

ANC 6A Transportation & Public Space Committee Meeting Minutes
Capitol Hill Towers (900 G Street NE)
February 22, 2010

I. Call meeting to order at 7:05 pm.

II. Introductions

A. Committee members present: Lance Brown and Omar Mahmud (Chair).

B. Committee members absent: Shane Artim, DeLania Hardy, Sean Lovitt and Marlon Smoker.

C. Others in attendance: Margaret Gentry from MACTEC Engineering & Consulting; Sarah Alexander, Erwin Andrews and Chip Glasgow with the H Street Connection development team; Joshua Raymond with the Capitol Hill Classic race; and ANC 6A Commissioners Nick Alberti, David Holmes, Raphael Marshall, Kelvin Robinson and Drew Ronneberg.

D. Mr. Mahmud announced the resignation of committee member Diane Hoover and expressed thanks for her service to the committee.

III. Community Comment - None

IV. New Business

[The committee began with discussion of the H Street Connection redevelopment since Mr. Raymond was not yet in attendance. See Attachment B, which sets forth the committee recommendations coming out of discussion of this issue at the meeting. The committee began discussion of the Capitol Hill Classic after Mr. Raymond joined the meeting.]

A. Capitol Hill Classic Presentation

1. Mr. Mahmud welcomed Mr. Raymond to the meeting and thanked him for attending. Mr. Raymond passed out informational flyers (see Attachment C), discussed the following information about the race and fielded questions from those in attendance:
 - i. The race will be held on May 16, 2010. The 10K starts at 8:30 am and the 3K starts at 10:00 am. Last year's race was completed by 10:45 am.
 - ii. The race has been run along the same route through Capitol Hill for the last 31 years.
 - iii. Street closures are controlled by MPD. Mr. Raymond stressed that race organizers have no control over street closures.

- iv. Mr. Mahmud asked Mr. Raymond to explain race organizers' efforts to publicize the event and notify nearby residents about race day disruptions like street closures. Mr. Raymond informed the committee that race organizers "stepped up" publicity of the event last year at the suggestion of the ANC, which included posters in local businesses, flyers on lamp posts along the route, posting on listserv lists, newspapers ads and preview articles in local publications.
 - a. Mr. Mahmud asked whether organized had made sure someone was responsible for taking down race-related materials posted in public space after the race. Mr. Raymond confirmed this to be the case.
 - v. At Commissioner Holmes' request, Mr. Raymond went over the race route in more detail, explaining that the most impacted street is East Capitol Street.
 - vi. Mr. Mahmud asked whether the street closures and the race itself cause disruptions to public transportation services. Mr. Raymond confirmed that public transportation services are not disrupted by the race and required street closures.
 - vii. Commissioner Holmes asked whether race organizers would be interested in getting MPD to allow north/south traffic to pass East Capitol Street during the race when no runners are present. Mr. Raymond indicated organizers would like for this to happen, but that MPD has been totally unwilling to entertain this request thus far. Commissioner Holmes believes MPD may be more willing to discuss this proposal now, based on discussions he has had of late with MPD regarding the National Marathon. Commissioner Holmes believes Mr. Raymond may be able to work out an arrangement with MPD to allow for limited traffic crossings or "bump routes" across the race route this year, as has been worked out for the National Marathon.
 - viii. There were 3,500 runners for last year's event, which raised somewhere between \$35,000 to \$40,000. Mr. Raymond stressed the importance of this event as a fundraiser. Mr. Raymond hopes that additional marketing efforts this year will bring another successful fundraising campaign.
 - ix. The race's website is Capitolhillclassic.org and the cost to participate is \$35.
2. Mr. Mahmud thanked for Mr. Raymond for attending the meeting and for providing information about the event to those in attendance.

Mr. Mahmud made a motion that the committee recommend the ANC send a letter of support for the Capitol Hill Classic. Mr. Brown seconded the

motion, which passed without objection. Mr. Mahmud agreed to prepare a draft letter.

V. Old Business

[The committee resumed discussion of the H Street Connection Recommendations following discussion of the Capitol Hill Classic. See Attachment B, which sets forth the committee recommendations coming out of discussion of this issue at the meeting in track changes against the original set of recommendations presented at the meeting by Mr. Mahmud, attached as Attachment A.]

