any permanent covering any sidewalk space or any portion of a sidewalk space.
- 104.9 Without a permit from the Mayor, no person shall place any letters or advertising device in or upon any sidewalk, in any manner whatever; either by projecting images or shadows upon the sidewalk by means of lenses or reflectors, or both, or in any other manner.

SOURCE: Article 4, §§3 & 4 of the Police Regulations (May 1981); as amended by §4 of the District of Columbia Solid Waste Regulations Amendment Act of 1989, D.C. Law 8-31, 36 DCR 4750, 4753 (July 7, 1989).

The Portland Loo:

World Class Solution to Your City's
Public Restroom Needs



Part 1:

Overview of Portland Loo- Development, Design and Features



What is the Portland Loo?

- The Portland Loo is a single occupancy, public toilet with unique design features which make it safe, affordable, and aesthetically pleasing.
- It was designed by the City of Portland for installation in Portland and other urban and rural locations.

3

History of the Loo – The Need

- Conceived by Portland City Commissioner Randy Leonard in 2007 in response to 2006 Portland State University report called “Going Public” which identified the need for public restrooms in Portland.



Restroom Ventilator, 1912
A view of the comfort station ventilator. The women's entrance is on the right, men's entrance on the left and Pioneer Courthouse is the backdrop. Except for the ventilator's position (and lack of iron fence on the wall), this scene has changed very little in 99 years.

4

History of the Loo – The Team

- Built by Committee -outreach, assistance & buy in from - City Government, Police, Fire, Public Works, Parks & Rec, Building Officials, Advocacy Groups, BID, Businesses and N/A, Designers, Manufacturer and suppliers
- Initially agreed upon needs
 - Meet the restroom need for the houseless, Tourists, Commuters, public/construction workers the general public and as many people as possible.
 - Open 24/7/365
 - Durable proven off the shelf components
 - Easy and inexpensive to service and clean
 - Single occupant and Unisex
 - Safe and crime resistant (CPTED features)
 - Attractive and appealing

5

Portland Loo Designed features

- Angled louvers for privacy and security.
- Heavy duty stainless steel structure is durable and easy to maintain with anti-graffiti powder coating.
- ADA compliant with room for bicycles and strollers.
- Outside hand wash to eliminate “hotel effect” and reduce occupancy time.
- Energy efficient LED lighting system with photo-eye and motion-sensor control to indicate occupancy.
- Additional lighting from skylight.
- Self contained supply cabinet allows easy cleaning.
- Attractive and discrete with added CPTED benefits.

6

Benefits of a Portland Loo

- Low initial cost and simple to maintain.
- Built to order in as fast as 45 days.
- Quick and simple installation.
- Years of extensive research and development in the field resulting in improvements to overall design.
- Low water and power consumption especially compared to APT's.
- Aesthetically pleasing design that fits with your local architecture.
- One year limited warranty and continual assistance.

7

Costs of a Portland Loo

- Initial cost is \$90,000 plus cost of any options.
- Shipping typically runs \$3,500 to \$5,000.
- Cost to install include:
 - Utility work (water, sewer, electric) \$22,000-\$25,000
 - Foundation work runs \$7,000 to \$9,000
 - Installation costs (crane, labor, hookup) \$3,000 to \$4,000
- Maintenance is typically \$11,000 to \$12,000 per year.

8

Options

- Use counter.
- Solar and 110v A/C options.
- Hook up to septic tank or sewer line.
- Custom colors.
- Art or advertising panels.
- Various grades of stainless construction.
- Winter weatherization options
- Hand wash/water bottle/pet bowl option.
- Colored LED light options.
- Plant trellis.
- Baby Changing Table
- Remote monitoring and control
- ???? Make it Your City's Loo!



9

The History and Future



- First installation in 2008, followed by 7 more in Portland and 19 more in other cities throughout the US and Canada.
- Design improvements made to address issues with maintenance, ease of use, and evolving ADA requirements.
- Originally, sold by the City of Portland and manufactured by Madden Fabrication. Now marketed and manufactured exclusively by Madden Fabrication.
- Continually improved and tested in Portland and elsewhere.

10

Part 2:

Successful Siting Of Public Restrooms

Location, Location, Location!!

11

Game Plan for Success

- Evaluate current situation
 - State of existing restrooms in defined geographic area.
 - Indicators where supply is not meeting demand.
- Determine the cost vs benefits of potential locations.
- Engage community to understand and prioritize plan, initially and through final selection.
- Develop staged plan that reflects funding realities and shared priorities and concerns – build on success.

12

Who Will it serve?

- General population
- Special events – Markets, concerts..
- Homeless
- Tourists
- Business district employees
- Shoppers
- Bar/Restaurant goers (day and night)
- Commuters (public Transit)
- Bicyclists
- Pedestrians
- Park users
- People with medical conditions
- Pregnant women
- Families and children
- The elderly
- “Restroom challenged” individuals
- Other_____

13

Infrastructure/Siting Concerns

- Distance to sewer, water, electrical
 - Underground obstacles (METRO, other?)
- Right of Ways vs Private/Public/Park lands
- Environmental impact
- Visual impact (Historical areas, standardized street furniture, HMO requirements)
- If solar is being considered:
 - Sun not obstructed by trees, or buildings
 - Be aware that snow pack will reduce solar, and require maintenance to brush off snow, therefore, the general climate should be sunny!

14

Safety

- Do not obstruct vehicle sight lines
- Structure should be in the public eye to foster self policing
- Locate near busy pedestrian traffic area
- Avoid proximity to climbing aids, benches, trellis, ??
- Out of pedestrian right of way including door swing and exterior features like hand wash/drinking fountains.
- Good night time lighting
- ADA egress compliance (grade, min. width)
- CEPTED: Remote monitoring security (camera, motion sensor, lighting, guards/attendants)
- Proximity to Vehicle traffic (hand wash location)

15

Outreach

- Include all constituents in the initial conversation of siting and number of Loos required
- Constituents will vary, but may include the following:
 - Public Works Agency
 - Public Parks Agency
 - Public Transportation Agency
 - Urban Planning and Renewal Agencies
 - BID, Business Chambers, Neighborhood Assoc.
 - Churches, Advocacy groups and Non-profit Organizations
 - Police and Fire Departments
 - Historical and cultural groups
- Get buy in up front, and when a significant change in siting or features occur.

16

Part 3:

Portland Loo Case Studies and Resources

17

Glisan Street Loo



18

Glisan Street Loo



Who it serves – Homeless, Commuters (Bus, Train and Greyhound station hub), Shoppers (requested heavily from business owners), Pedestrians and bikes, Nightlife crowd, tourists, Park users (3-4 blocks from 2 main parks)

Outreach - This was the first public restroom project in decades. There was much public outreach with City Hall, Police, building officials, businesses and advocacy through nearby organizations and PHLUSH.

Infrastructure – Location for Water and Sewer were readily available (Around \$25K for utilities). Electrical was not available so Solar was implemented (about \$5k net adder). Placed on City sidewalk right-of way so less interaction with Building department.

Safety – Good lighting and visibility from street. Middle of block and on one way street for easy police viewing from vehicles when driving by.

19

Victoria BC – Langley St. Loo



20

Victoria BC, Canada Loo – Excellent



Who it serves – Market customers and business operators, tourists, nearby residents, shoppers, Pedestrians and bikers, Late night bar patrons, , homeless, Commuters (1 block from public transportation).

Outreach – Public works, City Hall, neighborhood and market businesses, tourist development bureau.

Infrastructure – Located on wide existing sidewalk, near utilities including power, very poor solar location but power was accessible and replaced the original solar option.

Safety – Good lighting and eyes on it location. Located on middle of street on sidewalk of a one way street very viewable by police.

21

Jamison Park Loo



22

Jamison Park– downtown park/water feature



Who it serves - park users, Families, pedestrians, tourists, nightlife, homeless, nearby residents, shoppers, Events, Pedestrians and Bikes, Commuters (1 block from streetcar and bus stops). Installed many years after installation of the Park and many years of park use and replace port-a-potties. Sees large seasonal demand.

Outreach - Much public outreach for the restrooms. Included business, Neighborhood Association, parks and City Hall. Opponents initially against increased homeless and bad behavior. Proponents, businesses and residents wanting permanent restroom for the existing park and eliminate urination and defecation from homeless and park goers. End result was a positive solution and no negative reports.

Infrastructure – The location was selected for best access to water and sewer. Solar option (less than optimal conditions due to high rises nearby). Located in city right of way and took up one existing parking space.

Safety – Good lighting and visibility from street. End of block but still out of vehicle site lines (existing parking space). Excellent visibility and eyes on it.

23

Fields Park Loo



24

Fields Park –



Who it serves – park users, pedestrians, tourists, homeless, nearby residents, shoppers, Pedestrians and bikers, Families, 2 blocks from streetcar stop.

Outreach - Much public outreach for the Park itself so involvement by parks, building services, public works, neighborhood associations and private citizens was in place early and often.

Infrastructure – New Park location so utilities locating was minimal to overall project costs (water, sewer, electric costs were \$25K)

Safety – Good lighting and eyes on it location. Located on edge of park near buildings, street and businesses. Locked up at night to reinforce park hours and closure times. Set in middle of block for site lines for cars and good distance from street and pedestrian traffic use.

25

San Diego 14th and L St.



26

San Diego – 14th and L St



Who it serves – Homeless, Seasonal Baseball park users, bikes and pedestrians.

Outreach - Apparently the outreach was minimal. Businesses across the street have voiced negative sentiment from it after installation. Public workers complained the high infrastructure costs were a result of no request from them to help site it. Advocacy group called the “girl think tank” focused on helping the homeless but not sure how much they were involved in site location other than proximity to camps and homeless concentration. Net results so far have been concern of cost and bad behavior by business owners and other citizens. Benefits of less human waste issues in the immediate area.

Infrastructure – From reported information, water and sewer infrastructure costs were more than double the budget due to site location. Full solar power option was selected for electrical power (good solar location placement). Located in city right of way and end of large parking lot for Petco Field. Placed next to an arbor that made climbing onto roof easier to do.

Safety – Good lighting and visibility from street. Middle of block and well out of way of traffic. Location is very desolate at night and with the unit being up against a chain link fence and abandoned parking lot at night it increases the feeling of being unsafe. Entire area is a concentration of homeless that camp during both the day and night.