A. Finalize Recommendation to ANC Regarding H Street Connection Redevelopment Project

1. Mr. Mahmud distributed a summary of committee recommendations discussed with the developer thus far (see Attachment A). Discussion ensued regarding whether the committee should be working from this summary or the one presented in the ANC's January agenda package. Mr. Mahmud explained that the agenda package summary was missing some items discussed with, and in some instances agreed to already by, the development team. It was decided to work from the summary prepared by Mr. Mahmud.
2. Attachment B, as edited in track changes, shows the changes to the original summary (Attachment A) discussed by the committee at this meeting. The following summarizes significant discussion about specific proposals in Attachment B:
 - i. At the request of the developer, section 1.c. was revised to provide for 65 retail parking spaces, instead of 61. According to the developer, 65 is the maximum number of retail spaces allowed for a development like this under existing regulations.
 - a. In addition, the committee decided to move the recommendation regarding development of a parking plan to allow for city use of non-residential parking spots to Section 2.e. of the summary.
 - ii. At the request of the developer, section 1.f. was revised to delete the words "at least" since Mr. Glasgow argued the "at least" language may require the developer to provide more than one car share parking spot. Mr. Glasgow wanted to make it clear the developer would only provide one car share parking spot. Several in attendance argued the developer would be in compliance if only one car share spot is provided since that would cover the obligation to provide at least one parking spot, but the committee relented on this point given Mr. Glasgow's insistence.
 - iii. Section 1.n. was revised to include the words "where access is permitted" at the request of the developer. Mr. Glasgow wanted

to make sure it was clear the developer would not be responsible for performing existing conditions studies for buildings the developer was not allowed to fully inspect.

Mr. Mahmud made a motion to adopt Sections 1.a. - 1.q., as revised in Attachment B, as committee recommendations regarding the H Street Connection redevelopment project. Mr. Brown seconded the motion, which passed without objection.

- iv. Discussion ensued regarding a revision to Section 2.a. which would increase the ratio of parking spots per residential unit in the building from .7 to .9.
 - a. Mr. Mahmud argued that the ANC should encourage the developer to build and maintain as few parking spots as possible, particularly given the upcoming investments in public transportation infrastructure being made by the city. In his estimation, a ratio of .7 is perfectly reasonable for a site such as the H Street Connection.
 - b. Commissioner Alberti indicated he sympathized with the developer's request to increase the ratio to .9 given the site is not adjacent to a Metro train stop.
 - c. Commissioner Ronneberg indicated he would like to allow a ratio of up to .9 so the developer would be able to offer residents the most parking spots possible, according to what the market will allow.

Mr. Brown made a motion to adopt Section 2.a., as revised in Attachment B, as a committee recommendation regarding the H Street Connection redevelopment project. Commissioner Holmes seconded the motion, which passed on a vote of four in favor (Alberti, Brown, Holmes and Ronneberg), one against (Mahmud) and two abstaining (Robinson and Marshall).

- v. At the request of the developer, section 2.b. was revised to reflect the language in the parallel recommendation contained in last month's ANC agenda package.
- vi. The developer has agreed to the obligation in 2.c.
- vii. At the request of the developer, section 2.d. was revised to include a cap of \$19,000 on the developer's total car share membership commitment.

Mr. Mahmud made a motion to adopt Sections 2.b. - 2.d., as revised in Attachment B, as committee recommendations regarding the H Street Connection redevelopment project. Mr. Brown seconded the motion, which passed without objection.

- viii. Discussion ensued regarding the addition of Section 2.e. to the list of committee recommendations. This recommendation was moved from Section 1.c. of the original summary of recommendations and revised.
- a. Mr. Glasgow questioned the feasibility of such a plan given that the city lacked a successful track record for operating parking facilities in coordination with private developers. In addition, Mr. Glasgow expressed resistance to managing parking spots being used by patrons to businesses outside of the building.
 - b. Others argued these parking spots would amount to an inefficient use of space when not fully utilized in the evening. Maximum utilization of these parking spaces for the benefit of the greater H Street community would accomplish an important goal with respect to identifying additional parking for H Street businesses without overburdening this site with additional city-designated parking spots.
 - c. In addition, the committee discussed a proposal to add a requirement that the developer build an additional 100 city-designated parking spots in the parking garage. Messrs. Brown and Mahmud expressed absolute opposition to such a proposal. Mr. Mahmud expressed concern that this proposal ran counter to the goal of creating a development at this site which would take advantage of public transportation upgrades along H Street, significantly lower the quality of life for nearby residents due to the exponential rise in site visits generated by so much additional retail parking and lessen the incentive to focus on other agreed to transportation demand management plans for the site including car sharing, bicycle facilities, etc. Mr. Mahmud suggested the developer instead work with the city to fully utilize the 65 retail parking spots. Others argued that the 100 additional spots, possibly in conjunction with the 65 retail spots, would provide greater flexibility to allow for parking to be utilized by other H Street businesses.