27

San Diego Market & Park St



28

San Diego – Market and Park St.



Who it serves – Bikers and pedestrians, Transportation (next to streetcar and bus stop), Shoppers, homeless, nightlife, tourists, nearby residents, Families, downtown city workers.

Outreach – Limited outreach as seen with the installation of their first Loo but the selection focused on more users than just the houseless.

Infrastructure – From reported information, water and sewer infrastructure costs were more than double the budget due to site location (light rail line). Full solar power option was selected and the site had excellent solar exposure.

Safety – Good lighting and police visibility from street. End of block but away from corner and out of vehicle site lines. Excellent visibility and eyes on it from neighbors, busy street and light rail commuter location.

29

Resources

Public Hygiene Lets Us Stay Human - www.phlush.org

Going Public – PSU capstone study on restroom needs and siting in Portland, OR - www.americanrestroom.org/us/portland/psu_gopubliccvr3.pdf

American Restroom Association – www.americanrestroom.org

ICC G3-2011 Global Guidelines for Practical Public Restroom Design – www.shopicc.org

Portland Loo installation video - <https://vimeo.com/141186536>

30

Questions?

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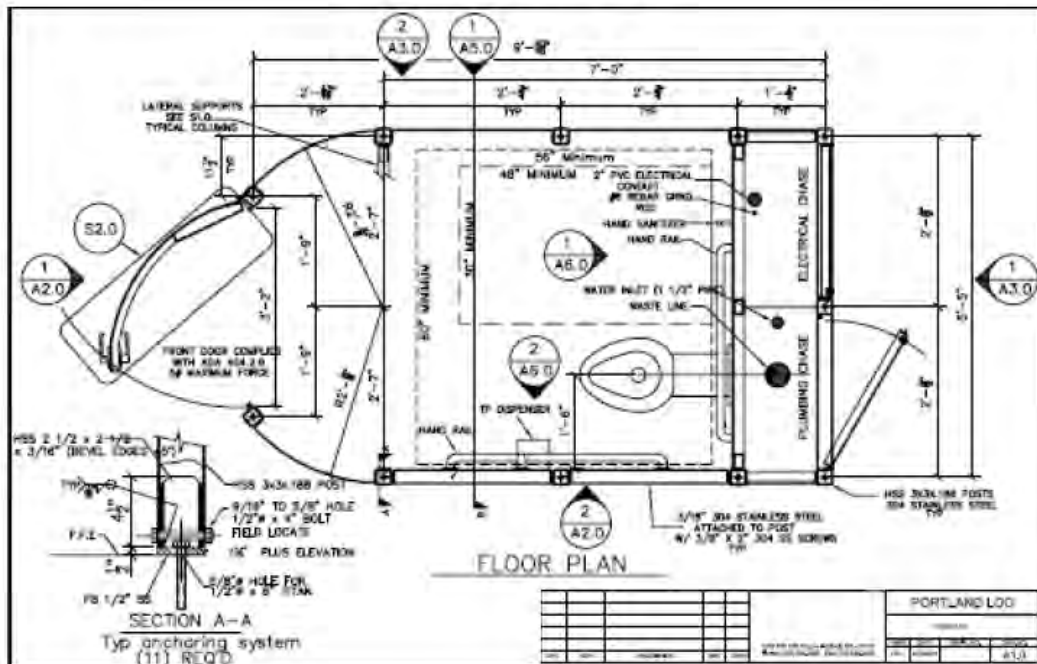
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31

Floor Plan



***FINDINGS AND TAKE-AWAYS FOR WASHINGTON DC
FROM A QUESTIONNAIRE ADMINISTERED TO CITIES THAT HAVE
INSTALLED THE PORTLAND LOO***

SUMMARY



A Report of the Public Restroom Committee

People for Fairness Coalition (PFFC) Downtown DC Public Restroom Initiative

Researched and Prepared by:

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Mentor & Advisor

October 2019

In August 2019 the People for Fairness Coalition (PFFC) [Downtown DC Public Restroom Initiative](#) sent questionnaires to 28 cities in the US and Canada that, between 2008 and 2019, installed [Portland Loos](#) (stand-alone public restrooms designed to be open 24/7). Of the 18 cities that responded, 13 installed 21 Portland Loos in downtown commercial areas, and 9 installed 24 Portland Loos in city parks.¹

The questionnaire (attached) requests information on the number of Portland Loos installed, when they were installed, their locations, experiences with the Portland Loos once installed, and advice for Washington DC should it decide to install one or two Portland Loos as part of a public restroom pilot under [Law 22-280, Public Restroom Installation & Promotion Act of 2018](#)²

The full report available on the [Downtown DC Public Restroom Initiative website](#) is divided into six sections: (1) background; (2) study methodology; (3) findings from cities that have installed Portland Loos in/near commercial areas; (4) what has worked and what hasn't worked; (5) takeaways for Washington DC; (6) concluding remarks.

Findings, by city, and tabulations of findings for Portland Loos installed in commercial areas in cities may be found in the left hand column of Attachment 3 and in Attachments 4, 5 and 8. Findings, by city, that have installed Portland Loos in parks may be found in the right hand column of Attachment 3 and in Attachments 6, 7, and 8.

This summary and the full document focus on findings from cities that have installed Portland Loos in downtown commercial areas.

KEY FINDINGS

- Most (9 of 13) cities keep their Portland Loos open 24/7. Two decided before installing them that they would keep them open only during the day. Two that

¹ The total, 22, reflects that some cities have Portland Loos installed in downtown commercial areas cities and parks.

² [Law 22-280](#) provides for piloting two programs: (1) Stand-alone public restrooms open 24/7; (2) Businesses provided with incentives to open their restroom to the public. The two opened for a standalone open 24/7 are the Portland Loo and Automated Public Toilets (APTs).

originally opened their Portland Loo(s) 24/7 decided to close them at night due to problems.³

- Responders in 8 of the 9 cities that kept their Portland Loos open 24/7 report that users have found them to be clean and safe.⁴
- All cities that have installed Portland Loos have done so with a commitment to the importance of having clean, safe public restrooms is good for personal and public health, and to serving all members of the community, with the acknowledgment that occasionally problems will arise, most of them easily addressed as part of ongoing maintenance (broken locks, stopped up toilets, graffiti, frozen pipes).⁵
- Location has been key to success: (1) an area that is visible from the sidewalk and street; (2) shops, restaurants, bars civic buildings, metro/bus stations nearby; (3) high level of pedestrian and vehicular traffic during the day and moderate at night; (4) under/near street lights at night.
- Also important is identifying potential users and designing one's approach based on the number and variety of users. This study found that Portland Loos that are open 24/7 in cities with a variety of users (shoppers tourists, seniors, families with children, people getting on an off buses and metros, joggers; people experiencing homelessness) were apt to encounter fewer challenges.⁶
- All eleven (11) cities that responded have business and community buy in (serve as eyes and ears during the day); they have also have arranged for police/other monitoring at night.
- Seven (7) installed needle deposits; four (4) installed baby changers.
- When asked whether they would recommend the Portland Loo for Washington, DC, the seven (7) cities that responded to this question said yes.

In the words of individuals from three cities that recommended that Washington DC install Portland Loos:

Harvard Square, Cambridge, Massachusetts: *"The design is excellent. We love that it resists graffiti, that it can be maintained quite easily with a robust cleaning schedule. We also appreciate that it is comfortable, but not too*

³ One was Salt Lake City UT which was inappropriately located in a dilapidated area, with few businesses and residential housing, limited pedestrian and vehicular traffic, and a high concentration of people experiencing homelessness.

⁴ The one exception is Central Square in Cambridge MA where the BID overseeing the Portland Lo, has encountered problems but has determined, on balance, that people in need (especially the population experiencing homelessness) deserve to have access to a public restroom 24/7.

⁵ 3 report people occasionally sleeping at night; however this has not been seen as a major deterrent.

⁶ The study found that areas with a smaller variety of users, among them a relatively high proportion of transient or unhoused individuals, were more apt to experience problems.

comfortable so that folks are inclined to stay too long. For the most part, they use it and leave.”

Cincinnati, Ohio: *“It is a good unit to place anywhere there are people present.”*

Monterey, California: *“They are practical and low maintenance. Because of the open, slatted wall users don’t feel too comfortable inside. So they just do their business and move on.”*

TAKEAWAYS FOR WASHINGTON DC

1. Commitment and need should be the guiding principles in deciding where to install a stand-alone public restroom open 24/7
 - There are no public restrooms nearby and businesses are increasingly limiting restroom access to customers only.
 - Members of the community are committed to making sure that the personal and public health needs of residents and visitors are met.
2. It is very important to apply Crime Prevention Through Environmental Design (CPTED) principles in selecting the most appropriate site(s)
 - In an open visible location with a lot of pedestrian and vehicular traffic during the day and at night.
 - In/near a commercial area (businesses, offices, restaurants, bars) where eyes can be kept on the restroom during the daytime and into the evening.
 - Nearby business and community buy-in (as they serve as they eyes and ears during the day)⁷;
 - Good street lighting at night.
 - Arrangements made for police (or other) monitoring at night.
3. Consider who the users will be and adopt the most appropriate strategy(ies)
 - The ideal, depending on the location, is an area with a wide variety of users (shoppers, tourist, people working nearby, people entering and leaving public transit, people experiencing homelessness).
 - In cases where the priority is to benefit one target group (example, transient population and/or people experiencing homelessness) it may be appropriate to provide some form of oversight.

⁷ Businesses and residents supported the Portland Loos in the overwhelming majority of cities that responded to the questionnaire. Among others, businesses were happy that they had fewer people asking to use their restrooms.

4. Anticipate that there will be issues and be prepared to address them when they arise:
 - Most (broken locks, graffiti, clogged toilets, frozen pipes) can be easily addressed and are part of ongoing maintenance.
 - Where used for shooting up (very common in both public and private restrooms), install needle drops.
 - If used for prostitution (rarely reported) there are three options: (1) shut it down at night; (2) improve surveillance during the day including hiring a full-time monitor; (3) keep it open 24/7 if seen not to cause a significant problem and there is a determination that the highest priority is to serve those in need.
5. The Portland Loo is a viable option for DC
 - Low cost to purchase and maintain⁸, durable, and easy to clean.
 - Designed using parts that are available locally should they need to be replaced.
 - Designed to maximize use by having a washing station outside.
 - Designed with safety considerations (louvers so that people outside can see and hear what is happening inside, lighting inside and outside at night.
 - Follow the manufacturer's guidance that it be located in areas that meet Crime Prevention for Environment Design (CPTED) principles.
6. Keep the Portland Loo and the area around it clean
 - Number of times cleaned daily depends on frequency of use.
 - Ability to respond quickly between scheduled cleanings if the need arises.
 - If open 24/7 do first cleaning early in the day .