Mr. Mahmud made a motion to adopt Section 2.e., as revised in Attachment B, as a committee recommendation regarding the H Street Connection redevelopment project. Mr. Brown seconded the motion, which passed on a vote of three for (Alberti, Brown and Mahmud), two against (Robinson and Ronneberg) and two abstaining (Holmes and Marshall).

3. Discussion ensued regarding whether the ANC's recommendation should be conditioned upon receiving notification from DDOT that it had fully evaluated the proposal and concluded it provides an "acceptable level of service" traffic wise for the site and surrounding

community. Mr. Mahmud argued it is difficult for the ANC to conclusively weigh in on the traffic aspects of the developer's proposal without seeing the results of DDOT's analysis. This proposal would allow the ANC to move forward with approving the project while allowing for it to rescind the recommendation should DDOT disfavor the traffic impacts created by the proposal. Commissioner Robinson argued the ANC should not impose conditions like this upon its recommendation and that the ANC should decide one way or the other if it accepts the developer's proposal.

Mr. Mahmud made a motion that the committee recommend the ANC accept the developer's current proposal conditional upon receiving notification from DDOT that such plan provides an "acceptable level of service" to the site and the surrounding community. There was no second for the motion, which therefore failed.

Mr. Brown made a motion that the committee recommend the ANC approve the developers plan for redevelopment of the H Street Connection, provided the developer adopt the recommendations set forth in Sections 1.a. - 1.q. and Sections 2.a. - 2.e., as revised in Attachment B. Commissioner Holmes seconded the motion, which passed without objection.

4. Discussion ensued regarding the additional recommendations to DDOT contained in Section 3 of Attachment B.
 - i. Consideration was given to revising Section 3.b. to specifically recommend moving the northbound 8th Street NE bus stop at H Street NE to a location north of H Street.

A motion was made and seconded to add a specific recommendation to Section 3.b. which would propose moving the northbound 8th Street NE bus stop at H Street NE to a location north of H Street. The motion passed on a vote of three for (Holmes, Marshall and Ronneberg), one against (Brown) and three abstentions (Alberti, Mahmud and Robinson).

- ii. Section 3.d. was revised to clarify that the proposed widening of 8th Street be done to accomplish a middle left turn lane.

Commissioner Holmes made a motion that the committee recommend the ANC send the recommendations contained in Sections 3.a. - 3.d., as revised in Attachment B, to DDOT. Commissioner Robinson seconded the motion, which passed without objection.

B. Rerouting of 90/92 Bus

1. Mr. Mahmud explained that he noticed a couple of weeks prior the bus had returned to its original route down 8th Street, but that this change was only temporary since the buses have resumed going down 10th Street. He also repeated concerns raised before that 10th Street is too narrow to accommodate bus traffic, particularly at the points where

the bus must turn onto and off of 10th Street. Mr. Mahmud has observed near miss accidents with other motorists (including himself) and buses having to drive over curbs to make turns. Mr. Mahmud invited Ms. Gentry of MACTEC to provide additional information to the committee on this issue.

2. Ms. Gentry indicated she agrees with concerns that this situation is dangerous and that she has observed dangerous conditions herself after walking along the revised bus route with Commissioner Marshall and taking pictures. Ms. Gentry indicated she has discussed these concerns with Mr. A. Walton of WMATA and encouraged him to attend this meeting, but he did not show. Ms. Gentry encouraged the committee to contact Mr. Walton directly at awalton2@wmata.com.
3. Commissioner Alberti clarified that MACTEC does not have control over this situation and that we need to address this situation with DDOT.
4. Discussion also ensued regarding additional points to make in the letter to DDOT regarding this issue, which was approved at last month's ANC meeting, including:
 - i. Damage caused by the buses needs to be repaired;
 - ii. The ANC's desire to weigh in on any proposed alternative routes;
 - iii. Expressing concern that the ANC was not directly consulted ahead of the decision to reroute the 90/92 buses down 10th Street; and
 - iv. A request that construction necessitating the rerouting be sped up as much as possible.

VI. Additional Community Comment

- A. Commissioner Ronneberg announced that he has been approached by certain H Street businesses about resolving parking problems along the corridor. Mr. Ronneberg has been asked to partner with businesses to encourage residents to apply for RPP on adjacent side streets. Commissioner Ronneberg recommends the ANC engage in such a partnership.

VII. Adjourn meeting at 9:30 pm.