IN CLOSING

Ultimately a judgement call will need to be made which takes into consideration at least four factors:

- Benefits to public health: less public urination and defecation; fewer citations for public urination/defecation; less risk of becoming sick from stepping on human feces that carry life threatening diseases such as Hepatitis B ⁹.
- Benefits to personal health: Everyone needs access to a clean, safe public restroom when nature calls. When the need comes, people who are restroom challenged have to go urgently. They include, among others: seniors, small children, people with diabetes and crohns & colitis disease, individuals with physical challenges who move more slowly. ¹⁰
- Benefits to local businesses who will have fewer people asking to use their restrooms; more individuals who are restroom challenged coming to shop knowing there is a clean, safe public restroom nearby; less poop to scoop poop, less urine in front of their establishments.

⁸ \$95,000 to purchase and transport the Portland Loo to its location; \$35,000 (if near a water and sewer line) to install; \$12,000 to \$20,000 to maintain, depending on location and daily use.

⁹ San Diego Hepatitis A outbreak ends after 2 years, <https://www.apnews.com/cc40b8c476ef469ebdc2228772176b03>

¹⁰ A full list of individuals who are restroom challenged is drawn from a document prepared by the [American Restroom Association](#).

- Willingness to accept that a public restroom will require ongoing cleaning and maintenance; that some occasions may arise where the restroom may be used for other purposes.

Taken from an article that appeared in June 2017 in the San Antonio Tribune: ¹¹

“The cost to the city would be much greater if people didn't perceive downtown to be a welcoming and clean place to visit”.

“San Antonio Police Department officers issued 104 citations for public urination in the ten months prior to the loo opening, according to records **obtained by the local Fox affiliate**. Ten months after its July installation, and that number's been cut in half — officers have only handed out 51 citations. In an interview with Fox, SAPD spokesperson Sgt. Jesse Salame linked this significant drop to the new bathroom and said that businesses have noted a clear difference in the amount of human waste left near their downtown doorsteps.

Centro maintenance staffers — the other uniformed crew with a constant downtown presence — have also noticed a welcome dip in the amount of urine or poop they run across at work.

In the past eight months, Centro employees have reported a 27 percent decrease in what Centro CEO Pat DiGiovanni politely calls "cleaning efforts related to human waste" compared to the same 8-month period last year.

"The statistics show that [the loo's] making a positive impact on the downtown experience," DiGiovanni told the Current.

The cost to the city would be much greater if people didn't perceive downtown to be a welcoming and clean place to visit.'

¹¹ In Defense of San Antonio's \$100,000 Toilet, San Antonio Current, June 17, 2017: <https://www.sacurrent.com/the-daily/archives/2017/06/15/in-defense-of-san-antonios-thousand-dollar-toilet>

ATTACHMENT

Questionnaire Sent Out to 28 Cities in the US and Canada Asking about their Experience with the Portland Loo

Name and contact information: _____

City: _____

General Information

1. How many Portland Loos does your city/location have?
2. When were they installed?
3. Where are they installed (along a sidewalk, in a park, etc)? Please share the following information:
 - a. Please describe pedestrian traffic that passes by during the day: e.g. shoppers, tourists, individuals experiencing homelessness
 - b. Please describe what may be found nearby (e.g. within the same block): stores, restaurants bars, how many)
 - c. Is there large population experiencing homelessness nearby?
4. What criteria did your city use in deciding on the site(s) where they are installed? For example: visibility to pedestrians and cars, community support serving as the eyes and ears during the day)
5. Has your city added any extras (ex? baby changer, needle drop)?
6. Do you have plans to install any more Portland Loos? (if yes, please specify)
7. Are the Portland Loos that are currently installed open 24/7?
 - a. If not, what hours are they open?
 - b. If not, why was the decision taking to not keep the Loo(s) open 24/7
8. Who is responsible for cleaning and maintaining them?
9. How often (times/day) are they cleaned?
10. Approximately how many people use it/them each day?
11. Have you installed any monitoring devices (e.g. counters, surveillance cameras of areas outside/nearby)?
12. Have arrangements been made for the police or other entity to monitor the Loo(s) by passing by periodically during the rounds at night o?

Receptivity to/experiences once installed

1. Are nearby businesses supportive? (please expand on your response)

2. Are community members supportive? (please expand on your response)
3. Have you experienced any problems and, if so, how has your city addressed them? (please specify)
4. Do you know of any instances where the Portland Loo(s) in your city has/have been used for prostitution/other illicit sexual activity? If so, how have you addressed this?
5. Do you know of any instances where the Portland Loo (s) have been used for selling drugs? If so, how have you addressed this?
6. Have there been complaints on cleanliness (and if so how have they been addressed)?
7. Have there been any complaints on the part of users not feeling safe (and if so how addressed)?

Other

1. Would you recommend that DC install one or more Portland Loos and, if so, why?
2. Do you have any precautions/lessons learned that you think DC should take into consideration should it decide to install/maintain one or more Portland Loos?
3. Would you be interested in receiving the spreadsheet and tabulations that we will be preparing?

Thank you very much!

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AN ACT

D.C. ACT 22-608

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

JANUARY 31, 2019

To establish a working group consisting of the District of Columbia Water and Sewer Authority, the District Department of Transportation, the Department of General Services, the Department of Human Services, the Department of Parks and Recreation, the Office of the Deputy Mayor for Planning and Economic Development, the Metropolitan Police Department, the Department of Health, and the Department of Public Works to review the feasibility of installing public restroom facilities in underserved areas of the District; to direct the Mayor to establish a public restroom facilities pilot program and install two public restroom facilities in high-need locations in the District; and to establish the Community Restroom Incentive Pilot Program to provide financial incentives to places of public accommodations in a selected Business Improvement District that open their restrooms to the public.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “Public Restroom Facilities Installation and Promotion Act of 2018”.

Sec. 2. Definitions.

For the purposes of this act, the term:

(1) “BID” shall have the same meaning as provided in section 3(7) of the Business Improvement Districts Act of 1996, effective May 29, 1996 (D.C. Law 11-134; D.C. Official Code § 2-1215.02(7)).

(2) “Participant” means a place of public accommodation located within the BID selected by the Mayor under section 4(b) that is participating in the Community Restroom Incentive Pilot Program.

(3) “Place of public accommodation” shall have the same meaning as provided in section 102(24) of the Human Rights Act of 1997, effective December 13, 1977 (D.C. Law 2-38; D.C. Official Code § 2-1401.02(24)).

(4) “Public restroom facility” means a restroom maintained by the District and accessible to the public free of charge.

Sec. 3. Establishment of working group and public restroom facility pilot.

(a) Within 45 days after the applicability date of this act, the Mayor shall solicit recommendations from BID corporations, as that term is defined in section 3(4) of the Business Improvement Districts Act of 1996, effective May 29, 1996 (D.C. Law 11-134; D.C. Official

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Code § 2-1215.02(4)), Clean Team grantees, as that term is used in section 2a of An Act Providing for the removal of snow and ice from the paved sidewalks of the District of Columbia, approved September 16, 1922 (D.C. Law 21-265; D.C. Official Code § 9-602.01), and Advisory Neighborhood Commissions (“ANCs”) on locations in the District that are in need of a public restroom facility.

(b) Within 180 days after the applicability date of this act, the Mayor shall transmit to the Council, the District of Columbia Water and Sewer Authority (“DC Water”), the District Department of Transportation (“DDOT”), the Department of General Services (“DGS”), the Department of Human Services (“DHS”), the Office of the Deputy Mayor for Planning and Economic Development (“DMPED”), the Metropolitan Police Department (“MPD”), the Department of Public Works (“DPW”), the Department of Health (“DOH”), and the Department of Parks and Recreation (“DPR”) a report that includes:

(1) A list of sites in the District where, during the preceding fiscal year, the Mayor received 10 or more reports of human urine or feces, resulting in the dispatch of staff to the area; and

(2) A summary of the recommendations provided under subsection (a) of this section.

(c)(1) Within 30 days after the transmittal of the report required by subsection (b) of this section, the Mayor shall establish a working group to assess the need for public restroom facilities.

(2) The working group shall be composed of the following individuals:

(A) The Director of each of the following District agencies, or the

Director’s designee:

- (i) DC Water;
- (ii) DDOT;
- (iii) DGS;
- (iv) DHS;
- (v) DMPED;
- (vi) DPR;
- (vii) MPD;
- (viii) DOH; and
- (ix) DPW; and

(B) Five members, appointed by the Mayor, as follows:

(i) Two representatives from nonprofits incorporated in the District with a focus on issues affecting individuals experiencing homelessness;

(ii) One representative from a nonprofit incorporated in the District with a focus on issues affecting seniors;

(iii) One representative from a nonprofit incorporated in the District with a focus on public health; and

(iv) One individual with expertise in urban planning.

(3) Within 30 days after the establishment of the working group, the working group shall hold its first meeting. Thereafter, the working group shall meet monthly until the date

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that the working group transmits its recommendations to the Council and the Mayor under paragraph (4) of this subsection.

(4) Within 150 days after the working group's first meeting, the working group shall transmit recommendations to the Council and the Mayor, which shall include:

(A) The number and type of public restroom facilities that would best serve the District's needs; and

(B) Two sites in the District that the working group recommends as pilot locations for the installation of public restroom facilities.

(5) The working group shall consider the following criteria when recommending the 2 sites under paragraph (4)(B) of this subsection:

(A) Whether the site was identified in the report compiled pursuant to subsection (b) of this section;

(B) Pedestrian traffic in the site's surrounding area;

(C) The cost of installing, maintaining, policing, and repairing the public restroom facility;

(D) The effect that the installation of a public restroom facility at the site would have on nearby residential and commercial spaces;

(E) Proximity of the site to services for the homeless;

(F) Increased availability of restrooms available to the public as a result of the Community Restroom Incentive Pilot Program established under section 4;

(G) The availability of existing restrooms available to the public near the site;

(H) Input from ANCs, BIDs, or other similar community organizations;

(I) The ability of individuals experiencing homelessness to access the site;

(J) Proximity of the site to MPD facilities or personnel; and

(K) The potential use of the site for criminal or nuisance activities.

(6) Within 30 days after receipt of the working group's recommendations, the Mayor shall:

(A) Publish online the working group's recommendations and information on how members of the public may submit comments regarding the installation of a public restroom facility at the sites recommended by the working group;

(B) Transmit the working group's recommendations to the ANCs in which the sites recommended under subsection (c)(4)(B) of this section are located and solicit a resolution from those ANCs in favor of, or in opposition to, installing a public restroom facility at the sites; and

(C) Post conspicuous signs nearby the sites recommended for a public restroom facility under subsection (c)(4)(B) of this section, which shall include:

(i) Notice of the working group's recommendation to install a public restroom facility at the site;

(ii) Directions on how to access a digital copy of the working group's recommendations; and

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(iii) Information on how members of the public may submit comments regarding the installation of a public restroom facility at the site.

(d) Within 180 days after the working group transmits its recommendations under subsection (c)(4) of this section, the Mayor shall install a public restroom facility at the sites identified by the working group.

(e) Within one year after the installation of the public restroom facilities pursuant to subsection (d) of this section, and on an annual basis thereafter, MPD shall transmit a report to the Council that includes the following:

(1) The number and type of police reports filed with MPD regarding activities at or within 250 feet of the public restroom facilities installed pursuant to subsection (d) of this section during the preceding year; and

(2) A report on the number of police reports filed with MPD, including the nature of the alleged crime, that resulted in an arrest at or within 250 feet of the public restroom facilities following the installation of the public restroom facilities.

(f) Within one year after the installation of the public restroom facilities pursuant to subsection (d) of this section, and on an annual basis thereafter, the Mayor shall report to the Council the actual annual costs of installing, maintaining, policing, and repairing the public restroom facilities installed pursuant to subsection (d) of this section, and any other public restroom facilities that the Mayor installs.

(g) Within one year after the opening of the public restroom facilities under subsection (e) of this section, the Mayor shall transmit recommendations to the Council regarding whether the District should install additional public restroom facilities.

Sec. 4. Community Restroom Incentive Pilot Program.

(a) There is established the Community Restroom Incentive Pilot Program ("Pilot Program"), to be administered and enforced by the Mayor, to provide funding, pursuant to rules issued by the Mayor, to participants that make their restrooms available free of charge to any person, regardless of whether the person patronizes the place of public accommodation.

(b) Within one year after the applicability date of this act, the Mayor shall select one BID as the location to administer the Pilot Program. To participate in the Pilot Program, a place of public accommodation within the BID selected pursuant to this subsection may apply pursuant to rules issued by the Mayor. A BID shall be ineligible to participate in the Pilot Program if one of the sites recommended under section 3(c)(4)(B) falls within its geographic boundary.

(c)(1) The Mayor shall create and distribute a sign to each participant that indicates that any person may use the place of public accommodation's restroom facilities free of charge, regardless of whether the person patronizes the place of public accommodation.

(2) Within 30 days after receiving a sign pursuant to paragraph (1) of this subsection, each participant shall display the sign in a prominent location that is visible from the street or sidewalk.

(3) The Mayor shall provide a warning to a participant that fails to comply with paragraph (2) of this subsection.

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(4) A participant that fails to comply with paragraph (2) of this subsection within 30 days after receiving a warning under paragraph (3) of this subsection shall be deemed ineligible to participate in the Pilot Program during the following fiscal year and shall return a portion of the funds received under the Pilot Program, as determined by rules issued by the Mayor.

(d) Except as provided in subsection (e) of this section, where it is determined, after investigation by the Mayor, that a participant has denied a person access to the participant's restroom facility, the participant shall:

- (1) Return any funds received under the Pilot Program during that fiscal year; and
- (2) Be ineligible to participate in the Pilot Program during the following fiscal

year.

(e) Nothing in this section shall be construed to:

(1) Require a participant to change its hours of operation or permit individuals to use its restroom facilities outside of its stated hours of operation; or

(2) Preclude a participant from denying entry to an individual who is violating District law, posing a health risk, or posing a threat of harm to themselves or others.

(f) The Mayor shall maintain a list of participants in the Pilot Program on the District website.

(g) Beginning 2 years after the applicability date of this act, and on an annual basis thereafter, the Metropolitan Police Department ("MPD") shall provide a report to the Council that includes the following:

(1) The number of police reports filed with MPD, including the nature of the alleged crime, during the preceding year that resulted in an arrest in the BID selected pursuant to subsection (b) of this section; and

(2) An analysis of whether there was an increase in the number of police reports filed with MPD during the preceding year that resulted in an arrest in the BID selected pursuant to subsection (b) of this section.

(h) Within 2 years after the applicability date of this act, and on an annual basis thereafter, the Mayor shall report to the Council the actual annual costs of the Pilot Program and the number of participants.

(i) Within 180 days after the applicability date of this act, the Mayor, pursuant to Title I of the District of Columbia Administrative Procedure Act, approved October 21, 1968 (82 Stat. 1204; D.C. Official Code § 2-501 *et seq.*), shall issue rules to implement the provisions of this section.

Sec. 5. Applicability.

(a) This act shall apply upon the date of inclusion of its fiscal effect in an approved budget and financial plan.

(b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in an approved budget and financial plan, and provide notice to the Budget Director of the Council of the certification.

ENROLLED ORIGINAL

(c)(1) The Budget Director shall cause the notice of the certification to be published in the District of Columbia Register.


(2) The date of publication of the notice of the certification shall not affect the applicability of this act.

Sec. 6. Fiscal impact statement.

The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 4a of the General Legislative Procedures Act of 1975, approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

Sec. 7. Effective date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.



Chairman
Council of the District of Columbia

UNSIGNED

Mayor
District of Columbia
January 30, 2019



COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, DC, 20004

Docket No. **B22-0223**

☒ ITEM ON CONSENT CALENDAR

☒ ACTION & DATE

FIRST READING CC, Dec 4, 2018

☒ VOICE VOTE

RECORDED VOTE ON REQUEST

APPROVED

ABSENT

GRAY AND MCDUFFIE

☐ ROLL CALL VOTE - Result

Council Member	Aye	Nay	NV	AB	Council Member	Aye	Nay	NV	AB	Council Member	Aye	Nay	NV	AB
Chmn. Mendelson	X				Gray				X	Silverman	X			
Allen	X				Grosso	X				T. White	X			
Bonds	X				McDuffie				X	Todd	X			
Cheh	X				Nadeau	X								
Evans	X				R. White	X								
X - Indicate Vote					AB - Absent					NV - Present, Not Voting				

CERTIFICATION RECORD

Secretary to the Council

1-7-19

Date

Docket No. **B22-0223**

☐ ITEM ON CONSENT CALENDAR

☒ ACTION & DATE

FINAL READING, Dec 18, 2018

☒ VOICE VOTE

RECORDED VOTE ON REQUEST

APPROVED

ABSENT

☐ ROLL CALL VOTE - Result

Council Member	Aye	Nay	NV	AB	Council Member	Aye	Nay	NV	AB	Council Member	Aye	Nay	NV	AB
Chmn. Mendelson	X				Gray	X				Silverman	X			
Allen	X				Grosso	X				T. White	X			
Bonds	X				McDuffie	X				Todd	X			
Cheh	X				Nadeau	X								
Evans	X				R. White	X								
X - Indicate Vote					AB - Absent					NV - Present, Not Voting				

CERTIFICATION RECORD

Secretary to the Council

1-7-19

Date

Findings from Feasibility Study

Community buy in is critical :

- ANCs
- BIDs
- Nearby businesses
- Citizen's associations
- Churches
- Other community organizations

Appropriate siting is also very important:

- A lot of pedestrian & vehicular traffic
- In open, visible location
- Under/near good lighting at night.
- Near water and sewer connections



1

Findings from Feasibility Study (cont.)

Desired characteristics of stand-alone public restrooms:

- Clean,
- Safe
- Designed using crime prevention measures (CPTED)
- Economical both to purchase and maintain



image by the creator (you need with permission)

2

2

Portland Loo

Designed using crime prevention measures (louvers so can see & hear what is happening inside, lighting inside/outside at night).

Designed to maximize usage and limit water use

Installed and successfully maintained in 30 cities across US and in Canada; number of cities in US growing.

Attractive

Open 24/7

Clean

Safe

\$94,000 purchase/transport.



\$32,000 - \$38,000 installation if close to water/sewer lines

\$12,000 - \$20,000/yr. maintenance

3

3

Automated Public Toilet

Found in New York City, San Francisco, many cities in Europe & Asia, wide variety of models

Attractive

Open 24/7

Clean

Safety issues

\$250,000 - \$1,000,000 purchase

\$25,000 - \$35,000 installation if close to water/sewer lines

\$100,000 - \$150,000/yr. maintenance



4

2

Key findings from Portland Loo Study

- Where successful:
 - Cities followed siting criteria
 - Wide variety of users
 - Buy in from businesses/ community members
 - No known use for prostitution/drug dealing
- Some installed needle drops, baby changers
- No. of cleanings depend on frequency of use.
- Where heavy night use important to clean first thing in morning.
- Need to be prepared for occasional issues (door knob replaced, remove graffiti).

5

5

Public Restroom Facilities Installation & Promotion Act of 2018

Highlights

- Mayor asks BIDs, ANCs, to identify areas where restrooms are needed.
- Mayor names interagency/ non-profit sector Working Group charge with determining feasibility & recommending two pilots
- Working group prepares report identifying pilots/ locations
- Open period for community comment on proposed locations, including ANC vote.

Two Pilots

- Two standalone public restrooms open 24/7
- *One BID selected to pilot incentives to businesses to open restrooms to public*

Decision to extend/expand

- MPD to record police reports at/near restrooms
- After one year, with this info. & info. on costs/cleanliness decision to continue/expand one or both pilots.

6

6

Public restrooms & COVID-19

- Principal concern: aerosols trapped in air in enclosed spaces.
 - Concern: touching contaminated fixtures (toilet and sink handles, door upon departing)
 - Possibility: contaminated fecal matter may be in plumes when toilet flushed.
- Portland Loo:
- Slats & louvers provide for ample exchange of air between inside and outside.
 - Hand wash on outside: last thing used after opening door to leave.

7

7